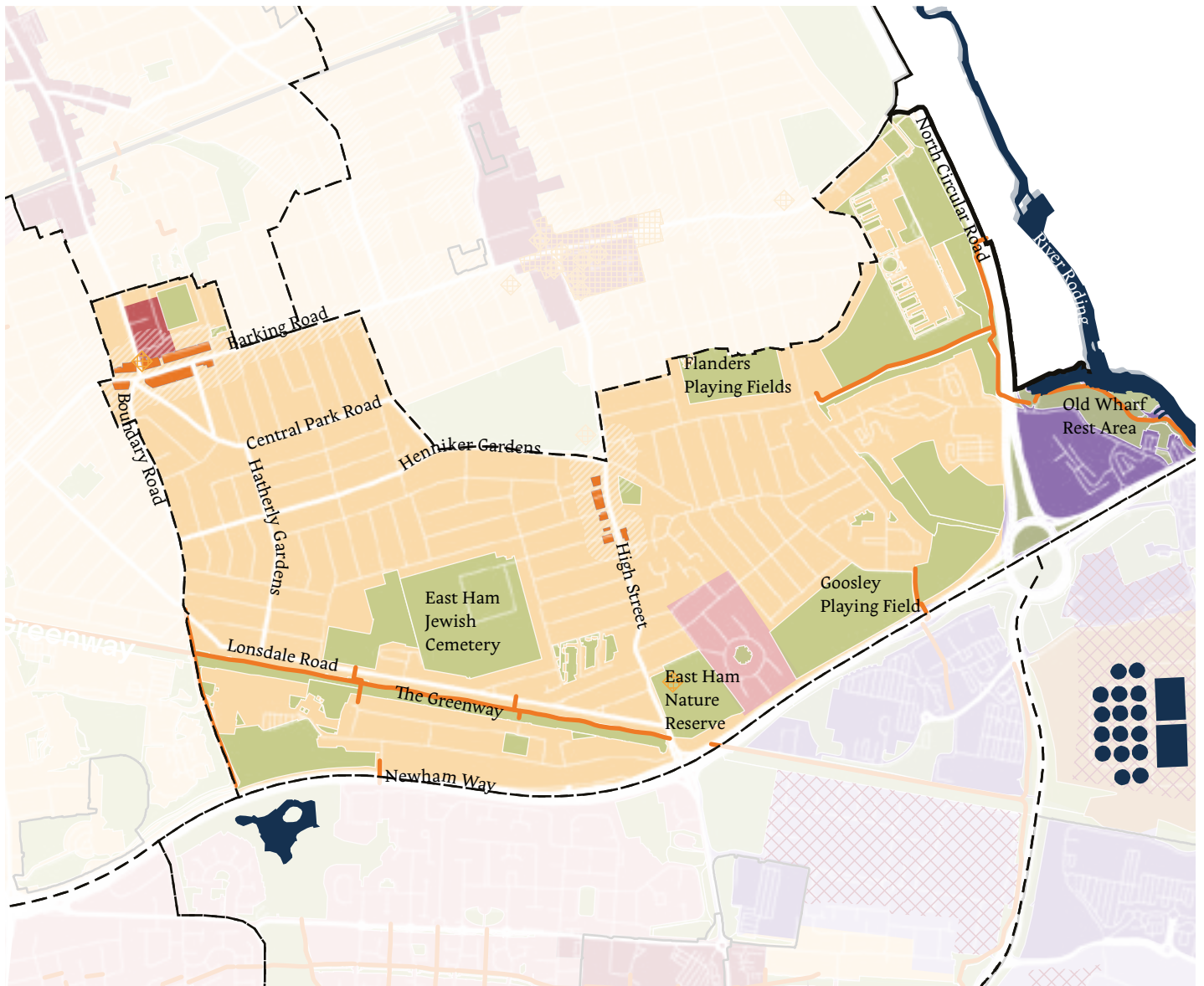


12. East Ham south















EXISTING CONTEXT AND IDENTITY

The East Ham South neighbourhood is bordered to the south by Newham way, to the east by North Circular Road, to the north by Barking Road and the western border is determined by the public perception of the extent of the neighbourhood.

The neighbourhood is largely domestic in character, consisting of terraced housing along gridded streets, interspersed by many local parks and green spaces throughout. The Greenway passes through this neighbourhood and provides an active travel and biodiversity corridor linking to the adjoining areas.

The south eastern corner of the site, between Newham

- | | |
|---|---|
|  Historic Inner Suburb |  Beckton Sewerage Works |
|  Post War Inner Suburb |  Strategic Industrial Land (SIL) |
|  Urban Neighbourhood |  Heritage Conservation Area |
|  Town Centre |  Newham Strategic Sites |
|  Local Centre | |
|  Industrial | |
|  Out of town retail | |
|  Green Space | |

Way, North Circular Road and the River Roding is an out of town retail centre, Travel Lodge and the Old Wharf Rest Area Nature Reserve.

The south west corner of the site contains some large academic institutions such as the Brampton Manor Academy and the Roman Road primary school.

A portion of the Barking Road high street runs through the neighbourhood, linking it to Plaistow to the east.

The high street has a diverse and local offer, set within a street that is generally a consistent height of one storey of active retail on the ground floor, plus approximately three stories of residential above. Wide pavements and some tree planting enable a walkable high street. This is further supported by bus stops along the street, enabling public transport access to the retail area.

The East Ham nature reserve located to the south contains a churchyard. The site is now a wildlife reserve and is an important teaching resource for Newham schools. The Church of St Mary Magdalene on the site dates back the 12th century, and is Grade: I listed on the National Heritage List for England.

Functional Character

The neighbourhood has generally poor public transport access with an average PTAL of between 1-2. The area south of Upton Park Station has a higher PTAL of 5. 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. This is exacerbated at the roundabout at the intersection of the North Circular Road which also has a poor air quality rating.

The edge of the neighbourhood along the River Roding consists of a wetland which forms part of the SINC, as does the Greenway which provides a network of pedestrian paths. The neighbourhood has low to moderate access to parks and green space 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.

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 two of Statutory Listed Buildings in the neighbourhood such as the Boleyn Public House (Grade: II) and the Church of St Mary Magdalene (Grade: II).

STRENGTHS

- High street condition on High Street South with a local retail offering and connects the neighbourhood to the East Ham neighbourhood to the north.
- The Greenway runs diagonally across the southern part of the neighbourhood connecting it to surrounding areas via an elevated walking and cycling path.
- Good access to parks and green space.
- The urban fabric consists of largely consistent terraced housing.
- The availability of green space was specifically noted as an asset through the engagement process.
- 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.
- High Street South 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.

CHALLENGES

- Strongly perceived north south divide as a result of Newham Way reduces linkages southwards towards Canning Town.
- Poor public transport access.
- North Circular Road creates a barrier to movement eastwards and connection to the area to the east.
- Residents noted a lack of affordable community space.
- Limited opportunities for intensification and development opportunity.
- Concerns about the lower density of existing housing not being able to support a 15 min neighbourhood.

Sensitivity to change	Large part of the neighbourhood has a coherent and high-quality historic terrace house character.
Opportunity for growth	The neighbourhood has a moderate opportunity for growth, with a consolidated low rise character, no significant sites and low PTAL.
Urban Form Quality and Character	The built form primarily forms a neighbourhood with a clear identity; solid terrace houses streets and legible urban form. However, there is scarce integration of different uses.
Socio-economic and cultural significance	High streets offer employment opportunities and services, with additional provisions throughout the neighbourhood. The nearby Central Park, Green Way and East Ham Nature reserve are other valued features by the local community.



High Street South.

VISION

Enhancement of overall character and identity and increase supporting uses within centre at the heart and transform the industrial park.

PRINCIPLES

Well-connected Neighbourhood

- Continued refreshing of local provision in keeping with local demand.

Future mix

- Enhancement of current mix to include additional community facilities.

Natural infrastructure

- Enhance active travel on and access to The Greenway.
- Opportunity for extensive street greening, specifically along key routes.
- Enhance access to the River Roding on the eastern edge and creates active travel links that connect to Gallions Reach and south towards the River Thames.

