

as such, through masterplanning, it is expected that optimal pedestrian and cycle route frequencies are incorporated, at least between North Woolwich Road and the River Thames, but preferably also in other directions given their ability to render walking and cycling much more competitive in relation to other modes over short distances. These frequencies will also be relevant to securing connectivity between sites, existing neighbourhoods and other facilities.

- 6.17 **Improving and completing formal walking, cycling and equestrian routes** - the borough benefits from several well-used and well-defined, largely traffic-free routes for pedestrians, cyclists and equestrians. Support will be given to proposals for improvements to these routes and links to them, and proposals that compromise their accessibility will be resisted. Support will also be given to the completion, improvement and extension of signed formal cycle routes including the LCN+ and Cycling Superhighways.
- 6.18 **Providing high quality infrastructure for cyclists** - support will be given to proposals for implementing high quality cycling infrastructure including dedicated cycle tracks adjacent to wider carriageways that provide priority and safety for cyclists, particularly at junctions. Cyclists will also be provided for in the general design of the public realm, for example by tightening junction geometries, providing traffic calming and allowing cycling on suitable pathways through parks. Support is also given for public on street and secure, covered cycle parking and proposals that support a wide range of cycle hire and membership schemes to increase the uptake in cycle usage in the borough.
- 6.19 **Cycle parking standards** - cycle parking will be provided in accordance with the London Plan and designed adhering to the London Cycle Design Standards. In addition, physical or financial contributions will be sought to provide public or visitor cycle parking facilities. To ensure high quality provision of cycle facilities, cycle parking must be provided in locations that are integral to the development; it should be safe, secure (including weatherproof) and easily accessible, preferably near to main entrances. Securing high quality cycle facilities is essential to support Newham to realise a substantial increase in cycling and high quality cycling infrastructure. Cycle parking should be complemented by supporting facilities including lockers and showers.
- 6.20 **Supporting improvements for public transport** - the Council supports ongoing improvements to the transport network as highlighted in INF1 and the IDP together with other measures that enhance the journey experience or reduce negative impacts of the service, but also needs to ensure that negative impacts of development on transport capacity (including safety and extra wear and tear) are fully addressed, particularly at stations.
- 6.21 **Careful management of car travel and parking demand** - the Council supports measures to manage car travel and parking demand by encouraging changes in mode choice favouring walking, cycling and public transport use, through public realm interventions, parking management and publicity. Residents' parking zones are considered by the Council to be an effective way to manage local roads in order to address issues such as traffic/ parking congestion, access, safety and car borne pollution and have been implemented fully across the borough.
- 6.22 **Car parking standards** – appropriate levels of car parking should be assessed in line

with the London Plan standards⁶ taking account of the cumulative impact of car parking standards as a lever on travel behaviour (particularly when established from the outset) and the opportunity costs of space for car parking whilst factoring in wider considerations including access realities (i.e. whether available routes/capacity meet local needs/building occupants' requirements and the quality of public transport/active travel experience), the type of development, local car ownership and context and the overall approach to reduce car usage in Newham. In the cases of electric vehicle charging provision the Council will seek passive provision to London standards, with the operational provision to be determined on a case by case basis. STOA designation helps indicate where car ownership and public transport access is such that car parking levels can be significantly reduced, potentially to car free levels.

- 6.23 **Accessibility by a choice of modes of transport** - the Council will not support major development proposals that are not accessible by a choice of modes of transport. Whilst PTALs are a good guide to relative accessibility to public transport services, (with 4 and above denoting 'good') it should be acknowledged that they may change over time, and proposals should also demonstrate the availability of, or proposals for, safe, direct and attractive walking and cycling routes to and from the site to public transport nodes and interchanges. To this end, 800m is the maximum distance between bus stops; with a preference for 300-400m where possible.
- 6.24 **Transport Assessments/Statements and Travel Plans/Statements** - the Council will seek Transport Assessments and Travel Plans that measure the potential environmental and capacity (particularly at stations) impacts of travel demand arising from new development. These should include robust, measured strategies and travel plans for mitigating or minimising adverse impacts, including cumulative impacts on traffic flows in the wider network that may affect air/water quality within 200m of the Epping Forest SAC and highlighted by the defined Congestion Zones in Newham, through measures to encourage walking, cycling and public transport use in preference to private vehicles. Travel Plans should set out strategies for implementing, monitoring, maintaining and improving performance against agreed strategies and targets for reducing car use and increasing walking, cycling and public transport use, cognisant of the particular potential highlighted by STOA designation. In some cases, for smaller scale development Transport Statements and Travel Plan Statements are likely to be required setting out the transport impacts of development and measures to promote sustainable travel and should be identified at the earliest stage. The thresholds are suggested as a guide and the Council reserves the right to vary the requirement for site specific reasons.
- 6.25 Developer contributions will be required to support the implementation of the sustainable transport measures outlined as per INF9. These will be in addition to addressing on site access issues.
- 6.26 On site measures for sustainable transport provided by developers are the subject of design guidance, notably TfL Streets Toolkits. These measures should be factored into all stages of the development process from construction through to operation with proposals addressing best practice guidance including within Construction Logistics Plans and Streets Toolkits (including Cycle Design Standards) by TfL.

