

# **London Borough of Newham**

## **Authority Monitoring Report 2022-2023**

**December 2024**

1.	Introduction .....	4
	What is an Authority Monitoring Report (AMR)? .....	4
	Who is the AMR for? .....	5
2.	Planning Policy Update .....	6
	The Local Plan and Refresh.....	6
	Gypsy and Traveller Accommodation Development Plan Document .....	7
	East London Joint Waste Plan (ELJWP).....	7
	Neighbourhood Planning.....	7
	Supplementary Planning Documents and Other Policy Documents.....	7
	The Local Development Scheme (LDS).....	8
	Partnership Working and Duty to Cooperate.....	9
	Statement of Community Involvement (SCI).....	9
	Duty to Cooperate (DTC) .....	9
3.	Spatial Policies.....	10
	Outputs .....	10
	Outcomes .....	12
4.	Creating Successful Places .....	15
	Policy Use and Robustness: .....	16
	Outputs .....	16
	Outcomes .....	29
5.	Jobs, Business and Skills .....	39
	Outputs .....	40
	Outcomes .....	47
	Outputs .....	58
	Outcomes .....	59
	Policy Use and Robustness .....	64
6.	Homes.....	66
	Outputs .....	67
	Outcomes .....	76
	Policy Use and Robustness .....	78
7.	Sustainability and Climate Change .....	80
	Outputs .....	81
	Outcomes .....	88
	Policy Use and Robustness .....	96
8.	Infrastructure - Transport .....	97
	Outputs .....	98
	Outcomes .....	103
	Policy Use and Robustness .....	107
9.	Infrastructure - Waste and Recycling.....	108
	Outputs .....	109
	Outcomes .....	110

Policy Use and Robustness .....	113
10.    INF: Town Centres.....	114
Outputs .....	114
Outcomes .....	117
Policy Use and Robustness .....	119
11.    INF: Green & Blue Ribbon Network & Open Space .....	120
Outputs .....	120
Outcomes .....	127
12.    Infrastructure – Community Facilities .....	129
Outputs .....	129
Outcomes .....	132
13.    Infrastructure: Delivery.....	134
Outputs .....	134

# 1.Introduction




## What is an Authority Monitoring Report (AMR)?

The production of an Authority Monitoring Report (AMR) is a requirement of Section 35 of the Planning and Compulsory Purchase Act 2004, as amended by Section 113 Localism Act. This AMR bulletin provides an overview of planning policy progress, alongside individual reporting against an updated set of indicators set out in the monitoring framework of the Local Plan. The bulletin covers the years 2022-2023.

Newham's Local Plan was adopted in 2018. This document plays an important role in shaping the future of Newham and is key to ensuring the planning process contributes to sustainable development through the delivery of development and creation of high quality environments for residents, businesses and communities. This bulletin provides an overview as to how planning policies have contributed towards tackling key issues facing the borough.

The indicators are structured by **Outputs**, which the plan more directly influences through policy interventions and decisions and **Outcomes** which are broader contextual indicators, such as health improvements. These indicators are reviewed alongside the plan itself to ensure it is fit for purpose, reflect data updates and tackles live issues. Each policy is linked to specific indicators, targets or benchmarks to make the indicators as effective as possible.

Policy performance is assessed by the following:

Indicator	Performance
	Significant improvements demonstrated by policy interventions
	Some improvements, further monitoring required
	Minimal improvement achieved, further monitoring required

The majority of the figures contained in this bulletin are reflective of developments within the London Borough of Newham (LBN) and excludes (unless stated otherwise) the area of the borough where, for the duration of this monitoring period, the London Legacy Development Corporation (LLDC) was the Local Planning Authority and which was monitored by its own [Local Plan \(adopted 2020\)](#) indicators.

The Greater London Authority (GLAs) London Planning Datahub also provides additional live data about planning applications across London and can be [viewed here](#).

## Who is the AMR for?

The AMR provides a summary of key achievements and progress of the Local Plan. The AMR is published for everyone and can help communities understand key outputs from development in Newham, assist Councillors in their planning function around policy performance and progress and provide officers with evidence around the implementation of planning policies, and how and where improvements can be made to performance. The document also highlights how policy is implemented against wider factors such as legislation or policy change at a national and regional level.

## 2.Planning Policy Update

This section provides an update on all the planning policy documents being prepared or recently adopted over the monitoring period(s) and in accordance with the Local Development Scheme (LDS).

### Headlines

- The Council held a Regulation 18 consultation on a new draft Local Plan in winter 2023.
- The Council produced a number of evidence base documents to support the Local Plan refresh.
- The Council worked with the three other East London Waste Authority Boroughs of Redbridge, Barking and Dagenham and Havering on the evidence base for an updated Joint Waste Plan, which was completed in winter 2022 and started discussions to develop an inter authority agreement to progress with developing the Plan.
- The Council continued its partnership working with the GLA and TfL on the Royal Docks and Beckton Opportunity Area Planning Framework.
- A revised Woodgrange Conservation Area Design Guide was approved at Cabinet on the 4th October 2022.

### The Local Plan and Refresh

The Local Plan refresh continued in 2022/23 with a regulation 18 consultation on the draft Plan taking place from 9<sup>th</sup> January to 20<sup>th</sup> February 2023. 8388 comments from 325 representations were received during the consultation. Further information about the consultation can be found [here](#).

Further Local Plan activity within the monitoring period involved commissioning and drafting evidence base documents and technical studies, as well as starting work processing and analysing consultation responses received.

The following evidence base documents were produced and published:

- Characterisation Study, 2022 (replaced by the 2024 edition)
- Retail and Leisure Study, 2022
- Town Centre Network Review Methodology Paper, 2022
- Community Facilities Needs Assessment, 2022
- Employment Land Review, 2022
- Strategic Housing Market Assessment (SHMA), 2022
- Gypsy and Traveller Accommodation Needs Assessment (GTAA), 2022
- Interim Green and Water Infrastructure Strategy, 2022 (replaced by the 2024 final Strategy)
- Sites of Importance for Nature Conservation Review, 2022
- Climate Change Evidence Base, 2022
- Interim Sustainable Transport Study, 2022 (replaced by the 2024 final Strategy)
- Site Allocation and Housing Trajectory Methodology, 2022 (replaced by the 2024 edition)
- Local Plan Viability Assessment (Regulation 18), 2022

## **Gypsy and Traveller Accommodation Development Plan Document**

The Gypsy and Traveller Accommodation DPD was adopted in 2017 and provide policy to determine any planning application for Gypsy and Traveller accommodation. There have been no subsequent updates to this document since its adoption. Planning for Gypsy and Traveller Accommodation is being incorporated into the Local Plan refresh.

## **East London Joint Waste Plan (ELJWP)**

The four East London Waste Authority Boroughs of Newham, Redbridge, Barking and Dagenham and Havering are working to update the ELJWP. The update will identify sites for waste management use and set out policies for determining waste planning applications for the next 15 years. During the monitoring period the evidence base to support the development of a new Joint Waste Plan was completed and published during the regulation 18 Local Plan consultation, as part of the supporting evidence base. Cooperation between the boroughs also continued with discussions on developing an inter authority agreement to underpin partnership working on the Joint Waste Plan.

## **Neighbourhood Planning**

Discussions about Neighbourhood Planning took place in October 2022 with the Friends of Plashet Park. No formal neighbourhood planning designation applications were received during the monitoring period.

## **Supplementary Planning Documents and Other Policy Documents**

On the 8<sup>th</sup> July 2021, Cabinet approval was given to formally revoke a number of Supplementary Planning Documents (SPDs) and guidance. These are:

- Forest Gate SPD (revoked)
- Canning Town and Custom House SPD (revoked)
- Shopfront Design Guide SPD (revoked)
- Advertisements SPD (revoked)

### **Conservation Area guidance**

A revised Durham Conservation Area Design Guide was in adopted at Cabinet in July 2021 as an amendment to the area's Management Plan. A more expansive review of the Woodgrange Conservation Area Design Guide was also begun in 2021, with public engagement on the draft undertaken in late 2021/22.

A revised Woodgrange Conservation Area Design Guide was approved at Cabinet on the 4th October 2022. The update ensures that the guidance is in accordance with planning legislation and aligns with current planning policy, Conservation Area best practice and resident's priorities.

### **Royal Docks and Beckton Opportunity Area Planning Framework (OAPF)**

Newham are working on the Royal Docks and Beckton OAPF, in partnership with the Greater London Authority (GLA) and Transport for London (TfL). Work started in 2019 with the OAPF subject to a non-statutory consultation through a series of 'listening events' in late 2019 followed by feedback engagement on the Vision and Principles (and direction of travel) in late 2020. In March 2022, the public consultation draft OAPF was subject to a statutory 7 week formal consultation.

During this monitoring period the OAPF was updated to reflect feedback received during this consultation and the document was designed and finalised. It is envisaged that the OAPF will be adopted by the GLA in spring / summer 2023.

## The Local Development Scheme (LDS)

The LDS provides a formal work programme of planning documents, set to be produced, including, where necessary, the review of adopted document.

A new LDS was published during this monitoring period. Newham's LDS (2022-23) was approved at Cabinet on the 6<sup>th</sup> December 2022, setting out the timetable for the refresh of the Local Plan and other planning policy documents.

The approved LDS is re-provided below.

	2022		2023										2024				
	D	J	F	M	A	M	J	J	A	S	O	N	D	Q1	Q2	Q3	Q4
Local Plan Review																	
Joint Waste Plan Review																	

The timetable for the Royal Docks and Beckton Opportunity Planning Area Framework is available on the GLA's website: [www.london.gov.uk](http://www.london.gov.uk)

### Key

	Evidence base development
	Procurement and governance
	Document drafting and Council governance
	Consultation
	Submission to the Planning Inspectorate and Examination
	Adoption

Please note that this LDS was superseded by an LDS adopted outside of the monitoring period (June 2024). This is available [here](#).



# Partnership Working and Duty to Cooperate

The Council actively seeks to work in partnership with the Mayor of London/GLA, neighbouring authorities and other stakeholders to deliver planning and regeneration outcomes.

## Statement of Community Involvement (SCI)

Following consultation on a draft Statement of Community Involvement (SCI) held alongside the Issues and Options Local Plan consultation in 2021, and during the previous monitoring period, updates were made to the document and Cabinet adopted the new SCI on 22<sup>nd</sup> September 2022. The new statement, in line with requirements to have an up to date SCI every 5 years, was updated to reflect changes to legislation, engagement practices as a result of Covid-19 and best practice in stakeholder engagement.

## Duty to Cooperate (DTC)

The DtC process places a legal duty on Local Planning Authorities (LPAs) to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross-boundary matters.

The Planning Policy Team have responded to the following strategic consultations:

- London Borough of Barking and Dagenham Local Plan, regulation 19 consultation
- London Borough of Tower Hamlets Local Plan, regulation 18 (Issues and Options) consultation
- The Mayor of London's Air Quality Positive and Air Quality Neutral London Plan Guidance consultations
- The Mayor of London's Large-scale Purpose Built Shared Living London Plan Guidance consultation
- Central Government's Consultation on the Levelling up and Regeneration Bill.

The Planning Policy Team has also worked collectively on:

- The transition of the London Legacy Development Corporation planning powers
- The Epping Forest Strategic Access Management and Monitoring Strategy
- A Sub-regional Integrated Water Management Strategy
- The Sites of Importance for Nature Conservation and Metropolitan Open Space reviews
- The East London Joint Waste Plan
- Delivering net zero developments
- Business cases on the DLR extension to Beckton Riverside and Stratford Station Improvements.

A full [Duty to Cooperate Statement](#) has been published as part of the Local Plan review. Some of the activities recorded in the statement took place during this monitoring period.

## 3. Spatial Policies


<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Ensure that growth contributes to personal and community resilience.</li> <li>• New and existing communities, jobs, homes, services, spaces and facilities should be well integrated in connected, distinctive, successful, quality places.</li> <li>• Make the best use of the Borough's land, green and blue spaces, heritage assets, connectivity and economic strengths.</li> <li>• Achieve good growth through high density, genuinely mixed-use, context-sensitive development.</li> <li>• Ensure homes are not created at the expense of jobs, environmental and housing quality, provision and protection of family housing, or liveable scales of development.</li> <li>• Ensure population growth is accompanied by jobs growth and delivery of supporting physical, social and green infrastructure.</li> <li>• Enable Newham to become cleaner and greener and promote a shift towards active modes of travel and public transport.</li> </ul>
<b>Local Plan Policies</b>	S1, S2, S3, S4, S5, S6

### Headlines and policy implications

- Over the monitoring period most of the strategic sites have been granted planning permission and schemes have started and completed in line with indicative Local Plan phasing on a number of sites, with a few sites nearly built out. However, the delivery of some allocated sites is part delayed, with some sites that had no delivery activity and other sites where planning applications have not yet been put forward. This might have implications for housing delivery within the Local Plan period.
- Population churn is in line with the Pan-London level but there has been a slight decrease in the number of families leaving the borough since previous years.
- Due to lack of data for this monitoring period, it is not possible to say whether resident satisfaction with their area and a feeling of local cohesion has improved during the monitoring period.

## Outputs

### S-OP-1 Strategic Sites Progress


Spatial Policies		
Indicator	Target	Progress
a. Strategic Sites Progress	Progress in line with the criteria and delivery timeline set out in Appendix 1. Further monitoring required on sites that not had any activity or that are part delayed.	
Sources: Planning applications data 22/23.		

## Commentary

Strategic Sites are site allocations within Newham's Local Plan which plan for the delivery of a mix of uses, making a contribution to the strategic delivery of housing, jobs, services and infrastructure within the Borough aligned with the policies of the Local Plan.

Appendix 1 shows progress on Strategic Sites for the 5<sup>th</sup> year of the plan period, with good progress being shown on a number of sites and a few sites almost built out. However, there have been significant delays to anticipated completion date for a number of site allocations, with a small number of sites have not had any activity or where approved planning application have not been implemented. For some sites, this is reflective of this being early in the plan period and progress on these schemes is expected in later years aligned with the Local Plan's indicative site phasing. However for some schemes, delays in the delivery of large strategic sites is instead due to market conditions affecting the viability of scheme delivery and the complex nature of delivery on large-scale site allocations requiring the delivery of supporting infrastructure to facilitate high density residential development (for more information see Site Allocation and Housing Trajectory Methodology Note 2024).

### S-OP-2 Headline IDP milestones achieved

Spatial Policies		
Indicator	Target	Progress
Headline IDP milestones achieved.	No specific targets, see IDP for timescales/key deliverables	
Sources: Newham Infrastructure Delivery Plan 2022.		

## Commentary

Newham's key infrastructure requirements are set out in the Infrastructure Delivery Plan. An [Infrastructure Delivery Plan](#) was updated and published in 2022. It provides the position on the progress of delivery of infrastructure projects which support the Newham Local Plan 2018. Outside of the monitoring period, an updated Infrastructure Delivery Plan was published in 2024.



### S-OP-3 Policy Use and Robustness

## Commentary

Across the financial years of 22/23 the spatial policies have been well-used and robust at appeal. Spatial policies have been occasionally referenced by inspectors in appeals, and a few appeals for piecemeal developments have been successfully dismissed on the base of the spatial strategy S1, which supports a comprehensive design for successful placemaking. Spatial policies have also been considered in appeals to support the spatial strategy and the thematic policies to direct and consolidate employment-generating development to suitable places within the Borough, such as town centres and to protect the provision of an appropriate housing mix. However, decisions on allowed appeals have been made in the round with no major concerns regarding the interpretation or use of spatial policies identified.

## Outcomes

### SP-OUT-1: A Place People Choose To Live, Work and Stay

Spatial Policies		
Indicator	Target	Progress
a. S-OUT1a Population Change through Migration	No specific target: churn should be reducing towards pan-London levels through in-migration likely to continue to be high due to strategic housing growth.	
b. S-OUT1b Satisfaction with the area	Maintain about 75%, should be improving.	
Sources: ONS, Internal migration - Moves by Local Authorities and Regions in England and Wales by 5 year age group and sex (rounded to the nearest 10); GLA, Housing-led population projections 2022-based; Newham Residents Survey Report 2022.		

### Commentary

ONS internal migration data (Appendix 1, table A1.2) shows that Newham's year on year churn ratio for 2022 and 2023 remains high and in line with the Pan-London year on year churn. However, Newham's churn ratio has slightly decreased from 19.12% in the 2022 to 18.34% in the 2023.

Although data shows that more people from England and Wales leave, than move into the Borough, overall Newham's population is growing. This reflects the findings of the 2021 Census reporting a 14% of population increase between the last two Census (held in 2011 and 2021). High international flows and the number of births being higher than deaths has resulted in a growing population. During the monitoring period the number of births has increased from 4,985 in 2022 to 5,041 in 2023. This show a slightly reduction of birth when compared to 5,155 births in 2021 but still represent an increased in number of births when compared to the decrease of birth registered in the period 2019-2021 (from 5,528 in 2019 to 5,155 in 2021). When churn is looked at by age range, the outflow of persons under the age of 15 (as a proxy for families with children) is 16% in both 2022 and 2023. This shows a slight reduction in the number of families moving out of the borough when compared to previous monitoring period: 18% in 2019 and 17% in 2020.

It has not been possible to analyse population churn using council tax data as comparable data to previous AMRs is not available.

Satisfaction with the area is assessed through the Newham Residents Survey. The most recent Resident Survey took place in the summer 2023, which is outside the 2022/23 monitoring period. The 2022 Residents Survey took place in January 2022. Therefore, there is no new data to report on for 2022/23.

The data for 2022 has already been included in the analysis of the 2022 report in the previous AMR (2019-2022). Due to lack of data for this monitoring period is not possible to say whether satisfaction with the area has improved during the monitoring period.

### SP-OUT-2: Resilience

Spatial Policies		
Indicator	Target	Progress
a. S-OUT2a Local Area Cohesion	No specific target, should be improving	Not possible to assess for this monitoring period.
b. S-OUT2b Personal Resilience	No specific target, should be improving	Not possible to assess for this monitoring period.
c. S-OUT2c Life Satisfaction	No specific target, should be improving	Not possible to assess for this monitoring period.
Sources: Residents Survey Report 2022 and 2023.		

### Commentary

Local Area Cohesion is assessed through the Newham Residents Survey. The most recent Resident Survey took place in the summer 2023, which is outside the 2022/23 monitoring period. The 2022 Residents Survey took place in January 2022. Therefore, there is no new data to report on for 2022/23. The data for 2022 has already been included in the analysis of the 2022 report in the previous AMR (2019-2022).

Personal resilience is assessed through the Newham Residents Survey. The most recent Resident Survey took place in the summer 2023, which is outside the 2022/23 monitoring period. The 2022 Residents Survey took place in January 2022. Therefore, there is no new data to report on for 2022/23. The data for 2022 has already been included in the analysis of the 2022 report in the previous AMR (2019-2022).

Life Satisfaction is assessed through the Newham Residents Survey. The most recent Resident Survey took place in the summer 2023, which is outside the 2022/23 monitoring period. The 2022 Residents Survey took place in January 2022. Therefore, there is no new data to report on for 2022/23. The data for 2022 has already been included in the analysis of the 2022 report in the previous AMR (2019-2022).

## 4. Creating Successful Places

<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Improve place-making, secure healthy &amp; safe neighbourhoods and lifestyles, secure high quality design, manage tall buildings, improve character &amp; heritage, manage a network of successful Town and Local Centres and manage neighbourly and cumulative impacts (i.e. problematic uses).</li> <li>• Create a more coherent and comprehensive range of distinctive connected and integrated successful places.</li> <li>• Build on, and enhance, the existing built and natural environment assets in the borough, and correct past mistakes.</li> </ul>
<b>Local Plan Policies</b>	SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9

### Headlines and policy implications

- New design guidance has been progressed, including a Design Guide for Woodgrange Conservation Areas, and a new Characterisation Study.
- Investment in public realm environmental enhancements, including within town and local centres, continues through both Council investment and developer contributions secured and spent.
- Over the monitoring period there have been no planning permissions granted for new betting shops or hot food takeaways. There have been no applications for hostels.
- Commitment to good quality design continues to be evidenced through the Newham Design Review Panel (DRP) involvement and planning officers' assessments, including a commitment to promoting inclusive access.
- There have not been any planning permissions for buildings above 6 stories in locations not supported by policy SP4.
- While some trees subject to tree protection orders have been approved for removal, conditions have been attached to ensure these are suitably replaced. A further 136 street trees were gained over the period, and 730 more trees were planted as part of green space programmes.
- Levels of reported crime rates have reduced over 2022/23, but remain above London average and higher rates tend to be concentrated in parts of the borough around town centres.
- Health inequalities in Newham persist. Air quality is improving, but physical activity rates are reducing. High childhood obesity remains a key issue.
- No change in the number of listed buildings on Historic England's at Risk Register, in part due to unimplemented planning permissions. Some of these heritage assets are located within town centres.

## Policy Use and Robustness:

### Successful Places (SP1-SP9)

The assessment is made against relevant planning appeal decisions – all of which are householder or minor applications – and a selection of major applications determined during the reporting period (set out in Appendix 2, table A2.1). In all cases the Successful Places policies have been identified and used effectively, in certain cases leading to reasons for refusal of the application or dismissal of the appeal.




Overall the use of Successful Places policies by planning inspectors in appeal decisions continues to reflect consistency and intended interpretation/application of policy. The most common reasons for appeals to be dismissed on the grounds of not meeting successful places policies have been: harm to character and appearance, harm to the significance of heritage assets not outweighed by public benefits, poor quality living conditions, and impacts on amenity.

In the case of an appeal against refusal of temporary extension of permission for a large illuminated advertisement at Morgan House, Stratford, the Inspector granted planning permission. This was on the basis that, while the proposed advertisement would harm visual amenity, the advertisement screens what is otherwise a building of poor merit, and that harm would be mitigated and made acceptable by limiting the consent to a temporary period.

## Outputs

### SP-OP-1: Place-making Support



Place-making Support		
Indicator	Target	Progress
<b>a. Up to date Character Study and other extant locally-specific place-making guidance where relevant.</b>	Up to 5 years old	
<b>b. Environmental Improvement schemes implemented</b>	No specific target.	
<b>c. Developer contributions for environmental improvement schemes</b>	No specific targets, monitor for ongoing commitment to improvements and adequate mitigation.	
<b>Sources: Developer Contributions monitoring; Highways, LIP monitoring</b>		

## Commentary

### **Up to date Character Study and other extant locally-specific place-making guidance where relevant**

A new Newham Characterisation Study was published in 2022, and has informed the development of policies for the new Newham Local Plan. The Characterisation Study (2022) was developed in line with GLA methodology contained within the now-published Characterisation and Growth Strategy LPG (2021), and offers further guidance about how design solutions could promote environmental, social and economically sustainable neighbourhoods and mitigate environmental issues.

An updated Woodgrange Conservation Area Design Guide was adopted by Cabinet in October 2022, which ensured alignment with current policy, conservation area best practice and resident priorities. The guidance also includes guidance to homeowners on how to best future proof homes and tackle the climate emergency, while also respecting the strong established character of the area.

Also during this period, Newham began collaborating with the London Legacy Development Corporation (LLDC) on new guidance for designing inclusive spaces for women and girls. This piece of work was led by and funded by the LLDC, and the research has informed the development of policies for the new Newham Local Plan.



### **Environmental Improvement schemes implemented, and developer contributions for environmental improvement schemes**

A number of public realm environmental improvement schemes have been implemented over the reporting period with support of developer contributions secured via Community Infrastructure Levy and Planning Obligations:

- CIL spending on:
  - Facilitation and delivery of Community Plans 2022/23 (spend of Neighbourhood CIL via Citizens' Assemblies for each Community Neighbourhood Area)
  - Funding for Leaway Bridges project (Phase 1): Poplar Reach bridge, Lochnagar bridge and Mayer Parry Bridge
  - The Royal Docks Corridor Highways Improvement project
- Planning obligations funding were used for highways and wider public realm improvements, focused primarily on:
  - Air Quality Improvements - Nature-Friendly Schools ' Grow Back Greener' project.
  - Bidder Street Area - Highway Improvement Works
  - Beckton Parks Masterplan and Queen Elizabeth II Memorial Avenue
  - North Woolwich Royal Docks Corridor
  - Cave Road Improvements
  - Maryland Work- Oxford Works
  - Memorial Recreation Ground – 3G Pitch Refurbishment
  - Cundy Park Infrastructure Improvements
  - Abbey Lane Open Space
  - LCY Pollution Control Monitoring

Further developer contributions have been secured over the reporting period for Highways (Site Mitigation and Environmental Improvements, Public Realm, Parking Administration; £0.24m), Green Infrastructure (£0.16m) and Outdoor Sports and Leisure (£0.12m).

### SP-OP-3: Healthy Urban Planning

Healthy Urban Planning		
Indicator	Target	Progress
<b>a. Number of new takeaways permitted</b>	No specific target: monitor for evidence of downward trend or sustained low levels.	
<b>b. Unresolved Public Health or Environmental Health objections</b>	No specific target, should be minimal	
Sources: Newham Public Access		

#### Commentary

##### Number of new takeaways permitted

Over the monitoring period there have been 2 planning applications relating to hot food takeaway uses, of which one was refused and the other, for construction of a drive through, was withdrawn by the applicant.

There have been no applications proposing the loss of a hot food takeaway. As such, the number of such premises in the borough remains stable.

##### Unresolved Public Health or Environmental Health objections




This indicator is tracked against the sample of schemes set out in Appendix 2, table A2.2.

In the majority of cases, there have been no objections from the Environmental Health team, and recommended planning conditions to mitigate and manage any potential amenity impacts were attached to the planning permissions.

In the case of an industrial use proposal on strategic industrial land at Cody Business Centre, North Crescent, Canning Town, the Environmental Health team raised concerns with regards to the use of out of date guidance for the Air Quality Assessment. They recommended that the assessment should consider more recent guidance published by the GLA for consultation, the Air Quality Neutral and Air Quality Positive Guidance. However, the guidance supported by Environmental Health was published by the GLA following validation of the application, and it did not have a formal status as part of the development plan. Development management officers proceeded to approve the application on the basis that the assessment submitted under Control of Dust and Emissions During Construction SPG (2014) guidance did consider the air quality impacts from both the construction and operation of the proposed development, and as it was not anticipated that the development would result in an increase in the level of transportation emissions.

Newham Public Health does not currently comment on planning applications.

## SP-OP-5: Place-making Support

Place-making Support		
Indicator	Target	Progress
<b>a. Design Panel activity</b>	No specific target; monitor for effectiveness.	
<b>b. Building for Life Assessments</b>	Majority good or excellent	
<b>c. Inclusive access improvements</b>	No specific target: monitor for indication of ongoing commitment to improvements.	
Sources: Newham Public Access, DM monitoring		

### Commentary

#### Design Panel activity

The Newham Design Review Panel (DRP) continues to play an important role in improving the quality of major schemes which it assesses. DRP reports are included in the Committee Reports for each reviewed scheme, helping frame the assessment of the quality of design. Table 4.1 below provides an overview of DRP activity over the reporting period. For more complex sites, DRP involvement often spans beyond one year.

**Table 4.1: SP-OP3i – Schemes reviewed by DRP over the reporting period**

	2022/23
Total number of review sessions	43
Total number of schemes reviewed*	21
Number of new schemes reviewed	12

\* N.B.: DRP meetings on any given scheme may be covered in more than one financial year. When a scheme has been reviewed several times in the financial year, it is only counted once. Not all schemes will have progressed to planning application stage.