Morphology and density

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

Heritage & fixed elements

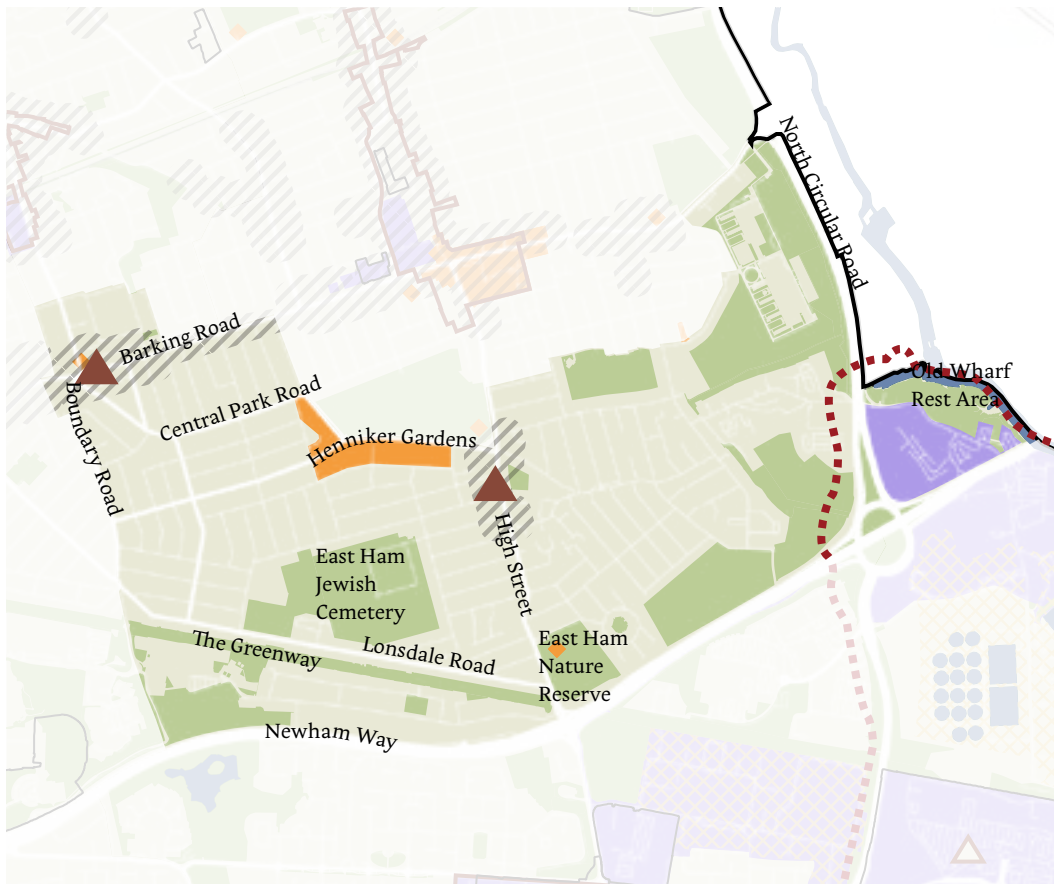
- Opportunity to enhance the context of heritage assets and connect to historic local centre along High Street towards barking Road via an active travel route and tree planting.

Inter-relationships

- Direct relationship with East Ham to the north along High Street, connecting local retail areas across neighbourhoods.
- Soft boundary with surrounding neighbourhoods.

Conserve Areas	Cheltenham Gardens, Henniker Gardens, Rancliffe Road, are identified as areas of Townscape Value that should be conserved as highly sensitive to change for their historical value and character.
Enhance Areas	<p>The neighbourhood is classified as an enhance area. The west part has a consolidated historical terrace character that should be respected by further development as sensitive to change.</p> <p>East of High Street is a slightly more varied form with apartment buildings and houses that can support moderate uplifts in density. New development should aim to follow the block structure of the consolidated urban fabric and integrate opportunities for supporting services.</p>
Transform Areas	Opportunity to transform the land between the River Roding and North Circular Road.

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
- Tall Building Zone up to 100 m
- ▨ Main building datum above 9m but below 21 m (ca. 4-6 storeys)
- ▨ Main building datum above 21m but below 32 m (ca. 7-10 storeys)
- Sensitive context
- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre

13. East Ham



EXISTING CONTEXT AND IDENTITY

The East Ham neighbourhoods bordered to the east by the North Circular Road. The north eastern edge of the neighbourhood is defined by the railway line. The rest of the neighbourhoods borders are not defined by infrastructure, that they are defined by public perception and character.

The neighbourhood is largely domestic in character, consisting of terraced housing along gridded streets, interspersed parks along its edges. The centre of the neighbourhood is High Street North, a major centre with a diversity of independent stores catering to the local market. The street is designed to give pedestrian priority with wide sidewalks and a narrow one way vehicular

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

lane. The street has a strong character provided by the width of the street, the height of the buildings (active ground floor plus approximately two stories of residential above) and unique street features such as lamp posts and tree planting. The street is also accessible by bus.

High Street North meets Barking Road to the south, creating a network of high streets supporting the

neighbourhood as well as connecting via the high street activity to East Ham South.

A neighbourhood scale high street exists along Katherine Road. This local high street consist of an active ground floor with one floor of residential above.

The Newham Town Hall is located at the corner of High Street North and Barking Road. The site and area around it is a designated heritage conservation area while the building itself is a Grade II listed building. Other notable buildings within this conservation area include the Newham Collegiate Sixth Form Centre, the East Ham Library and the East Ham Leisure Centre. The conservation area also includes the buildings directly across Barking Road.

The railway line cuts across the neighbourhood from east to west, with a station at the intersection of High Street North, further increasing accessibility to the local retail offer but creating a barrier across the railway line to other parts of the neighbourhood.

Functional Character

The neighbourhood has moderate public transport access with a high PTAL 6a around East ham station and reducing in PTAL to 1 on the eastern edge of the neighbourhood alongside North Circular Road.

The majority of the neighbourhood is considered a SINC area of deficiency according to GiGL data. The neighbourhood has low access to a variety of parks and green space.

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 number of Statutory Listed Buildings in the neighbourhood specifically centred around the heritage conservation area at the intersection of Barking Road and High Street South. These include the Denmark Arms

Public House (Grade: II), Newham Council Offices (Grade: II), the public library (Grade: II), Fellowship House (Grade: II). Towards the north of the neighbourhood the East ham Underground Station is Grade: II listed and to the east of the neighbourhood the Dukes Head Public House building is Grade: II listed.



East Ham station and high street

STRENGTHS

- High street condition on High Street North with a broad retail offering and connects the neighbourhood to the East Ham South neighbourhood.
- Good access to green space and parks.
- High density of social and community facilities.
- The urban fabric consists of largely consistent terraced housing.
- Multiple historic buildings and a heritage conservation areas along Barking Road.
- Good public transport access at East Ham Station.
- Plashet Park and Central Park were specifically noted as an asset through the engagement process. It is “essential for all people in the community to access an open space where they can walk, meet friends, jog, partake in gentle exercise” according to a participant.
- 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.
- The Passmore Edwards building is a “historic building that many people have fond memories of” according to the engagement process.
- The Central park cafe is a “great place for the community, a safe space for parents & children hosting events” according to the engagement process.

CHALLENGES

- Poor public transport access towards North Circular Road.
- North Circular Road creates a barrier to movement eastwards and connection to the area to the east.
- The railway line creates a barrier to movement north south across the neighbourhood.
- SINC deficiency area.
- Residents noted a lack of affordable community space.
- High Street North 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.
- Few development opportunities beyond the town centre.

Sensitivity to change	Large part of the neighbourhood has a coherent and high-quality historic terrace house character. A conservation area is designated at the intersection of Barking Road and High St, East Ham Civic Centre Conservation Area. The urban form is more mixed southeast of Barking Rd and High St.
Opportunity for growth	The neighbourhood has a moderate opportunity for growth. A large part of the neighbourhood has high PTAL above 4. At the intersection of Barking Road and High Street, two significant strategic sites are also identified.
Urban Form Quality and Character	The built form primarily form a neighbourhood with a clear identity, solid terrace houses, streets and legible urban form. However, there is scarce integration of different uses.
Socio-economic and cultural significance	High streets (High St. and Barking Rd) are areas of high socio-economic and cultural significance, which concentrate employment opportunities and services and Central Park and Plashet Park.



Mixed residential and retail historic buildings along High Street North

VISION

Conservation of overall character and identity and enhance centres with further supporting uses that celebrates its heritage and enhance community uses.

PRINCIPLES

Well-connected Neighbourhood

- Opportunity to increase employment provision and access to employment for local work, and for enhancement of cultural provision.

Future mix

- Enhanced offer for centres, and increased community provision.

Natural infrastructure

- Celebrate Central Park and Plashet Park as central assets for the neighbourhood.
- Increase active travel to parks and green space along key routes such as high Street North, Plashet Grove, barking Road and High Street.
- Opportunity for extensive street greening and pavement upgrades along key routes.

Morphology and density

- On the whole, new development should be sympathetic to the predominant terraced housing typology whilst Enhancing the neighbourhood.

Heritage & fixed elements

- Opportunity to enhance the context of heritage assets, specifically within the conservation area along Barking Road by improving its public space surroundings and access to the resources within the heritage buildings.

Inter-relationships

- Direct relationship with East Ham South along High Street, connecting local retail areas across neighbourhoods.
- Direct relationship with neighbourhoods to the west along Barking Road, connecting local retail areas across neighbourhoods.
- Soft boundary with surrounding neighbourhoods.

