



ALBERT BASIN DEVELOPMENT FRAMEWORK SUPPLEMENTARY PLANNING GUIDANCE

(ADOPTED SEPTEMBER 2005)

TEXT ONLY VERSION

0. Foreword

The area around Royal Albert Basin in the Royal Docks provides an important regeneration opportunity within the London Borough of Newham and Thames Gateway. The Development Framework presents an exciting and innovative Vision for its future – making it an attractive place to live, work and visit.

The Development Framework Supplementary Planning Guidance (SPG) outlines principles for development aimed at maximising regeneration opportunities whilst challenging developers to adopt an integrated and creative approach to development. The Framework sets out an ambitious approach to delivering a new sustainable community meeting the aspirations of emerging national, regional and local policies.

*We are delighted that the area around Gallions Reach DLR station has been selected as a project for the **Mayor’s Making space for Londoners - 100 public spaces programme**. As a space where potentially several major public transport, strategic roads and development proposals meet, this will demonstrate the difference improved public space can make, and the ways in which the highest quality designs can be secured without excessive expenditure.*

The Royal Docks Partnership, working with the Greater London Authority’s Architecture and Urbanism Unit, is committed to delivering development at Royal Albert Basin, which is leading edge in the quality of the public realm and new architecture. The Partnership will welcome proposals that enhance the sites’ environmental qualities and encourage greater synergy between the developments in the wider Royal Docks area and Thames Gateway.

Manny Lewis
Chief Executive
London Development Agency

Sir Robin Wales
Mayor of Newham

This document has been prepared by Scott Wilson & West 8
for
London Development Agency, London Borough of Newham, Greater London Authority Architecture + Urbanism Unit.

Contents

- 1. Introduction
 - 2. A Vision for a 'Water City'
 - 3. The Development Framework
 - Objectives
 - The Framework Illustration
 - Accessibility and Movement
 - Land and Water Relationships
 - Development Uses and Grain
 - Urban Townscape
 - The Public Realm and Public Open Space
 - Landscape and Green Spaces
 - 4. General Planning Principles
 - Housing Requirements
 - Open Space
 - Industry and Employment
 - Car Parking
 - Environmental Standards
 - Local Education Provision
 - 5. The Development Areas
 - Area 1 – Armada
 - Area 2 – Gallions Quarter
 - Area 3 – Royal Albert Basin
 - Area 4 – Royal Albert Island
 - 6. Phasing & Section 106 Heads of Terms
 - 7. Design Codes
-
- Appendix 1 Key Planning References
 - Appendix 2 Contacts

1. Introduction

Purpose of this Development Framework

- 1.1 This document sets out the Royal Docks Partnership's Vision for the development of the Royal Albert Basin area, Newham, east London. The Vision illustrates the area's tremendous long-term potential and capitalises on its location and unique position on the River Thames and at the eastern end of the Royal Docks.
- 1.2 The Royal Docks Partnership comprises London Borough of Newham and the London Development Agency (LDA) and promotes the renewal of Royal Docks sites. The Framework has been developed with guidance from the Greater London Authority's Architecture and Urbanism Unit.
- 1.3 The land is predominantly controlled by the LDA; with areas managed by the Port of London Authority, the Royal Docks Management Authority, and the Environment Agency. SecondSite owns the land to the east of the proposed Thames Gateway Bridge proposals for this land within the framework plan are for illustrative

purposes only and as such are not formal framework proposals.

- 1.4 This Framework has been prepared for adoption by the London Borough of Newham as Supplementary Planning Guidance (SPG) to the Unitary Development Plan (UDP) 2001 or its successor document in relation to the land use policies that pertain to Albert Basin.
- 1.5 The framework will also be formally adopted at a later date by the GLA/ Mayor of London as part of a framework for the wider Royal Docks Opportunity Area identified in the London Plan (Feb 2004). The framework will also comprise a significant element in a planning strategy for the Beckton 'Area for Intensification'.