#### Building for Life assessments

There have been no BfL12 assessments as part of planning applications, as this is not an explicit policy requirement, but rather a potential implementation tool. Policies embedding the principles, notably SP3 and SP8 continue to be used effectively in decision-making.

#### Inclusive access improvements

This assessment is made against the major schemes sampled in Appendix 2, Table A2.1.

Commitment to delivering wheelchair user adaptable homes and blue badge parking in line with the London Plan quota is evident in all residential proposals approved during the assessment year, as well as in the case of short term Emergency Accommodation facility at 365 - 367 Romford Road. However, the commitment to fully accessible homes is much smaller, and there remain a number of issues in terms of the overall quality of the accessible homes offer, as highlighted under Housing indicator H-OUT-1: Housing need.

Reserved matters application for Hallsville Quarter (Areas 7 and IC Barking Road) has also incorporated 5% of cycle parking provision as accessible spaces, as well as continuing the commitment to substantially improving the wider public realm in the area.



However, an application to provide 10 commercial kitchens (dark kitchens) at Unit 3 to 4 Galaxy Business Centre has demonstrated limited consideration of accessibility and inclusivity beyond the provision of one blue badge parking space. There are no accessible toilets and all staff rooms are on the upper floor with no lift access. Similarly, there was no consideration of accessibility for the bus garage at Factory Road, North Woolwich. However, there are currently no policies in either the Local Plan or the London Plan to address inclusivity and access in non-residential developments, limited requirements under building regulations, and the applications were approved.

A number of community uses are part of the sampled approved applications.

The outline element of application at Land at Leyes Road and Royal Road West, Beckton, will provide a SEND school, which will provide specialist and inclusive facilities designed to meet the needs of young people with disabilities.

The Shipman Youth Centre has also been approved for redevelopment in the reporting period, and will provide enhanced accessibility to the facility through level access, a platform lift, wide corridors and spaces, and provision of accessible toilets and showers.

### **SP-OP-7: Strategic direction of tall buildings**

Strategic direction of tall buildings		
Indicator	Target	Progress
<b>a. Location of tall building approvals</b>	No specific target, monitor for conformity with spatial strategy.	
<b>b. Tall buildings approved without detailed designs</b>	No specific target, should be decreasing.	
Sources: Newham Public Access		

## Commentary

### Location of tall building approvals

This assessment is made against 7 applications with approval or resolution to grant following committees in 2022/23 (listed under Appendix 2, Table A2.3), where the height of the building(s) exceeded 6 storeys or 17.05m above ground.




Four of the sites form parts of strategic sites, where the proposals broadly align with the indicative height parameters set out in the allocations.

The other approvals are based on exceptional circumstances of the sites, with height increases complementing existing adjacent context and making effective use of land available. In all cases the architecture of the buildings is considered of high quality, and is complemented by enhancements in the quality of the public realm.

### Tall buildings approved without detailed designs

There have been no outline approvals for tall buildings over the reporting period.

### SP-OP-9: Re-valuing heritage and other place-making assets

Re-valuing heritage and other place-making assets		
Indicator	Target	Progress
<b>a. Conservation area appraisals and Management Plans in place</b>	Full coverage	
<b>b. Conservation and heritage studies completed as part of masterplanning/ strategic site development where applicable</b>	No specific target	
<b>c. Loss of trees subject to a tree protection order</b>	No specific target monitor trend to ensure reasonable protection is being afforded.	
Sources: Newham Public Access		

## Commentary

### Conservation area appraisals and Management Plans in place

Over the reporting period an update to the Woodgrange Conservation Area Design Guide was adopted by Cabinet in October 2022. However not all conservation areas have appraisals and management plans in place.

### Conservation and heritage studies completed as part of masterplanning/ Strategic Site development

There have been two relevant planning applications on a strategic site during the reporting period:

- The proposed redevelopment of Durning Hall Community Centre (reference 20/02849/FUL), which is within the Forest Gate Town Centre Conservation Area. A Heritage, Townscape and Visual Impact Assessment (HTVIA) was submitted with the application, which provides a history of the development of the area, but does not provide significant additional information regarding any of the built assets in the conservation area. The study provides limited additional value, beyond the Conservation Area Appraisal, to the understanding of the significance of heritage assets in the area.
- The development of site East Vincent Street (reference 22/02615/LA3), in Canning Town London, which is located in the setting of Chapel of St George and St Helena at former Dockland Settlement (Grade II) listed, and the locally listed Mayflower Docklands Settlement (now known as River Christian Centre, 144 Barking Road). The site forms part of wider strategic site S15, for

which the Council has developed a masterplan, approved by Cabinet in September 2022. A Heritage, Townscape and Visual Impact Assessment (HTVIA) was submitted with the application, which includes details of the historical development of the area and a statement of significance of the two heritage assets in the setting of the development.

### **Loss of trees subject to a tree protection order**



Newham has over 240 historic individual and area-wide TPOs in place in the borough covering approximately 2032 individual and lines/groups of trees.

Over the reporting period 10 protected trees were approved for removal. Of these:

- 3 sycamore trees within the Bromley-by-Bow gasholders park, were in poor condition and posed a danger to people using the public access paths.
- 4 protected tree within Former Plaistow Hospital Site Samson Street were dead and 1 further had been vandalised. A condition was placed on the approved application for the replacement with other suitable species, mature trees.
- 2 protected trees, each in private gardens, were causing damage to property. A condition was placed on the approved applications for the replacement with other suitable species, mature trees.



## SP-OP-11: Supporting Quality Town and Local Centres

Supporting Quality Town and Local Centres		
Indicator	Target	Progress
<b>a. Community uses in Town Centres</b>	No specific target.	
<b>b. Town Centre Investment</b>	No specific target, monitor for investment interest and increased diversity of uses in town centres	
<b>Sources:</b>		

### Commentary

#### Community uses in Town Centres

This monitoring indicator reviews applications that involve the creation of new community uses falling within D1 or D2 Use Class in town centres.

From 1 September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 came into effect, and abolished the D1 and D2 use classes, redistributing them to new use classes or to the Sui Generis category. The changes are summarised in the table below.

Use description	Pre-Sep 2020 use class	Post Sep 2020 use class
Cinemas, concert halls, dance halls, bingo halls	D2	Sui Generis
Community halls	D2	F2 (b)
Gyms	D2	E(d)
Indoor sports and recreation	D2	F2(c)
Clinics, health centres	D1	E (e)
Crèches, day nurseries and day centres	D1	E(f)
Schools, training centres, museums, libraries, pubic halls, exhibition halls, places of worship and law courts.	D1	F1

Over the reporting period there has been only one relevant approved application: the redevelopment of Durning Hall, providing a smaller scale community facility to that it will replace.

Further information on other types of applications, including net gains and losses of community facility floorspace outside of town centres, is available in the community facilities monitoring section, indicator INF-OP-16a.


### **Town Centre Investment**

Newham Council is continuing with a range of public realm investment programmes, and in particular through the Shape Newham public art projects in [Green Street](#), [Forest Gate](#) and [East Ham](#) which commenced in 2023.

GLA Good Growth funding has also been invested to improve the public realm of Queens Market, with new tree planting in the square, refurbished public toilets and a new market management office. Further investment is planned.

See also indicator the town centres monitoring indicator INF-OP-9 for an assessment of change of composition in Newham's Town and Local centres, and a summary of future commitments.



### **SP-OP-12: Resident Perceptions**

Resident Perceptions		
Indicator	Target	Progress
<b>Resident Perceptions in the annual Newham Survey</b>	No specific target: should be improving.	
Sources: Newham Residents Survey 2021 & 2023		

### Commentary

The Newham Residents Survey takes place every two years. There is no new survey work for 2022/23. Please refer to the previous AMR for data from the 2021 survey.

### SP-OP-13: Investing in Quality Corridors

Investing in Quality Corridors		
Indicator	Target	Progress
<b>a. Monitor provision and loss of street trees</b>	No specific target, should be improving.	
<b>b. Key Corridor &amp; Healthy Streets investment</b>	No specific target, should demonstrate commitment to policy objectives.	
Sources: LIP monitoring		

### Commentary

#### Monitor provision and loss of street trees

Table 4.2 SP-OP-13a below highlights there has been a net loss in street trees in 2022/23. Note that data available for planting and felling of trees does not identify whether (or how many) of the newly planted trees represent replacement for fallen trees. This is due to changes in monitoring practices in Newham's Arboricultural Services.

#### Table 4.2 SP-OP-13a: Provision and loss of street trees on Adopted Highways

	2022/23
Number of new trees planted	143
Number of trees felled	150
NET GAIN/LOSS	-7

Source: LBN Arboricultural Services monitoring

The provision/re-provision of new street trees is complemented by planting taking place in parks and other spaces as part of Newham's commitment to respond to the climate emergency, improving air quality, and greening the borough. During 2022/23, 700 new trees were planted through the Urban Tree Challenge Fund of the Forestry Commission (in winter 2022-23), and a further 30 as part of Queen Elizabeth Memorial Path in North Beckton Park (October 2023).

### Key Corridor & Healthy Streets investment



The Healthy Streets approach is now embedded in the process of designing and delivering public realm improvements through Highways and TfL work.

Levelling-Up Funding was secured from the government in 2021/22 for a range of Healthy Street improvements projects, listed in the table below, for most of which delivery began the same year. Further information is available [here](#).

**Table 4.3 SP-OP-13b LUF-funded Healthy Street Improvements**

Project Name	Project funding secured	2021/22 Actual Spend	2022/23 Actual Spend
Sustainable Neighbourhoods	£1,650,000	£70,077	£114,567.03
Tolgate Road	£1,210,000	£38,995	£130,020.16
Greenway Extention	£1,650,000	£247,011	£398,606.81
Mitchell Walk	£1,650,000	£105,594	£774,061.95
Upton Lane	£600,000	£1,483	£75,330.35
Romford Road	£5,995,000	£556,413	£406,437.68
LTNs	£1,200,000	£140,747	£625,034.43
Healthy School Streets	£360,000	£125,054	£170,091.15
Urban Greening	£880,000	£91,047	£280,106.23
Little Ilford	£1,300,000	£0	tbc
	<b>£16,495,000</b>	<b>£1,376,421</b>	

## SP-OP-18: Cumulative Impact

Cumulative Impact		
Indicator	Target	Progress
<b>a. Number of betting shops approved</b>	No specific target: monitor for evidence of downward trend or sustained low levels.	
<b>b. Number of Nightly stay hostels approved</b>	No specific target: monitor for evidence of downward trend or sustained low levels.	
Sources: DM monitoring		

### Commentary

#### Number of betting shops approved

Over the monitoring period there have been no planning applications for new betting shops.



Two applications for change of use to adult gaming arcades in Green Street town centre have been refused on the basis that the quality leisure benchmark for the centre, as set by policy SP9, would be further missed. During 2022/23, a disused betting shop on Green Street has been converted to a community space, and a further on Fife Road was converted to retail (Class E) use.

#### Number of Nightly stay hostels approved

There have been no applications for hostels over the reporting period.

## Outcomes

### SP-OUT-1 & 7: Successful Place-making and Design

Successful Place-making and Design		
Indicator	Target	Progress
<b>a. Crime and fear of crime.</b>	No specific target, should be improving.	
<b>b. Satisfaction with the area as identified by local surveys.</b>	Maintain above 75%, should be improving.	
<b>Sources: Newham Annual Population Surveys, MET Police Statistics</b>		

### Commentary

MET crime rate statistics (Table 4.4 SP-OUT1i.a below) covering 2022/23 show an overall decrease in crime rates, compared to previously reported figures. The wards with above average crime rates remain broadly consistent and largely overlap with town centre geographies – key changes over the reporting period relate to the drop in crime rates in Green Street West, and the growth in crime rates in North Woolwich area.

**Table 4.4: SP-OUT1i.a - Crime Rates per 1000 population**

Year	London Crime Rate	Newham Crime Rate	Safer Neighbourhoods areas with Crime Rate above Newham average
2020/21	94.8	103.3	Stratford Westfield Shopping Centre* Stratford Town Centre* East Ham (158.7) Beckton (144.7) Canning Town North (119.6) Green Street West (117.3) Forest Gate South (111.2) Canning Town South (108.9)
2021/22	104.9	114.5	Stratford Westfield Shopping Centre* Stratford Town Centre* Beckton (153.1) East Ham (149.8) Canning Town North (135.2) Green Street West (119.5) Plaistow South (119.3)
2022/23	73.5	96.5	Stratford Stratford Olympic Park* (275.6) Newham Stratford* (209.0) Beckton (155.7) East Ham (138.6) Canning Town North (140.9) Royal Albert (107.0) Plaistow South (107.0)

\* Crime rates in these areas are skewed due to their geography – small town centre areas with a low resident population base

Source: [MET Statistics](#) (as extracted 5<sup>th</sup> November 2024)




### Perception of safety in local area as identified by local surveys

This data is gathered every two years as part of the Newham Survey. There is no new data over the reporting period. Please refer to the previous AMR for data from the 2021 survey.

### Satisfaction with the area as identified by local surveys.

This data is gathered every two years as part of the Newham Survey. There is no new data over the reporting period. Please refer to the previous AMR for data from the 2021 survey.

### SP-OUT-2: Healthy Urban Planning

Healthy Urban Planning		
Indicator	Target	Progress
<b>a. Mortality rate</b>	Monitor against London average where possible; otherwise monitor for appropriate trends in line with IIA objectives.	
<b>b. Rates of physical activity, childhood obesity and mortality linked to circulatory diseases</b>	Monitor against London average where possible; otherwise monitor for appropriate trends in line with IIA objectives.	
<b>c. Air Quality Exceedances</b>	Monitor against London average where possible; otherwise monitor for appropriate trends in line with IIA objectives.	
<b>Sources: Environmental Health, PHE</b>		

## Commentary

### Mortality rate

National statistics on life expectancy (Table 4.5 SP-OUT2i.a below) indicates that Newham remains below the London averages by about two years for both males and females.

**Table 4.5: SP-OUT2i.a - Life Expectancy, 3 year range**



	2020-2022	
	Newham	London
Life expectancy at birth - males	76.5	78.9
Life expectancy at birth - females	81.6	83.6
Healthy life expectancy at birth - males	/	/
Healthy life expectancy at birth - females	/	/
Life expectancy at 65 years - males	16.4	18.4
Life expectancy at 65 years - females	19.7	20.9
Inequality in life expectancy* at birth - males	/	/
Inequality in life expectancy* at birth - females	/	/
Inequality in life expectancy* at 65 years - males	/	/
Inequality in life expectancy* at 65 years - females	/	/

Where / No new data. \* Difference between the most and least deprived LSOAs in Newham.

Source: PHE, <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

Mortality Rates from preventable causes (Table 4.6: SP-OUT2i.b below) indicate downward trends in mortality from all types of preventable diseases, in line with London and national trends. However, the rates remain higher than London averages.

**Table 4.6: SP-OUT2i.b – Mortality Rate from Causes Considered Preventable, per 100,000 population, 3 year range**

	2020-22	
	Newham	London
Under 75 Mortality rate from all causes	238.4	169.3
Under 75 mortality rate from all cardiovascular diseases	99.1	74.6
Under 75 mortality rate from cancer	119.9	111.4
Under 75 mortality rate from liver disease	29.3	18.4
Under 75 mortality rate from respiratory disease	34.3	25.4

Source: PHE, <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

## Rates of physical activity, childhood obesity and mortality linked to circulatory diseases

Physical activity prevalence for adults is set out in Table 4.7: SP-OUT2ii.a below and indicate that Newham broadly follows regional trends, but physical activity take-up remains significantly below the London average.

**Table 4.7 SP-OUT2ii.a – Percentage of physically active adults, past 3 years**

	2020/21	2021/22	2022/23
Newham	59.1	63.9	58.1
London	64.9	66.8	66.3

Source: PHE, <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

Data from the National Child Measurement Programme, outlined in table 4.8: SP-OUT2ii.b below, continues to show reception year children in Newham are more likely to be overweight or obese compared to the London average, with the gap growing considerably at Year 6. The data covered in this AMR also indicates a small improvement from the 2022/21 data reported in previous AMR.

**Table 4.8: SP-OUT2ii.b – Prevalence of overweight (including obesity) in children at Reception and Year 6**

	Reception year	Year 6
	2022/23	2022/23
Newham	22.0	45.5
London	20.0	38.8

Source: NHS Digital, <https://fingertips.phe.org.uk/profile/national-child-measurement-programme/>

Rates of preventable mortality from cardiovascular diseases have increased, as noted under Table 4.6: SP-OUT2i.b above.

## Air Quality Exceedances

An Air Quality Management Area Order covering the whole of the borough was adopted in December 2019, together with an Air Quality Action Plan to 2024. Air quality was measured in Newham over the reporting period by the Environmental Health team through data collected automatically at 6 stations (3 monitoring the airport) together with a further 131 non-automatic monitoring sites (16 in kerbside and roadside locations and 99 adjacent schools, in more background locations). A new continuous roadside monitoring site at East Ham Town Hall (NM4) has been operational since the beginning of 2023. Newham also manages a network of 25 air quality sensors and participates in the Breathe London air quality sensor Network.

Further information is published in the [Air Quality Annual Status Report for 2023](#). Below are key data extracts in relation to this indicator.

For PM10 particulates (inhalable particles with diameters that are generally 10 micrometers and smaller), the data indicates the yearly averages are well below the threshold of 40µg/m3 at both of the automatic measurement sites.

Monitoring of NO2 emissions between 2019 and 2021 indicates ongoing consistent year on year reduction in average concentrations to below the AQO of 40µg/m3. The only exception continues to be Plashet School in East Ham North, which sits on a busy road junction and has recorded an increase in poor air quality in 2022 and 2023, to an Annual Mean NO2 just above 53µg/m3.


While Newham’s fraction of mortality attributed to particulate air pollution has been reducing, it remains above the London average (Table 4.9 below).

**Table 4.9: SP-OUT2iii.b – Fraction of mortality attributable to particulate air pollution**

	2020	2022
Newham	7.8	7.5
London	7.1	7.1

Source: PHE, <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

#### SP-OUT-6: Heritage Protection

Heritage Protection		
Indicator	Target	Progress
<b>Monitor Buildings at Risk yearly register</b>	Entries for Newham should decline annually.	
Sources: DM monitoring, Historic England		

#### Commentary

Over the monitoring period there has been no change to the Heritage at Risk Register (HAR) (Table 4.10 SP-OUT3i). Planning approvals granted up to and including the monitoring period that would see these buildings brought back into use have not been implemented in the reporting period.

**Table 4.10: SP-OUT3i – Listed buildings on the Heritage at Risk (HAR) register over last 2 years**

Listed building	2021	2022	First on HAR	Last recorded condition	Relevant Allocation reference	Planning approval	Enforcement case
West Ham Pumping Station, E15	x		1990	Fair	LMUA9		
Central Buffet, E16	x		1990	Poor	S31	14/00618/ OUT	
Central Offices, E16	x		1990	Poor	S31	14/00618/ OUT	
West Ham Court House, E15	x		1998	Very bad	S05	19/00529/ LA3	
Coach & Horses, E13	x		2007	Poor	LMUA7, adjacent S29	18/01394/ FUL	18/00284/ ENFC
Chimney to Beckton Sewage Works, E6	x		2009	Poor			
Dukes Head, E6	x		2010	Fair		20/02192/ FUL	
Silo D, E16	x		2010	Poor	S21	14/01605/ OUT	17/00666/ ENFC
North Woolwich Station, E16	x		2010	Poor	S04		14/02188/ ENFA 19/00447/ ENFC
Spotted Dog, E7	x		2010	Very bad		20/00088/ FUL	
Earl of Essex, E12	x		2012	Fair		18/02736/ FUL	18/00748/ ENFC
Police Station E6	x		2017	Poor	S26	20/02772/ FUL	
Alice Billings House, E15	x		2018	Poor	S05		
<b>TOTAL</b>	<b>13</b>	<b>13</b>					

**SP-OUT-8 & 13: Town Centre Health**

Town Centre Health		
Indicator	Target	Progress
<b>a. Vacancy levels, and non-retail uses in primary frontages in town centres</b>	No specific target, should be holding steady or improving, noting PSF benchmark in SP9	
<b>b. Historic buildings at risk within defined town centres</b>	No specific target, should be decreasing	
<b>c. Proportion of quality leisure uses in town centres that are betting shops, amusement arcades and hot food takeaways</b>	No specific target, should be holding steady or improving, noting benchmark in SP9	
<b>d. Satisfaction with local shopping as identified by local surveys</b>	No specific target, should be holding steady or improving	
<b>e. Other Town Centre and Retail Study, London Town Centre Health Check, and other relevant studies</b>	No specific target, all to be monitored against London average where possible, otherwise monitor for appropriate trends in line with IIA objectives	
<b>Sources:</b> Town Centres Network surveys, Newham Surveys, Historic England.		

### Commentary

Indicators a, c, and e are covered under indicator INF-OUT-5: Rebalancing the Town Centre Network in the Town Centres section of the AMR.

### Historic buildings at risk within defined town centres

The heritage at risk register is covered in full under indicator SP-OUT-6: Heritage Protection, above. The following heritage buildings at risk are within town centres:

- West Ham Court House and Alice Billings House, E15 – within Stratford town centre.
- Police Station, E6 – within East Ham town centre

## **Satisfaction with local shopping as identified by local surveys**

This data is gathered every two years as part of the Newham Survey. There is no new data over the reporting period. Please refer to the previous AMR for data from the 2021 survey.

## 5. Jobs, Business and Skills

<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Attract and retain investment from growth sectors including manufacturing, warehousing and logistics, culture, visitor and evening economy and education.</li> <li>• Strategically manage the use of land to balance needs of the economy, meet evidenced demand and make efficient use of land.</li> <li>• Manage the impacts of employment uses to ensure there is a successful transition to create successful mixed-use places, balancing both jobs and homes.</li> <li>• Maximise economic opportunities from development.</li> <li>• Tackle barriers to employment and building personal and economic resilience for residents through improvements to skills and educational attainment, childcare and training.</li> <li>• Support start-ups and continued development of small and medium sized social enterprises.</li> </ul>
<b>Local Plan Policies</b>	J1, J2, J3







### Headlines and policy implications

- The policy was effective in ensuring sufficient employment floorspace supply within the borough, particularly for B1(c)/ E(g)(iii) and B8 uses which saw positive floorspace growth in approvals.
- Small business spaces/ workspaces were permitted through a number of developments including Plaistow Wharf (S07) and Hallsville Quarter (S14).
- Business numbers increased over the past five years, indicating high start-up rates, however there was a slight downward trend in the percentage of business survival during the monitoring period. Policy will need to ensure that workspace provision is supported in the right locations, is demand-led, and enables local businesses to expand and prosper.
- Employment hubs and designations were effective in securing employment floorspace in areas as directed by the strategy, in particular through approvals of B1/E(g), B2 and B8 uses.
- No designated employment land was lost over the monitoring period.
- S106 Agreements linked to skills and jobs via Newham Workplace (now Our Newham Works) continued to secure and deliver employment opportunities for Newham's residents during the monitoring period.
- Overall job numbers were steady over the monitoring period, with a continued dominance of public sector jobs, stable growth in industrial sectors and a slight decline in business sectors. Policy will need to continue to support creating high quality employment uses in the right locations and evolve to support the creation of new workspaces for, and employment in, growth sectors as part of a diverse economy.
- The number of economically active residents had experienced a continuous upward trend since 2010 but there was a slight decline during the monitoring period. Newham's unemployment rate reached the lowest record since 2010 and was lower than the London and UK averages.
- The percentage of Newham residents paid less than the London Living Wage continued to decrease over the monitoring period reaching around the same as the London Borough average. However, the median gross weekly income for a Newham resident was generally lower than elsewhere in London and with pay for men consistently exceeding pay for women in Newham. It is critical that economic development continues to secure the highest quality employment opportunities for residents by overcoming barriers to employment by working with the Councils brokerage to continue to secure these benefits from major economic developments in Newham.

## Outputs

### J-OP-1: Business and jobs growth



Economy		
Indicator	Target	Progress
a. Additional employment floorspace	No specific target; maintain in line with ongoing development of strategic sites	
b. Tourism and leisure development	No specific target; monitor ongoing development as per strategic site aspirations	
c. Investment in Employment Hubs	No specific target; ongoing investment should be evidence	
d. Small and affordable business space	No specific target, continue to add to provision	
e. Small business space (<500 sqm) recorded as part of larger schemes	No specific target, continue to add to provision	
f. Affordable workspace/local business occupancy provision	No specific target, continue to add to provision	
Sources: Planning applications data 2022/23		

## Commentary

### Additional employment floorspace

**Table 5.1: Net losses/gains of employment floorspace in FY22/23 (Approvals and Completions)**

Use Class	E(g)/B1	E(g)(i)/B1(a)*	E(g)(ii)/B1(b)	E(g)(iii)/B1(c)	B2/B8	B2	B8	SG (SIL use)	Overall
Approved floorspace (sqm)*	0	-169	0	20,763	2,900	5,660	30,415 <sup>#</sup>	-250	59,319
Completed floorspace (sqm)	112	-2,983	0	0	0	-114	-4,175	-1,778	-8,938

\*includes Class O Permitted Development Rights

<sup>#</sup>includes 99sqm of temporary floorspace for B8 use

Source: GLA PLD 2023

Employment floorspace supply is made up of use classes E(g) - business uses which can be carried out in a residential area (replacing B1 class on 1<sup>st</sup> September 2020), B2 - general industrial, B8 - storage or distribution and Sui Generis with SIL uses. Overall in the monitoring period, there was a net increase of approximately 60,000 sqm of employment floorspace through planning approvals while a total of 9,000 sqm were lost through completion. The floorspace loss were mainly resulting from the planning permission in previous FYs. The following sections set out the changes within different types of employment floorspace in the borough over the monitoring period.

### Office (E)(g)(i) floorspace

**Table 5.2: Class O (now Class MA) Permitted Development Rights Approvals and Completions in FY22/23**

Year	Floorspace Lost (sqm)	Units (gross)
Approvals	0	0
Completions	1,870	38

Source: GLA, PLD 2023

During the monitoring period, office supply in the borough remained steady with no major loss through approvals according to Table 5.1. Although the approval for Durning Hall Community Centre redevelopment (ref. 20/02849/FUL) resulted in loss of office floorspace for residential uses on a Strategic Site (S24), the net change was largely balanced off by the additional office floorspace gain at Plaistow Wharf development (ref. 18/03543/FUL), which was located within a key employment location. The net change of office in FY22/23 added up to -169 sqm. As a result, there was no substantial loss in office floorspaces in the Borough. Moreover, it is anticipated that the completion floorspace for office use in subsequent years will be above this number since there were a number of approvals securing flexible Class E/ E(g)/ B1 uses in FY22/23 which might come forward as office floorspace.

In terms of completions, there was a loss of approximately 3,000 sqm of office floorspace over the monitoring period. The major loss came from the Class O office to residential application at Barking Road (ref. 21/01050/PRECUJ) as shown in Table 5.2. As of 1<sup>st</sup> August 2021 Class MA took effect, reflecting the new Class E use class order with office uses classified under Class E(g)i. Meanwhile, there was no approval for Class MA in FY22/23.

### Light Industrial (E)(g)(iii) and small and medium enterprise floorspace

According to Table 5.1, there was a 20,000 sqm increase in light industrial floorspace over the monitoring period resulted from a significant number of approvals. Similar to office floorspace, it is anticipated that the completion floorspace in subsequent years will be above this number since there were a number of approvals securing flexible Class E/ E(g) uses in FY22/23 which might come forward as E(g)(iii) floorspace.

Within the same period of time, no Class E(g)(iii) floorspaces were completed for operation.