Conserve Areas

East Ham Civic Centre conservation area should preserve the current character and the settings of listed buildings. The area has opportunity for growth and overlaps with two strategic sites.

Enhance Areas

The neighbourhood is classified as an enhance area. It has a consolidated historical terrace character that should be respected by further development. New development should aim to follow the block structure of the consolidated urban fabric and integrate opportunities for supporting services. Modest uplifts in density could be possible in areas with low sensitivity to change such as southeast of Barking Road and High Street.

Transform Areas

Two transform areas have been identified at the intersection between High St and Barking St. These transform areas cover the part of two strategic sites that does not fall into a conservation area, though do not fall into a tall building zone. Development should be mindful of the heritage context of the conservation area but can provide a moderate uplift in density.

Two tall buildings zones have been identified around the transform areas where tall buildings up to 50 m and 32m respectively can come forward. In these areas tall buildings should aim to improve legibility and mark the crossing between High St and Barking Rd. Tall elements should be limited in number and will only be acceptable if their impact on the settings of the conservation area is minimised.

CONSERVE / ENHANCE / TRANSFORM



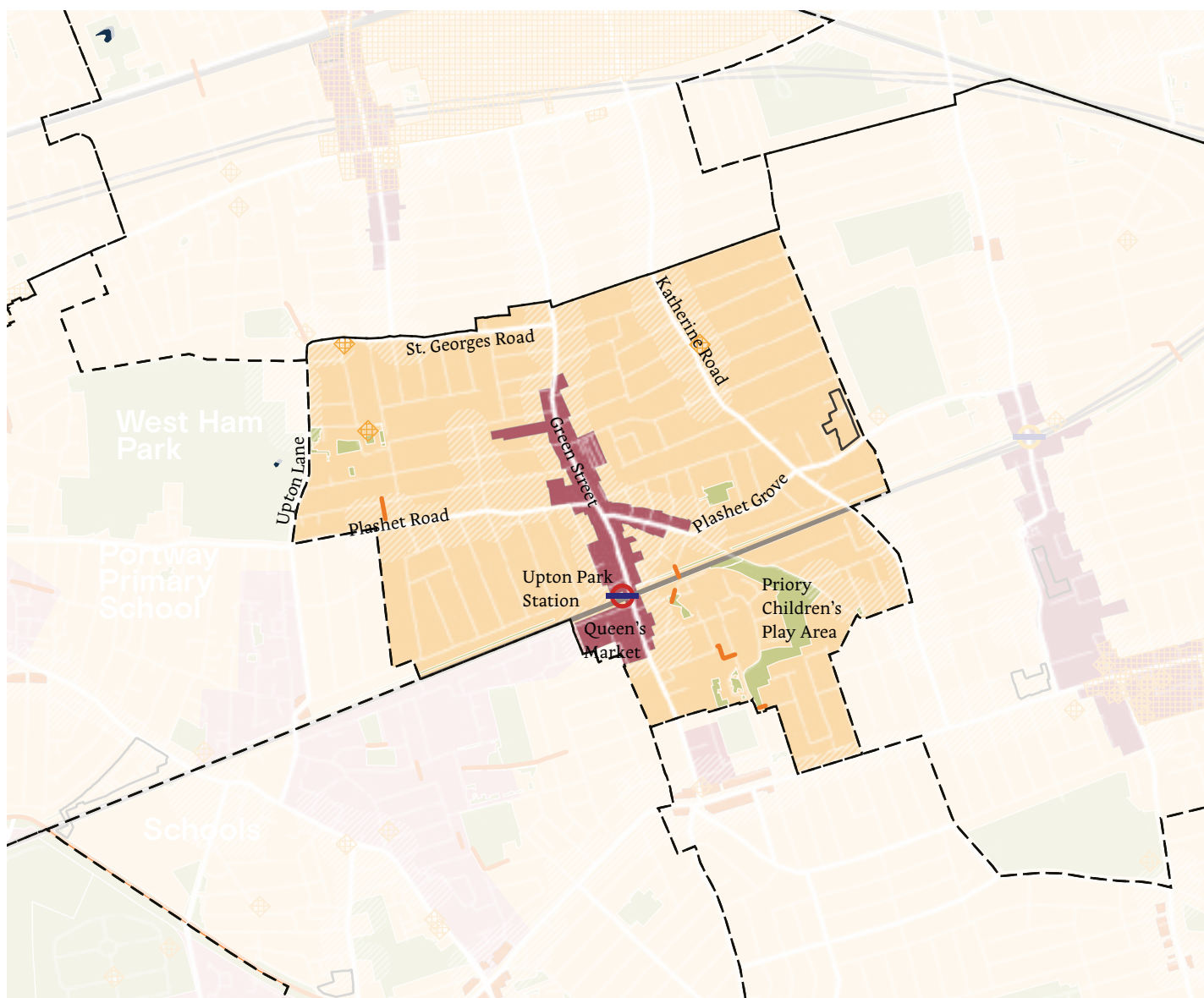
- Conserve
- Enhance
- Transform
- ◇◇◇ SIL - Strategic industrial land
- Royal Docks Opportunity Area and London Legacy Development Corporation
- Town Centres
- ▲ Location of Town centres and Local Centres
- △ Designated Future Local Centre and Town centre
- /// High Street
- Strategic Sites

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
- Tall Building Zone up to 100 m
- ▨ Main building datum above 9m but below 21 m (ca. 4-6 storeys)
- ▨ Main building datum above 21m but below 32 m (ca. 7-10 storeys)
- Sensitive context
- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre

14. Green Street



EXISTING CONTEXT AND IDENTITY

The neighbourhood is largely domestic in character, consisting of terraced housing along gridded streets, few parks and Green Street high street at its centre. This high street provides a local retail offer and is characterised by active ground floor with approximately one to two stories of residential flats above.

Queen's Market, also known as Queen's Road Market, and Green Street Market, is a historic street market that provides a unique feature and offer for the neighbourhood. It is located to the south of the Upton Station along Green Street and contains thriving small shops, cafés and restaurants.

- 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

The market is closely linked to the local community with events and cultural and religious festivals throughout the year. It is also the former workplace of the famous £1 Fish Man.

The Green Street neighbourhood is bordered to the west by the Upton Lane. The north eastern edge of the neighbourhood is defined by the railway line. The

rest of the neighbourhoods borders are not defined by infrastructure, that they are defined by public perception and character.

Functional Character

The neighbourhood has moderate public transport access with a PTAL range between 2-5 with the highest PTAL around Upton Park Station. The entire neighbourhood is considered a SINC area of deficiency according to GiGL data. The neighbourhood has good access to a variety of parks and green space within a 15 minute walk, in the adjoining neighbourhoods.

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 number of Statutory Listed Buildings in the neighbourhood such as the Church of St. Anthony and monastery (Grade: II), the Red House (Grade: II), and the Duke of Fife Public House (Grade: II).

STRENGTHS

- High density of social and community facilities.
- The urban fabric consists of largely consistent terraced housing.
- Multiple listed heritage buildings in the neighbourhood.
- 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.
- The Queen’s Market was specifically noted as a key asset through the engagement process. “I visit three

times a week. It is important for socialisation (...) It is essential to my household’s wellbeing because I buy fruit and veg there at the most affordable prices in Newham” according to public engagement findings

- Specialist retail within the Town Centre.

CHALLENGES

- SINC deficiency area.
- Residents noted a lack of affordable community space.
- Limited opportunities for intensification

Sensitivity to change	A large part of the neighbourhood has a coherent and high-quality historic terrace house character.
Opportunity for growth	The neighbourhood has a moderate opportunity for growth. A large part of the neighbourhood has high PTAL above 4, and one strategic site has been identified adjacent to Upton Station.
Urban Form Quality and Character	The built form primarily forms a neighbourhood with a clear identity, solid terrace houses, streets and legible urban form. Green street is a vibrant high street with shops fronts.
Socio-economic and cultural significance	Areas of high socio-economic and cultural significance are the area of Green Street, Plashet Rd, and the edge of West Ham Park, where most employment opportunities and services are concentrated. A focal point highlighted by the local community is Queens Rd Market.

VISION

Conservation of overall character and identity of the close-knit neighbourhood and enhance its centre with further supporting uses and celebrates Queen's Market as a key feature.

PRINCIPLES

Well-connected Neighbourhood

- Further support local needs with increased community, retail and health facility provision.

Future mix

- Enhanced community and health facility provision within the centre around Green Street and Upton Park Station.

Natural infrastructure

- Enhance active travel access to Priory Children's Play area.
- Enhance active travel access to green spaces in adjacent neighbourhoods such as West Ham park along Plashet Road, Central park and Plashet Park along Plashet Grove.
- Opportunity for extensive street greening along key routes such as Green Street, Plashet Road, Plashet Grove, Katherine Road and St. Georges Road.