A Strategic Setting

- 1.6 This Framework Plan addresses sites around Royal Albert Basin at the eastern end of Royal Albert and King George V Docks – referred to here as 'the Basin sites', and which form one of the most significant regeneration opportunity areas in London's Docklands.
- 1.7 In a landmark location, the Royal Albert

Basin sites lie within or adjacent to several major regeneration areas:

Thames Gateway - is Europe's largest and most ambitious regeneration initiative, recognised by the Government as being of national importance. The area has the largest collection of brownfield sites (3,000 hectares) close to a capital city in Europe with exceptional potential for sustainable development, based on high quality public transport links that will include three new river crossings in the vicinity of the framework sites, Crossrail and the high speed Channel Tunnel Link with international stations at Ebbsfleet and Stratford. It is projected that in excess of 120,000 new homes will be built by 2016, many thousands of new jobs created and the environment considerably improved.

The 'Arc of Opportunity' stretching from Stratford in the north through the Lower Lea Valley to the Thames then eastwards through the Royal Docks to Beckton – this is a major regeneration opportunity in itself having over 400 ha of brownfield land available for regeneration. Recognised as a 'Zone of Change', the area's success will

be pivotal in realising ambitions for the wider Thames Gateway and ensuring London's continued position as a world city.

London Riverside – stretching along the River Thames from Barking to Havering, this area is also designated as a Thames Gateway 'Zone of Change', earmarked for substantial residential, community and industrial development that will extend the benefits of economic and social regeneration in the Thames Gateway further eastwards.

Within this context the Royal Albert Basin sites have both a strategic regeneration and local role to fulfil.

Planning Context

1.8 This framework expands on the policies and proposals contained in the Newham UDP (2001) and SPG's associated with it. It is also intended that the document updates and provides more detail on proposals to regenerate the southeast corner of the borough. As such it proposes residential development at Albert Island as a departure from the UDP, something to be acknowledged in the forthcoming Local Development Framework (LDF) that will replace the UDP. A version of this

document will become an Area Action Plan (AAP) within the LDF portfolio. The change in designation of the Albert Island site, to include residential development is justified by the following

- the residential land allocation in Armada / Gallions area – (MOZ 13 in the UDP) is to be substantially reduced as this site is considered appropriate for employment use and more of such use is considered necessary to give the area 'critical mass'. The residential capacity loss is to be made up for by the creation of the new residential area on Albert Island.
- the Albert Island site – (MOZ 12 in the UDP) is considered inappropriate for employment use due to the site's poor transport accessibility

1.9 The Newham UDP/ LDF will also need to be updated to be in accordance with the London Plan (Feb 2004) produced by the Greater London Authority (GLA) and the Mayor of London (MoL). The key planning principles contained within the UDP and the London Plan that relate to this framework are described at section 4 and referenced

at appendix 1.

Structure

1.10 This report sets out:

- The Vision for Royal Albert Basin
- The Development Framework
- General planning principles and
- Design Guidance on each Character Area

2. A Vision for a 'Water City

Water

- 2.1 From its dramatic relationship with water in the Docks and the River Thames, the Vision for Royal Albert Basin is as a 'Water City'. The river estuary and docks can accommodate more boating and water activities and new development will provide a focus for new marine and waterfront development. A Diverse Urban Grain
- 2.2 This and other 'water cities' - Venice, Amsterdam, Copenhagen and Antwerp – are made up of contrasting scales, from small and intimate spaces for people, open areas of water, to dramatic views and skylines, all of which new development should capitalise upon.
- 2.3 Mixed residential, employment, community and leisure and sports development should adopt a waterfront character, drawing upon the area's industrial heritage with modern architecture.
- 2.4 With an urban character, development should address the open views, diverse architectural context, hard quayside spaces and soft tidal landscape areas to create a distinctive new urban quarter.

- 2.5 To temper the exposed dockside microclimate, new development should also create sheltered and enclosed public spaces as an integral part of the development layout, and not just along the waterfronts.

High Density

- 2.6 The simple 'Water City' concept promotes dense mixed-use urban island neighbourhoods. This can be low-rise, high-density development, in close proximity to the airport and with good public transport services providing a variety of residential, live-work units and employment space.