There were approvals and completions of employment floorspaces of various sizes to cover different market needs in the borough, including spaces for small and medium businesses.

## **General Industrial (B2) and warehousing (B8) floorspace**

As outlined in the approval and completion figures in Table 5.1, there was a positive trend in the approvals for providing both general industrial and storage and distribution floorspace within the borough in FY22/23. Approximately 30,000 sqm net increase in storage and distribution floorspace and 5,660 sqm net increase in general industrial floorspace were gained through approvals. Another 2,900 sqm of floorspace was gained for B2/B8 uses through the approval at Cody Business Centre (ref. 21/02760/FUL).

However, there was a net loss of floorspace for B2 and B8 uses through completions over the monitoring period. While the loss of B2 floorspace was not significant, there was a loss of B8 floorspace resulting from the Connaught Riverside development for residential use (ref. 20/01046/FUL) at Strategic Site S23, yielding a net loss of approximately 3,600 sqm B8 use in FY22/23 completion figures. The reason for loss is explained in Table 5.5 below.

## **Sui Generis (SG) floorspace for SIL Uses**

According to Table 5.1, there were net losses in SG floorspace in the borough through both approvals and completions. While there was no significant loss through approval as the net change was balanced by gain and loss in various applications, there was a net loss of more than 1,700 sqm of SG (SIL uses) floorspace through completions. This resulted from the redevelopment of a site at Melford Road which had been vacant for almost 10 years before approval to provide 48 residential units (ref. 21/03054/LA3).

## **Conclusions (B, E(g) and SG Class uses)**

In general, Newham saw an overall positive trend in employment floorspaces supply through approvals, especially of warehouse (B8) and light industrial (E(g)(iii)/ B1(c) uses. There was no major loss of any type of employment floorspace approved during the monitoring period. In addition, Newham saw continued approvals of employment floorspaces of various sizes to cover different market needs, including spaces for small and medium businesses.

Meanwhile, there were reductions in employment floorspace for E(g)(i)/ B1(a), B8 and SG uses in the completion figures. These resulted from specific proposals for residential uses, including the loss of office use through Class O application at Barking Road, loss of B8 uses at Connaught Riverside and loss of SG use through the Melford Road development.

## **Tourism and Leisure Uses**

In FY22/23, no hotel rooms were approved or completed.

Commentary relating to leisure uses is set out in the Town Centre chapter.

## **Investment in Employment Hubs**

Table 5.3 below shows development activity in various employment hubs, with different planning applications resulting in additional employment floorspace permitted or completed over the monitoring period.

**Table 5.3 Approvals or Completions resulting in a net Increase of employment floorspace on Employment Hubs in FY22/23**

Employment Hub	Activity
E01 – Beckton	<p>21/03026/FUL (Approved) Re-configuration of internet shopping fulfilment area ('click and collect' and home delivery loading area) (SG) at the western elevation of the premises at Armada Way</p> <p>22/00602/FUL (Approved) Provision of new mezzanine floor for B8 use at Gemini Business Park</p> <p>22/01211/FUL (Approved) DLR Beckton Depot change of use operational railway land, train wash facility and plant room and associated works (SG) for provision of additional DLR rolling stock</p>
E02 – Thameside West	<p>18/03543/FUL (Approved) Redevelopment of the vacant Plaistow Wharf for B2 use as a road-river hub for construction demolition and excavation waste storage and transfer, comprising the construction of stock bays, for storage of construction, demolition and excavation waste, incorporating a sustainable drainage system, widening of the wharf landing area, storage and fabrication for civil engineering projects and erection of weighbridge, office facilities (B1(a)) and associated infrastructure</p>
E03 – Thameside East	<p>20/02477/FUL (Approved) Development of a Bus Garage (SG) to accommodate 151 buses, including ancillary six-bay workshop and office building with electrical charging infrastructure, bike storage, bin storage, fuel storage, bus wash equipment and associated paths, fencing, gates and landscaping at Henley Road Bus Garage</p>
E04 – Cody Rd/Prologis	<p>21/02760/FUL (Approved) Demolition of existing HGV Hire (Epax Transport) (SG) and redevelopment to provide a building for industrial and warehousing purposes (B2 &amp; B8), ancillary offices, associated parking and servicing, landscaping, means of access, highways works and infrastructure at Cody Business Centre</p> <p>22/00531/CLE (Approved) Application for a Lawful Development Certificate for the existing use of building for storage and distribution purposes (Use Class B8) at 8 South Crescent, Canning Town</p> <p>21/02955/FUL (Approved) Erection of 2no. single storey buildings for general industrial &amp; storage purposes (B2 &amp; B8), and installation of 2no. double-stacked (two storey) portacabins to facilitate ancillary staff welfare facilities, following removal of 3no. existing ancillary buildings at South Crescent</p>

Employment Hub	Activity
E05 – Stratford Metropolitan	No activity
E06 – Green St	22/00417/FUL (Approved) Construction of a second floor rear extension to the existing office (Use Class (B1(a)) at 15 Plashet Grove, East Ham
E07 – East Ham	No activity
E08 – Canning Town	22/00694/REM (Approved) Reserved matter application comprising flexible Class E floorspace at Phase 4 / Development Parcel 4 / Plot G at Hallsville Quarter
E09 – ExCel Royal Vic West	No activity
E10 – Royal Albert North	No activity
E11 – London City Airport	No activity
E12 – Newham University Hospital	No activity
E13 – Albert Island	20/00051/FUL (Approved) Hybrid planning application for the phased employment-led redevelopment of Albert Island comprising an employment hub (B2, B8, B1(a) and B1(c)) delivering a mix of light industrial, long term storage and distribution logistics warehouse including provision of service yards and parking facilities, flexible industrial and educational uses and café within the Ideas Factory building, site management office, long stay car parking, access, new landscape, public realm and associated works in Stage One development.
E14 – Forest Gate	20/02800/FUL (Completed) Proposed development of a part-3, part-4 storey, mixed-use development comprising of ground floor commercial space (B1) and nine new dwellings at 89 – 93 Woodgrange Road
E15 East Beckton	No activity

Source: GLA PLD 2023

### Small and affordable business space

No affordable workspaces were approved or delivered in FY22/23. Small scale business spaces were approved through a number of developments as listed in Table 5.4 below.

### Small business space (<500 sqm) recorded as part of larger schemes

Small scale business spaces were approved through a number of developments as listed in Table 5.4 below.

### Affordable workspace/ local business occupancy provision

Overall it is positive to see, as outlined in Table 5.4 below, that as per the strategy, the protection of existing small businesses is occurring through redevelopment, and businesses are being relocated within Newham as part of any relocation/re-provision. This is a key component of the Managed Release/Transition criteria of policy J2: to create new workspaces and avoid displaced businesses outside of the borough.

Going forward further encouraging small/ affordable workspace and monitoring of the occupation and take-up of these workspaces will be an important factor in determining its success and identifying the level of demand (and future demand) for this type of workspace in Newham.



**Table 5.4 Developments delivering small business spaces of <500sqm in FY22/23**

Ref	Location (Strategic Site if any)	Approved/ Started/ Completed	Sqm provided	Type of workspace
18/03543/FUL	Plaistow Wharf (S07)	Approved	452	Flexible employment floorspace.
20/00051/FUL	Albert Island	Approved	21,013 (Total B1c floorspace)	Provide a range of smaller industrial and light industrial units with varying unit sizes of between 400sqm to 2,000sqm.
22/00694/REM	Hallsville Quarter (S14)	Approved	556	Flexible commercial floorspace proposed across three units to accommodate a range of town centre uses including office.
22/01853/FUL	Custom House Kickstart Site	Started	141	Class E use.
22/02127/FUL	513-519 Barking Road	Approved	173	Subdivision of existing office into three self-contained office spaces.
20/02800/FUL	89-93 Woodgrange Road	Completed	282	Flexible commercial floorspace, 112 sqm for B1 use.

Source: GLA PLD 2023

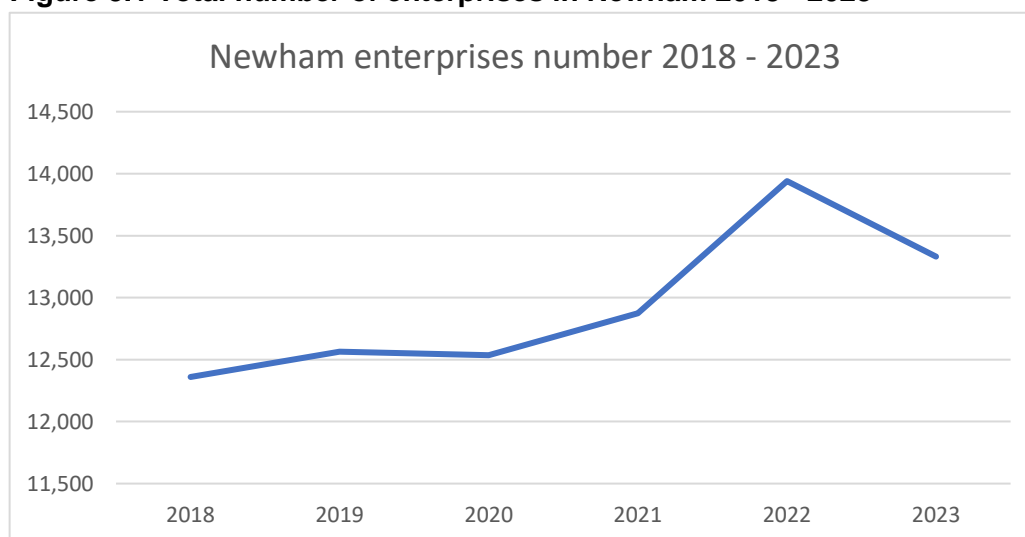
## Outcomes

### J-OUT-1: Economic Domain – Business Domain

Theme		
Indicator	Target	Progress
a. Business by sector	Should be steady or growing	
b. New business formation and survival	Should be steady of growing	
Sources: ONS data		

## Business by sector

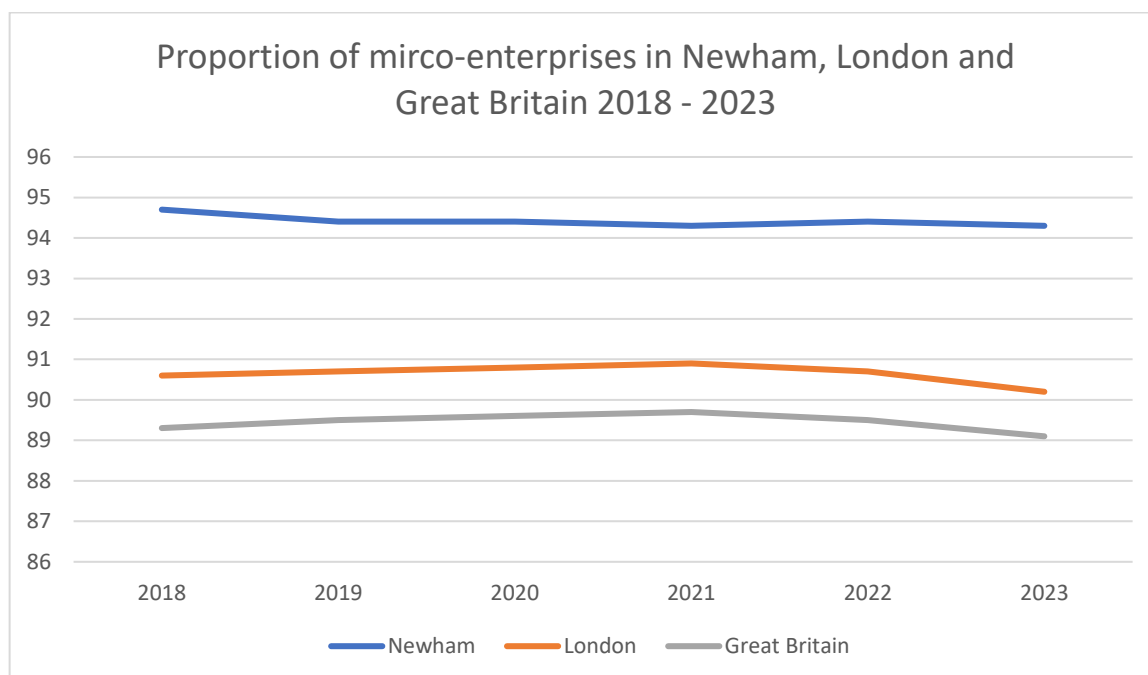
**Figure 5.1 Total number of enterprises in Newham 2018 - 2023**



Source: Labour Market Profile, nomis (2023)

**Figure 5.2 Proportion of micro-enterprises in Newham, London and Great Britain 2018 - 2023**





Source: Labour Market Profile, nomis (2023)

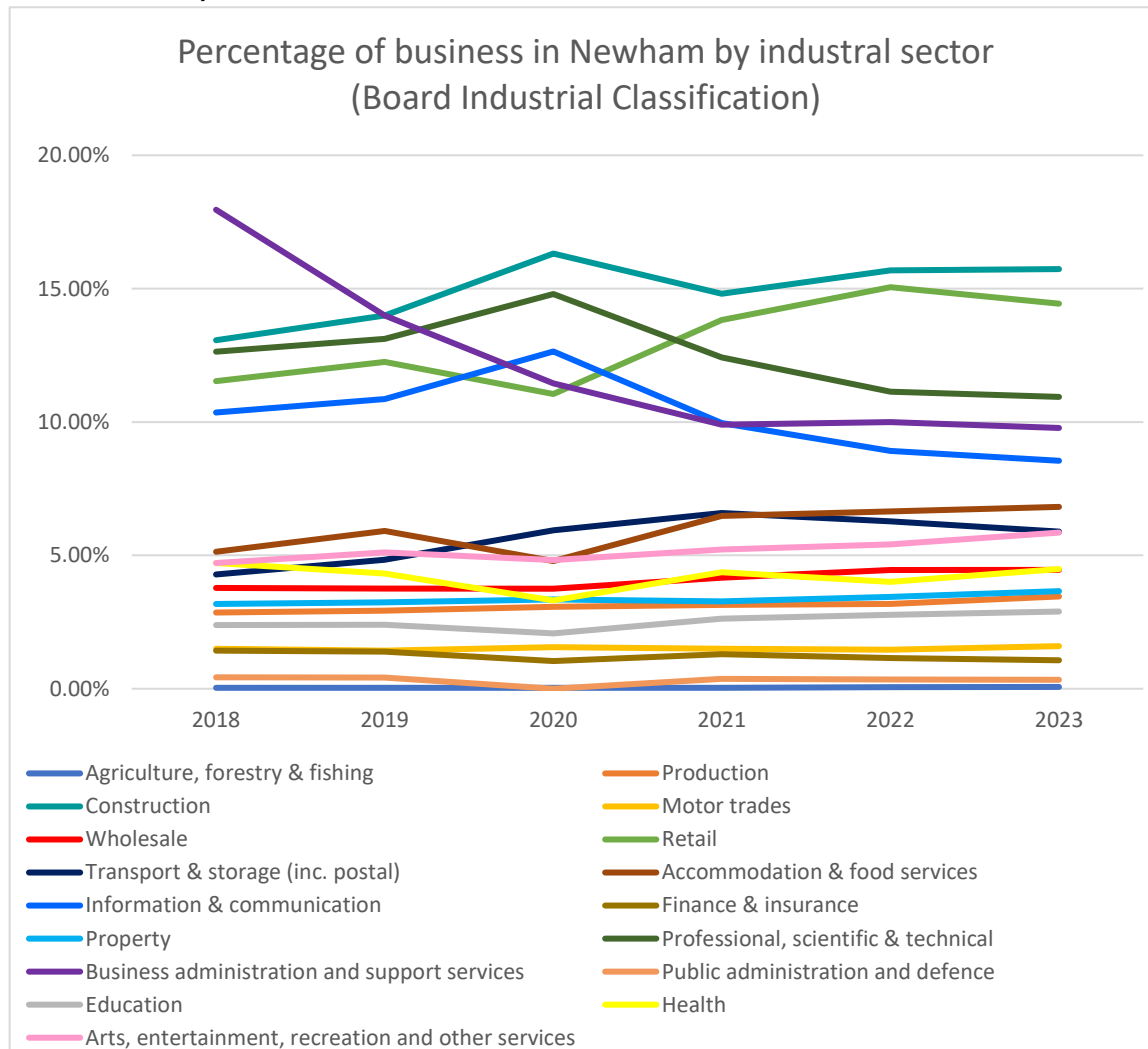
In 2022, Newham had approximately 15,710 businesses in terms of local units (According to ONS, an individual site (for example, a factory or shop) in an enterprise is called a local unit). This number experienced a slight decline over the past year, dropping to around 15,035 in 2023 (by 4%). A similar downward trend was observed in both London and the UK as a whole. In terms of micro-enterprises (i.e. employ up to 9 people), Newham maintained a steady proportion of 94% during the monitoring period, higher than the averages for London and the UK. During the same period, the proportion of micro-enterprises in London and the UK decreased slightly, from 91% to 90% and from 90% to 89%, respectively.

The following datasets are taken from the ONS. Figure 5.3 shows the percentage of businesses in each major sector. Across the monitoring period Newham's sectoral composition was predominantly within the construction, retail and professional sectors which reflects importance of both industrial and commercial sectors in the borough. Figure 5.4 reflects a net growth in number of businesses in construction while the retail and professional sectors slightly declined over the monitoring period.

Apart from an increase in business number in the construction sector, more recently Newham has experienced growth in the wholesale sectors, reflecting nationwide growing demand for storage and distribution, as well recognising the role of Newham's industrial land to continue to meet occupiers' requirements. Newham is also experiencing moderate increases in the production sector. Both industrial and manufacturing growth aligns with identified jobs growth in these sectors.

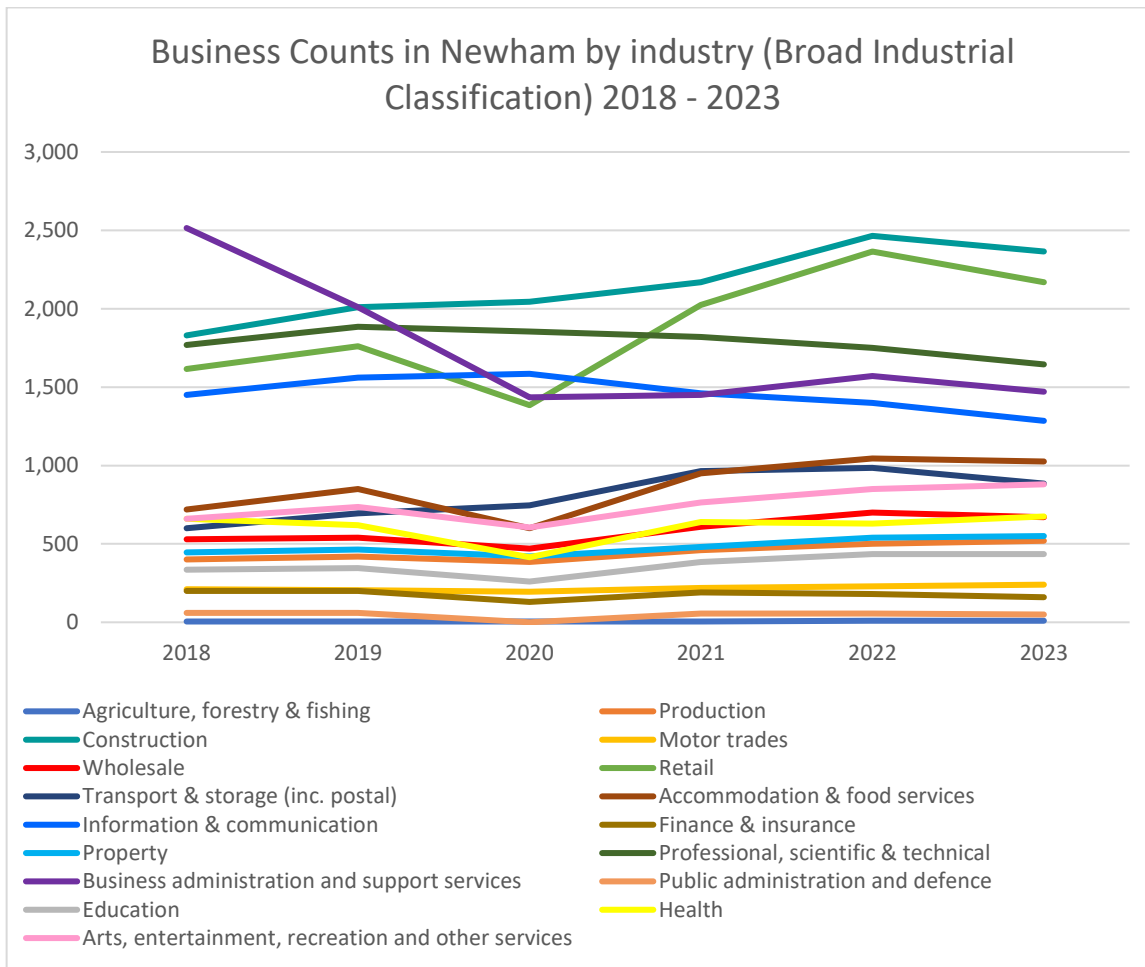
In terms of employment, Newham's job number composition was predominantly within the public sectors. The business sectors including banking, finance and insurance, as well as hotel and restaurants declined since 2022. The industrial sectors including transport and communication, construction and manufacturing remained steady over the monitoring period, with construction industry experiencing slight growth.

**Figure 5.3 Percentage of businesses in Newham by industrial sector (Broad Industrial Classification)**



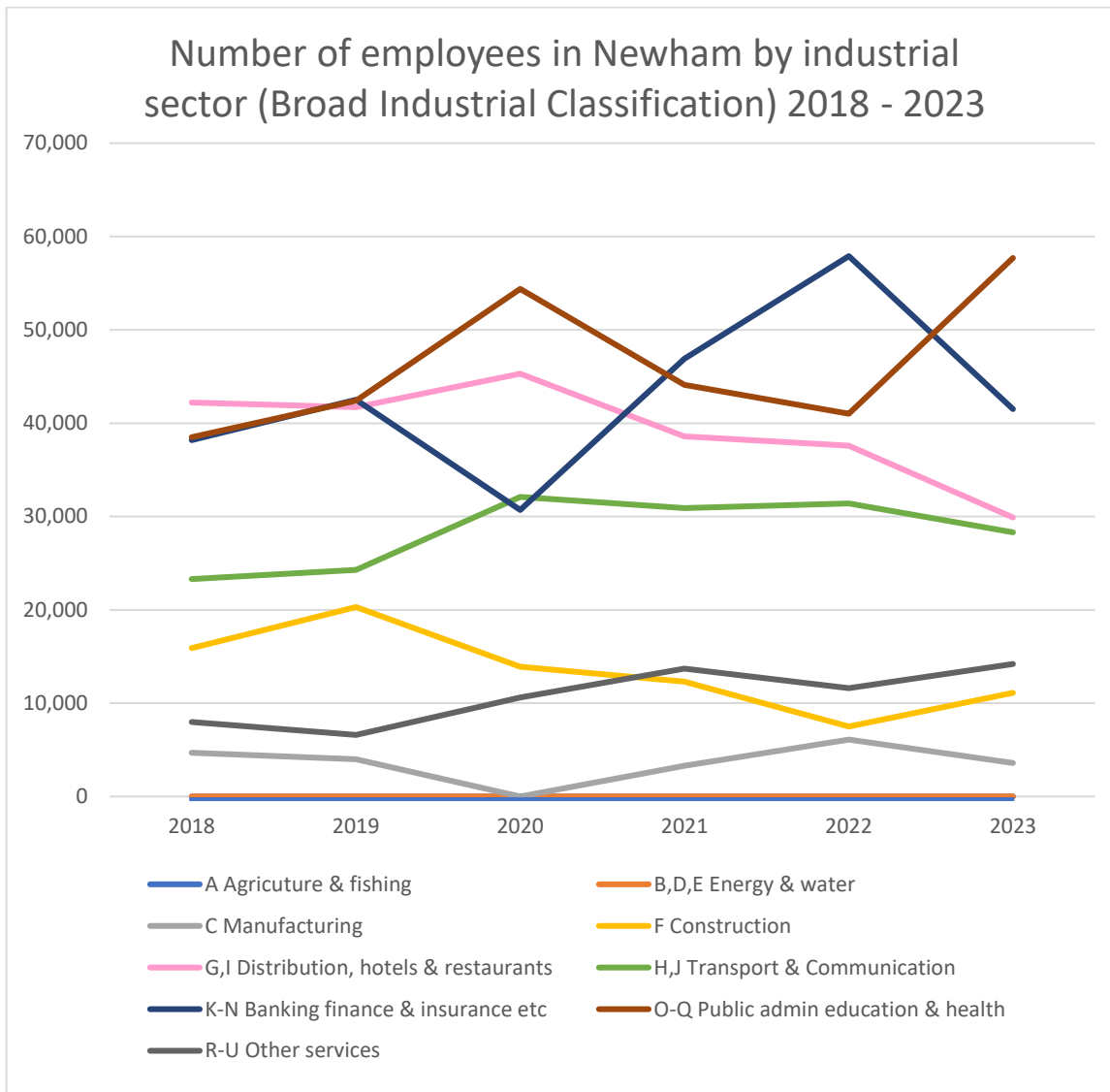
Source: UK Business: Activity, Size and Location reports, ONS (2023)

**Figure 5.4 Number of businesses by industrial sector (Broad Industrial Classification)**



Source: UK Business: Activity, Size and Location reports, ONS (2023)

**Figure 5.5 Number of employees by industrial sector (Broad Industrial Classification)**



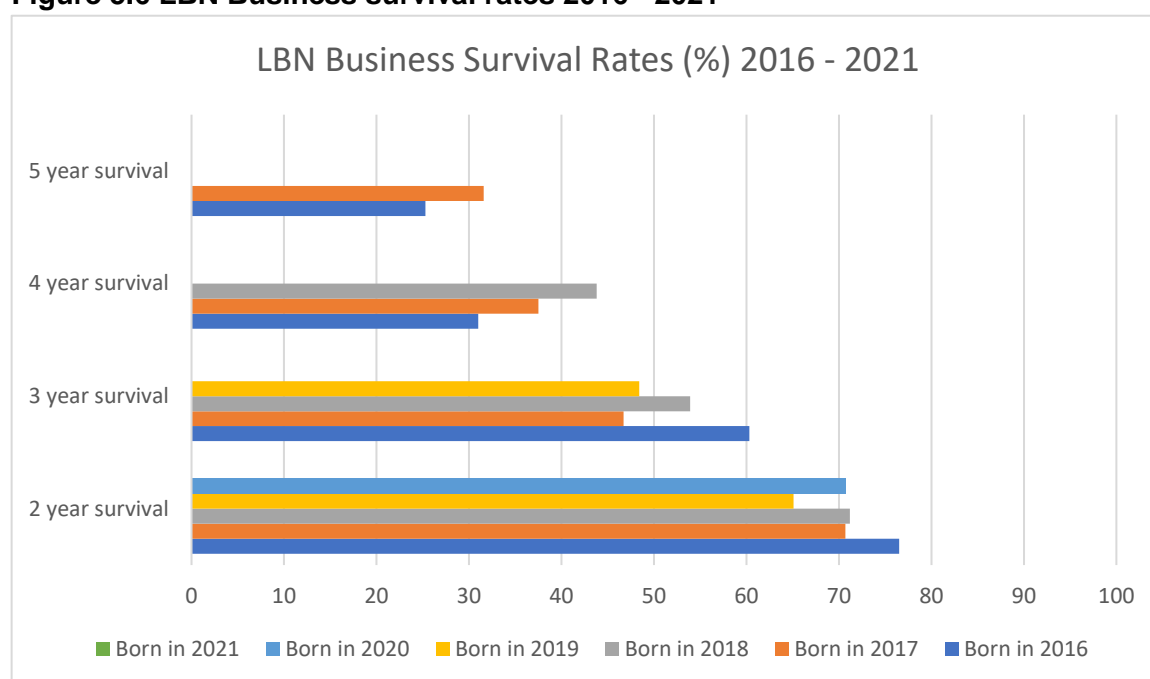
Source: Annual Population Survey, Nomis (2023)

## New business formation and survival

Survival rates are an important indicator in relation to new business growth and the strength of the overall business environment. Newham has experienced significant growth economically and has continued to be a key location in London to invest in, as well as a place for more locally based start-ups to open. This is reflected in the high proportion of micro businesses within the borough.