Morphology and density

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

Heritage & fixed elements

- Opportunity to enhance the context of heritage assets.

Inter-relationships

- The district centre is well connected to surrounding neighbourhoods along high streets such as Plashet Road, Plashet Grove and Green Street. Opportunity to improve these streets with greening and active travel upgrades.
- Soft boundary with surrounding neighbourhoods.

Conserve Areas	/
Enhance Areas	The neighbourhood is classified as an enhance area. It has a consolidated historical terrace character that new development should be sympathetic to. New development should aim to follow the block structure of the consolidated urban fabric and integrate opportunities for supporting services. Modest uplifts in density could be possible through incremental intensification in areas of low sensitivity to change, such as east of Upton station and around the district centre.
Transform Areas	<p>The transform area at Upton station should be mindful of the area's significance for the local community. The area includes the Queens Market, which is very appreciated by the local community. The transform area has the potential for more significant uplift in density.</p> <p>A tall building zone has been identified around the transform area, supporting a small number of buildings up to 50 m. Tall buildings can be considered to mark the station and should be integrated in development with a main building datum up to 21 m that creates adequate transitions with the low/rise context.</p>

CONSERVE / ENHANCE / TRANSFORM



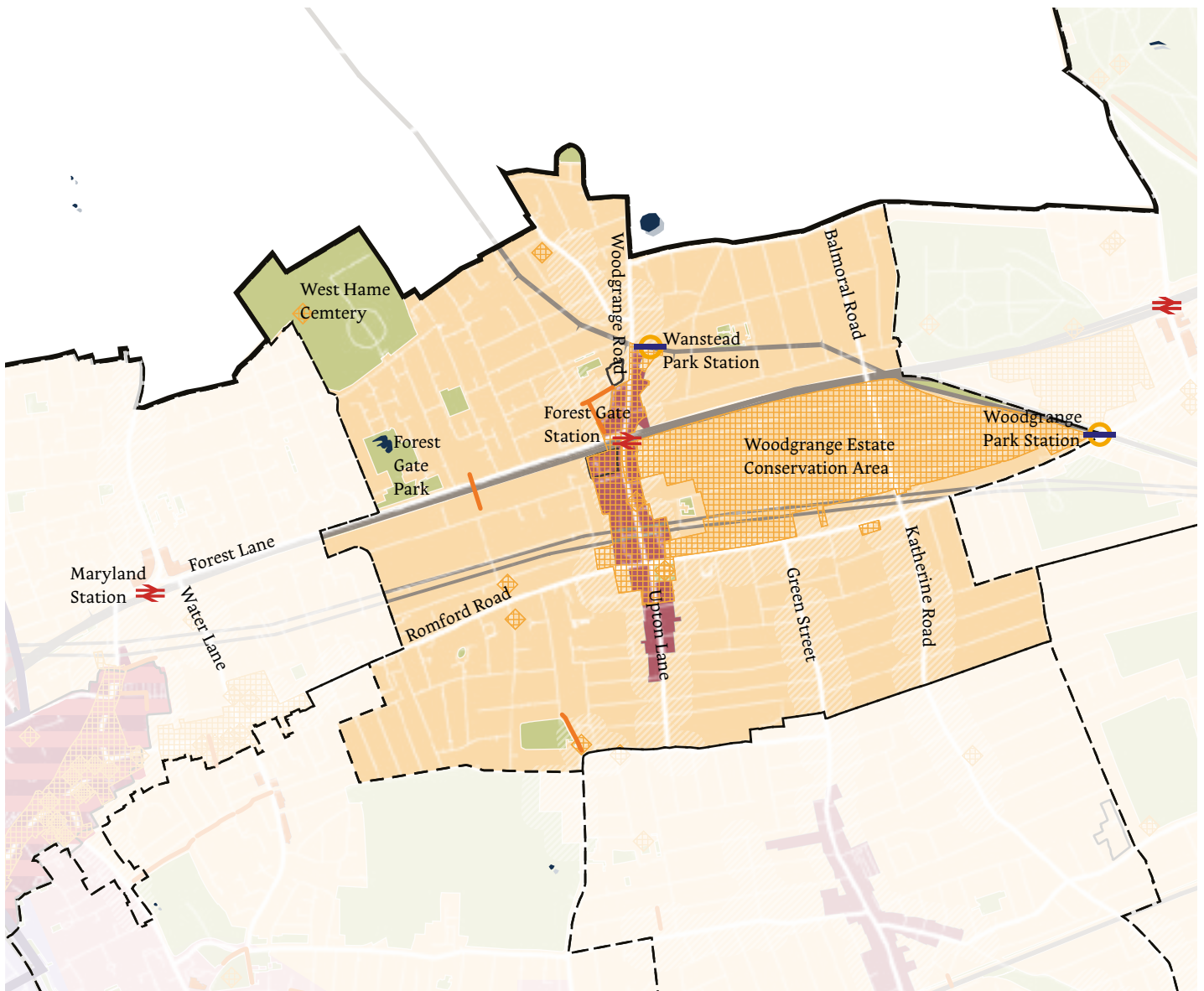
- Conserve
- Enhance
- Transform
- ▨ SIL - Strategic industrial land
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- Town Centres
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- ▨ High Street
- Strategic Sites

TALL BUILDINGS



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- ▨ Main building datum above 21m but below 32 m (ca. 7-10 storeys)
- Sensitive context
- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- ▲ Designated Future Centre

15. Forest Gate



EXISTING CONTEXT AND IDENTITY

Forest Gate is a residential neighbourhood consisting of mostly terraced housing. The first known record of the name 'Forest Gate' comes from the West Ham parish registers of the late 17th century and describes a gate placed across the modern Woodford Road to prevent cattle straying from the open Wanstead Flats area of Epping Forest onto the main Roman road (Romford road).

The Woodgrange Estate Conservation Area is a residential area with predominantly double-fronted Victorian three and four bedrooed houses built between 1887 and 1892. The estate consists of four roads from east to west: Hampton Road; Osborne Road; Claremont Road and Windsor Road, all of which link to Woodgrange Road to

- 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

the west. There are blocks of council flats at the western end of Claremont and Windsor roads built on the site of houses damaged during bombing in World War II.

Towards the north of the neighbourhood an elevated railway runs through an area of terraced streets.

The neighbourhood is steeped in music and acting history. The Upper Cut Club on Woodgrange Road

is famous for being the location that many famous musicians performed and Jimi Hendrix wrote Purple Haze. The first Rock Against Racism concert was held at the Princess Alice pub at the junction of Romford Road and Woodgrange Road in 1976.

Romford Road and Upton Lane offer a central high street axis with the Gate Library at its nexus. These high streets offer a mix of local retail use at street level, with residential above.

Functional Character

The neighbourhood has moderate public transport access with a PTAL of between 1-4 with the highest PTAL around Forest gate Station and reducing towards the edges of the neighbourhood but increasing again westwards towards Maryland Station. This neighbourhood does not include any SINC areas but there is good access to parks in the surrounding area 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 number of Statutory Listed Buildings in the neighbourhood such as Emmanuel Church (Grade: II), 'The Preacher', Forest Gate Methodist Church (Grade: II), among a few others including war memorials north of Romford Road.

The Forest Gate Town Centre and Woodgrange Estate conservation areas sit at the heart of the neighbourhood, forming much of its identity.



© Google street view

Elevated railway line through terraced housing on Latimer Road.



© Google street view

Romford Road high street.



© Google street view

Mature trees along Chestnut Avenue labelled as a local feature

STRENGTHS

- The urban fabric consists of largely consistent terraced housing.
- Multiple listed heritage buildings in the neighbourhood and large heritage conservation area around the Woodgrange Estate.
- Good access to parks and green space.
- Multiple high streets that provide a local mixed use retail offering.
- 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.
- The mature trees that flank Chestnut Avenue creates a space that is “leafy, stately and peaceful” according to the public engagement findings.
- Range of employment uses including various LMUAs.
- Woodgrange Road Market is a unique market in the borough.

CHALLENGES

- Multiple railway lines dissect movement across the neighbourhood.
- Residents noted a lack of affordable community space.
- Romford Road was also noted by participants as being negatively impacted by high levels of traffic and as a danger for cyclists and pedestrians.
- Some residents felt that along the high streets, there lacked variation within the offering thus creating high streets with scattered activation across location and time of day.
- Romford Road dissects the neighbourhood, separating Upton Lane from the high street creating a flourishing northern section and neglected southern section of the commercial area.

Sensitivity to change	A large area designated as a conservation area covering Woodgrange Estate and Forest Gate District Centres are contextualised in a consolidated historical character. A few blocks north of the rail line and along Romford Road are more fragmented and less sensitive to change.
Opportunity for growth	There are modest opportunities for growth in this neighbourhood largely considered to be conserved. One strategic site is identified around Forest Gate station. Around the station, there are higher PTAL, above 4.
Urban Form Quality and Character	The neighbourhood has a clear identity with solid terrace house streets and legible urban form.
Socio-economic and cultural significance	Employment opportunities and services are concentrated around the local centre and Upton Lane High Street. During public engagement, the community has also mentioned the arches and Forest Lane Park as valued assets.