6 Including the draft London Plan expectation of car free as a starting point in areas with PTAL 4-6

6.27 The Local Implementation Plan sets out a programme and funding proposals for sustainable transport projects. The funding proposals include indicative proposed developer contributions. The borough will be required to produce LIP3 documents by Spring 2019.

Monitoring

6.28 The monitoring framework for this policy includes specific performance indicators relating to the promotion (outputs) and take up (outcomes) of sustainable travel modes, as well as consequent broader impacts on sustainability. The outputs and outcomes, supported in planning, regeneration and through complementary measures, will be drawn from general activity reporting (e.g. planning conditions monitoring) and from modal shift statistics available from TfL, and should be monitored annually. Feedback from residents and members and through monitoring of policy use will also be relevant to help understand whether the policy fully captures the necessary range of measures to help people change their travel behaviour.

Indicators

Note that targets will be revisited and aligned with the 2018 LIP and subsequent updates.

- i. INF-OP-3 Promoting a more sustainable pattern of movement:
 - a. School Travel Plans in place;
 - b. Number of Car Free developments achieved on major schemes [no specific target, monitor to show increase];
 - c. Electric charging points [No specific target – monitor to show increase and take-up];
- ii. INF-OP-4 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];
- iii. INF-OUT-2 Better Transport and Connectivity:
 - a. Modal shift and share [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) - excess bus waiting time [refer to LIP targets];
 - c. Road traffic casualties (KSIs) [No specific target, should be improving];
- iv. INF-OUT-3 Environmental Impacts of Transport:
 - a. Noise complaints [No specific target, should be improving];
 - b. CO2 emissions from transport [refer to Air Quality Monitoring Plan].

INF3 - Waste and Recycling

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. Strategic Principles:

- a. The management of waste and development of waste facilities will:
 - i. Follow the waste hierarchy, prioritising reduction, reuse, recycling, and energy recovery before final disposal;
 - ii. Prioritise rail and water transport over use of the principal road network;
 - iii. Observe the 'Proximity Principle', dealing with waste as close to its source as possible; and
 - iv. Minimise spatial impacts; and
- b. Comply with the East London Waste Plan¹ while recognising any updates to the strategic framework of the London Plan.

2. Spatial Strategy:

- a. Schedule 1 safeguarded sites² will be protected, and prioritised for new or expanding waste facilities for which there is a proven local need, followed by Strategic Industrial Locations as far as possible. Other locations may prove suitable where acceptable mitigation of impacts can be delivered in line with other development plan policies (specifically SP3, SP8 and SC5);
- b. Development at Beckton Riverside will include a waste facility with capacity to meet strategic waste needs unless it is demonstrated that there is no longer a need for such a facility in that location (through updated evidence concerning strategic need via an updated Joint Waste Plan or submission of equivalent robust evidence); and
- c. Other waste sites will be protected as per Managed Release, transition and intensification specifications set out in J2 and where relevant, spatial policies.

3. Design and technical criteria:

- a. As per policy SC5, all waste facilities should be fully enclosed or provide an equivalent level of environmental protection with respect to [air] emissions;
- b. Development should ensure on-site handling and storage can meet the needs of the development and local collection arrangements without amenity impacts for occupiers or neighbours; this includes future-proofing through the facilitation of tri-separation and collection. Where feasible, innovative approaches to sustainable waste management that support the implementation of policy SP3 and SP8 should be provided; and
- c. Major development proposals should be accompanied by Site Waste Management Plans setting out how the requirements of this policy are met.

¹ Currently the 2012 [Joint Waste Development Plan for the East London Waste Authority Boroughs](#)

² Currently found in the [Joint Waste Development Plan for the East London Waste Authority Boroughs \(2012\)](#). Any update to the Joint Waste Plan will likely still contain a schedule of safeguarded sites.

For the purpose of Neighbourhood Planning, the following sections and sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Spatial Strategy.