The data in Figure 5.6 indicates a positive trend that the more recent businesses survived longer than older businesses by looking at the proportion of businesses surviving for 4 or more years. However, the survival rate for 1-3 years went through ups and downs over the past five years. As longer survival rates are desirable for this indicator, the role of employment land and new economic development in these locations is important to continue to support business to cluster and create high quality environments that enable businesses to start up and thrive. This is important particularly as factors such as location, types of workspace and age of stock and nearby economic activity are all key factors around longevity for businesses to survive. Data is not currently available for business births in 2022 and 2023.

**Figure 5.6 LBN Business survival rates 2016 - 2021**







Source: Business Demography, nomis (2022)

### Commentary

There has been a slight decline in the total business number in Newham over the monitoring period. Nonetheless, over the past five years, Newham experienced a net increase in business numbers (See Figure 5.1). In 2018, Newham had around 12,360 register enterprises increasing to 13,330 in 2022 (up by 7.8%). The majority (94%) of these businesses were micro-enterprises, the proportion of which was higher than the London and UK average. In general, the business numbers in both industrial and professional/financial sectors stayed steady with growth in business numbers in transport and communication sectors. Therefore, in general, the figures showed a fairly positive trend in business sectors in the borough.

However, there was a slight downward trend in terms of the percentage of business survival throughout the monitoring period. Although the declining slope was not steep, continued support for businesses to cluster and create high quality environments that enable businesses to start up and thrive will be required.

### J-OP-3: Securing effective use of employment land

Economy		
Indicator	Target	Progress
a. Employment land available	Monitor to demonstrate projected need can be accommodated	
b. Loss of employment land	No loss of land specified for protection	
c. Net change in employment floorspace approved and completed on protected SILs and LILs	No specific target, should be increasing	
d. Employment land improvements	No specific target, monitor for change secured through planning and other interventions	
Sources: Planning applications data 2022/23, ONS data, DfE data		

### Commentary

#### Employment land available

As per the 2019 - 2022 Authority Monitoring Report Newham has a total of approximately 347.2 ha of designated employment land, comprising of;

- 259.76 ha of Strategic Industrial Locations
- 66.01 ha of Local Industrial Locations; and
- 24.44 ha of Local Mixed Use Areas

The total land figure above excludes the plan-led SIL release enabled by the 2018 Local Plan, which is around 53.88 ha.

With increasing demand for industrial land, it is expected vacancy rates will reduce on protected employment land. Further commentary on vacancy rates is set out in the indicator below.

#### Loss of employment land

#### Planning activity on employment land not identified for release

Outside of the locations identified for employment land release, the only approval in FY22/23 which resulted in a loss of employment floorspace was the permission for internal alteration of the former Sainsbury Distribution Warehouse (ref. 22/00620/FUL), causing a net loss of internal B8 floorspace of 1,431 sqm. However, this floorspace was changed to additional ancillary uses including office, plant and welfare to support the main B8 warehouse element.

Apart from the above, there were no approvals for non-employment related uses on SILs and LILs in FY22/23.

### **Planning activity on employment land identified for release**

The planning activity below are in areas identified for plan-led managed release of industrial land as part of the employment land strategy in the Local Plan. Only managed release activity has happened on Strategic Site S23 in FY22/23. The B8 floorspace was lost through redevelopment as the site was considered not suitable for re-provision of employment uses given its adjacency to existing residential uses. However, through collaborative masterplanning discussions with the adjoining landowner, the re-provision of the employment use will be delivered on the adjoining portion of land buffering the existing SIL uses to the east. This was in line with the managed release/transition criteria of policy J2. The continued activity year on year, in areas identified for release, reflects the increasing land demands in Newham and it is positive to see proposals supporting both employment and housing in areas located in line with the Local Plan's spatial strategy.

### **Table 5.5 Planning Activity on SIL Managed Release Area in FY22/23**

SIL Managed Release Area	Size	Activity
Thameside West (now Strategic Site S08/S09)	N/A	No activity
Thameside West (now Strategic Site S22)	N/A	No activity
Thameside East (now Strategic Site S23)	0.4ha	<p>20/01046/FUL (Completed)</p> <p>Demolition of the existing warehouse and redevelopment of the site to provide 161 units comprising three residential buildings of 8, 12 and 9 storeys, including site access, landscaping and associated works.</p> <p>Loss of 3,641 sqm of B8 floorspace as not suitable for re-provision of employment uses given its adjacency to existing residential uses. Through collaborative masterplanning discussions with the adjoining landowner, the re-provision of the employment use will be delivered on the adjoining portion of land buffering the existing SIL uses to the east.</p>
Beckton Riverside (now Strategic Site S01)	3.31ha	<p>22/01211/FUL (Approved)</p> <p>DLR Beckton Depot change of use operational railway land, train wash facility and plant room and associated works (SG) for provision of additional DLR rolling stock. Not related to managed release.</p>

Source: GLA PLD 2023

### Net change in employment floorspace approved and completed on SILs and LILs

There was a net growth in B1/E(g), B2 and B8 floorspace on SILs and LILs through approvals during the monitoring period. No development was completed in FY22/23 on SILs and LILs. The detailed approvals and completions are provided in Table 5.6 below.

### Employment land improvements

There were continuous increase in capacity on SILs and LILs with planning applications approved for redevelopment/development as shown in Table 5.6. Table 5.3 details the applications for intensification or improvements in employment floorspace being approved and completed within the monitoring period, resulting from the key schemes approved.

### Table 5.6 Approvals and Completions of E(g)/ B1, B2, B8 and SG (SIL uses) floorspace on SILs and LILs



Use Class	Net approved floorspace (sqm)	Key scheme approved	Net completed floorspace (sqm)	Key schemes completing
B1/E(g)	21,510	18/03543/FUL – net gain of 452 sqm for B1(a) uses  20/00051/FUL – net gain of 21,013 sqm for B1(c) uses, 45 sqm for B1(a) uses	0	0
B2	5,660	18/03543/FUL – net gain of 28 sqm  20/00051/FUL – net gain of 5,216 sqm  21/02955/FUL – net gain of 416 sqm	0	0
B8	30,372	22/00531/CLE – net gain of 4,181 sqm  22/00602/FUL – net gain of 1,437 sqm  22/00620/FUL – net loss of 1,431 sqm  20/00051/FUL – net gain of 26,185 sqm	0	0
B2 & B8	2,900	21/02760/FUL – net gain of 2,900 sqm	0	0
SG (SIL use)	-135	20/02477/FUL – net gain of 589 sqm for bus garage use  21/02760/FUL – net loss of 862 sqm for HGV Hire use  21/03026/FUL – net gain of 83 sqm for fulfilment area	0	0

Source: GLA PLD 2023

## Outputs

### **J-OUT – 2 Economic Development – Business Domain**

#### **Vacancy rates on employment land**

Land use vacancy rates are assessed as a proportion of core and wider industrial land, and it is recommended that a reasonable average rate for frictional vacancy is around 5% for industrial land and 8% for industrial floorspace<sup>i</sup>. At the time of the 2021 Employment Land Review, Newham's industrial land vacancy rate stood at around 4.43% (see previous AMRs for commentary on vacancy rates compared with London Plan evidence<sup>ii</sup>). With vacancy rate dropped from 6% in 2017 Employment Land Review to 4.43% after 4 years, it is recognised that Newham is one of the remaining boroughs that has a good supply of industrial units/land to meet occupiers' requirements. With increasing demand for industrial land in London, Newham's industrial land also supports wider unmet needs of the CAZ and Central London/City Markets. It is expected that vacancy rates on industrial land are likely to continue to decrease, emphasising the need to protect and intensify industrial land as directed by policy E7 of the London Plan.

#### **J-OP- 5: Enhancing skills and access to work**

##### **Number of jobs filled by employment mechanisms including Our Newham Work**

During the monitoring period, Newham's brokerage, Our Newham Work, offered a wider range of services to residents from support and guidance for new employment opportunities. This service included CV writing, career options and skill development, a targeted team to support young people and an apprenticeship team as well as specialist employment opportunities.

It is positive to see that Our Newham Work continued to support residents into employment, and this is expected to grow, as the range of support services offered, alongside more targeted support for residents who may experience barriers to employment, is widened by the service.

A detailed breakdown of Council receipt of and expenditure from planning obligations for economic purposes such as Our Newham Work, support for local labour, employment and skills programmes for local businesses is set out in the Council's Planning Obligations and Community Infrastructure Levy (CIL) Authority Monitoring Reports<sup>iii</sup>. Reporting on Section 106 and CIL expenditure for FY 22/23 is set out in an [Annual Infrastructure Funding Statement \(IFS\)](#). A summary of receipts and expenditure for economic development is set out below, with further details set out on the Council's IFS page.

**Table 5.7 IFS Economic Development (Our Newham Works) Expenditure**

Years	Secured by purpose	Received by purpose	Spent
2022-2023	£4,447,846.50	£6,266,155.62	£2,789,071.77 + £24,150 from LCY Skills Programme

**Business support through planning at the construction phase and end user jobs secured through S106 negotiations**

Further details, including S106 expenditure and monies received by deed, are set out on the Council's CIL and S106 page [here](#).

**Education and training facility development completed**

Commentary relating to education and training facilities are set out in the Community Facility chapter.

**New childcare provisions facilities completed**

Commentary relating to childcare facilities are set out in the Community Facility chapter.

**Outcomes**

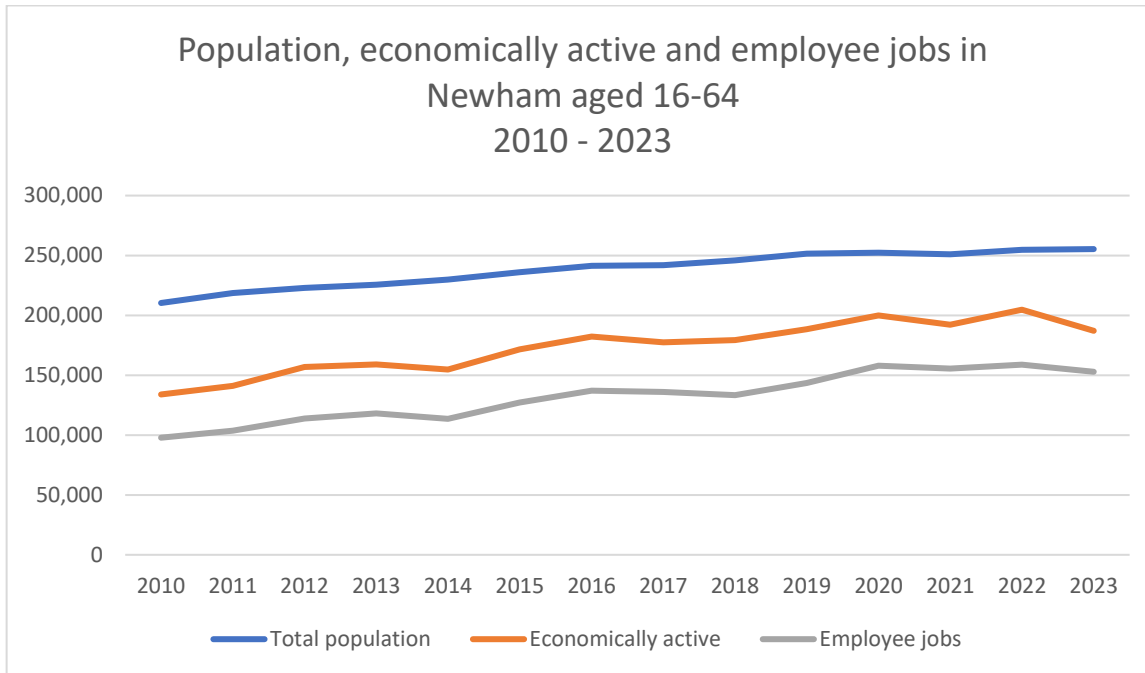
**J-OUT – 3: Economic Development – Employee domain**

**Economic activity rates in Newham, London and neighbouring Boroughs**

Over the decade the number of economically active residentsiv has risen from around 133,900 in 2010 to 204,700 in 2022, an increase of 53%. Over the monitoring period the number declined to 187,200 but overall an upward trend is observed since 2010 (40% increase). The unemployment rate in Newham fell significantly from 2010 to 2023, achieving the lowest record of 3%. This figure is lower than the London averages of 5.1% and GB averages 3.8%. Over the monitoring period, the unemployment rate increased in London and GB while Newham experienced a substantial drop from 5.8% to 3%, despite the decrease in the number of economically active residents.

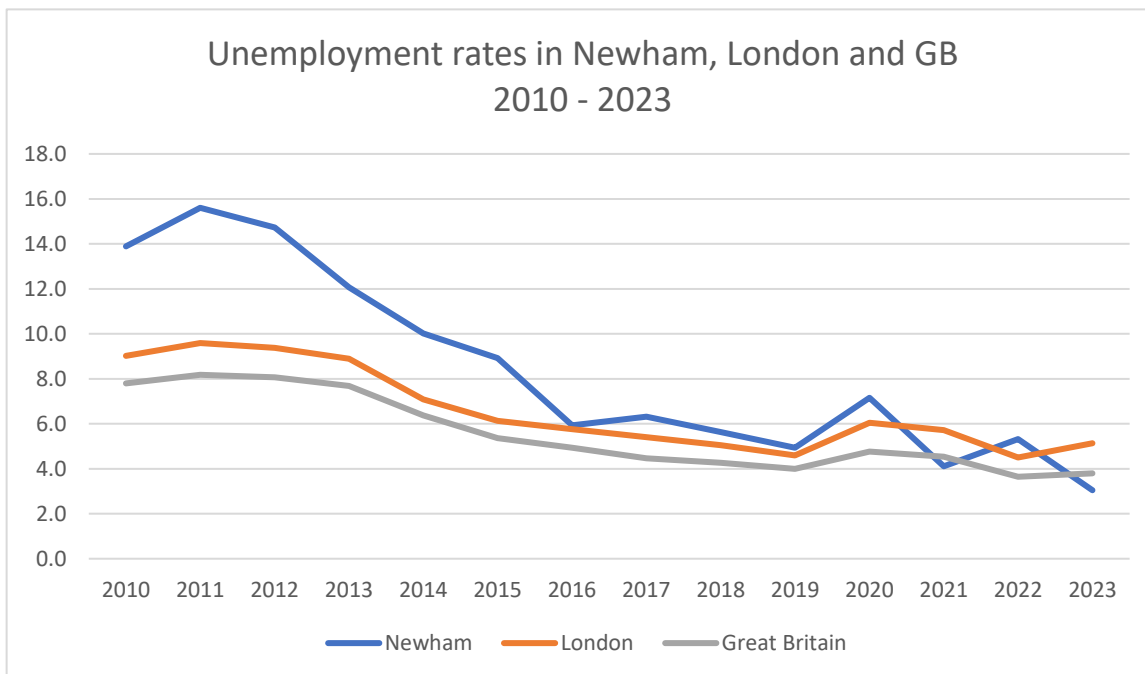
For planning policies, it is critical that commercial developments continue to secure the highest quality employment opportunities for residents. This is particularly important noting the challenges highlighted below and the need to unlock opportunities for residents that may be experiencing barriers to employment, by working with the Council's brokerage service to continue to secure these benefits from major economic developments in Newham.

**Figure 5.7 Population, economically active and employee jobs in Newham aged 16 - 64**



Source: Annual Population Survey, nomis (2024)

**Figure 5.8 Unemployment rates in Newham, London and GB 2010 - 2023**



Source: Annual Population Survey, nomis (2024)

**Prevalence of earning below London Living Wage/National Minimum Wage**

The Newham Employment and Health Joint Needs Assessment<sup>v</sup> highlighted that paying the London Living Wage (LLW) has results in more employees feeling positive about their workplace, family life and their overall health and wellbeing. The London Poverty Profile<sup>vi</sup> (2023) looked at jobs paid below the London Living Wage. In 2020, 26% of Newham residents were paid less than the LLW, decreasing to 21.2% in 2022 and 20% in 2023. The figure in 2023 was around the the average for London boroughs. Looking at statistics around wages more generally, the median gross weekly income for a Newham resident is generally lower than elsewhere in London and with pay for men consistently exceeding pay for women in Newham. This statistic does highlight a positive trend in securing businesses that pay at least the LLW but there are continuous needs to improve employment quality and equality in the borough.

**Table 5.8 Median gross weekly pay**

	Median gross weekly pay (£) – full time workers		
	Newham	London	Great Britain
2023	732	796	683
2022	709	767	645
2021	677	732	612
2020	632	714	587
2019	623	699	588
2018	588	671	571
Annual percentage change (2022 – 2023)	+3.1%	+3.7%	+5.6%

Source: nomis, 2022

**Table 5.9 Median gross weekly pay – men and women**

	Median gross weekly pay (£) – full time workers	
	Men	Women
2023	762	687
2022	772	670
2021	729	632
2020	665	612
2019	670	571

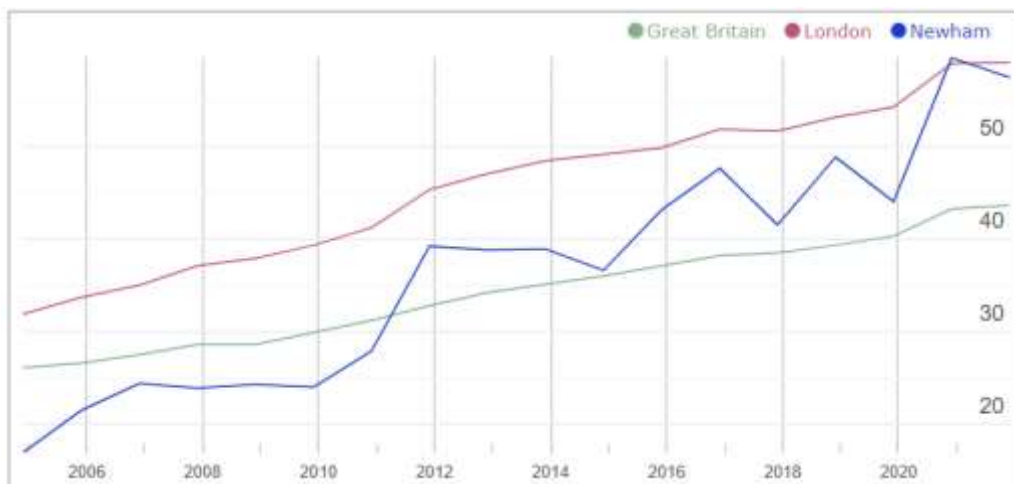
Source: nomis, 2022

### Proportion of working age population qualified to NVQ Level 4 and above

Newham's workforce is increasingly becoming more qualified in recent years, with an upward trend in terms of the percentage of residents with an NVQ Level 4 degree (further education, degree or higher degree) and above. Figure 5.9 illustrates this stepped increase, and is a positive outcome reflecting historical investment in education and skills and training programmes for residents until 2022. However, the Employment in Newham Joint Needs Assessments (2022) also highlights that people holding NVQ Level 1 and 2 qualifications are at a greater risk of unemployment due to the economic downturn and Covid-19 pandemic than those with further degrees. Around 30% of Newham Residents fall into this more vulnerable category. NVQ qualifications data during the monitoring period is not available.

The increase in the proportion of residents with qualifications should also be seen in the context of the proportion of residents with no qualifications (either academic, vocational or professional). Whilst the proportion of residents without qualifications showed an overall downwards trend year on year, the figure went up over the monitoring period from 4.2% to 7.2%, which was above the London average in 2023. Education and qualifications are recognised in planning policy J3 as a critical strand of ensuring future high quality employment, in which investment in education and skills and training programmes are essential to reduce the numbers of residents without qualifications and improve employment opportunities in Newham. The role of Newham workspace and securing construction phase and end-user jobs from economic development is also an important part of improving performance against this indicator.

**Figure 5.9 Percentage of residents qualified NVQ Level 4 2005 – 2022**



Source: Annual Population Survey, nomis (2022)

**Table 5.10 Percentage of residents with no qualifications**

Years	Newham (%)	London (%)	GB (%)
Jan 23-Dec 23	7.2%	5.1%	6.3%
Jan 22-Dec 22	4.2%	5.6%	6.5%
Jan 21- Dec 21	6.3%	5.5%	6.6%
Jan 20-Dec 20	4.4%	5.2%	6.4%
Jan 19-Dec 19	10.1%	6.7%	7.7%

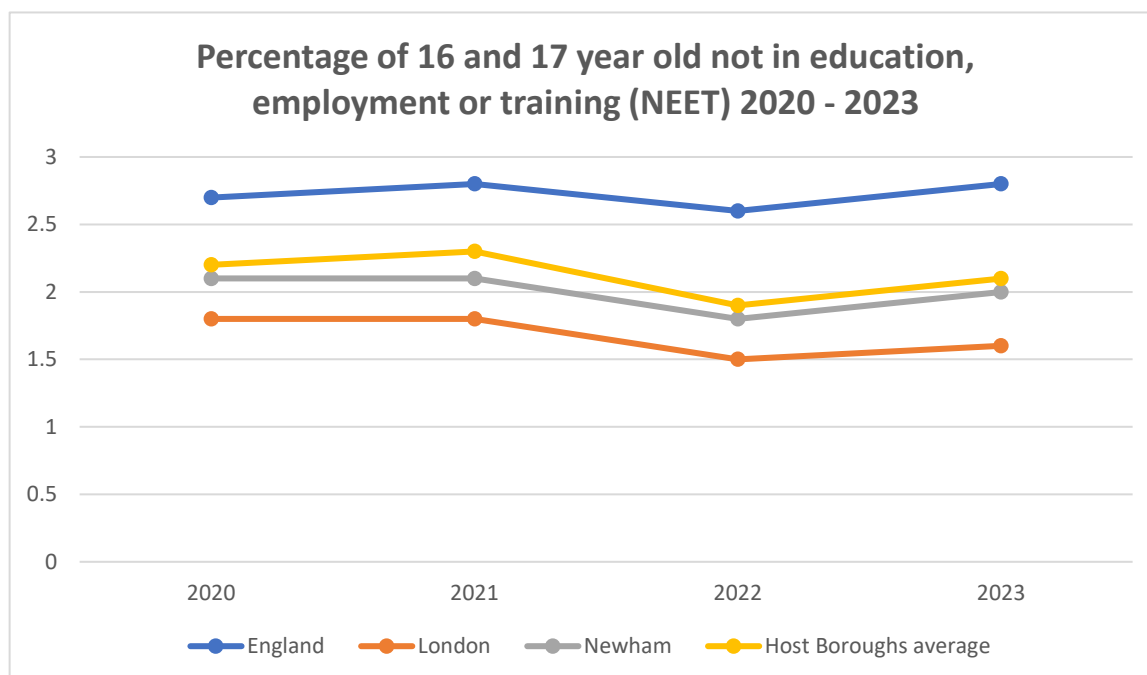
Source: Annual Population Survey, nomis (2024)

For young people and those facing barriers to employment, it is important that beyond academic qualifications, planning policy continues its partnership with the Council's employment support mechanisms such as Our Newham Work, to help equip residents with the support, guidance and advice to find education, apprenticeships and work or training. This is an important component of supporting Newham's future economy and provide residents who may experience barriers to employment with the skills, knowledge and opportunities to flourish.

### **Rate of 16-17 year olds not in education, employment or training**

Rates of 16-17 years olds not in education, employment and training (NEET) in London has decreased from 2020. For Newham, although the proportion of 16-17 years NEET increased across the monitoring period, it experienced a net drop from 2.1% in 2020 to approximately 1.9% in 2023, reflecting wider trends regionally. While Newham's figures are lower than the national average, it remains slightly above the London average. For planning and economic development, it is critical that partnerships between new economic developments and careers initiatives (including the Young People's Team within Our Newham Work) are secured. This in turn creates new opportunities to support young people and raise aspirations and skills attainment that leads to sustainable employment and to continue to reduce the number of NEETs in the borough.

### **Figure 5.10 Percentage of 16 and 17 year old not in education, employment or training (NEET)**



Source: Participation in education, training and NEET age 16 to 17 by local authority - Academic year 2022/23, DfE, 2023

### Percentage of children in low income families, linked to the prevalence of low income indicators

The percentage of children (under 16) living in absolute low income families<sup>vii</sup> has reduced in the past 5 years and over the monitoring year.

**Table 5.11 Percentage of children (under 16) living in absolute low income families in Newham, London and the UK 2019 - 2023**

Year	Percentage in Newham	Borough average (%) in London	Average (%) in the UK
2023	18.2%	12.3%	15.9%
2022	19.2%	13.1%	15.4%
2021	21.9%	14.8%	15.1%
2020	23.1%	15.6%	15.7%
2019	22.2%	14.7%	15.1%

Source: Children in low income families: local area statistics: 2014 to 2023, DWP, 2023

## Policy Use and Robustness

### J-OUT- 4 Business and Jobs Growth (J1 - J3)

Employment policies have been well used both to support growth and investment as part of major economic developments and to ensure existing premises and businesses are reprovided/relocated as



part of schemes where managed release is supported in the Plan. The floorspace analysis indicates that as increasing demand for industrial uses continues across the Borough, policies have been successfully used to protect and intensify this floorspace.

## 6.Homes





<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Enable the delivery of 43,000 quality homes between 2018 and 2033.</li> <li>• Promote quality residential neighbourhoods.</li> <li>• Secure a mix and balance of housing types, including a significant increase in family housing provision.</li> <li>• Ensure that 50% of all new homes built between 2018 and 2033 are affordable units.</li> <li>• Ensure the needs of all types of households are considered, and that where there is a need for specialist forms of accommodation, these are provided in the right locations.</li> <li>• Protect all housing floorspace and specifically protecting 3 bed and 4+ bed housing.</li> </ul>
<b>Local Plan Policies</b>	H1, H2, H3, H4

### Headlines and policy implications

- Housing delivery fell significantly below our adopted housing target. This is largely as a result of delays to the delivery of large-scale, complex strategic sites.
- The quality of homes delivered via planning permissions in Newham continues to be high.
- Completions of affordable housing fell significantly below our adopted strategic target of 50%. However, approval rates are aligned with the policy range target sought under policy H2.
- Specialist housing continues to represent a minor proportion of Newham's housing delivery, reflective of the fact that most housing need remains in the general needs sector.
- Policies protecting existing housing stock and family-sized homes continue to be effective.
- Newham continues to be on the frontline of the housing crisis, with the number of households on the Local Authority's housing waiting list and living in temporary accommodation remaining high.