© Luke O'Donovan

Barclay Hall on Green Street.

VISION

Conservation of overall character and identity, with room for diversification of community and commercial uses, and celebrate the Woodgrange Conservation Area as a key feature.

PRINCIPLES

Well-connected Neighbourhood

- Opportunity to increase employment provision for local employment around LMUAs.

Future mix

- Potential to increase local employment provision.

Natural infrastructure

- Enhance ties with green spaces in adjacent neighbourhoods such as West Ham Park and Plashet Park along active travel routes.
- Opportunity for extensive street greening along key routes such as Romford Road linking Stratford to Woodgrange Station; Woodgrange Road; Upton Lane; Green Streets towards the local centre; Katherine Road and Balmoral Road.

Morphology and density

- On the whole, new development should be sympathetic to the predominant terraced housing typology, Conserving the Woodgrange Conservation Area and Enhancing the rest of the neighbourhood.

Heritage & fixed elements

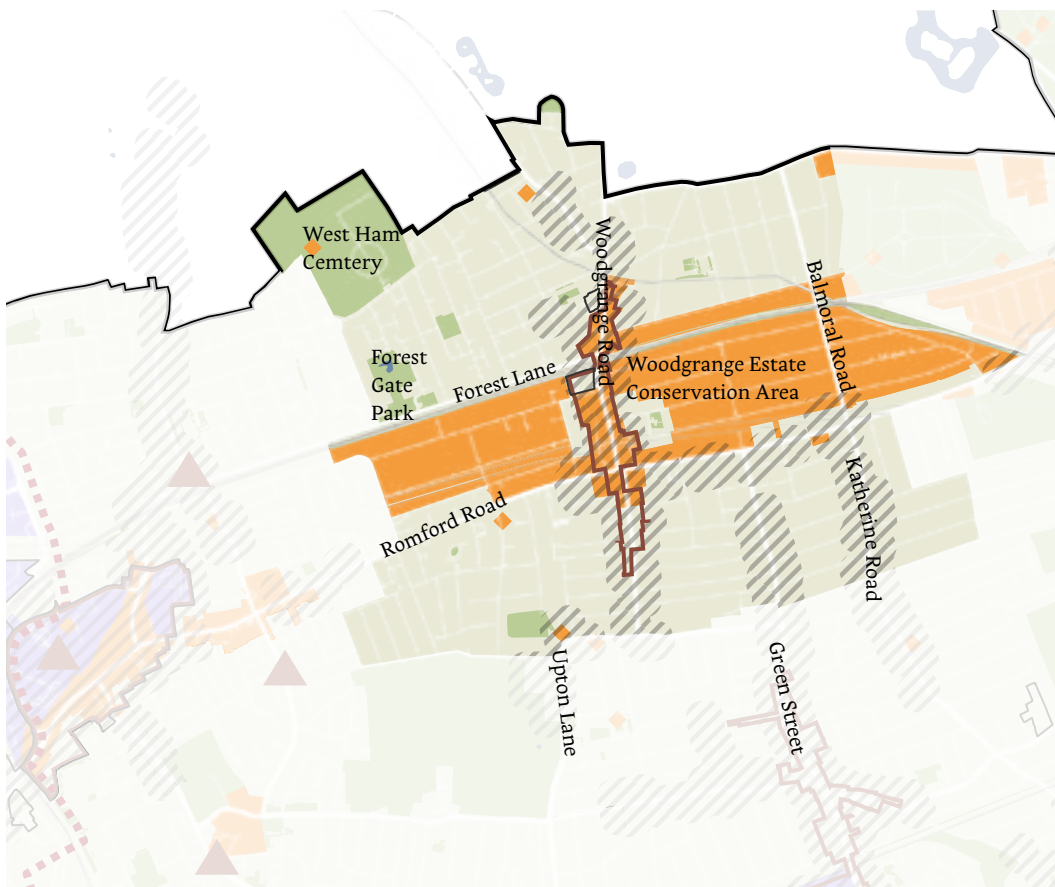
- Opportunity to enhance the context of heritage assets, specifically in the Woodgrange Conservation Area and along Woodgrange Road around the local centre.

Inter-relationships

- Direct relationship with Stratford to the west along Romford Road.
- Strong links with Wanstead Flats along Woodgrange Road and Redbridge to the north.
- Soft boundary with surrounding neighbourhoods.

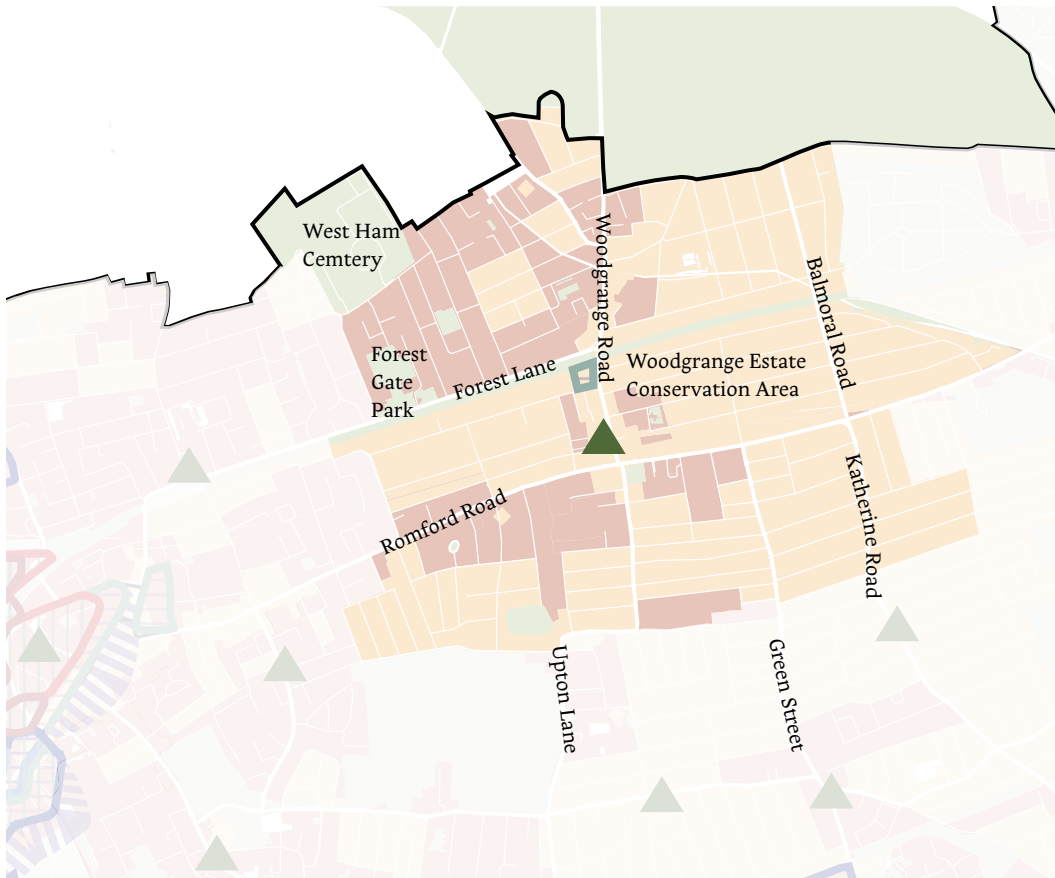
Conserve Areas	Forest Gate town centre and Woodgrange conservation areas covers a large portion of this neighbourhood. This areas and the area around the local centre should be conserved in their character.
Enhance Areas	<p>Large part of the neighbourhood is classified as to be enhanced. Here there are modest opportunities for incremental intensification, which should be sympathetic to the consolidated historical character of terrace houses in the majority of the neighbourhood, considering similar heights, scales and typologies.</p> <p>Areas with low sensitivity to change are suited to a moderate uplift in density.</p> <p>One strategic site that can support a moderate smaller tall element, still being mindful of the proximity to the conservation area, is located adjacent to the distric centre.</p>
Transform Areas	/

CONSERVE / ENHANCE / TRANSFORM



- Conserve
- Enhance
- Transform
- ◇◇◇ SIL - Strategic industrial land
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TALL BUILDINGS



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- Sensitive context
- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre

16. Manor Park and Little Ilford



EXISTING CONTEXT AND IDENTITY

Little Ilford is served by Church Road which contains a variety of shops, food outlets and a cab office. St Stephens Church is located within the boundary of little Ilford. Transport links include the 147 bus route from Canning Town to Ilford.

The City of London cemetery, Manor Park and Forest gate cemetery take up large portions of land in the neighbourhood.