A Strong Landscape Identity

- 2.7 The development should also enhance the ecological value of the River's reed beds and green corridors leading inland. In general, the Council will require development along the River Thames to incorporate a green, native planting buffer zone fronting the River. The development layout must provide a strong landscape structure for the lower density employment areas and mask service areas from the public realm.

Public Transport Accessibility

- 2.8 New development will be able to exploit proposed extensions to public transport services in the area from destinations in central London and the east, e.g. the existing Docklands Light Railway (DLR) services, proposed DLR extensions, new transit proposals, and proximity to the Thames Gateway Bridge. This accessibility will reinforce the long-term value of the area and underpins the Vision.

Synergy and Links

- 2.9 Royal Albert Basin also has a major role to play in promoting greater synergy between its neighbours. Nearby are the University of East London's Docklands campus and proposed Business School, Royal Docks Business Park and ExCeL Centre, London City Airport, Beckton Gasworks (proposed for redevelopment), as well as the local residential areas of Beckton and North Woolwich. New development must enhance and grow relationships between these communities, if the area is to thrive in the future.

A Walkable Neighbourhood

2.10 Providing better physical connections between these areas will be a priority for development, with new footpaths, cycleways, road crossings and bridges. The design of the public realm must encourage more pedestrian and cycle trips by being legible, pleasant to use and naturally policed by the design of adjacent buildings.

Work-Life Balance

2.11 The framework concept incorporates a diversity of development scales and land uses. This will be most evident along the River and around the DLR station, where land uses should range from large business units to smaller scale live-work units, local retail and community facilities. The ambition is to achieve a harmonious balance between uses recognising that both individual industrial buildings and areas have a positive and valid role to play in a vibrant urban environment.

Design

2.12 The Vision demands high standards for the design of buildings and the spaces between them with flexibility, investment

in good quality materials for longevity, and innovative environmental systems. This will ensure that the area appeals to future residents, occupiers and visitors alike, and fulfils its potential.

Addressing Constraints

2.13 There are significant constraints on development in the Albert Basin including the London City Airport Public Safety Zone and height restrictions, radio frequency requirements on the built form, transport accessibility, flood zones and defences, Royal Dock operational requirements, climate effects and so on – the nature, scale and connectivity of development as proposed seeks to address these issues. For example density will reflect transport accessibility, street orientation reflects climate (winds), indicated built heights reflect London City Airport height restrictions, and so on.

3.The Development Framework

Objectives

3.1The Development Framework has 6 core objectives:

1. To maximise the development potential of the Royal Albert Basin area – taking a long-term view of its qualities
2. To promote high quality and innovative design – setting a higher standard in urban residential and industrial development.
3. To identify development parameters – outlining appropriate land uses within significant technical constraints
4. To identify major infrastructure improvements – for early implementation;
5. To set out phasing and development procedures – to kick-start development.
6. To promote sustainable development in relation to contributing to the achievement of sustainability objectives and targets in the borough.

3.2 The Framework is made up of layers:

- Accessibility and Movement networks
- Land and Water relationships
- Development Uses and Grain
- Urban Townscape
- Public Realm Strategy – public spaces and landscapes

The Framework Illustration

3.3This illustration provides an indication of how the Development Framework could unfold. The figures below provide a guide to the preferred uses and potential scale of development in the framework and it is not intended that these requirements be fixed or be prescriptively applied. In general, the Council will require development along the River Thames to incorporate a green, native planting buffer zone fronting the River. This Framework Plan Illustration creates:

- 342,400 m² total development floorspace
- Of which of 259,600 m² is residential floorspace
- Providing up to 2530 residential units

and 500 live/work units (in addition to provision at Royal Quay), up to 50% affordable housing provision

Up to 635 family housing units with private gardens or terraces

- The total area of commercial/light industrial floorspace is 71,000m², providing space for upwards of 2700 jobs.
- 12,000m² of community, leisure, sport and local retail to service the needs of the new community. Community space – Health, Social Services, meeting space and nursery provision to be a minimum of 2,800 sq.m to meeting the provision requirements of providers
- up to 3.0 ha of public open space (according to the London Borough Of Newham/GLA Open Space Hierarchy)
- 19,7 ha of high quality public realm
- 2,41 ha of semi-private housing amenity space, including dedicated children's play areas.
- 3,5 km of improved dock side and river footpaths / cycleways,
- 3.35 ha ecologically enhanced

waterbody feature.