## Outputs

### H-OP-1: Building Mixed and Balanced Communities

Homes		
Indicator	Target	Progress
a. Net additional dwellings and housing trajectory and 5 Year Housing Land Supply against housing supply targets.	As per Local Plan.	
b. Housing density (apply on major housing developments only) against London Plan targets	No specific target: monitor against density ranges of the London Plan	
c. Housing mix and choice: i. Family housing gains from both approvals and completions against policy targets (39% 3 bed) including a comparison of approvals of houses and flats ii. The proportion of units, based on size, delivered in each tenure; and iii. Overall size mix within tenures;	C i. no specific target – monitor for upward trend in terms of proportion of houses C ii. no specific target for more balanced provision, notable upward trend in market provision of family units. C iii. no specific target; monitor for expected upward trends from policy intervention	
Housing Quality: i. Space standards ii. Delivery of wheelchair homes and number of households housed each year in wheelchair adapted homes (by size) iii. existing stock improvements	i. 100% of units approved through consent meet London Plan space standards ii. target: 10% of housing completions (by scheme) meet Part M; no specific target for households housed, but should be related to an improvement in monitoring indicator H-OUT1c iii. no specific target, reporting of activity to show general commitment to this principle	
<b>Sources:</b> Planning London Datahub 2024; LBN Occupational Therapist data; Enforcement Team Data Analysis 2024; LAHS, 2018/19 – 2022/23		

## Commentary

### Net additional dwellings

Appendix 3 (table A3.1) outlines total net completions between financial years 2018/19 and 2022/23, measured against Newham's 2018 Local Plan housing target. The AMR data also counts non-self-contained homes on the same basis as the old London Development Database monitoring system, which differs from the approach taken by the GLA to measuring delivery against the London Plan 2021 target (see London Plan 2021 paragraph 4.1.9).

Appendix 3 (table A3.1) shows that delivery in financial year 2022/23 was significantly below the Borough's annual housing target (2752 units per year) for the year, with conventional self-contained units being the main source of supply. While the monitoring indicator measures delivery against the target set out in Newham's adopted Local Plan, Newham also has a statutory requirement to meet the housing requirement figure in the London Plan. This seeks delivery of 32,800 new homes between 2019/20 and 2028/29, or 3,280 homes per year. Newham's delivery in 2022/23 fell substantially below this target. The largest developments over the monitoring period were East Ham Industrial Estate and West End Car Park.

[Newham's Draft Submission Local Plan Site Allocation and Housing Trajectory Methodology Note \(2024\)](#) provides analysis of the reasons behind Newham's low levels of completions in recent years. In summary, the realisation of Newham's housing targets is mainly achieved through the development of Strategic Sites, which make essential contributions to the delivery of homes, jobs, services and infrastructure across the Borough. Development of Strategic Sites, and permissions approved to deliver housing in these areas, are likely to be phased over long periods of time noting their scale and the complexities of developing these sites.<sup>viii</sup> Analysis of anticipated delivery timeframes of strategic sites compared to the 2017 SHLAA indicates that there have been significant delays to anticipated completion dates for a number of site allocations. These delays are linked to:

- market conditions and delays to construction resulting from the economic effects of the COVID-19 pandemic;
- regeneration schemes undertaking more extensive co-design with residents and being subject to resident ballots;
- resource gaps in the public sector delaying the delivery of sites that are publicly owned;
- large-scale site allocations requiring the delivery of supporting infrastructure delivery to facilitate high density residential development; and
- sites with complex land ownerships requiring masterplanning discussions with a range of landowners.

Quarterly growth of GDP in the UK observed over the monitoring period remained between 0.3% and -0.1% over the monitoring period.<sup>ix</sup> Inflation also continued to rise significantly over the period from 9% in April 2022 to 10.1% in March 2023.<sup>x</sup> Interest rates in the UK also rose across financial year 2022/23, being 0.75% in April 2022 and rising to 4.25% in March 2023.<sup>xi</sup> Each of these macroeconomic factors is likely to have negatively impacted the delivery of housing developments across the monitoring year.

## **Housing trajectory and 5 Year Housing Land Supply**

The Site Allocation and Housing Trajectory Methodology 2024, [published on the Council's website](#), analyses Newham's housing trajectory and performance against our 5 year land supply target.

## **Housing density**

The recently adopted 2021 London Plan emphasises the need to ensure land is utilised to best effect, responding to local context and constraints in determining appropriate density. Accordingly, a new “design-led approach to density” has been introduced through London Plan policy, which replaces the SRQ-matrix of the 2016 London Plan. Noting this policy change at the regional level, Appendix 3 (table A3.2) only looks at approvals up to financial year 2020/21, when assessments against this policy requirement were still undertaken before the adoption of the 2021 London Plan.

## **Housing mix and choice**

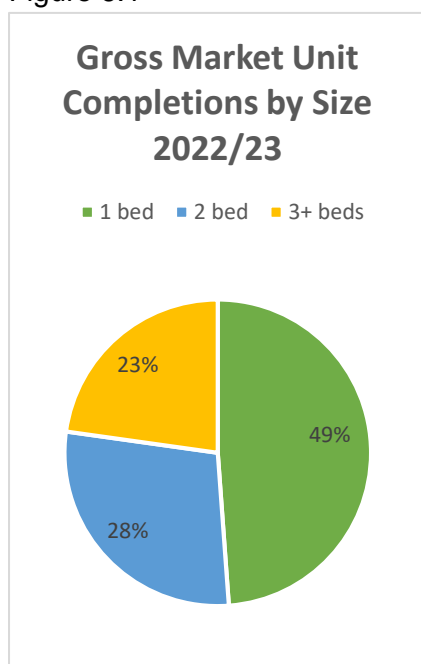
Appendix 3 (table A3.3) shows the impact of the policy promotion of 3 bed units, in relation to consents and delivery of housing.<sup>xii</sup> Compared to the previous monitoring year, the percentage of family sized units delivered has decreased. However, the approvals rate has increased significantly since 2021/22, with 34% of approvals being family-sized homes. Both the approvals and completions figures across the monitoring period have fallen below the policy target to deliver 39% of new homes as 3 beds. However, the completion rate has improved since 2018/19, being at a similar level to financial year 2019/20. The approvals rate has also increased 9% compared to the previous monitoring year. It is also important to acknowledge that the 39% three bedroom housing mix target outlined in Policy H1 remains subject to scheme viability, and major developments will undergo independent viability testing to ensure schemes maximise the delivery of both affordable and family-sized units.

Appendix 3 (table A3.4) demonstrates that flats continue to be the majority of housing approvals and completions, reflective of the high-density schemes being brought forward in the Borough. Houses were a higher proportion of completions compared to the previous three monitoring years; however, this is likely to be a result of the lower overall completions figures in the financial year, as well as the proportion of completions that were on small sites.

Appendix 3 (table A3.5) shows a significant drop in the number of 3+ bed units being delivered as affordable housing over the monitoring period compared to the previous three years. This may be influenced by a larger proportion of completed units being minor developments (32% of gross completions), meaning fewer sites were required to deliver affordable housing. The tenure split of 3+ and one bedroom affordable units delivered in the monitoring year was weighted in favour of low cost rent tenures in accordance with the requirements of Policy H2.<sup>xiii</sup>

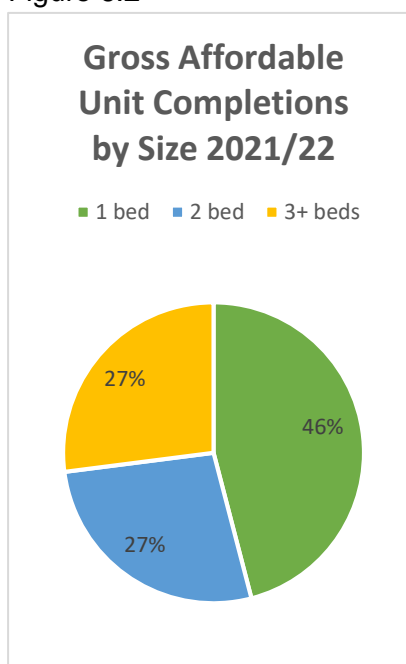
Figures 6.1 and 6.2 (see relevant charts below) demonstrate that 1 beds constituted the majority of completions in the market tenure, similar to previous monitoring years. Compared with financial year 2021/22, the monitoring years saw a drop in the proportion of 3 bed affordable homes being delivered. Delivery is now similar to that observed in 2019/20, although well above the low level of delivery in financial year 20218/19. It is anticipated that grant funding from the GLA Affordable Homes Programme, as well as the more positive approvals data, should continue to positively influence the delivery of three bedroom affordable homes in the borough, noting that viability often constitutes a careful balancing act in terms of the ability to deliver sufficient affordable and family housing levels.

Figure 6.1



Source: Planning London Datahub 2024

Figure 6.2



Source: Planning London Datahub 2024

## Housing Quality

To allow for monitoring of housing quality, a sample of approved schemes was selected for the monitoring year. This comprised a sample of all schemes of 10 or more net units, excluding prior approval applications, specialist housing, lawful development certificates and outline consent applications (to avoid double counting and noting this detail may be left for future discharge), and where possible at least one scheme per Community Neighbourhood. Note, however, that no schemes fitting these criteria and yielding new units were approved in the Green Street, Manor Park and Stratford and West Ham Community Neighbourhoods in 22/23.

The applications sampled comprised a net total of 654 units. Results showed that all schemes were compliant with London Plan space standards (Appendix 3, table A3.6) relating to overall dwelling size. Each scheme considered amenity space provision as per the London Plan Housing SPG requirements. In one scheme the equivalent level of required private amenity space was provided as additional internal floor space, in accordance with the private open space guidance provided within the Housing SPG (GLA, March 2016, and updated August 2017).

Wheelchair homes completed at a rate of 6% of gross liable scheme completions in 2022/23 (Appendix 3, tableA 3.7). These figures increase marginally when lawful development certificates and prior approval applications are excluded from the totals, with the percentage total rising to 7%. This level of delivery falls below the adopted policy requirement for 10% of new build homes to meet the requirement of M4[3] wheelchair user dwellings. This is likely a result of the higher than usual proportion of completions being minor scale permissions, which may not be required to provide an M4[3] unit given their small scale. Minor permissions made up 32% of gross approvals in the financial year. Furthermore, the London Plan provides some flexibility on this requirement in the supporting text to Policy D7 (Accessible housing), which sets out that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable, particularly in buildings of four storeys or less. This can particularly impact schemes in flood zones, where wheelchair accessible accommodation may not be able to be provided on the ground floor. The monitoring figures for 2022/23 show a significant increase in the total number of households housed in wheelchair adapted homes compared with 2018/29 (Appendix 3, Table A3.8).


Appendix 3 (tables A3.9 and A3.10) shows data around improvements to existing housing stock. Enforcement notice data shows an increase in the number of notices served in 2023. In terms of Local Authority dwellings made decent, this figure doubled from 2021/22 to 565 homes. However, we note that issues have been identified with stock condition data in the findings of the recent inspection by the Regulator of Social Housing, which found that:

- Newham does not have up to date stock condition information on the majority of its homes, with 60% not surveyed within the last five years; and
- 20% did not meet the requirements of the decent homes standard linked to modernisation of kitchens and bathrooms.

It should be noted that the Regulatory Judgement was published outside of the monitoring year. However, following the Regulatory judgement, the Council is now embarking on a comprehensive, three-year condition survey of all its residential housing stock. In addition, large scale works programmes are being commissioned to address fire safety issues and return properties to Decent Homes standards.

Data for two of the indicators monitored in 2018/19 and 2019/20 is no longer available, and as such comparisons can't be made across the monitoring period.

### H-OP-3: Affordable Housing

Homes		
Indicator	Target	Progress
Gross completions split via tenure and as a percentage of new housing delivered, against policy targets	Completions – 50% of net additional housing for that year, and Local Plan negotiation targets of 35-50%, 60:40 split; 35% affordable with 50:50 social and intermediate in Canning Town regeneration areas).	
<b>Sources:</b> Planning London Datahub 2024		

### Commentary

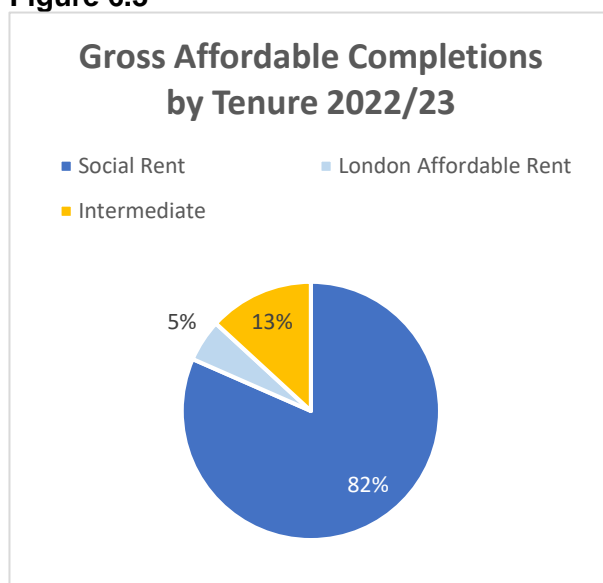
Completions figures for the monitoring year (net and gross) show delivery significantly below Newham’s strategic target to deliver 50% of net additional housing as affordable units (Appendix 3, table A3.11). This is likely to be a result of the overall low delivery seen in the monitoring year, which saw a relatively small number of large schemes delivering affordable homes. Furthermore, one of the largest permissions of the monitoring year, East Ham Industrial Estate, which saw the delivery of 102 units this monitoring year, had already delivered all the affordable homes for this scheme in an earlier phase of development, thereby lowering the proportion of affordable housing delivery in the monitoring year.

We would expect to see an improvement in delivery rates of affordable homes in future plan period years as a result of the improved approval rates of affordable housing, as well as the impacts of increased grant funding from the GLA’s Affordable Homes Programmes and the ongoing delivery of the Affordable Homes for Newham programme and Newham’s regeneration projects.

Figure 6.3 below shows the different affordable tenures being delivered in the monitoring year. Low cost rent products are shown in shades of blue while intermediate homes are shown in yellow. In relation to the 60:40 split between affordable/social rent and intermediate unit completions, delivery is weighted significantly towards affordable and social rent tenures in the monitoring year.<sup>xiv</sup>



**Figure 6.3**







Source: Planning London Datahub 2024

With regards to net approvals, the percentage of affordable housing approved over the monitoring year (39%) is aligned with Newham’s Local Plan policy negotiation target of 35-50%. The split of products in approved schemes is weighted towards affordable and social rent tenures. This is probably due to the approval of schemes in the Affordable Homes for Newham programme, which focuses on the delivery of low cost rent tenures. In the Canning Town and Custom House Regeneration Area (Appendix 3, table A3.12), approvals were in excess of the overall policy target for the area. The 0% completions statistic in the Canning Town and Custom House regeneration area is reflective of the fact that only a small number of units were delivered in the financial year, which weren’t subject to affordable housing requirements as they were minor schemes.<sup>xv</sup>

In reviewing affordable housing data, it is important to note that most strategic scale schemes will have re-negotiation mechanisms written into legal agreements securing affordable housing, so that as viability improves, levels of affordable housing secured may be revised upwards. Furthermore, the monitoring data for the Local Plan not doesn’t monitor any payment in lieu taken for off-site affordable housing delivery, where on-site was undeliverable. While this approach can cause delays to delivery, these schemes will come to fruition as part of the Council’s affordable housing pipeline. Further information on how Section 106 is spent can be found in Newham’s [annual Infrastructure Funding Statements](#).

#### **H-OP-5: Specialist Forms of Housing (net completions)**



Homes		
Indicator	Target	Progress
a. student accommodation	no specific target: monitor for proportionately to conventional housing	
b. sui generis nightly-stay bed space	no specific target, monitor for provision according to need in discussion with commissioners	
c. Use Class C2 accommodation	no specific target, monitor for provision according to need in discussion with commissioners	
d. Older persons housing and extra care bed spaces as a proportion of overall housing delivery	no specific target, monitor for provision as part of housing mix, cognisant of London Plan benchmark	
<b>Sources:</b> Planning London Datahub Analysis 2024		

### Commentary

Appendix 3 (table A3.13) shows the provision of specialist housing in financial year 2022/23. The overall provision of specialist accommodation is similar to previous monitoring years, which also saw modest gains and losses of different forms of specialist housing.

The figures reflect local demographics that mean that most housing need is for general needs housing. Policy H3 of the Local Plan seeks to balance the delivery of specialist housing against that of mainstream units, ensuring that delivery is proportionate to need. Specialist Housing teams within the Local Authority will continue to be engaged in plan-making and decision-making processes related to specialist accommodation provision and/or loss to ensure the delivery and safeguarding of high quality accommodation in appropriate locations aligned with need.

## H-OP-7: Protecting and Re-Shaping Existing Housing

Homes		
Indicator	Target	Progress
a. Net Loss of conventional homes (C3) including loss of family homes	No net loss; and no loss of family homes unless in the circumstances the policy allows for	
b. Net loss of accommodation in C2, C4 and Sui Generis HMOs, monitored via approval data	No overall net loss	
<b>Sources:</b> Planning London Datahub 2024		




### Commentary

Appendix 3 (table A3.14) shows an overall net residential C3 gain across schemes involving the loss of C3 units across the monitoring year. While Appendix 3 (table A3.15) demonstrates pressure on family housing stock, data from 2022/23 shows a low number of losses of family-sized homes. It should be noted that the 2018 Newham Local Plan introduced new 'exceptions' to the protection of family-sized housing, allowing for conversion or subdivision of existing housing in circumstances where this development would have desirable impacts in comparison to the status quo. As such, the loss of a small number of family-sized units through conventional planning approval is to be expected. Gross completions of 3+ beds are lower than previous monitoring years, a result of the overall lower completions in the monitoring year.

There were losses in the monitoring period of specialist housing stock (table 16), largely due to re-provision in alternative formats, such as C3 housing, or increasing the size of existing HMOs.

## Outcomes

### H-OUT-1: Housing need

Homes		
Indicator	Target	Progress
a. Homeless households in temporary accommodation;	no specific target: should be decreasing; compare to surrounding boroughs and London average to assess convergence, and monitor as a market signal	
b. Number of households on the Local Authority waiting list		
c. Number of people waiting for a wheelchair adapted home by number of bedrooms required, and average waiting times	no specific target, should be decreasing	
Sources: Statutory homelessness in England (GOV.UK); LAHS 2018/19 – 2022/23; Source: LBN Occupational Therapist Data 2024		

### Commentary

As of March 2023, Newham had the second highest housing waiting list in London and in England, alongside the highest number of households in temporary accommodation in England as of September 2022. These figures (Appendix 3, tables A3.17 and A3.18) reflect the fact that Newham's residents are on the frontline of the housing crisis, demonstrating the acute need for housing let at social rent levels. As discussed in previous monitoring bulletins, the rise in homelessness has been driven by rising rents in the private rented sector alongside previous Governments' welfare agendas exacerbating the crisis, putting increased financial pressure on Newham's most vulnerable households.

In terms of the Local Authority's housing waiting list, years of significant private rent and house price increases<sup>xvi</sup> have meant that more people continue to be pushed out of home ownership and the ability to privately rent homes. Newham has recently updated its housing allocations policy to ensure priority is given to those in greatest need of housing. These changes are intended to provide greater priority to households who are severely overcrowded. Newham has also continued to make significant progress in delivering genuinely affordable housing and putting residents at the heart of housing delivery through the Affordable Homes for Newham programme. The programme includes delivery by Populo Living, Newham's wholly-owned housing company.

Appendix 3 (table A3.19) demonstrates the number of people waiting for a wheelchair adapted home by number of bedrooms required across the monitoring years. The total numbers of homes needed are similar to previous monitoring years, although there has been an increase in need for one bedroom properties. Data on average waiting times is not available for the monitoring years. Occupational Therapists from Newham's Housing team have indicated that M4(3) units being delivered as adaptable rather than adapted housing, coupled with:

- restrictive indoor layouts;
- long corridors;
- heavy unpowered communal doors;
- delivery of multiple units of one size in one location;
- delivery of single bedrooms instead of predominantly double bedrooms; and
- no and/or limited parking

can make M4(3) affordable units difficult to let under Choice Based Lettings.

Policy amendments introduced through the 2018 Newham Local Plan stipulate that wheelchair user dwellings should be directed towards local need in terms of size, tenure and demand. Policy H1 also outlines the requirement for applicants to undertake early engagement with relevant LBN service areas. These policy changes are anticipated to lead to positive trends in future monitoring years, both in terms of design of M4(3) dwellings and ensuring delivery is better aligned with local need.

## H-OUT-2: Housing quality / stock conditions

Homes		
Indicator	Target	Progress
Housing quality / stock conditions	no specific target, monitor for trends relevant to policy objectives	×
Sources: LAHS 18/19		

### Commentary

As set out in Appendix 3 (table A3.20), Local Authority-owned stock Average EPC/SAP ratings for Local Authority Dwellings remain at C, while no dwellings were found to have category 1 hazards. However, we note the publication of a Judgement by the Regulator of Social Housing in 2024, which found that Newham does not have up to date stock condition information on the majority of its homes, with 60% not surveyed within the last five years. It should be noted the regulatory judgement was published outside of the monitoring year. However, the Council has been developing a high-level programme for improvement, with the initial priorities being mitigation of health and safety risks to tenants and communication of health and safety risks to tenants.

The number of private rented units having category 1 hazards rose significantly in 2021/22. This rise is assumed to be as a result of cladding safety assessments and remedial works taking place in the wake of the Grenfell fire tragedy. The delay in this being reflected in the data is likely due to the period of time it has taken to survey buildings and the time it has taken for the Government legislation to be introduced to help resolve the issue through the new Building Safety Act.

## H-OUT-3: Housing affordability

Homes		
Indicator	Target	Progress
Housing affordability	no specific target, monitor as a market signal	✓
Sources: ONS 2024		

### Commentary

Housing affordability has shown an improvement since 2021, continuing the trend of improving affordability since 2018 (Appendix 3, table A3.21).

## Policy Use and Robustness

Housing policies are well used, and have stood up well at appeal. The majority of appeals where housing formed a central reason for refusal were decisions related to the provision of new general needs housing, conversions to houses in multiple occupation and subdivision of properties to flats. Appeals were dismissed in the majority of these cases.

Where appeals were allowed by Inspectors, these were done so based on the following reasons:

- The proposal was not considered to adversely impact upon the effectiveness and efficiency of industrial land allocation in which it was located.
- While the proposal was considered to have some inadequacies in terms of amenity space when viewed against the development plan, the inspector attributed weight to the inadequacies of the existing use of the building. On balance the inspector concluded the accommodation would provide adequate living conditions for future occupiers.

In the above case the individual circumstances of the site and proposal provided justification for approving the scheme despite conflict with policy. It is not considered that this decision undermines future application of housing policies in decision-making.

## 7. Sustainability and Climate Change




<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Respond to the known effects of climate change.</li> <li>• Reduce carbon emissions and improve resource efficiency (energy, water, building materials, waste etc).</li> <li>• Protect and enhance biodiversity, with development contributing towards net gain.</li> <li>• Reduce flood risk and encourage Sustainable Urban Drainage Systems.</li> <li>• Improve levels of air quality in the borough: minimising generation and exposure.</li> </ul>
<b>Local Plan Policies</b>	<ul style="list-style-type: none"> <li>• SC1 Environmental Resilience</li> <li>• SC2 Energy and Zero Carbon</li> <li>• SC3 Flood Risk and Drainage</li> <li>• SC4 Biodiversity</li> <li>• SC5 Air Quality</li> </ul>

<p><b>Headlines and policy implications</b></p> <ul style="list-style-type: none"> <li>• There have been large improvements to the energy efficiency of buildings across Newham over the last 10 years.</li> <li>• New technologies such as smart meters and new GLA guidance will allow for, and require, greater monitoring of energy efficiency and carbon emissions in future.</li> <li>• It remains challenging to monitor some indicators such as water efficiency, greenfield runoff and biodiversity.</li> <li>• Air quality in the borough remains poor, with wider efforts across the Council to improve this.</li> </ul>
---



## Outputs

### SC-OP-1: Environmental Resilience

SC-OP-1		
Indicator	Target	Progress
<b>a. Non-residential consents meeting required BREEAM standards.</b>	No specific target but trends should be positive	
<b>b. Water efficiency standards attained</b>	No specific target, monitor in line with policy intentions	
<b>c. Growing space achieved</b>	No specific target, should be increasing	
<p><b>Sources:</b> Planning applications data 2022/23, Waterwise Uniform* reporting of all approvals determined in a given financial year categorised as Development Type 'Large Scale Office &amp; Light Industry / Large Scale General Industry / Large Scale Retail/ &amp; Large Scale Other'.</p> <p>This excludes those majors categorised as Large Scale Dwellings or Large Scale Gypsy Traveller Pitches. While this method may not capture all relevant permissions to which BREEAM requirements apply (it might miss some mixed-use schemes that are predominately residential for example, and relies upon the correct categorisation of development type when validated) it gives a reasonable selection of non-residential major approvals and is replicable across all years.</p> <p>*in-house Council system used for the management of cases</p>		

### Commentary

Newham continues to enjoy significant growth, with increases in population, jobs and residential completions over the monitoring period.

With regard to non-residential consents meeting required BREEAM standards, monitoring this output is challenging as this is not recorded on the London Planning Datahub (previously the London Development Database).

Following an assessment of Newham's Planning Public Access search, officers noted 8 permissions in 2022 and 2023 contained BREEAM conditions. Positively, all permissions had BREEAM Very Good or Excellent conditions. Officers continue to push for Excellent BREEAM beyond the Very Good policy requirement where possible.

Over the same period, 3 applications sought permission to either omit, reduce or alter their BREEAM conditions. Officers positively note that two of these requests were refused, and approved application was still required to be BREEAM compliant on the non-residential aspect of the scheme.

An analysis of major non-residential schemes indicates that some did not achieve BREEAM in the monitoring period. However, analysis shows that there are a variety of reasons that BREEAM was not applicable for the particular application. This includes temporary permissions, non-residential floor area under the target size, variation of previous permissions as well as particular application types (for example – change of use, with no construction).

The lack of data regarding water efficiency specifically in Newham continues to be disappointing, however the positive improvements to water efficiency generally is welcome. Alongside the Local Plan Review, work is underway on a strategic integrated water management strategy with neighbouring boroughs and the GLA is looking to establish a better baseline and consideration of improved water standards.



With regard to water efficiency standards attained, it is challenging to ascertain whether this is being achieved as data is only available at both a London wide level and overall Thames Water (supplier to Newham) level.

As noted in SC-OUT-1 Resource Consumption, water consumption per capita has been falling over the past 5 years, albeit behind the targets in the London Plan. This is driven by demand management measures including wider meter installs, efficiency devices, and the shift towards newer development in which – for example – toilet cisterns are smaller.

No applications for additional growing space were made during the monitoring period. Officers are aware of the Newham Community Gardens Network, which connects residents to existing community gardens. Further efforts to monitor informal growing spaces is required to gain greater perspective of where and when these spaces are present.

Following the withdrawal of the Code for Sustainable Homes by the Government in March 2015, we are unable to monitor the energy efficiency of new residential developments. As part of the Local Plan Review, we are considering ways to assess the energy efficiency of new buildings.

#### **SC-OP-4: Energy & Zero Carbon**

SC-OP-4		
Indicator	Target	Progress
<b>a. Zero Carbon at design stage in relevant consents</b>	No specific target, should be increasing	
<b>b. Smart Meter technology in consents</b>	No specific target, should be increasing	
<b>Sources:</b> Planning applications data, Quarterly statistics on the roll-out of smart meters in Great Britain (data.gov.uk), Newham developer contributions		

## Commentary

A search of planning permissions over the monitoring period revealed no specific developments that note that they are Zero Carbon at design stage.

Regardless, officers do not currently proactively monitor the levels above or below the London Plan targets.