Little Ilford school is located immediately to the south-west of the churches. Across Browning Road from Little Ilford school, the London Sri Murugan temple is a major centre of worship for east London’s Hindus.

- 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

Between Romford Road and the railway line, the Tunnelling and Underground Construction Academy is a purpose-built facility dedicated to education in soft-ground tunnelling techniques, and owes its existence to the Elizabeth line (Crossrail) project.

Along Romford Road lies a continuous string of retail and food & beverage stores creating a high street and providing much of the focus of the area.

Functional Character

The neighbourhood has generally poor public transport access along its northern and eastern edges with a higher PTAL of 4 around Woodgrange Park and Manor Park stations. The City of London Cemetery and Manor Park Cemetery are both included in the SINC network. In addition to these green spaces, the neighbourhood enjoys good access to parks 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 numerous Statutory Listed Buildings in the neighbourhood, particularly a number of chapels, mausoleums and monuments within the City of London Cemetery. Other listed buildings include the public library (Grade: II), The Manor House (Grade: II) and a number of churches and war monuments.

The Durham Road conservation area sits adjacent to Manor Park station, and sets part of the identity for the area.



Church of St. Mary.



Tunnelling and Underground Construction Academy.



Manor House

STRENGTHS

- High density of social and community facilities.
- The urban fabric consists of largely consistent terraced housing.
- Good access to green space.
- Good access to public transport around Manor Park and Woodgrange Stations servicing these parts of the neighbourhood.
- Multiple high streets that provide a local mixed use retail offering for Manor Park
- Although beyond the borough boundary, Wanstead Flats were specifically noted as an asset through the engagement process.
- The availability of green space and a diverse local community were specifically noted as an asset through the engagement process.
- 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.

high streets with scattered activation across location and time of day.

- Limited opportunities for intensification.
- Role of Romford Road - its traffic divides the neighbourhood through the middle and creates difficulties for pedestrian and cycling network; at the same time provides local high street opportunities.
- Few development opportunities.
- Integrating the heritage assets.
- Connecting Manor Park and Woodgrange Stations.

CHALLENGES

- Multiple railway lines dissect movement across the neighbourhood.
- Poor access to public transport along the northern and eastern edges of the neighbourhood around Little Ilford.
- North Circular Road creates a barrier to movement eastwards and connection to the area to the east.
- Residents noted a lack of affordable community space.
- Little Ilford does not have access to high streets (Church Road and Jack Cornwell Street each only have a few newsagents / general shops).
- Some residents felt that along the high streets, there lacked variation within the offering thus creating

Sensitivity to change	Consolidated historical terrace character somewhat sensitive to change covers most of the neighbourhood. The area east of Dersingham Avenue has a more mixed character with towers and apartment buildings. A less sensitive character is also found north of the rail line and along the station road.
Opportunity for growth	Modest opportunity for growth in most of the neighbourhood, with opportunity to provide substantial growth relating to recent developments around Ilford Station.
Urban Form Quality and Character	The neighbourhood has a clear identity with solid terrace houses streets and legible urban form.
Socio-economic and cultural significance	Employment opportunities and services are concentrated around the high streets.



© Luke O'Donovan

Historic terraced housing with a ground floor convenience store on Church Road.

VISION

Conservation of overall character and identity, with room for further provision of community and leisure uses, enhancing access to the many green spaces as a unique asset.

PRINCIPLES

Well-connected Neighbourhood

- Opportunity for enhancement of leisure and community provision.

Future mix

- Enhanced community and leisure provision, specifically around the existing local centre at Manor Park Station.

Natural infrastructure

- Enhance active travel access to Little Ilford Park along key routes.
- Enhance ties with green spaces in adjacent neighbourhoods such as Plashet Park to the south.
- Opportunity for extensive street greening along key routes such as Romford Road, linking the neighbourhood to Stratford; and Station Road.

Morphology and density

- On the whole, new development should be sympathetic to the predominant terraced housing typology, conserving the existing conservation area and enhancing the rest of the neighbourhood.

Heritage & fixed elements

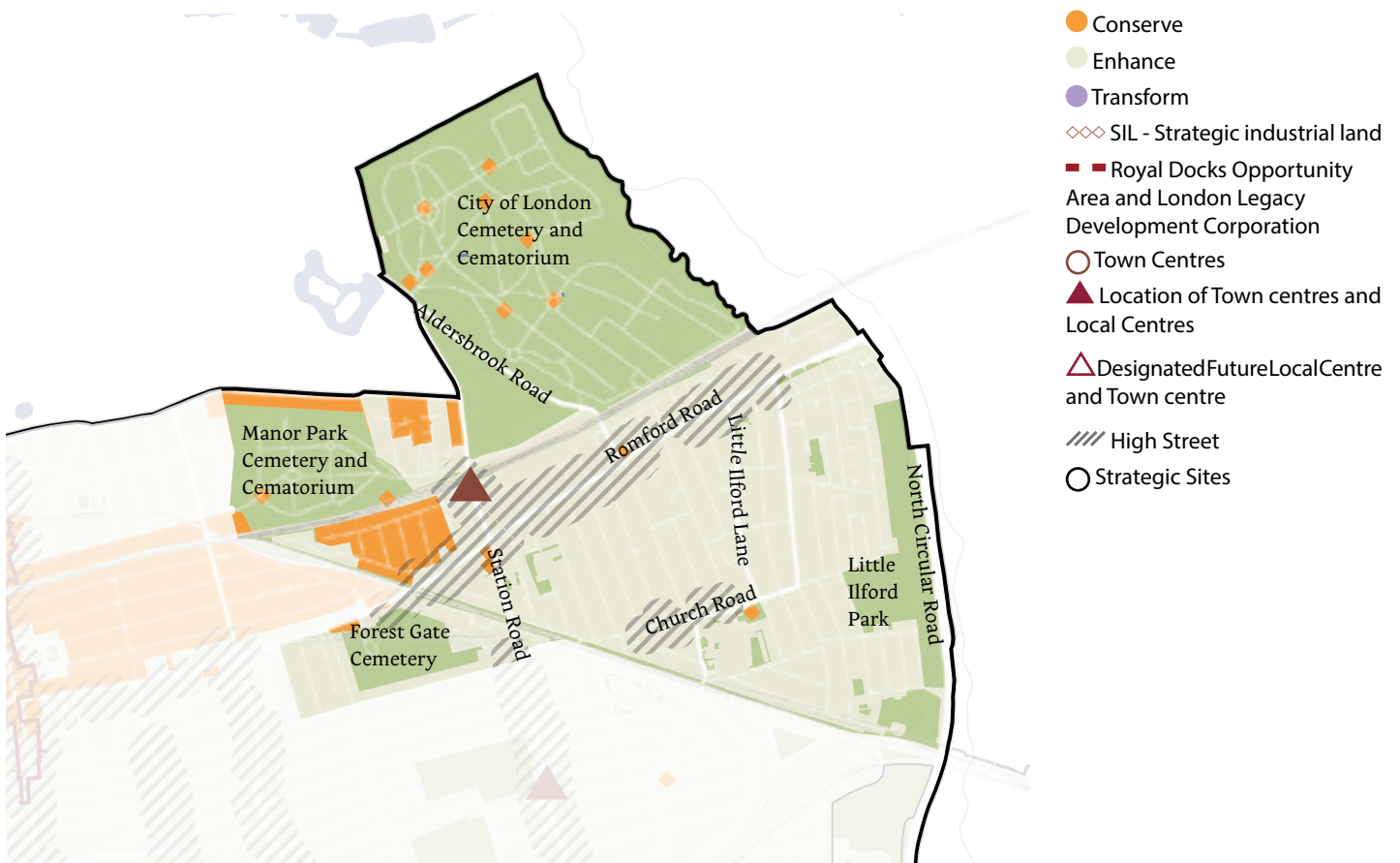
- Opportunity to enhance the context of heritage assets.