Accessibility & Movement

3.4 New development proposals must create a clear public transport hub at the Gallions Reach DLR station and the proposed East London Transit (ELT) stop. A local pedestrian (lift) access from the Thames Gateway Bridge proposed to meet the ground on Armada Way must be integrated into a similarly enclosed public space to ensure that it is attractive and safe to use. This access must also be linked to the main interchange at Gallions by an attractive pedestrian route. Consideration must be given to alignments of the proposed DLR extension to Barking Reach.

The northern sites must also support a route for future bus services to local and district centres.

There must be street level signal-controlled crossings for pedestrians and cyclists across the Royal Docks Road and other major traffic routes improving access to Beckton, UEL and North Woolwich. There should also be public access along the River and long distance foot and cycle paths incorporated.

3.5 The Gallions Roundabout forms a significant barrier to pedestrian and cycle connections into the framework site and with adjoining areas. The Royal Docks Partnership will continue to work with the GLA family including The AUU, Transport for London and the Docklands Light Railway and with Thames Water to identify ways in which this physical and visual barrier to movement can be overcome or reduced. The Mayor of London's identification of the space in the vicinity of Gallions Reach DLR station as one of 100 London Public Open Spaces adds further impetus to this work.

3.6 It is important that the area is opened up fully for public access. As such, the principle of public access to all dock and quaysides will be enshrined in area access strategies and developers will be expected to demonstrate how they can facilitate public enjoyment of the water's edge around their developments.

Land & Water relationships

3.7 The Royal Albert Basin sites' position in the Docks and on the River presents opportunities for:

- Constructing increased River flood defences – raising local flood defences along the River to address forecast levels to 2030. It should be noted that the level increase may be subject to change.
- Replacing the on-site Environment Agency flood barrier gate with new lock gates. This major investment would also minimise future flood risks for all of the area within the Royal Docks. Standard lock gates would be unsuitable and any structure to replace the recently refurbished flood barrier should be to no lower standard than that which currently exists. Constructing a new pier/river bus stop on a yet undefined location on the Thames frontage, outside the London City Airport Public Safety Zone (please refer to the London City Airport Safeguarding SPG (2005) for further information,
- New development overlooking waterfronts to capitalise upon open

views.

- Improving River and Dock access to increase activity on the water, and allow space for maintenance, and required set back from the flood defences for operational access including sustainable repair, raising and replacement of the flood defences.
- More water level crossings with fixed pontoon structures to calm the waves within the marina area. A boardwalk for pedestrians and cyclists under Woolwich Manor Way is also needed to link the Basin waterfront sites to the west.
- Addressing river safety issues: Developers will be required to provide riparian life – saving equipment (such as grab chains, access ladders and life buoys) along the river and dock sides to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety. Emergency services will require access to the dockside/riverside, but vehicular access will need to be strictly controlled through the installation of barriers.

- Creating new areas of water where existing constraints prevent development, or reclaiming land for development where land values will warrant new dock walls or other appropriate structures to be built as illustrated. Any encroachment of land reclamation proposals should include appropriate ecological measures to mitigate loss of habitat or provide net ecological gain.

Development Uses and Grain

3.8 The Royal Albert Basin sites are suitable for mixed development from B1, B2 and B8 employment, leisure and sport, community facilities and residential development, with limited commercial or retail activity (A1-3).