£1.56m of Carbon offset funds were collected in 2022, with £6.54m collected in 2023. These funds were placed in the Council's Carbon Offset Fund. Within the monitoring period, the Climate Action team at the council began working to identify a spend strategy for Newham's Carbon Offset Fund, as part of the Council's net zero targets.

In future years, the growth of Passivhaus and other competing standards should increase the number of developments that are Zero Carbon, especially at the design stage. The GLA's 'Be Seen' guidance was adopted in 2021, and therefore officers will be able to use this monitoring data in future.

At the present time, officers do not proactively monitor the installation of Smart Meters specifically in new developments across the borough. However, Power companies are proactively installing them as standard in new developments.

Government data on Smart Meter installation is available at the national level, and is released every quarter. Over the monitoring period, the number of smart meters in the UK increased from 23.4m to 32.4m. At the end of Q1 2023, 57% of all meters were now smart, a 13% increase over the monitoring period. The trajectory continues to be positive, and officers look forward to continued improvements to these figures.

## SC-OP-4: Managing Flood Risk

SC-OP-4		
Indicator	Target	Progress
<b>a. Planning permissions granted contrary to EA flood risk advice</b>	Target is zero though occurrences should be examined to determine whether conditions have overcome concerns	
<b>b. Major consents and those in CDAs delivering Greenfield runoff</b>	No specific target but positive trends should be observed	
<b>Sources:</b> Planning applications data, EA website, Monitoring of consents and other identified projects		

### Commentary

With regard to Planning Permissions granted contrary to Environment Agency (EA) flood risk advice, the EA are a statutory consultee on flooding and water matters and report annually on their objections.

Throughout the monitoring period, the Council was consistent in working with the EA taking on advice to ensure EA concerns were addressed prior to consent. Primary concerns raised by the EA as comments on planning applications related to the evidence put forward by the applicant to safeguard the development from flood risk and ground assessments.

3 applications were approved against EA advice. Reasons why disregarding EA concerns was considered acceptable included that:



- the EA did not raise concerns during previous applications on the site (22/00137/FUL),
- a previous consent was determined to be acceptable with respect to a submitted Flood Risk Assessment (22/00403/FUL),
- the residential nature of the surrounding area and that the host property would be two-storeys allowing for residents in the event of a flood to move to the upper floors (22/00763/FUL).

There were no water quality objections from the EA during the monitoring period, a continuing positive trend.

During the monitoring period, we are unaware of major consents and those in Critical Drainage Areas delivering Greenfield runoff. This detail is not contained in officer reports, and we therefore need to iterate the importance of Critical Drainage Areas to Development Management colleagues. Without this important information, it is challenging to monitor runoff and drainage in the borough.

Overall, we continue to work well with the Environment Agency, with concerns addressed prior to consent. Work also continues on the potential of future flood protection schemes in the future.

**SC-OP-7 Protecting and enhancing biodiversity:**

SC-OP-7		
Indicator	Target	Progress
<b>a. Biodiversity enhancements to be delivered as part of major consents</b>	No specific target, monitor for proportionate commitment to policy objective	
<b>b. Changes in areas of biodiversity importance</b>	Target: No net loss of SINC or tree subject to TPO from planning	
Sources: Planning application data, monitoring of consents, GiGL reporting		

## Commentary

### Biodiversity enhancements to be delivered as part of major consents

The Environment Act 2021 introduced a requirement for new development to improve the natural environment by ensuring that all new development delivers a minimum 10% biodiversity net gain (BNG) on the site or as an offset elsewhere. Originally planned to come into effect during the monitoring period, the publication of the regulations was delayed to November 2023.

A wide range of applications included Biodiversity Statements as part of their submission (following the Planning Application Requirement). Where necessary, these included assessments of biodiversity, bird/bat surveys and tree surveys as appropriate. In future, monitoring the quantity and quality of these biodiversity statements could allow for greater awareness of the quality of the policy implementation.

For certain developments, Environmental Impact Assessment (EIA) were submitted as necessary. As shown in Appendix 4, table A4.5, 5 applicants submitted EIAs in 2019/20, 3 in 2020/21, 4 in 2021/22 and 7 in 2022/23.

The borough does not currently track biodiversity improvements delivered by Major developments at a micro level – although officers' informal knowledge means that we are aware that a wide range of biodiversity improvements were delivered throughout the period – in both minor and major developments. These could include green/brown roofs, new street tree planting, soft landscaping, bird/bat boxes etc.

Although it is clear that officers are proactively encouraging developers to meet and exceed national, regional and local standards with regards to biodiversity improvements, greater monitoring is to be encouraged in the future.

It should also be noted that many Outline or Full planning applications leave detailed approval of landscaping works to a later stage, through the Approval of Details process.

### Changes in areas of biodiversity importance

As part of the Local Plan Review, a [review of the Sites of Importance for Nature Conservation \(SINC\)](#) in the borough was completed in October 2022, following an assessment between June and August 2022.

Prior to the review, there were 42 SINC's within the borough boundary (two of Metropolitan importance, 20 of Borough importance and 16 of Local importance).

The review concluded that two existing local SINC's should be upgraded to Borough status, eight SINC's should be expanded to include additional areas of habitat, and that eight sites were proposed as new SINC's.

The review also concluded that one local SINC (Star Park in Canning Town) should not be considered as a site of nature conservation, due to lack of biodiversity, mature trees or wildflower meadow.

The changes in SINC's will not take effect until the adoption of the Local Plan.

Officers are aware of planned improvements and expansion to SINC's in the coming years. For example, the development site at Thameside West includes 2 hectares of open space to expand and improve the River Thames and Tidal Tributaries SINC's.

Officers will monitor the implementation of this and other sites going forward. It is difficult to measure track general biodiversity improvements, given the lack of information., Officers note that several schemes have delivered new open space over the period, including at Beckton Parkside (17/01247/FUL) and Royal Eden Docks (20/00544/FUL).


In future, monitoring these biodiversity enhancements could allow for greater knowledge and awareness of the policy implementation.

### Loss of trees subject to a tree protection order

Newham has over 240 historic individual and area-wide TPOs in place in the borough covering approximately 2032 individual and lines/groups of trees.

Over the reporting period, 15 protected trees were approved for removal and replacement with other suitable species, mature trees. These were usually due to poor health, where trees were affecting foundations of adjacent buildings or where development required the trees to be removed for building to take place.

### SC-OP-10 Air Quality

SC-OP-10		
Indicator	Target	Progress
<b>Unresolved EA/Environmental Health consultee air quality objections in approvals</b>	no specific target: should be minimal	
<b>Sources:</b> Planning applications data, EA website, Monitoring of consents and other identified projects		

### Commentary

Newham has very poor air quality, with one in seven of Newham's population exposed to levels of Nitrogen dioxide (NO<sub>2</sub>) that is above the UK limit value for human health. On average, Newham residents are also exposed to a level of airborne particulate matter (PM<sub>2.5</sub>) that is 35 per cent greater than the World Health Organisation guideline value of 10 /m<sup>3</sup>.

According to Public Health England, seven out of every 100 deaths in Newham are linked to dirty air – an estimated 96 people dying prematurely each year, the highest rate of deaths from pollution in England.

Newham has several major roads that run through the borough (A13, Barking Road and Romford Road) and major roads that run adjacent to the borough boundary (A406 (North Circular) and A12). This leads to poor levels of air quality adjacent to these routes. Newham's industrial past means there are substantial polluting uses located across the borough, especially in the Royal Docks. Industry that supports construction is also a major contributing factor to poor air quality.

Given the above, the whole borough was designated an Air Quality Management Area in 2018, and the Newham Air Quality Action Plan (AQAP) sets out measures to reduce emissions from key sources of air pollution in the borough. As with most areas in London, Newham is also a Smoke Control Area, which allows the borough to enforce the use of smokeless fuels in chimneys or fireplaces. It is noted that smokeless fuels still produce PM<sub>2.5</sub>.

Newham does not currently specifically monitor the number of Planning Permissions granted contrary to LBN Environmental Health air quality objections. However, discussions with the Environmental Health team indicate that the Council was consistent in working to ensure that concerns were addressed prior to consent.

Within the monitoring period, the GLA's Air Quality Neutral guidance was updated and published, setting air pollution benchmarks so that new developments do not contribute to poor quality.

Primary concerns related to the evidence put forward by the applicant to safeguard the development from poor air quality. In each case all concerns were addressed and subsequently conditioned. Concerns were addressed with the provision of high quality and low emission generators and Non-Road Mobile Machinery, the installation of low NO<sub>x</sub> boilers and specific air quality monitoring.

## Outcomes

### SC-OUT-1 Resource Consumption



SC-OUT-1		
Indicator	Target	Progress
<b>Water consumption per capita</b>	no specific target, should be decreasing	
<b>Sources:</b> OfWat, Service and Delivery Reports, and Thames Water Annual Performance Report, Discoverwater (Performance data of England and Wales water companies)		

## Commentary

Data is only available showing the averages at both a London wide level and overall Thames Water (supplier to Newham) level. There has been steady improvements in the measured and unmeasured litres/head/day. This is reflective of the improvements in domestic water efficiency for new build development.

As required by Ofwat, the water industry reports per capita consumption (pcc) in its annual performance reports. Thames Water report on their area of operation but no breakdown is available for Newham or London.

Despite the reduction in per capita consumption (driven by demand management measures including wider meter installs, efficiency devices, and the shift towards newer development in which – for example – toilet cisterns are smaller) Thames Water’s 2019 Water Resources Management Plan (also known as WRMP19) showed that the region consumed water per capita above the national average of 146 l/h/d.




Thames Water note that the most recent data available (147 l/h/d in 2021/22) has been affected by COVID-19, as more people were at home and used more water on a daily basis. The drought and hot weather in 2022 also increased demand for water. Thames Water expects that per capita consumption levels will decrease back to previous levels, post pandemic.

As the water consumption target of new dwellings is driven by Building Regulations Part G (125 l/h/d) the planning system’s powers to drive down pcc are limited; not least because it is the behaviour of occupants, not the construction of a building or its fittings that has the most impact on water consumption. However, in line with the London Plan, the Local Plan additionally sets a target for non-residential water consumption, however non-residential water consumption is not reported by Thames Water.

Overall, there have been general improvements in water consumption over the past 5 years, however there are still improvements to be made, with 2019 figures showing that London is behind the London Plan water consumption target. However, it is difficult to monitor properly when data is not available at a borough level.

It is positive that Thames Water is offering financial incentives to developers that achieve evidenced water efficiency targets (such as 110 litres/person/day). This the aim of achieving water neutrality (where the total demand for water is the same after the new development was built, as it was before) for new developments.

## SC-OUT-2 Carbon reduction

SC-OUT-2		
Indicator	Target	Progress
<b>Achievement of targeted carbon reduction in new-builds</b>	target: in line with reduction committed to or more	
<b>Environmental Impact Rating (based on CO2 emissions) of newly lodged EPCs compared to London and national averages</b>	no specific target should be improving	
<b>Energy Efficiency Rating (based of fuel costs) of newly lodged EPCs compared to London and national averages</b>	No specific target, should be improving	
<b>Sources:</b> OpenDataCommunities – MHCLG, Monitoring of consents and other identified projects		

## Commentary

Almost 40% of the UK's energy consumption and carbon emissions come from the way our buildings are heated and used. Even comparatively small changes in energy performance and the way a building is used will have a significant effect in reducing energy consumption.

To measure the energy efficiency of buildings, Energy Performance Certificates (EPCs) and Display Energy Certificate (DECs) were introduced from 2007. Apart from a few exempted buildings, a building must have an EPC when constructed, sold or let. The EPC is a standard measure of the overall efficiency of a home (A-G rating).

The environmental impact rating (based on CO<sub>2</sub> emissions) of newly lodged EPCs is stable, averaging around 98% C or higher over the last 5 years.

The energy efficiency of new dwellings in Newham is also increasing over time, with the percentage of EPCs C or higher rising from around 85-90% in the early 2010s, to around 97-99% by the early 2020s. Compared to the London average (5 year) of around 93.9% and the national average of 94.4% (5 year) EPCs C or higher, this is a positive trend.

The average EPC rating in Newham of all buildings is now C, with 52% of all EPCs in Newham C or above - the national average is 42%. A consistent number of EPCs have been issued for the past decade. Positively, the percentage of the EPCs issued below Band E is steadily dropping.



In April 2018, the Government tightened regulations requiring landlords to upgrade properties to at least EPC Band E. In future, this may tighten further to EPC Band C for new and existing tenancies.

Within the monitoring period, Newham Council began construction of the first Passivhaus development in the borough. These homes will have air source heat pumps to heat each home as well as a MVHR ventilation system and triple glazed windows.

Newham does not proactively measure carbon reduction for new build development, following the withdrawal of the Code for Sustainable Homes by the Government in March 2015. Schemes referable to the Mayor of London have to achieve at least a 35% reduction in carbon emissions beyond the baseline of Part L of the Building Regulations through on-site measures, such as energy-efficient design, renewable energy, and improved building performance.

In future, the GLA 'Be Seen' monitoring will allow for detailed monitoring of whether targeted carbon reduction in new-builds is achieved.

### SC-OUT-3 Flood Risk and Drainage

SC-OUT-3		
Indicator	Target	Progress
Frequency and severity of surface water flood events		
Properties significantly affected by flood events	where properties were consented under the current Development Plan, issues should be further investigated	
<b>Sources:</b> Flood Risk and Sustainable Drainage guidance, Monitoring of consents and other identified projects		

### Commentary

Recent climate change projections suggest that London will experience changing rainfall patterns. This will mean more intense rainfall episodes for longer periods of time and sea level rise with potential for increased storm surges, including within the tidal Thames.

Newham's watercourses are at the Thames, Roding and Lea rivers with some major growth areas falling within Zones 2 and 3. Flood risk, both the likelihood and severity of occurrences, is therefore likely to increase from a range of sources: tidal, fluvial (rivers), rain (surface water), groundwater, sewer overflow and reservoir failure. As such it is vital that development minimises flood risk, and in particular reduces the risk to people and essential infrastructure.

There have been six borough-wide flooding events in Newham during the last six years, each associated with several internal flooding incidents and numerous evidence of sewer surcharge. These were caused by severe rainfall, rather than river or canal flooding – albeit in some cases exacerbated by saturated ground or blocked drains. Officers do note that no borough-wide flooding events took place in the monitoring period.

Discussions with the Environmental Health team indicate that Newham has experienced loss in the quantity of grassed areas as people pave over gardens or seek alternative hardstanding on ground surfaces, and therefore it is important that all opportunities for permeable ground surface are secured.


More than half of Newham's sewer infrastructure consists of an historical combined sewer system, providing very low capacity which makes the borough particularly prone to surface water flooding during rainstorms.

Discussions with the Newham Lead Local Flood Authority officer indicate that there are no specific properties considered to be significantly affected by a flood event within the monitoring period.

As outlined in the Flood Risk and Sustainable Drainage guidance, Newham must continue to proactively take a strategic approach to flood risk, beyond specific local issues, to appraise surface water management scheme proposals.

Newham’s Local Flood Risk Management Strategy (LFRMS) is currently being updated, providing plans and information on how local flood risk can be managed. As part of the Local Plan Review, the Strategic Flood Risk Assessment (SFRA) will be updated - providing an updated high level assessment of flood risk across the borough and more detailed analysis of the nature of flood risk in key areas.

### SC-OUT-4 Biodiversity

SC-OUT-4		
Indicator	Target	Progress
River water quality	No specific target, should be improving in line with broader London trends where data is available	
<b>Sources:</b> EA website - Interactive Mapping (Catchment Planning)		

### Commentary

With regard to River water quality, Newham has the three largest rivers in London, with the Thames to the South within the Royal Docks area, River Lea in the West and to the East the River Roding. The EA monitors the biological river quality as part of the Water Framework Directive.

The assessment of water quality is split between an assessment of the ecological and chemical status of river water. The EA makes an overall water quality assessment of river bodies, ranging from ‘High’ to ‘Bad’. It should be noted that water quality assessment did not take place in 2020 and 2021 owing to the COVID-19 pandemic. Water quality data is not yet available for 2023.

Of the three rivers in Newham, the Lea is noted to have the worst overall water quality, with the EA 2022 assessment rating it ‘Bad’. Furthermore, the water quality of the Lea has not improved in 10 years, remaining consistently ‘Bad’.


The EA 2022 assessment rates the water quality of both the Thames and the Roding as ‘Moderate’. Neither river has improved its overall rating in the last 10 years.

Overall, improvements to river water quality over the period have not occurred over the monitoring period. The water quality of watercourses in London has improved dramatically in the last 50 years; the planned opening of the Thames Tideway Tunnel in 2025 will improve river quality further – as this combined sewer will capture, store and convey the majority of raw sewage that overflows into the Thames estuary in heavy rain.

The Environment Agency notes that the work required to get all three of Newham’s rivers to a ‘High’ level of water quality would be “disproportionately expensive and disproportionately burdensome”, and may also have a significant adverse impact on users of the river.

LBN will continue to work with landowners adjacent to the river on projects to improve water quality.

### SC-OUT-5 Air Quality

SC-OUT-4		
Indicator	Target	Progress
<b>Air quality exceedances</b>	No specific target but positive trends should be observed in line with the AQMA	
<b>Sources:</b> Air quality monitoring data, London City Airport Annual Performance Report, Air Quality Annual Status Report		

### Commentary

Newham has very poor air quality, with one in seven of Newham’s population exposed to levels of Nitrogen dioxide (NO<sub>2</sub>) that is above the UK limit value for human health. On average, Newham residents are also exposed to a level of airborne particulate matter (PM<sub>2.5</sub>) that is 35 per cent greater than the World Health Organisation guideline value of 10 /m<sup>3</sup>.

According to Public Health England, seven out of every 100 deaths in Newham are linked to dirty air – an estimated 96 people dying prematurely each year, the highest rate of deaths from pollution in England.

Newham has several major roads that run through the borough (A13, Barking Road and Romford Road) and major roads that run adjacent to the borough boundary (A406 (North Circular) and A12). This leads to poor levels of air quality adjacent to these routes. Newham’s industrial past means there are substantial polluting uses located across the borough, especially in the Royal Docks. Industry that supports construction is also a major contributing factor to poor air quality.

In October 2021, Transport for London expanded the Ultra Low Emission Zone (ULEZ) to the inner London area inside the North Circular and South Circular roads (encompassing the entirety of the London Borough of Newham).

Within the monitoring period, data showed that harmful NO<sub>2</sub> concentrations in inner London were around 20 per cent lower than they would have been without the ULEZ and its expansion. 94 per cent of vehicles met the ULEZ standard, up from 87 per cent in the weeks prior to the expansion and up from 39 per cent in 2017. However, ULEZ limits NO<sub>2</sub> emissions but does not directly seek to reduce CO<sub>2</sub> emissions or particulate matter, and further efforts to improve air quality are required.

Given the above, the whole borough was designated an Air Quality Management Area in 2018, and the Newham Air Quality Action Plan (AQAP) sets out measures to reduce emissions from key sources of air pollution in the borough. As with most areas in London, Newham is also a Smoke Control Area, which allows the borough to enforce the use of smokeless fuels in chimneys or fireplaces. It is noted that smokeless fuels still produce PM<sub>2.5</sub>.

The London Borough of Newham monitors its air quality objectives (AQOs) at our monitoring stations. PM<sub>10</sub> and PM<sub>2.5</sub> objectives have been met, however Nitrogen Dioxide (NO<sub>2</sub>) concentrations are exceeding the concentrations are exceeding the national air quality objective (AQO) for the protection of human health (40 µg/m<sup>3</sup>) in the locality of all major roads in the Borough.

Roads dominated by through traffic such as the A13, A12 and A406 expose a wider area of the population to poor air quality. The town centres of Stratford, East Ham, Forest Gate and Canning Town are also subject to concentrations of NO<sub>2</sub> above the AQO.

London City Airport maintains its own AQAP and a network of 16 diffusive passive and 3 automatic monitoring stations to monitor PM<sub>10</sub>, PM<sub>2.5</sub> and nitrogen dioxide (NO<sub>2</sub>). London City Airport produces an Annual Performance Report every year – the 2019, 2020, 2021, 2022 and 2023 reports indicated that there were no exceedances of the annual mean objectives for PM<sub>10</sub>, PM<sub>2.5</sub> or nitrogen dioxide.

Following publication of the AQAP in 2019, work is underway to improve air quality in the borough, with a wide range of measures taking place within the monitoring period including:


- Further rollout of low traffic neighbourhoods & school streets across the borough.
- Increasing the number of electric and hybrid vehicles in Newham's fleet.
- Installation of an additional air quality monitoring station at East Ham Town Hall.
- The installation of 400 electric vehicle charging points across the borough.

From a planning perspective, new residential developments have no or limited car parking, with contributions sought from applicants for public transport improvements.

In conclusion, officers consider that air quality improvements in the borough are not substantially improving, with further efforts necessary across the Council to deliver improvements to poor air quality.

## Policy Use and Robustness

**SC-OP-2 Environmental Resilience**  
**SP-OP-3 Energy and Zero Carbon**  
**SC-OP-5 Flood Risk and Drainage**  
**SC-OP-8 Biodiversity**  
**SC-OP-9 Air Quality**

Infrastructure		
Indicator	Target	Progress
<b>Policy Use and Robustness</b>	No specific target, monitor for expected use and ability to withstand appeal scrutiny	
<b>Sources:</b> Decision monitoring		

### Commentary

Sustainability and Climate Change policies have been used to support decisions for refusals, with policies used in a wide variety of planning decisions.

Using COMPASS, officers searched for the use of policies in appeal decisions. SCC policies have not been scrutinised at appeal, with applications allowed or refused for other policy reasons.

Policy should proactively monitor refusals of applications and appeal decisions to gauge where policies are or are not being used, implemented or interpreted correctly.



## 8. Infrastructure - Transport


<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Secure investment in strategic transport networks, to help achieve modal shift to sustainable transport and lever investment and regeneration into Newham.</li> <li>• Overcome major physical barriers to movement.</li> <li>• Secure a more sustainable pattern of movement in Newham – encouraging walking, cycling and public transport.</li> </ul>
<b>Local Plan Policies</b>	INF1 and INF2

### Headlines and policy implications

- Positive delivery of major transport schemes (including the Elizabeth line).
- Concerning decrease in public transport and active travel modal share.
- Large numbers of schemes approved as “car free developments” and increasing numbers of electric vehicle charging points approved.
- Slight improvement in road traffic casualty data.
- Implementation of proactive travel plan monitoring, with developers positively engaged to improve modal share.

## Outputs

### INF-OP-1: Securing Strategic Transport Investment

INF-OP-1		
Indicator	Target	Progress
<b>a. Milestones in transport schemes.</b>	Monitor as per project and planning milestones indicated in the IDP	
<b>Sources:</b> Infrastructure Delivery Plan, Stakeholder information		

### Commentary

The milestones below present a selection of transport projects that were identified in the Local Plan to address the infrastructure needs of the Borough, which are underway or have been completed in the monitoring period between 2022 and 2023.

Further details on transport related projects and delivery timescales are set out in the updated [Infrastructure Delivery Plan](#) (IDP).

#### Elizabeth Line

The delivery of a cross London railway benefits five stations in the borough. The core section of the Elizabeth line through central London opened in May 2022, with full completion in May 2023.

The Council secured £7.5 million for public realm and interchange enhancement schemes at Maryland, Forest Gate and Manor Park from the Crossrail complementary measures programme (TfL) and £3.5 million for Custom House (GLA funded). All of these works have now been completed.

As part of the wider Elizabeth Line programme, all existing stations served by the Elizabeth line within the Borough have been refurbished internally (e.g. improved ticket halls) and externally - including the implementation of step free access from street to platform.

#### Silvertown Tunnel

The Silvertown Tunnel was designated as a 'Nationally Significant Infrastructure Project' (NSIP) by the secretary of State in 2012. TfL submitted the Development Consent Order (DCO) on the 30th April 2016 and it was approved on the 10th May 2018. The contract to build and operate the tunnel was awarded to the Riverlinx consortium in November 2019. Construction began in March 2021, and the tunnel is scheduled to be completed in 2025.

#### Cycling and Walking

Work to implement the Cycle Strategy (2018) continues, with segregated cycle lanes on major roads (such as in the Royal Docks) and Cycleways on quieter back streets.

In 2020, Newham's first contemporary "Low Traffic Neighbourhood" (LTN) was implemented on a trial basis in the north of the borough, in a joint project with LB Waltham Forest. LTNs use 'modal filters' to prevent motorised vehicles from using local streets as a cut-through. Other trial LTN projects were subsequently trialled in the Stratford area.

In January 2022, the Maryland and Odessa LTN schemes were made permanent, following reductions in traffic on both internal and boundary streets, increases in the number of people cycling in the area, improved air quality, and no impacts to fire brigade response times or bus journey times. In September 2022, the Manbey, Atherton and Stratford Park LTNs were also made permanent, following similar positive results.

During the monitoring period, consultation work began on two more LTN schemes – Woodgrange & Capel LTN in the north of the borough, and the West Ham Park LTN in the centre of the borough.

During the monitoring period, 37 schools across Newham had implemented Healthy School Streets, where motorised traffic is restricted at school pick up and drop off times. This provides a safer, healthier and more pleasant environment for parents and children, and encourages active journeys to school.

In the monitoring period, construction work began on Royal Docks corridor scheme – a series of improvements to North Woolwich Road and Silvertown Way in the Royal Docks, including segregated cycle lanes, reduced vehicle lanes and public realm improvements. This is scheduled to be completed in early 2025.

Further planning is underway on further rollout of segregated cycle lanes (including on Barking Road and Romford Road), LTNs and Healthy School Streets across the borough.

#### London City Airport

In July 2016 the Secretary of State approved the City Airport Development Programme (CADP1) comprising an increase in capacity of the Airport through major works including terminal expansion and extension of the taxiway, allowing more passengers and planes in particular at peak times (although no increase in the number of permitted aircraft movements).

In October 2017 works commenced on CADP1 to take place over a five year period. Although some work was completed (including the taxiway extension), the consequences of the pandemic on the aviation industry meant that further implementation work has been paused.

During the monitoring period, London City Airport submitted a planning application seeking to vary the conditions attached the CADP permission. This application sought to increase in the limit on passengers from 6.5 million passengers per annum (mppa) to 9mppa, extend the operating hours on Saturday evenings, allow more flights within the first half-hour of operation, as well as other changes.

#### Wharves

In March 2023, outline planning permission was granted for a strategic boatyard facility at Albert Island (Gallions Lock), supporting the maintenance and commercial boatyard uses at this location.

#### Docklands Light Railway (DLR) new trains

In 2019, new DLR trains were ordered from Construcciones y Auxiliar de Ferrocarriles (CAF). Of the 54 new trains ordered, 33 will replace existing trains with the remainder providing increased capacity on the network. The new trains will enter service from 2025, serving the 20 DLR stations in Newham.

#### DLR to Beckton Riverside

In December 2019, a DLR extension to Thamesmead was formally proposed by TfL as part of the draft Thamesmead and Abbey Wood OAPF. Within the monitoring period, the Strategic Outline Business Case for the extension was approved by Newham's Cabinet, with the next step being submission of the Strategic Outline Business Case to HM Government. The business case noted that a DLR extension to Thamesmead could cost between £700 million to £1.2 billion, and could be completed in the 2030s. The next step would be seeking government funding to develop the scheme further, with a full business case submitted in 2025.

#### West Ham station

A new station entrance at West Ham station is under construction. In June 2022, the first of the new footbridges was installed at the station, as part of work to access to the Twelvetrees Park development located to the west of the station.