Justification

- 6.29 Notwithstanding local, regional, and national drivers of improved recycling rates and embedding of ‘circular economy’ principles, the levels of growth expected in Newham (in terms of both construction/development activity and population) mean a projected increase in waste arising figures. This policy seeks to ensure waste is managed more sustainably, minimising resource use and exploiting the economic potential of ‘waste’. It transfers EU Directive principles to the local context and urges developers to be proactive about how waste is handled in the context of increasing environmental and land use pressures. The policy contributes to the achievement of convergence (objective 1) by helping ensure the economic benefits of ‘waste’ are harnessed; the creation of high quality places (objective 2) by avoiding the amenity and environmental impacts of mishandled waste; the delivery of good growth (objective 3) by minimising the environmental impacts of resource use and waste generation; and the balancing of Newham’s local needs and strategic role (objective 4) by ensuring new waste uses satisfy identified needs and are directed to the most suitable locations.
- 6.30 Good waste management aims to drive waste arisings up the waste hierarchy by promoting waste minimisation, materials reuse, recycling and the recovery of resources including energy from waste assets. The ‘Proximity Principle’ derives from EU Directive³ and establishes that waste should in general be treated and disposed of as close to where it was produced as possible. Subject to other environmental, efficiency, and feasibility considerations, the Principle seeks to minimise the impacts of transport and multi-handling of waste. It is reflected in the London Plan, which sets out to deliver net waste self-sufficiency for London by 2026. The principle of prioritising rail and water transport of waste also seeks to minimise the environmental impacts of waste transfer as Heavy Goods Vehicles are known to have significant impacts on air quality and traffic flows. While this may be difficult to deliver through collection services, Newham’s position next to the Thames and the high levels of construction activity in the Borough should enable implementation of the policy in other ways.
- 6.31 In line with self-sufficiency objectives and to meet regional needs, the London Plan sets out an apportionment target of waste to be processed and managed by each London borough. As Newham is in a waste authority partnership with three other London boroughs, this is primarily done through the identification and safeguarding of sites within the East London Waste Plan. Adopted in 2012 as the *Joint Waste Development Plan for the East London Waste Authority Boroughs* (link in policy footnote above), this Joint Waste Plan is likely to be updated within the Local Plan period to reflect changes in land use configuration and updates to waste apportionment figures.
- 6.32 The Council also seeks to minimise or mitigate the impacts of waste management, processing and transport on the environment and the borough’s residents. Consequently, preference will be given to proposals that make efficient use of space, enable and make provision for access by river and rail freight, and avoid harmful impacts on amenity and air quality (see

3 [Directive 2006/12/EC](#) of the European Parliament and of the Council of 5 April 2006 on waste (OJ L 114, 27.4.2006)

related policies SC5 and SP8).

- 6.33 The spatial strategy sets out that where the introduction or expansion of waste facilities meets an identifiable local need, Schedule 1 safeguarded sites followed by Strategic Industrial Locations will be prioritised. This approach helps to direct waste uses to the most appropriate locations (often in terms of impacts and serviceability) and helps to protect those uses long term. In the context of this policy, 'local' means not only waste arising *within* Newham, but also waste handling capacity that contributes to the meeting of London Plan apportionment targets and deals with waste arising within other London boroughs (i.e. part of Newham's local need is its regional role). As such, proposals that do not demonstrate how they meet local or regional need will generally not be supported. It is however acknowledged, that the Joint Waste Plan review, with its process of need analysis and site search, may identify further suitable locations.
- 6.34 Beckton Riverside is a significant growth area as signalled in the London Plan and expected GLA OAPF; the spatial strategy approach above seeks to balance the needs of waste capacity protection with growth and housing delivery targets. Whilst recognising that the scale of development expected for the area is such that a new waste facility could be incorporated, the policy allows for shift in waste needs over time. Given the scale and complexity of development envisioned for Beckton Riverside (see Strategic Site allocation for more detail) realisation of opportunities is expected to have a long lead time; in that time, waste needs may change significantly, for example through improved recycling rates, changes in London Plan apportionment methodology, or the securing of other safeguarded sites.
- 6.35 It is acknowledged that as with other industrial uses, waste processing / management facilities have come under pressure due to competing land uses, (notably residential) not least because such uses have been inappropriately regarded until recently as 'inefficient' users of space. Whilst land use change must necessarily continue in the Borough, such uses are afforded protection through the Managed Release, Managed Transition and Managed Intensification criteria in Policy J2, with sufficient industrial land safeguarded allowing for their accommodation in the Borough according to projected need in the ELR⁴.

Implementation

- 6.36 Schedule 1 and 2 waste sites are currently found within the 2012 Joint Waste Plan though this is likely to be reviewed within the plan period. The policy will remain applicable to any replacement 'Schedule 1' sites (i.e. safeguarded); the updated plan is likely to be called the East London Waste Plan (ELWP). Schedule 2 sites, which reflect capacity to meet strategic waste needs will be revisited by the update; in the meantime should development come forward on that presently identified in Beckton (which falls within the Beckton Riverside Strategic Site S01) the site allocation together with this policy provides for delivery of a strategic waste facility in accordance with the objectives of the Joint Waste Plan Policy W2, directing such development to remaining SIL or requiring the submission of updated evidence that demonstrates that the strategic need is no longer present. This may be due to intensification of capacity elsewhere, changing waste needs and apportionment (including a revised sub-regional distribution) or identification of an alternative site to meet that need.

4 In which they are a component of identified industrial space requirements including an allowance for sub-regional demand/apportionment.