Inter-relationships

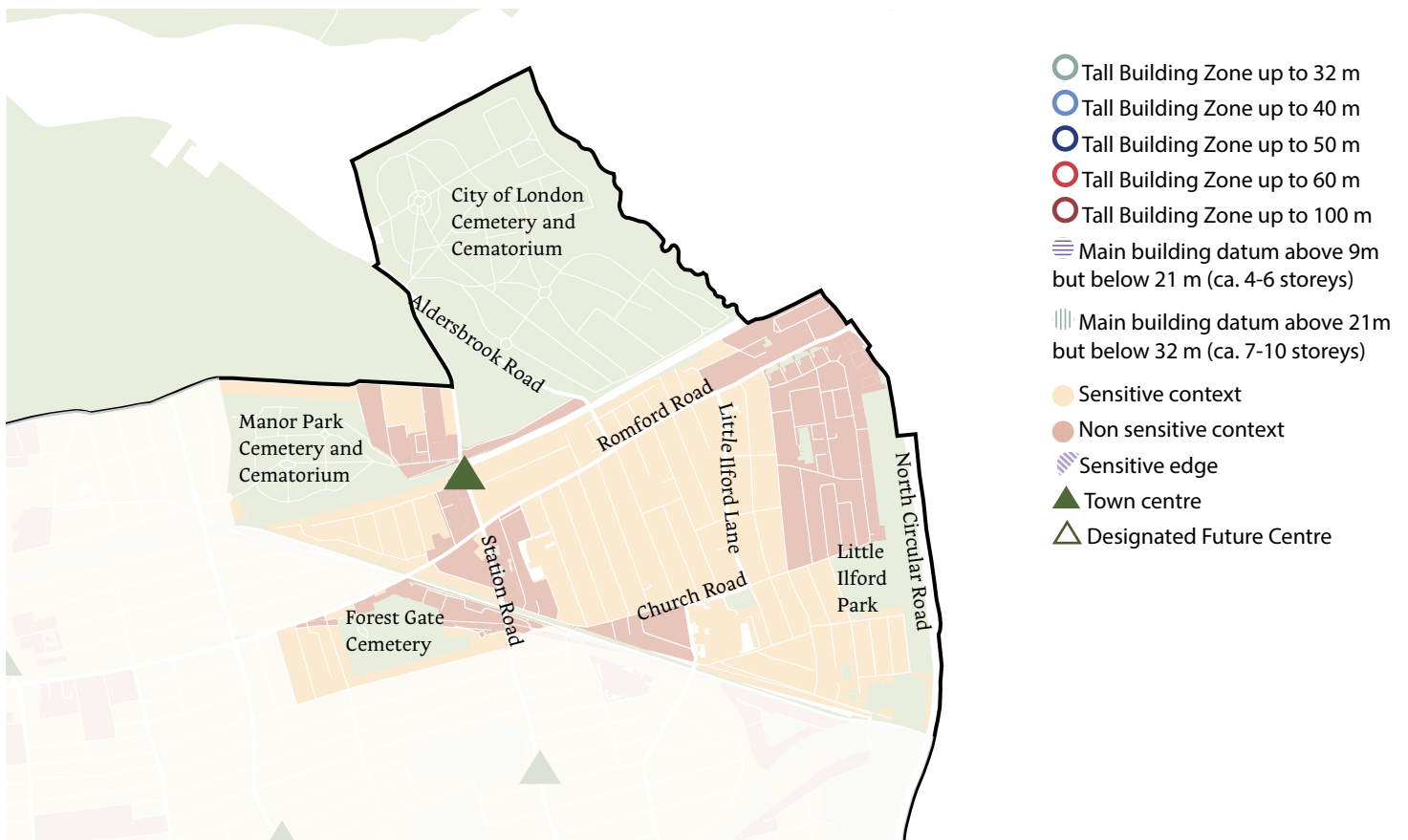
- Access to the surrounding neighbourhoods are limited due to railway lines.
- Opportunity to increase active travel links across the railway lines and create additional links south and westward,

Conserve Areas	Durham Road conservation area and Wanstead Flats Area of Townscape Value should be preserved in their character.
Enhance Areas	Most of the neighbourhood is classified as to be enhanced. Here there are modest opportunities for intensification, which should be sympathetic to the consolidated historical character of terrace houses in the majority of the neighbourhood, considering similar heights, scales and typologies. There can be greater flexibility with typologies in areas with more fragmented character, and a moderate uplift in density is possible.
Transform Areas	/

CONSERVE / ENHANCE / TRANSFORM



TALL BUILDINGS
















17. Gallions Reach



EXISTING CONTEXT AND IDENTITY

The entirety of the neighbourhood is dedicated to large infrastructure and industrial use, bar a small amount of residential at southern point of neighbourhood around the Gallions Reach DLR. The largest portion of the neighbourhood is attributed to the Beckton Sewage Treatment Works, a sewage treatment plant, and metropolitan scale piece of strategic infrastructure built from 1864. It is the largest sewage treatment works in Europe and covers over 100 hectares (250 acres). The plant is situated at the confluence of the River Roding and River Thames, buffered by the Beckton Creekside wetland. The entirety of the sewerage site is designated SIL. Both of these sites are currently completely inaccessible to the public.

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

The former gasworks site played a major role in East End industry for over 100 years. Formerly the largest gasworks in Europe, Beckton gasworks was in use from 1870 to 1969 when it closed down.

The Gallions Reach DLR station is a station on the Docklands Light Railway in the Royal Docks area of east London.

Access to the neighbourhood is by vehicle off Royal Docks Road (A1020) along the western edge of the neighbourhood or Alfreds Way along the north of the neighbourhood. The Barking Creek Barrier is a landmark along the riverside. It simultaneously provides flood protection and is a gateway for navigation by boat.

Gallions Reach Shopping Park is a major out-of-town retail park. Located on Armada Way, it is the largest retail park in London and contains typical shed structures surrounded by a vast swathe of at-grade parking.

The Powerleague Newham Sports Club is located to the north of the neighbourhood and provides a sporting community facility for the surrounding residents.

The Greenway terminates abruptly in this neighbourhood at the old Beckton Gas Works, connecting the neighbourhood to the rest of the borough, via a green pedestrian and cycling route, to Victoria Park to the west of Newham.

The area encompassing the Beckton Gas Works and Gallions Reach Shopping Park is LB Newham Strategic Site.

Engagement Response

Engagement comments directly relating to Gallions Reach were limited due to the current industrial nature of the area. A wider definition as an emerging neighbourhood may support place-development ambitions.

Functional Character

The neighbourhood has poor public transport access with a PTAL of between 0-2 and its closest stations being at Cyprus station and Beckton station. The edge of the neighbourhood along the River Roding consists of a wetland edge which forms part of the SINC network with pedestrian paths along its length. The neighbourhood has poor access to parks, mainly due to the lack of residential use in the area.

Heritage Assets

There is one Listed Building in the neighbourhood which consists of the Chimney to Beckton Sewerage Works (Grade: II).



Beckton sewerage treatment plant



Former Beckton gas works.