#### Stratford station

The number of passengers using Stratford station has risen from around 40 million a year in 2006 to 128 million in 2019, making the 5<sup>th</sup> busiest station in the UK. During the monitoring period, work began to plan options to upgrade and rebuild the station.




During the monitoring period, construction work began on a new station entrance at the south-west of Stratford station. Serving the Carpenters Estate and the Queen Elizabeth Olympic Park, the entrance is funded by LB Newham Community Infrastructure Levy (CIL) funds, London Legacy Development Corporation CIL and section 106 funds, and the Greater London Authority's Strategic Infrastructure Fund.

#### Buses

By March 2023, 3,835 hybrid and 950 battery electric buses were operating in London – around 56% of the bus fleet. All London buses meet or exceed Euro VI emission standards. Since 2021, all newly purchased buses have been zero emission, and the entire bus fleet will be zero emission by 2034.

In May 2022, several bus routes in Newham were modified to provide better connections to the newly opened Elizabeth line. In September 2022, bus route 241 was extended to Royal Wharf.

### INF-OP-3: Promoting a more sustainable pattern of movement

SC-OP-4		
Indicator	Target	Progress
<b>a. School Travel Plans in place</b>		
<b>b. Number of Car Free developments achieved on major schemes</b>	no specific target, monitor to show increase	
<b>c. Electric charging points</b>	No specific target – monitor to show increase and takeup	
<b>Sources:</b> TfL STARS data, Planning application data 2022/23		

#### Commentary

Through the planning process the Council aims to reduce the need to travel by private car. Local Plan policies require any applications involving new or existing schools to submit school travel plans and subsequently review/update them.

The Borough has seen a high number of school travel plans submitted since the adoption of the Core Strategy in 2012. In recent years, it is promising that the majority of the active school travel plans were submitted to TfL for STARS accreditation supporting sustainable travel, active travel and improved road safety.

By the end of the period (2022/23), 49 school travel plans were active, with 58 schools achieving TfL STARS accreditations – with 14 of those rated bronze, 2 silver and 27 gold. The consistently high number of school travel plans in place is a positive indication that policies are effective in securing sustainable school trips across the Borough, improving important local journeys and encouraging the development of sustainable travel behaviour at a young age. Furthermore, the substantial increase in the number of schools achieving gold STARS accreditation is also positive.

Later in 2023, TfL brought together each of the TfL education programmes formerly known as Road Safety Club, STARS, Safety and Citizenship and TravelSmart, under an umbrella programme called TfL Travel for Life.

The Council proactively monitor travel plans, with around 340 travel plans in place. This allows greater analysis of travel plans and modal share on a site by site basis. Within the

monitoring period, 34 schemes submitted baseline surveys as part of their travel plan monitoring.

The vast majority of Major Developments approved over the period were car free developments, with future occupants prevented from purchasing car parking permits. Some major developments approved outside of the monitoring period did deliver car parking for residents during the monitoring period; however, this was usually due to the 'time lag' of reserved matters applications from outline applications approved under the previous Core Strategy.

Officers have proactively implemented the parking standards within the London Plan, proactively discouraging car parking provision at both the pre-application and application stages.

The Council has continued to support the uptake of electric vehicles through the provision and passive provision of electric charging points secured through conditions on major planning approvals.

In recent years, the number of electric vehicle charging points provided as part of developments has fallen substantially. This is due to London Plan parking standards, with an increased number of car free developments and developments with a very small number of car parking spaces. This has led to a reduction in the number of charging points provided. However, the percentage of car parking spaces with electric vehicle charging points has increased even as the overall number of car parking spaces decreases.



Permitted blue badge spaces have electric vehicle charging points provided, however blue badge spaces cannot be used by vehicles servicing the development, visitors or other residents.

Other work across the Council to encourage the take-up of electric vehicles has taken place, with agreement reached with Uber in March 2022 to install over 400 electric vehicle charging points located across the borough for the public to use. Within the monitoring period, work has begun to install the electric vehicle charging points across the borough.

Policy review work should consider ways to increase the number of off-site electric vehicle charging points in the borough - as wider provision of electric vehicle charging points across the borough will be necessary to drive adoption, as well as to encourage electric vehicles to service new development sites.

## Outcomes

### INF-OUT-1 Environmental Impact of Transport

SC-OUT-1		
Indicator	Target	Progress
Complaints about transport noise	no specific target, should be decreasing	
Transport related CO2 emissions		
Sources: Environmental Health, Gov.uk carbon emissions data		

### Commentary

Complaints about transport issues generally remain relatively low within each year, and relate mainly to construction works or rail announcements.

Environmental Health officers indicated that a large increase in complaints (9 in 2020/21, 19 in 2021/22 and 25 in 2022/23) was due to a new development (Brunel Street Works) constructed, completed and occupied adjacent to the Jubilee line tunnel portal in Canning Town. TfL initially attempted to reduce the noise created in the tunnel, by grinding the railhead – this did not solve the issue. During the monitoring period, TfL temporarily lowered the speed limit of the Jubilee line to see if that would reduce the noise produced.

Other noise complaints received by Environmental Health officers related to speed bumps, loose manhole covers and road noise caused by Silvertown Tunnel diversion traffic.

Data from other bodies (such as the Metropolitan Police) does show a large number of noise complaints regarding road traffic – including engine revving and loud exhausts.

Overall, the number of complaints remains relatively low, underscoring the importance of applying agent of change principles. This approach ensures that those introducing new activities or developments mitigate their potential impact on the surrounding environment. The construction and maintenance of the transport system can also have impacts on residents – it is important that impacts are kept to a minimum.

In 2023, total UK greenhouse gas emissions were provisionally 52.7 per cent lower than in 1990 and 5.4 per cent lower than 2022. Between 1990 and 2023, UK carbon dioxide emissions decreased by 49.5%.




In 2023, Transport emissions fell for the first time since 2020, with carbon dioxide emissions falling by 1.4 per cent compared to 2022. In 2021 and 2022, transport emissions had risen sharply – despite this, the 2023 transport emissions were 11.1% lower than 2019. Transport accounts for just under a third (29 per cent) of all carbon dioxide emissions – with the large majority of these emissions from road transport.

Primarily, as a result of a continual growth in vehicle kilometres travelled on roads, transport carbon dioxide grew to a peak in 2007, 8.5 per cent higher than in 1990. Since then emissions have fallen back to around 1990 levels, driven mainly by improvements in new car fuel efficiency, as well as lower traffic growth than in previous years, as a result of a dip following the 2008/2009 recession.

In future years, increased take up of hybrid and electric vehicles – as well as measures to discourage car use in major cities – should reduce this further.



## INF-OUT-2 Better Transport and Connectivity

INF-OUT-2		
Indicator	Target	Progress
<b>Modal shift and share</b>	Number/percentage of walking, cycling, bus, tube/rail, car trips originating in the borough, should show a shift to more sustainable modes	
<b>Traffic volume and congestion (proxy)</b>		
<b>Road traffic casualties (KSIs)</b>	No specific target, should be improving	
<b>Sources:</b> TfL Mayor's Transport Strategy / Local Implementation Plan outcomes pack 2022/23		

### Commentary

Data provided by TfL demonstrates that sustainable transport modal share has worsened substantially in Newham, with a sustainable mode share percentage of 65%, a 9% decrease from 2019/20.

The largest percentage of average daily trips is walking with 40.2%, followed by car or motorcycle (33.1%). Both the rise in car/motorcycle use and the fall of public transport (Bus, DLR, Underground, Rail) modal share to 21.5% (from 41% in 2019/20) is extremely concerning. However the rise in average daily trips using a bike to 3.7% (from 2% in 2019/20) is welcome.

When separating out the public transport mode share, bus travel has nearly equal the amount of mode share when compared to the National Rail/Overground/Underground/DLR (10.6% versus 10.9%). The inner London average for National Rail/Overground/Underground/DLR mode share is 15.3%, demonstrating the high level of use of buses in Newham, especially for short intra-borough journeys.

The number of annual vehicle kilometres in Newham has been impacted the COVID-19 pandemic, with a fall from 944 million in 2018 to a low of 805 million in 2020, with a rise up to 877 million in 2022. The steep rise from the low 2020 figure is concerning, especially noting the Local Implementation Plan (LIP) target is for a 0% increase from the 2018 figure, and between 15 and 20% reduction in annual vehicle kilometres by 2041.

The average speed of buses in Newham has been impacted by the COVID-19 pandemic, with an increase to 9.6 miles per hour in 2020, before falling back to 9.2 miles an hour in 2022/23. The stagnation in average bus speeds continues to be a concern, given the correlation of the increase in bus speeds in the early 2000s (through the implementation of the congestion charge, bus lanes etc.) and the large increase in bus ridership.

Given the large percentage of Newham residents who use the bus on an average daily journey, this slower speed will cause slower journey times, leading to a negative impact on connectivity for a significant number of residents. It is positive that initial LTN data shows that bus journey times have not been impacted by the implementation of LTNs.

As part of the LIP process, London Boroughs are required to monitor against set interim and long-term safety targets. The LIP monitoring measures two aspects of Borough performance; the total number of people killed and seriously injured (KSIs) from road traffic accidents and total casualties (including slight injuries and across all modes).

Since 2005, the Borough has seen some improvements to those seriously injured or killed with both pedestrians and cyclists remaining vulnerable to incidents on major roads. The 2022/23 KSI figure was 122, with 4 fatalities. TfL Vision Zero data suggests several contributory factors for KSIs, including loss of control, exceeding the speed limit, carelessness/recklessness and failure to look properly. In 2020, a large fall in KSIs to 102 occurred due to the reduced road traffic due to the COVID-19 pandemic. In subsequent years (2021 and 2022), KSIs have risen, back towards the figure of the 2010-14 baseline of 135. Within the monitoring period, the LIP target is to reduce the number of KSIs to 61 by 2022, 41 by 2030 and Vision Zero (0 KSIs) by 2041.

During the monitoring period, the KSI figures improved slightly from 130 to 122, however the 2022 LIP target of 61 was not met. Therefore, the promotion of both safe and high quality transport infrastructure and the continued promotion of road safety in planning policies, remain key issues for the plan to address. While there have been improvements across the monitoring periods, as populations increase and sustainable modes are further promoted, the policies will need to further promote safe and high quality sustainable travel in Newham.


### **INF-OUT-3 Environmental Impacts of Transport**

See INF-OUT-1 in relation to this indicator

## Policy Use and Robustness

**INF-OP-2 Strategic Transport**

**INF-OP-4 Sustainable Transport**

Infrastructure		
Indicator	Target	Progress
<b>Policy Use and Robustness</b>	No specific target, monitor for expected use and ability to withstand appeal scrutiny	
<b>Sources:</b> Decision monitoring		

### Commentary

Transportation policies are used in a wide variety of planning decisions. Using COMPASS, officers searched for the use of Transportation Infrastructure policies in appeal decisions. Data indicates that transport reasons for refusal are usually due to a lack of information provided by the applicant at the application stage, such as the omission of information regarding cycle parking.

With regard to appeals, there was one relevant appeal decision during the monitoring period. In the appeal decision at 19 Randolph Approach (21/00991/COU, APP/G5750/W/21/3286093), the Inspector concluded that the lack of evidence to show that the proposal would have good public transport access, or good access to local services was one of three reasons to dismiss the proposal.

Generally, policies have not caused substantive issues at appeal, with applications allowed or refused for other policy reasons.

## 9. Infrastructure - Waste and Recycling




<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Ensure the management of waste and development of waste facilities follows the waste hierarchy (reduce, reuse, recycle, energy recovery, disposal).</li> <li>• Prioritise rail and water-based transport of waste.</li> <li>• Waste to be dealt with as close to the source as possible and minimise the spatial impacts of waste management and waste facilities.</li> <li>• Ensure compliance with the East London Waste Plan and London Plan.</li> </ul>
<b>Local Plan Policies</b>	INF3

### Headlines and policy implications

- The monitoring period saw one planning application approved for a waste management facility, aligned with the borough's spatial strategy.
- As of 2022/23 Newham's recycling rate has risen to 26%. While still low in the national rankings, this represents a marginal improvement from 2020/21, when Newham had the third lowest recycling rate in England at 25%. Our comparatively low recycling rates are reflective of the high-density housing developments that are delivered in the Borough. Notwithstanding this, there have been marginal improvements in both Newham's and East London's recycling rates over the monitoring year.
- In 2022/23, less than 1% of Local Authority Collected Waste was sent to landfill in the East London Waste Authority region.
- The amount of waste collected per head in Newham remains below the national average.

## Outputs

### INF-OP-6: Securing more sustainable waste management

Infrastructure: Waste		
Indicator	Target	Progress
<b>a. New waste management facilities in line with the spatial strategy</b>	Majority of relevant consents	
<b>b. New/intensified waste management facilities delivering full enclosure or equivalent environmental protection</b>	Majority of relevant consents	
<b>c. Loss of waste handling capacity</b>	No net or functional loss without compensatory capacity consistent with the strategic principles	
<b>Sources:</b> Planning applications data 2022/23		

### Commentary

**New waste management facilities in line with the spatial strategy** [Target: majority of relevant consent]

**New/intensified waste management facilities delivering full enclosure or equivalent environmental protection** [Target: majority of relevant consents];

**Loss of waste handling capacity** [Target: no net or functional loss without compensatory capacity appropriate consistent with the strategic principles]

### Approvals for Waste Management Facilities in FY22/23

Reference	Address	Application Description
18/03543/FUL	Plaistow Wharf North Woolwich Road Silvertown London E16 2AB	Redevelopment of the vacant wharf for use as a road-river hub for construction demolition and excavation waste storage and transfer, comprising the construction of stock bays, for storage of construction, demolition and excavation waste, incorporating a sustainable drainage system, widening of the wharf landing area, storage and fabrication for civil engineering projects and erection of weighbridge, office facilities and associated infrastructure.

Source: Planning London Datahub 2024

Over the monitoring period one planning permission was approved for a new waste use at Plaistow Wharf. This facilitated the move of an operator from the temporary waste transfer site at Thames Wharf, which is due to be redeveloped as part of the Thameside West Strategic Site. The permission allows for the continued use of previously temporary waste management capacity, and increases the maximum amount of waste processed by the operator at its former site.

The Officer Report accompanying the decision notice set out that the principle of the development was considered to be acceptable due to the compatibility of the uses with the Strategic Site Allocation, its designation as Strategic Industrial Land and its designation as a Safeguarded Wharf. Therefore, the scheme complies with the spatial strategy set out in the Local Plan.

While good practice in the operation and management of this site has been secured, the permission did not secure full enclosure of the facility. This appears to be on the advice of Environmental Health colleagues, who noted that the Air Quality Assessment concluded that the effects of the proposed development on air quality were 'not significant'. The London Plan and Environment strategy only specify covering for significant air quality impacts. Therefore, Environmental Health colleagues did not consider that full enclosure was justified in this case.




#### Joint Waste Plan progress

It is noted that no proposals were brought forward for Beckton Riverside, the Borough's only Schedule 2 site safeguarded within the 2012 East London Joint Waste Plan (ELJWP).

In 2022, Newham along with Havering, Barking and Dagenham and Redbridge published [an updated evidence base for the Joint Waste Plan](#). The East London Boroughs have subsequently gone out for consultation on a Regulation 18 draft of the Joint Waste Plan, which seeks to address increasing land pressures and ensure sufficient land capacity to support waste arising beyond 2021.

## Outcomes

### **INF-OUT-4: Reducing Waste**

Infrastructure: Waste		
Indicator	Target	Progress
<b>a. Percentage of household waste sent for recycling, reuse or composting (%)</b>	No specific target, should be improving	
<b>b. Percentage of local authority collected waste diverted from landfill in East London Waste Authority region [Barking and Dagenham, Havering, Newham, Redbridge] (%)</b>	No specific target	
<b>c. Household waste collected per head (kg)</b>	no specific targets, positive trends should be observed	
<b>Sources:</b> LA Local Authority Waste Annual Results; Local Authority Collected Waste (LACW) / GLA Housing-led population projections (2020)		

## Commentary

### Household waste sent for recycling, reuse or composting

As highlighted in the previous years' monitoring bulletins, Newham has historically had one of the lowest recycling rates in the UK. However, in financial year 2022/23 Newham's recycling rate (26%) was closer to the London borough average of 29% (as of 2022/23).<sup>xvii</sup> As of 2022/23 Newham has also risen outside of the lowest ten local authority recycling rates across the country. While still low in the national rankings, this represents a good improvement from 2020/21, when Newham had the third lowest recycling rate in England. Historical factors, including population transience, high numbers of HMOs, overcrowding and the scale of higher density (flatted) developments within the Borough have all been contributing factors to Newham's low recycling rate. Newham also has low levels of green garden waste (for composting), reflecting the urban context of the borough and limited green coverage from private gardens.

In order to improve recycling rates in future years, LBN will work to ensure the design of new developments adhere to the requirements of Policy INF3 (waste and recycling) and environmental policies, in order to facilitate better management of waste in line with the waste hierarchy. The Borough will also continue to work with our waste partners and ELWA to address this issue going forward. It should be noted that ELWA formally adopted a new East London Joint Resources and Waste Strategy in 2022, which – among other aims – looks to maximise recycling and composting rates. The strategy sets Newham a minimum recycling performance target of 28% by 2030, which is considered realistic given the significant density of developments delivered within Newham. This target is consistent with improvements in recycling shown in Appendix 6, which shows a gradual improvement in Newham's recycling rate since 2018/19, currently only 2% below the minimum Waste Strategy target for the borough by 2030.

### Percentage of local authority collected waste diverted from landfill in East London Waste Authority region

Policy INF3 sets out the requirement to manage waste in accordance with the apportionment target set out in the London Plan (2021)<sup>xviii</sup> and the aim to move up the waste hierarchy. The Waste Framework Directive is the overarching legislation in relation to waste. This includes the requirement for plans to promote sustainable management of waste through the waste hierarchy. The waste hierarchy promotes the prevention of waste and, where this is not possible, recommends waste materials should be reused, recycled or recovered. Landfill and incineration (particularly without energy production) are the least preferred options for waste management and sit at the lowest end of the hierarchy.

The percentage of waste sent to landfill has consistently remained at less than 1% for the past four monitoring years. These years also saw the largest proportion of total collected waste being incinerated with energy from waste recovery, supporting principles higher up the waste hierarchy. The amount of waste that is recycled/composted remains lower than the London average and the targets set out within the newly adopted East London Joint Resources and Waste Strategy, which sets a minimum target of 35% recycling performance by 2030. This is indicative of the challenges explained above, namely the density of new developments being delivered across the ELWA region. However, similar to trends at the borough-level, the monitoring year showed a marginal year-on-year increase in recycling rates across the East London Waste Authority region.



In recent years there has been a shift in policy emphasis towards promoting a more circular economy. This shift seeks to better reuse materials and waste arising from development, with the aim to retain materials at their highest value with no residual waste. Such an approach ensures that waste is managed more sustainably, minimising resource use and exploiting the economic potential of waste through the construction, occupational and later demolition phases of a development's lifespan. This concept is being incorporated into emerging planning policies as part of the review of Newham's Local Plan.

### **Household waste collected per head**

The amount of waste collected per head in Newham reduced from 358kg in 2021/22 to 333kg in 2022/23. This figure is below the national average for the year 2022 (377kg/head).<sup>xix</sup>

This reduction aligns with last year's monitoring, which predicted that positive trends should be facilitated through the actions set out within Newham's Climate Emergency Action Plan, which aims to:

- improve communications around waste and recycling;
- target reductions in food waste;
- promote collections of bulky waste through re-use options (e.g, Homestore, Reclaim at the Lane, Freecycle); and
- promote circular economy initiatives and work with local reuse and repair organisations.

## **Policy Use and Robustness**

### **Waste and Recycling (INF3)**

Policy INF3 was not a central for reason for refusal in appeals for the monitoring year.

## 10. INF: Town Centres



<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Defining and retaining a balanced town centres network and hierarchy.</li> <li>• Protecting and enhancing the vitality and viability of Newham’s Town and Local Centres through the ‘town centres first’ approach to locating main town centre uses.</li> <li>• Addressing gaps in access to retail and leisure through new Local Centres delivered on strategic sites.</li> <li>• Reducing the prevalence of main town centre uses in non-designated high street frontages.</li> </ul>
<b>Local Plan Policies</b>	INF5

### Headlines and policy implications

- New Retail and Leisure Study (2022) published, which provides the updated expenditure distribution among Newham’s town centres and updated baseline of need for retail and leisure floorspace over the next 5-10 years.
- Town Centres remain healthy and viable and continue to function in line with their designation within the network.
- Permissions for new main town centre uses are being delivered, with a major completion this reporting year in Boleyn Local Centre.
- Continued trend for conversion of out of centre retail and other main town centre uses to residential or other community facilities.
- There is also a continued trend for loss of ancillary space of Class E units within town and local centres to new residential units, which will be monitored in future AMRs against the recommendations of the new Retail and Leisure Study (2022).

## Outputs

### INF-OP-9: Strategic Management of Town and Local Centres

Theme		
Indicator	Target	Progress
<b>a. Floorspace for town centre uses</b>	Increase within town centres, subject to strategic regeneration ambitions elsewhere in the borough	
<b>b. Town and Local Centre Investment</b>	Delivery of Strategic Sites in line with timescales envisaged in sites schedule and capacities in latest Town Centre and Retail Study	
Sources: DM monitoring		

## Commentary

### Floorspace for town centre uses

Main town centre uses are defined by the NPPF (National Planning Policy Framework).

As previously reported, from 1 September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 came into effect. Following these changes, detailed monitoring of floorspace use type composition within the broad new Use Class E has become more difficult. Therefore, completions for this monitoring year are reported on the basis of the broad Use Class E alone, rather than the detailed A1/A2/A3 use classes from previous monitoring periods. Please see relevant data in Appendix 8, 8.1: Completions of Use Class E floorspace (sqm) in Town Centres in 2022/23.

A key completion in 2022/23 is a major development in Boleyn Local Centre, providing a renewed retail frontage along Barking Road and a new gym with access from Castle Street.

Primarily, completions this year have focused on smaller scale conversions of ancillary space of Class E units (e.g. rear of property and upper floors) into new residential units. This is the primary reason why the data shows a reduction in the overall Use Class E floorspace across town and local centres but also in out of centre locations where loss continues to be supported by policy. Nevertheless, it will be important to monitor the trends in incremental loss of Use Class E ancillary floorspace and the subdivision of floorspace into small units well below the size recommended in the new Retail and Leisure Study (80-120sqm GIA), which may make these small units less able to meet the needs of retail operators and therefore more likely to remain or become vacant.

Further, while not representing a change in floorspace, a new Lidl occupying a former Peacocks store in Green Street marks an important change in the offer of Green Street town centre.

## Town and Local Centre Investment



Strategic sites delivery is monitored under indicator S-OP-2. In summary, town centre related investment within site allocations over the reporting period identifies that:

- Policy requirements to deliver new main town centre uses floorspace are being delivered on strategic sites in East Ham, Forest Gate, and Canning Town town centres, but with no completions in this reporting period.
- Continued phase 2 delivery of new Local Centre at Albert Basin (14/00664/OUT), and ongoing delivery of new Local Centres at Parcelforce (17/01847/OUT) and Plaistow North.
- A major redevelopment proposal including new homes and an improved commercial frontage was completed in Boleyn Local Centre

The Retail and Leisure Study (2022) was published during the reporting period and provides the updated baseline of need for additional comparison and convenience retail floorspace across Newham's existing and planned network of town centres and local centres. It also includes data on demand for leisure uses typical of evening and night time economy, and recommendations on addressing the spatial gaps in provision in order to reduce trade leakage for leisure spending. New applicants requiring to undertake a retail/leisure impact assessment will be directed to this report as the baseline for the assessment. Future AMR reporting of major retail commitments will also refer to this updated data.

## Outcomes

### INF-OUT-5: Rebalancing the Town Centre Network

Theme		
Indicator	Target	Progress
<b>a. Trade retention and expenditure distribution</b>	Increased trade retention and more even expenditure distribution, to be measured by updated survey within 5 years	
<b>b. Town Centre health</b>	Stable or improved health as per different criteria, when benchmarked against other London centres; interim assessment via biennial local survey work according to individual centre requirements by the policy	
Sources: DM monitoring		

### Commentary

#### Trade retention and expenditure distribution

The [Retail and Leisure Study](#) (2022) was published during the reporting period and provides the updated baseline for convenience and comparison trade retention in the borough and its distribution across the existing town centres. It indicates that trade retention has improved, with convenience retail trade retention at 62% (up from 58% in 2016) and comparison retail trade retention at 64.2% (up from 62.3% in 2016).

Please refer to Chapter 12: Quantitative Need of the [Retail and Leisure Study](#) (2022) for the most up-to-date data for 2022/23.

#### Town Centre health

Over the reporting period there was no new data published from the Greater London Authority (GLA) (Town Centre Health Checks).

The [Retail and Leisure Study](#) (2022) was published during the reporting period and provides an assessment of the health of Newham's town centres against the latest trends. Please refer to Chapters 5 through to 10 of the Retail and Leisure Study for a detailed assessment for each individual town centre, and to chapter 11 for an assessment of the health of existing local centres.

Overall, the Retail and Leisure Study indicated that:

- The vacancy levels in Newham's centres are low compared to national trends.
- Food shopping patterns have become more balanced across the borough, with Stratford and Beckton experiencing a fall in market share within their location zone, whilst Canning Town, East Ham, Green Street and Forest Gate all achieve an uplift.
- In respect of comparison goods, Stratford and the Beckton Area (predominantly Gallions Reach) continue to be the dominant destinations, attracting the largest share of trade. While East Ham has experienced a continuous downward trajectory since 2010, however in the current market, the role of town centres is not necessarily dependent entirely on the comparison goods sector. This data highlights the need for East Ham to enhance the town centre offer and diversify moving forwards. Canning Town town centre continues to function well as a district centre, but there is no indication of its market share growing to accommodate a major centre.
- Cafes and evening eating out in restaurants are the two most popular leisure activities for those living within the survey area, which is the whole of the borough and small sections of neighbouring boroughs where they are well connected to Newham's town centres. The data suggests that Stratford Town Centre is fully meeting the requirements of local residents, but the offer of all other town centres could be improved to better meet the needs of the local catchment area. In the restaurant sector, the offer of East Ham town centre and Gallions Reach retail park (out of centre) are reasonably well regarded, whereas Forest Gate, Canning Town and Green Street town centres are all performing poorly in this sector.

Please also refer to indicator SP-OP-11b Town Centre Investment, within the Successful Places section of this AMR, for more information on public realm interventions which have primarily targeted Newham's town and local centres.

#### Robustness of the Retail Core

There is no new surveying data to inform this indicator for the 2022/23 period. Please refer to the previous AMR.

#### Quality Leisure Benchmark:

There is no new surveying data to inform this indicator for the 2022/23 period. Please refer to the previous AMR.

## Policy Use and Robustness

The primary Policy under consideration is INF5 (Town Centres Hierarchy and Network). It is also supported by Policy SP6 (Successful Town and Local Centres) and Policy SP9 (Managing Cumulative Impacts). Furthermore, as most commercial out of centre uses are present along historic high streets, this indicator is closely linked to the application of Policy SP7 (Key Movement Corridors and Linear Gateways). Together, these three policies seek to consolidate existing out of centre main town centre uses into designated town and local centres; and where this is not possible, resist development (either new build, change of use or extensions) that would allow continued leakage of expenditure from the designated centres.

While the town centre first approach is well established in policy, appeal trends continue to allow for existing out of centre development to persist in some cases (e.g. 22/00052/REF, 22/00023/REF), citing no significant impact on vitality and viability of town centres from the retention of small units on historic high streets that are themselves well used by local people. Further, the GLA have published evidence of the important socio-economic role of historic highstreets more broadly ([High Streets for All](#), 2017), and the London Plan (2021) recommends that boroughs look at the potential to preserve this character as employment clusters beyond the designated network of centres. These trends will continue to be monitored as we progress with the new Newham Local Plan.

## 11. INF: Green & Blue Ribbon Network & Open Space

<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Protect, enhance and improve the connectivity of Green Infrastructure and the Blue Ribbon Network.</li> <li>• Support residential and visitor moorings.</li> <li>• No net loss of functionality of green and blue spaces.</li> <li>• Deliver the Lea Valley Regional Park and Thames Path.</li> <li>• Protect existing green and blue space: seeking improvements to the quantity, quality, accessibility and connectivity.</li> <li>• Reduce park, allotment and playing pitch deficiencies.</li> <li>• Design open space to enhance urban cooling, biodiversity and to help against flooding. In addition spaces should be welcoming, inclusive and provide publically accessible toilets.</li> <li>• Require sustainable ongoing management and maintenance plans.</li> <li>• Play space should meet the latest London Plan requirements.</li> <li>• Meet Epping Forest Special Area Conservation (SAC) requirements. This requires schemes in proximity to the Forest to mitigate the impact of increased visitor number on the Forest through a Habitat Regulation Assessment and in some cases payment.</li> </ul>
<b>Local Plan Policies</b>	<ul style="list-style-type: none"> <li>• INF6: Green Infrastructure and the Blue Ribbon Network</li> <li>• INF7: Open Space and Outdoor Recreation</li> </ul>

### Headlines and policy implications




- Policy INF6 is well used and was challenged once during the monitoring period. The appeal was against the refusal of an application to fell an Acacia tree and to reduce the height of a Sycamore tree, Holm Oaks and Ash trees in East Ham. The appeal was dismissed.
- Policy INF7 is well used and has not been challenged at appeal.
- There has been no net loss to protected green space over the monitoring period.

## Outputs

### INF-OP-11: Green and Blue Infrastructure Protection and



## Enhancement

Infrastructure		
Indicator	Target	Progress
<b>a. Protection of Green Infrastructure</b>	Monitoring of consents – is no net loss of protected green space and/or trees unless not affecting functionality, and no unresolved objections from Blue Ribbon Network (BRN) custodians.	
<b>b. Delivery of Lea River Park projects</b>	IDP milestones.	
<b>c. Other Green Grid Enhancements</b>	No specific target; ongoing investment should be evidence	
<b>Sources:</b> PLD, Newham Public Access, Newham IPD (2024)		

## Commentary

### Protection of Green Infrastructure

- **Consents – no net loss of protected green space, unless not affecting functionality**  
There were no consents in FY2022/24 which resulted in the loss of protected green space.
- **Consents – no net loss of trees, unless not affecting functionality**  
Newham has over 240 historic individual and area-wide TPOs in place in the borough covering approximately 2032 individual and lines/groups of trees.

Over the reporting period 10 protected trees were approved for removal. Of these:

- 3 sycamore trees within the Bromley-by-Bow gasholders park, were in poor condition and posed a danger to people using the public access paths.
- 4 protected trees within Former Plaistow Hospital Site, Samson Street were dead and 1 further had been vandalised. A condition was placed on the approved application for the replacement with other suitable species, mature trees.
- 2 protected trees, each in private gardens, were causing damage to property. A condition was placed on the approved applications for the replacement with other suitable species, mature trees.

- **Consents – no unresolved objections from BRN custodians**

There were no unresolved objections from BRN custodians in FY2022/24

### **Delivery of Lea River Park Projects (as identified in the Lea River Park Primer (2016))**

Delivery of the Lea River Park (LVRP) is a strategic objective within LBN's Local Plan and those of duty to co-operate partners LB Tower Hamlets and the LLDC. The LVRP will be transformative, improving connections, outdoor amenity and leisure provision in the west of the Borough, parts of which have significant open space deficiencies which are set to increase with projected population growth.

There have been no permissions or projects which aided the delivery of the LVRP in Newham over the monitoring period.

### **Other Green Grid Enhancements**

The details of Green Grid enhancements are contained within the application material for a completed schemes and its associated committee Report.

A review of completed schemes referable to the Mayor of London<sup>xx</sup>, has been undertaken to establish if any green grid enhancements have been delivered during the monitoring period. Two schemes, referable to the Mayor of London, were completed in 2022/24. Their contribution to Newham's green grid is set out below:

- 17/01247/FUL, East Ham Industrial Estate 1000 Newham Way East Ham London E6 5JN, Beckton Ward.



This scheme has delivered, in its totality, 391 residential units including affordable housing in new buildings ranging from 2 to 12 storeys in height, together with associated car parking, open space, landscaping and infrastructure works<sup>xxi</sup>. The completed scheme abuts Beckton Park on the western and southern boundaries.

The completed scheme delivers a plaza, wildlife meadow and podium gardens. The streets within the development have been designed as home zones, with each of the new streets is planted with single tree species and defensible hedging in front of the duplex apartments.

- 20/00544/FUL, West End Car Park Western Gateway Canning Town London E16 1XL, Ward

The scheme has delivered 854 residential units in new buildings up to 22 storeys in height, together with associated car and cycle parking, landscaping, amenity spaces and other associated works. The soft landscape works consist of trees, shrubs, ornamental planting, meadow, biodiverse roofs, and grassed areas over both podiums and at ground level. The hard landscape works comprise paved areas, cycle parking, railings, street furniture, lighting, steel planters, and signage. Phase 2 of the scheme saw the delivery of tree planting on Seagull Lane and defensible planting to soften the building edge. Royal Eden Place sees the delivery of a play area for older children, as well as opportunities to sit. Trees, both standard and multi-stem have been planted. A large planting area around the substation and next to the traffic way, consist of native shrub planting.

## INF-OP-14: Open Space and Outdoor Recreation Opportunities

Infrastructure		
Indicator	Target	Progress
<b>a. Open Space losses and gains (defined as designated/protected spaces that are publically accessible or new spaces that are publically accessible and suitable to be designated in further rounds of plan review)</b>	No specific target, should be positive or steady.	
<b>b. Contributions to open space / outdoor recreation improvements secured through S.106.</b>	No specific target, should be positive or neutral.	
<b>Sources:</b> Sources: PLD; Newham Public Access; Overview of 2022/23 Developer Contributions		

### Commentary

#### Open Space losses and gains

Planning permissions, over the monitoring period, resulted in the following open space losses:

- An application, to demolish existing buildings on land at Leslie Road and Freemasons Road, Canning Town, E16 3NA and the redevelopment of the site to provide 95 residential units permitted the loss of 1,822sqm of undesignated green space (22\_01853\_FUL).

Officers considered that the loss of green space was acceptable due to it being offset by improvements to the existing public realm and landscape, including improvements to Freemasons Road and Leslie Road. In addition, the proposed development comprises a neighbourhood square, which is an element of new open space available to the wider community. In addition, a framework for improvements to Cundy Park was developed as part of the Masterplanning process with LBN's Parks and Recreation department. This was informed by community engagement. It is intended that the Kickstart Sites will contribute to the first phase of this framework through a financial contribution secured by legal agreement.

Whilst the overall area of green space will be reduced in size, it was considered that the quality of the existing public realm and landscape would be significantly improved as a result of the proposed development. Officers concluded that, in the context of the benefits of the scheme in providing 100% affordable housing and significant improvements to the existing public realm, the loss of green space is considered to be justified and acceptable in policy terms.

- Two further planning applications, 22\_01880\_LA3 and 22\_01713\_FUL, saw the loss of small amounts of open space (25.3 sqm and 20 sqm). This was, respectively, to provide a play bus on the perimeter of an existing playground at Avenue Primary School in Manor Park Ward and open space lost due to the installation of a fire escape and stairs at Newham University Hospital.

Planning permissions, over the monitoring period, resulted in no gains in open space.

### **Section 106 Developer Contributions**

The following open space / outdoor recreation items have had Section 106 funding secured towards them during the reporting year:

- Air Quality Improvements - Nature-Friendly Schools 'Grow Back Greener'
- Beckton Parks Masterplan and Queen Elizabeth Memorial Avenue

The following open space / outdoor recreation items have had Section 106 funding spent on them during the reporting year:

- Memorial Recreation Ground – 3G pitch refurbishment
- Cundy Park infrastructure improvements
- Abbey Lane open space
- Newham City Farm
- Beckton Park Masterplan
- Air Quality Improvements - Nature-Friendly Schools 'Grow Back Greener'

The total amount of CIL allocated and spent within the reporting year for green space is £1,798,300.00. This funded the operation and maintenance of Newham's parks and open spaces throughout the borough.

'People Powered Places' is Newham's flagship programme of participatory budgeting. Neighbourhood Community Infrastructure Levy (NCIL) funding is allocated to the programme. NCIL has been allocated to local projects that were voted on by Newham residents through the participatory budgeting process.

In 2023/23 NCIL funded the following projects which seek to improve existing or create new green space / features or which better enable people to enjoy green / water space:

Community Neighbourhood Area	2022/23 NCIL Projects
<b>Manor Park</b>	<ul style="list-style-type: none"> <li>- Planting of 10 street trees in Manor Park locality</li> <li>- Plashet Park Community Nature Trail – development of a community nature trail</li> <li>- New play equipment and MUGA at Warrior Square Park</li> <li>- Outdoor table and table tennis at Manor Park Community Centre</li> <li>- Greening the east corner of Carlyle Road – to deter fly tipping</li> </ul>
<b>Plaistow</b>	<ul style="list-style-type: none"> <li>- Plaistow Eco Hub First Avenue urban wilderness regeneration – improvements to the garden, provision of planters and play equipment</li> <li>- Plaistow Park – repair of water fountain, swings and provision of new benches</li> <li>- Tunmarsh Lane Orchard – installation of covered seating, benches, bins, raised beds and planters.</li> <li>- New City Green – new play log, basketball hoop and football goals.</li> <li>- Wild Green E13 Community Garden– mural, community events and workshops</li> <li>- Social Alleyways – Planters and murals provided on the alleys between Plaistow Park Road / Glasgow Road, Dundee Road / Perth Road and Perth Road / Cave Road</li> <li>- Bridges Community Memorial Garden – developing a community garden on reclaimed space between Memorial Community Church and the Swift Centre building</li> </ul>
<b>Beckton and Royal Docks Community Neighbourhood</b>	<ul style="list-style-type: none"> <li>- Family Forest School – planting days</li> <li>- Royal Docks Grass Routes – community food growing, tree planting, green activities and education</li> <li>- South Beckton E6 Community Allotments – community allotment, wellbeing and education sessions</li> </ul>
<b>Forest Gate</b>	<ul style="list-style-type: none"> <li>- Youth-led nature and biodiversity – onsite learning and planting space at Woodgrange Market, watering solution for existing planters and introduction of new sustainable planters.</li> <li>- Trees in the High Street – adding six planters to Woodgrange Road in areas where there are no street trees</li> <li>- A Green Oasis in the Town Centre – clearing and resurfacing of Emmanuel churchyard</li> <li>- Safer Pavements/Greener Pavements – installation of planters to deter pavement car parking</li> <li>- Clean Green E15, A Place to Grow – installation of large, community-accessible planters, establishment of a ‘little library’ for seed and vegetable exchange, rainwater harvesting and community composting</li> <li>- Get in Touch with Nature – free outdoor actives, resources and training for children and the carers, with a focus on nature and biodiversity</li> </ul>

Community Neighbourhood Area	2022/23 NCIL Projects
<b>Stratford</b>	<ul style="list-style-type: none"> <li>- Stratford Skate Hub – Olympic Park. Skate Gals &amp; Pals and Skate Cabal to create a semi-permanent skating facility in Olympic Park and deliver skate sessions for adults and children</li> <li>- Welcome to the Channelsea: Caring for our Blue Green Future - improving the Channelsea River area by providing orchard and composting workshops, designing and installing a welcome archway, and installing a Green propulsion system for the group's safety boat</li> </ul>
<b>Green Street</b>	<ul style="list-style-type: none"> <li>- Wildflower areas to connect people with nature – creating wildflower areas, installing bird nests, bug hotels and log piles for rare species in East Ham Priory Park.</li> <li>- Community Garden Project - developing the community garden at Katherine Road community centre</li> <li>- Corners of Beauty -installation of 2 raised flower beds at the junctions of Sherrard Road and Katherine Road</li> <li>- Priory Park play equipment - repair and renovation of areas within Priory Park</li> </ul>
<b>East Ham</b>	<ul style="list-style-type: none"> <li>- Skate park facilities</li> <li>- Brampton Community Garden – improvements to an established community garden, installing raised beds, garden furniture and running community gardening sessions</li> <li>- Folkestone Road Allotment – accessible community garden. Transforming an unused allotment plot into an inclusive communal garden.</li> <li>- Connect in Nature – women’s wellbeing sessions taking place in parks.</li> <li>- William Green Community Project – community garden.</li> </ul>

The 2022/23 London Borough of Newham Annual Infrastructure Funding Statement for Community Infrastructure Levy and Section 106 provides further information on the CIL and Section 106 secured and spent across the reporting year: <https://www.newham.gov.uk/downloads/file/6826/annual-infrastructure-funding-statement>

## Outcomes

### INF-OUT-6 Satisfaction with Parks

Infrastructure		
Indicator	Target	Progress
<b>Trends in park use/rating/non-use</b>	No specific target, should be positive or steady.	N/A
<b>Sources:</b> No resident survey took place during the reporting year.		

### Commentary

The Newham Residents Survey takes place every two years. There is no new survey work for 2022/23. Please refer to the previous AMR for data from the 2021 survey.



## 12. Infrastructure – Community Facilities


<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>• Realise the benefits of the Borough’s community facilities<sup>xxii</sup>.</li> <li>• Promote ‘good growth’.</li> <li>• Facilities should be kept or re-provided where a local need exists and can be demonstrated.</li> <li>• Loss of a community facility is only allowed in limited circumstances.</li> <li>• Community facilities should meet the needs of new and existing communities.</li> <li>• Co-location of facilities and services is encouraged.</li> <li>• Health, childcare and education services are prioritised on Strategic Sites.</li> <li>• Facilities should be in accessible locations and directed towards town or local centres in the first instance, with limited exceptions allowed.</li> <li>• New facilities should be accessible, welcoming inclusive and open and available to all members of the local community and outside of main use and any sacred areas, operate as a multifunctional space with fair and affordable access to all.</li> </ul>
<b>Local Plan Policies</b>	<ul style="list-style-type: none"> <li>• INF8: Community Facilities</li> </ul>

### Headlines and policy implications

- Overall, there has been a net loss in community space in permitted schemes over the monitoring period (-5,772sq.m).
- Overall, there has been a net loss in community space in completed schemes over the monitoring period (-3309 sq.m).
- LBN has seen a number of permitted schemes to support Newham’s young population. There has been one training centre and three extensions / reconfigurations of existing schools.
- 2022/23 saw the delivery of less community floor space completed (4,525 sq.m) when compared to 2021/2022 (40,315 sq.m), 2019/20 (12,369 sq.m) and 2021/22 (9,606 sq.m).

### Outputs

**INF-OP-16: Ensuring community facilities keep pace with need**

Infrastructure		
Indicator	Target	Progress
<b>a. Net new community infrastructure floor space in new and established neighbourhoods</b>	No specific target; monitor changes of provision against identified needs.	
<b>b. IDP project and planning milestones</b>	No specific target; monitor progress of projects and planning for community facilities against benchmarks set out in the IDP.	This is monitored through updates to the IDP.
<b>Source:</b> LDD: 2022/23, Infrastructure Delivery Plan		

## Commentary

There has been an overall reduction in net new community infrastructure over the monitoring period for both approved applications and completed schemes. Where there has been a permitted loss of community floor space this has been either justified by the evidence of need, re-provision in a smaller footprint or provision of an alternative pre-existing local facility. Taking this into consideration, progress on this indicator is seen to be neutral, due to there being no delivery of new space but reflecting that the losses experienced over the monitoring period having been justified as acceptable by Development Management Officers in their committee reports.

## Approvals

Overall, there has been a net loss in both D1<sup>xxiii</sup> and Sui Generis community floor space from approved schemes during the monitoring period 2022/23.

No schemes involved either the loss or gain of D2<sup>xxiv</sup> community floor space approvals during the monitoring period.

From 1 September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 came into effect. A new use class E (Commercial, Business and Service uses) brings together many of the town centre uses that the Local Plan policies above address. Some leisure uses have become Local Community Uses (F2 Use Class). These Regulations also moved some uses, particularly noise generating leisure uses, out of the previous use classes and into the “Sui Generis” (SG) category. The changes for uses which are community facilities are summarised in the table below.

Only one scheme permitted involved the gain of use class E community floor space during the monitoring period.

No schemes permitted involved the loss of use class E community floor space during the monitoring period.

Use description	Pre-Sep 2020 use class	Post Sep 2020 use class
Pubs and drinking establishments	A4	Sui Generis
Concert halls, dance halls	D2	Sui Generis
Community halls	D2	F2 (b)
Gyms	D2	E(d)
Indoor sports and recreation	D2	F2(c)

Table 12.1 demonstrates the over loss, gain and net amounts of community floor space approved in 2022/23. A detailed breakdown of these permissions is set out in Appendix 9.

**Table 12.1: Community Floorspace 2022/23 (Approvals)**

FY 22/23	Loss (sq.m)	Gained (sq.m)	Net (sq.m)
D1	5,583	1,461	-4,123
D2	0	0	0
E	0	760	760
SG	2,409		-2,409
<b>Total</b>	<b>7,992</b>	<b>2,221</b>	<b>-5,772</b>

Source: LDD 2022/23

## Completions

Overall, there has been a net loss of community facility floor space in the schemes completed in 2022/23.

One scheme completed in the monitoring period delivered new D1 community use floor space. The scheme delivered a replacement community centre in Forest Gate North.

Three completed schemes saw the net loss of D1 floor space; the reprovion of a nursery site on a smaller footprint in Green Street West; the loss of a GP surgery in Plaistow West & Canning Town East; and the loss of the Hathaway Estate Community Centre in Little Ilford.

Two completions delivered a net loss of D2 floor space; the reprovion of a gym on a smaller footprint in Boleyn; and the loss of the existing Newham Boys Boxing building and the relocation of club to alternative premises in East Ham.

One scheme delivered a net gain of Sui Generis community floor space, the change of use of a dwelling house (C3) to a parental support centre. The loss of the family dwelling house for this purpose has been justified by the evidence provided, in isolation for this use.

**Table 12.2: Community Floorspace 2022/23 (completions)**

FY 22/23	Loss (sq.m)	Gained (sq.m)	Net (sq.m)
D1	851	210	-641
D2	3,674	860	-2,814
E	0	0	0
Sui Generis	0	146	146
<b>Total</b>	<b>4,525</b>	<b>1,216</b>	<b>-3,309</b>

Further details on community facility related projects and delivery timescales are set out in the updated [Infrastructure Delivery Plan](#) (IDP).

## Outcomes

### INF-OUT-7: Residents satisfaction with community facilities

Infrastructure		
Indicator	Target	Progress
<b>a. Health</b>	No specific target; should be stable or improving.	N/A
<b>b. Education</b>	No specific target; should be stable or improving.	N/A
<b>c. Leisure</b>	No specific target; should be stable or improving.	N/A
<b>Source:</b> No resident survey took place during the reporting year.		

### Commentary

This monitoring indicator uses the Newham Annual Residents Survey. The Newham Residents Survey takes place every two years. There is no new survey work for 2022/23. The last Newham Resident Survey, held in 2021, did not include a question from which this indicator could be measured. Therefore, there is not reporting on this indicator in 2022/23.

## 13. Infrastructure: Delivery




<b>Local Plan Objectives</b>	<ul style="list-style-type: none"> <li>Identified infrastructure needs and planning requirements are met to accommodate planned growth supporting access to jobs and homes</li> </ul>
<b>Local Plan Policies</b>	INF9

### Headlines and policy implications

- The [Annual Infrastructure Funding Statement](#) provides information on the amount of CIL collected and spent during the monitoring year.
- Spending of CIL and S106 continued to deliver community infrastructure and open space improvements across the borough.
- The [Infrastructure Delivery Plan 2022](#), was published during this monitoring period. However a new [Infrastructure Delivery Plan](#) was produced in July 2024, which provides the latest position on the progress of the delivery of key infrastructure projects needed to support growth in the borough.

## Outputs

### INF-OP-17: Securing Appropriate Infrastructure Delivery mechanisms

Spatial Policies		
Indicator	Target	Progress
<b>a. Developer contributions for community infrastructure and open space improvements (including physical and financial contributions)</b>	No specific target; should be relevant to the IDP and spatial strategy	
<b>b. CIL Charging Schedule and Receipts/Spend</b>	No specific target; reference to the infrastructure funding gap will be made	
<b>c. Overall IDP progress and other</b>	Targets are the milestones set out in the IDP	

<b>infrastructure delivery mechanisms</b>		
<b>Sources: Newham Infrastructure Funding Statements 22/23 and Newham Infrastructure Delivery Plans 2022/2024</b>		

## Commentary

The policy requires all new development to contribute to delivering infrastructure. This is achieved through a combined approach of using a set Community Infrastructure Levy (CIL) and planning obligations (Section 106) to support the delivery of Council priorities such as affordable and family housing, employment and training opportunities and other site specific infrastructure needs that are necessary for the development to come forward and support 'Good Growth'.

### **Developer contributions for community infrastructure and open space improvements (including physical and financial contributions)**

Monitoring of developer contributions for community infrastructure (education, community & health) and open space (leisure) improvements and associated applications is set out in the [Council's Infrastructure Funding Statement for 2022/23](#).

Developer contributions were spent on the delivery of the following community infrastructure projects:

- Leaway bridges
- North Woolwich Royal Docks Corridor
- Cave Road Improvements
- Bidder Street Area – Highway Improvement Works
- Maryland Work - Oxford Works
- Parking Review and Implementation
- North Woolwich Library improvement programme
- Beckton Community Centre
- Memorial Recreation Ground – 3G Pitch Refurbishment
- Cundy Park Infrastructure Improvements
- Abbey Lane Open Space
- Newham City Farm
- Beckton Park Masterplan
- East Ham Town Hall Air Quality Monitoring Station
- Air Quality Improvements - Nature-Friendly Schools ' Grow Back Greener'

In addition, £839,963.00 Neighbourhood CIL was allocated and £389,607.48 spent on Neighbourhood CIL projects in the community neighbourhood areas. Projects included:

- South Beckton E6 Community Allotments, in Beckton and Royal Docks
- Youth FC, in Beckton and Royal Docks
- Young Generation Leaders, in Custom House and Canning Town
- The Barber Connect Project, in Custom House and Canning Town
- Skate Newham, in East Ham
- Waste Not Workshops, in East Ham
- Food for all in Newham, in East Ham
- Dance for Wellbeing, in East Ham
- Drug Crime Reduction Program, in Green Street
- H4H - Health and Mental Wellbeing project, in Green Street
- Manor Park Community Centre outdoor table tennis table, in Manor Park
- Fly-tipping: Greenery on Carlyle Road, in Manor Park

- One basketball hoop, football goals and a new play log in New City Green, in Plaistow
- Plaistow Eco Hub First Avenue Urban Wilderness Regeneration, in Plaistow
- Stratford Skate Hub – Olympic Park, in Stratford and Maryland
- What's The Point \_ School Knife Crime Intervention project, in Stratford and Maryland

### **CIL Charging Schedule and Receipts/Spend**

The [Council's Infrastructure Funding Statement for 2022/23](#) set out information on the amount of CIL collected and spend during the year.

### **Overall IDP progress and other infrastructure delivery mechanisms**

Newham's key infrastructure requirements are set out in the Infrastructure Delivery Plan. The [Infrastructure Delivery Plan](#) 2022, was published during this monitoring period. However a new [Infrastructure Delivery Plan](#) was produced in July 2024, which provides the latest position on the progress of the delivery of key infrastructure projects needed to support growth in the borough.



- 
- <sup>i</sup> Land for Transport SPG (2012), GLA,
- <sup>ii</sup> London Industrial Land Demand Study (2017), GLA
- <sup>iii</sup> [Newham Planning Obligations and Community Infrastructure Levy Monitoring](#)
- <sup>iv</sup> Economically active residents – residents available for work (includes employed and unemployed)
- <sup>v</sup> [Employment and health in Newham – Needs Assessment \(2022\)](#)
- <sup>vi</sup> [Trust for London, proportion of residents' that are low paid \(2022\)](#)
- <sup>vii</sup> Absolute Low Income Families – a families in low income before housing costs (BHC) in the reference year
- <sup>viii</sup> For example: business models of the landowner/developer; access to finance; mechanisms for build out; the need to provide infrastructure in particular phases; pre-ground work delays; and the delivery of housing 'blocks' to allow for unit release as the wider site is completed.
- <sup>ix</sup> Statista, [Quarterly GDP growth of the UK, 1955-2022](#)
- <sup>x</sup> Statista, [UK inflation rate 2024 | Statista](#)
- <sup>xi</sup> [UK: bank base rate 2024 | Statista](#)
- <sup>xii</sup> It should be noted that C4 HMOs have not been disaggregated from these figures; however, these appear to only be a small number of permissions in each year given Newham policies that restrict the conversion of family-sized homes to HMOs.
- <sup>xiii</sup> Policy H2 seeks a 60:40 affordable tenure split across the borough (low cost rent: intermediate), with the exception of the Canning Town/Custom House regeneration area where an even split of products is sought.
- <sup>xiv</sup> For reference, the tenure split in Policy H2 seeks 60% of affordable units to be delivered as Social Rent, Affordable Rent or London Affordable Rent tenures. The remaining 40% should be intermediate tenures, which include London Living Rent, Shared Ownership and London Shared Ownership.
- <sup>xv</sup> In 2018/19, monitoring of LDD data included all entries in Canning Town North, Canning Town South and Custom House wards, which inevitably included some schemes located outside of the Regeneration area, impacting the reliability of the percentage calculations against this monitoring indicator. From 19/20 onwards, schemes only reflect sites within the Canning Town Regeneration area.
- <sup>xvi</sup> Land Registry, '[House Price Statistics](#)' (March 2023); GLA, '[London Rents map](#)' (2024); LBN '[Employment and health in Newham](#)' (2022)
- <sup>xvii</sup> GOV.UK, [Local authority collected waste management - annual results - GOV.UK \(www.gov.uk\)](#) (2024)
- <sup>xviii</sup> Borough-level apportionments of household, commercial and industrial waste for Newham is 383,000 tonnes by 2021 and 407,000 tonnes by 2041.
- <sup>xix</sup> [Local authority collected waste management - annual results 2022/23 - GOV.UK \(www.gov.uk\)](#)
- <sup>xx</sup> An applications is referable to the Mayor of London if it meets the criteria set out in the Mayor of London Order (2008). The criteria includes: • development of 150 residential units or more • development over 30 metres in height (outside the City of London) • development on Green Belt or Metropolitan Open Land
- <sup>xxi</sup> Note, due to the scale of this scheme it has been built out over a time period longer than just this reporting year.
- <sup>xxii</sup> Community Facilities are defined for the purposes of this policy as spaces for education (from pre-school to further and higher education) and training, healthcare, social, leisure, children's playspace, playing pitches. While Policy INF8 also considers older person's housing and specialist provision for other vulnerable people (in Use Class C2) to be community facilities, for the purposes of this AMR, these uses are assessed under Housing.
- <sup>xxiii</sup> D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.
- <sup>xxiv</sup> D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).