Gallions Reach Shopping park

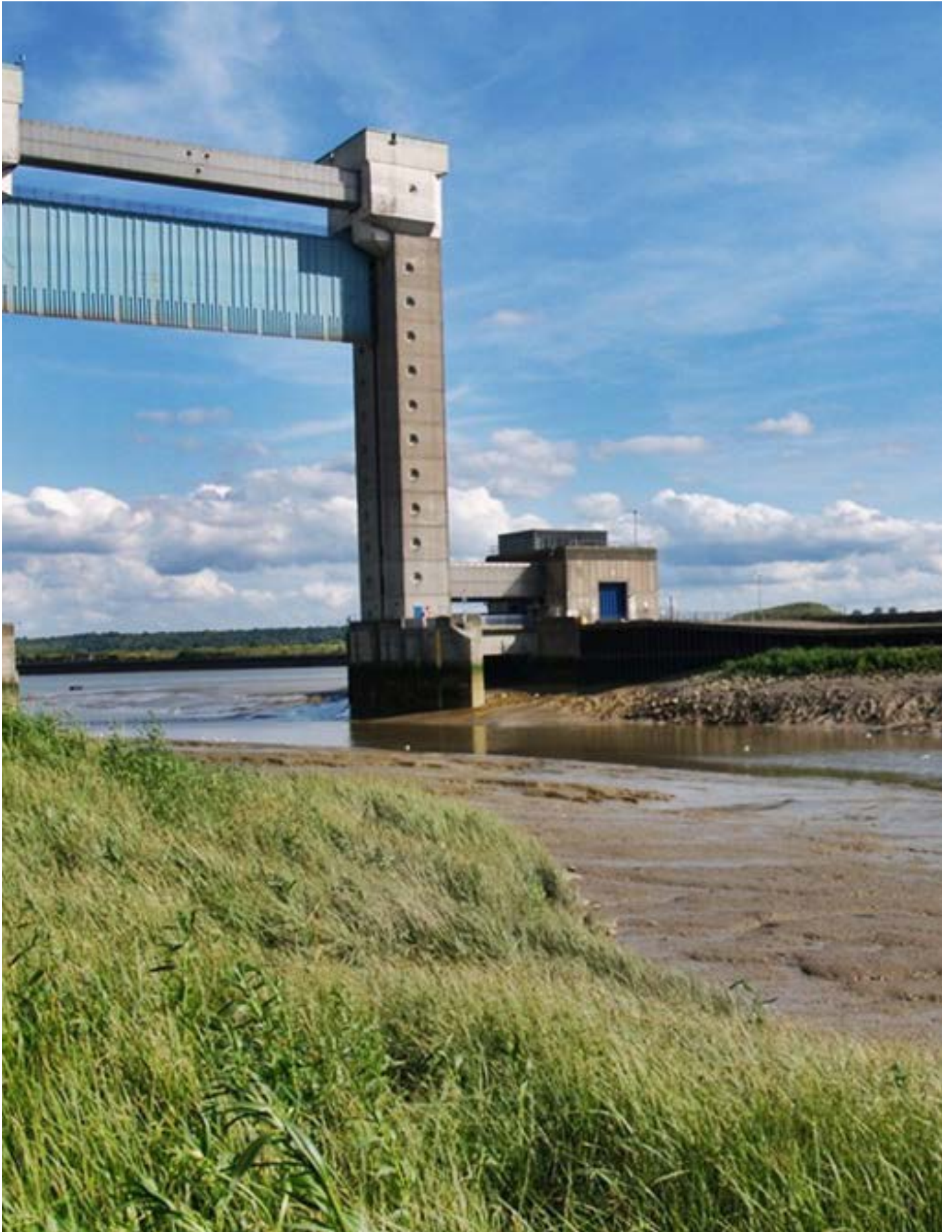
STRENGTHS

- Location at the confluence of the River Thames and River Roding.
- Wetland areas that are part of the SINC network at the edge of the neighbourhood that include pedestrian walkways.
- The Greenway extends into the neighbourhood.
- High motorway accessibility servicing industrial uses.
- Capacity for change, growth and development on the unused gasworks site.
- Gallions Reach Retail Park is very popular, second to Stratford in servicing borough’s retail needs
- Successful industrial uses.

CHALLENGES

- Not perceived to be a neighbourhood per-se, lacking both the necessary sense of place and amenity according to the engagement process.
- Large impermeable sites created a disjointed collection of land uses.
- Car dependent existing retail destinations
- Current uses considered ‘dirty’ and not currently conducive to interfacing directly with new residential.
- Currently not easily accessible via public transport or active travel.
- Currently the neighbourhood with the lowest tree coverage in the neighbourhood.
- Consideration needs to be given to locating vulnerable uses due to flood zones.
- Poor connectivity to surrounding areas and poor pedestrian and cycling network – impact of major route as boundary.
- No connection across or along the River Roding or River Thames.
- Flood risk.
- Poor access to accessible open space.

Sensitivity to change	Not sensitive to change.
Opportunity for growth	Large opportunity to grow with significant strategic development sites on edge with Royal Albert North, Currently, limited PTAL level requires public transport and active travel network enhancement.
Urban Form Quality and Character	Industrial character with inefficient land use and scarce synergy between land uses.
Socio-economic and cultural significance	High economic significance as employment location. Currently, absence of facilities to support a community in the area. The area is not currently perceived as a neighbourhood.



The Barking Creek Barrier.

VISION

Potential to support transformational mixed-use intensification with a town centre and industrial intensification.

PRINCIPLES

Well-connected Neighbourhood

- Needs multiple centres, across a variety of scales, in the vicinity of public transport to support residential intensification.
- Needs a tangible and legible focal point
- Needs enhancement of public transport provision to support residential intensification.
- There is opportunity for a DLR extension through the neighbourhood, and these principles are predicated on the assumption of its arrival.

Future mix

- Increase town centre uses to support the growing and future population, including community and commercial resources with the transformation of the old gasworks site.
- Potential for shift in use focus from former industrial / brownfield to residential-led mixed-use specifically at the old gasworks site.
- Intensify existing industrial use.

Natural infrastructure

- Make the most of riverside asset, wetlands, and walking routes by enhancing the green area on the edge of the River Roding with walking paths that connect to residential and commercial development.
- Extend the River Roding walking route along the River Thames edge, across Albert Island and towards Royal Victoria Gardens.

Morphology and density

- Has enough critical area to establish a character of its own. The old gasworks site has transformational potential.

- Requires the completed build out of its potential to successfully create a new character.
- Opportunity to create mid densities with new development that includes a mix of uses, additional to what currently exists in the neighbourhood.

Heritage & fixed elements

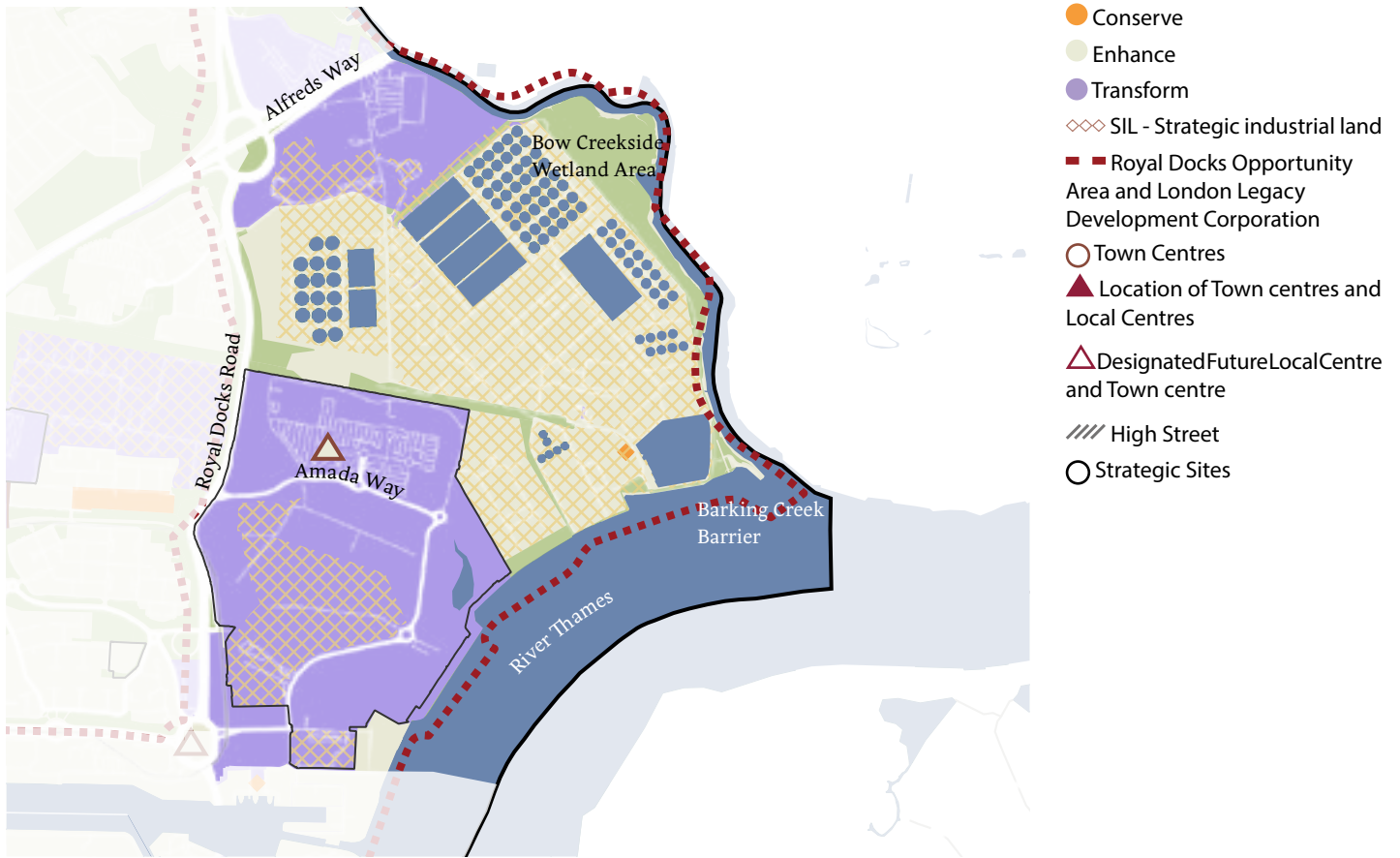
- Gas ring offers an opportunity to develop a bespoke character by incorporating it into new development as a feature within the transformational strategic site.
- Retention of the Beckton sewerage treatment plant and Beckton wetland area with potential to add a buffer between it and new development.

Inter-relationships

- Extend the active travel links along the River Roding towards East Ham to the north and North Woolwich to the south, across Albert island.

Conserve Areas	/
Enhance Areas	The enhance area corresponds to Beckton Sewers Treatment Works, a strategic infrastructure to be retained.
Transform Areas	Transform Areas have the opportunity to establish their own character, with consideration to the type of development coming forward in Royal Albert Wharf. To support establishing a new community and the required set of functions, mid-density development can be adequate for a residential quarter in the area. Residential density can contribute to establishing a centre at Gallions Reach together with residential development in Royal Albert Wharf. A tall building zone has been identified in this area on Gallions Reach Strategic site. This area could have a main building datum up to 32m and the opportunity to include taller buildings up to 50 m in the North-eastern part of the site. A large part of the transform area is identified as SIL which is also included in the tall building zone; this will maintain industrial uses but allows substantial intensification.

CONSERVE / ENHANCE / TRANSFORM



TALL BUILDINGS