3.9 These are described further in four Development Areas each with its own distinctive characteristics.

i, **Armada** – A substantial urban industrial area accommodating larger scale employment premises for B1-8 uses together with a mixed use area around the new DLR/ ELT interchange at Gallions Reach with residential, live/work units, small A1-A3 units, a community health centre and meeting spaces to complement

other local centres facilities.

ii, **Gallions Quarter** – A sustainable live and work community with residential, live/work units, employment floorspace to support businesses in B1 and B2 uses, with supporting B8 facilities including potentially larger units, SME units, starter and ‘move on’ units potentially in media and pharmacology industries. Additional opportunities exist for a flagship hotel development within the new Royal Quay development. Leisure and sports uses might also be appropriate in this area. A flexible approach to the massing and scale of the development on site will be taken in order to accommodate a range of employment uses in the area.

iii, **Royal Albert Basin** –marina and water related facilities including repairs and moorings, emergency services for London City Airport, recreational facilities, and new water landscapes.

iv, **Royal Albert Island** – Predominantly a residential island, with a new primary school, small scale local and visitor oriented retail outlets on the dock and lock frontages. Residential development will

include affordable housing and market stock for sale, family units, social housing for rent, key worker homes for rent and shared ownership, and live/work/mooring units.

3.10 These characteristics form the basis for the Development Areas on which more design guidance is given below.

Urban Townscape

3.11 As there are many long distance views of the Basin sites, and the area is fragmented by existing development and water bodies, it is important that attention is paid to frontages, landmarks and a simple structure for the public realm which will draw these disparate elements together. This is achievable by ensuring that landmark buildings are prominent designs, visible frontages are regarded as key 'addresses', and connections between areas or 'gateways' are clear and well defined.

Landmark and sculptural buildings will signify entries into the Royal Docks from the north, into the framework area, provide presence on the riverside and local interest and variation in built form on Albert Island.

The Public Realm and Public Open Space

3.12 Waterfronts - There are two principal types of waterfront - the River frontage and Dock edges, both with different characteristics. All waterfront routes should accommodate a variety of activity

and light local traffic movement. Proposals for riverside walks and ecological enhancements will only be considered by the Council in tandem to ensure that both features are co-ordinated and effectively integrated.

3.13 Streets and Spaces - The principal routes must be able to accommodate public transport services, and access to the development areas, with secondary routes providing local vehicular and pedestrian access either as conventional streets or with shared surfaces. The waterfront routes, inland streets and pedestrian crossings must be visibly linked and designed to create interconnected streets and routes.

3.14 Lighting – functional and feature lighting in the public realm will need to be designed so as not to distract or confuse pilots using London City Airport. In particular it must avoid the appearance of an airport runway strip, i.e. parallel rows of lighting standards. Further advice on best practice is available from the Civil Aviation Authority and in the London City Airport Safeguarding SPG (LBN). This will

provide an interesting challenge for designers as the view from the air and Bridge will be important. Lighting adjacent to the river should be sensitive and designed so as to avoid overspill onto the foreshore area, which would have a detrimental impact on roosting birds. The river channel with its wider corridor should be considered intrinsically dark areas and treated as recommended under the Institute of Lighting Engineers: Guidance Notes for the Reduction of Light Pollution.

Landscape and Green Spaces

3.15 A landscape grid should form the backdrop to all development extending inland from the River frontage, with formal green spaces, special landscape features and community recreation spaces. These should be special open spaces and allow a mix of uses to occupy the same streets or blocks (e.g. Armada Green, Gallions Green, Royal Albert Crescent), while meeting local needs.

3.16 There is one prominent but undevelopable peninsula area that lies within the City Airport's Public Safety Zone, that could be reused as an attractive wetland landscape. Using the existing dock walls,

this could include reedbeds, waterlilies and other appropriate native species of aquatic flora within a basin created by excavating behind the existing dock walls. It also incorporates landing lighting required by the Airport.

All planting will need to be specified to accord with London City Airport's requirements for the avoidance of bird strike hazards. An indication of appropriate species is provided below. It should also be noted that proposals for the creation of terrestrial reed zones, particularly where these form part of a managed retreat of the flood defence line, may require the consent of the Port of London Authority (PLA). Under Section 75 of the Port of London Act 1968 (as amended), operations which would or may have the effect of causing land to be submerged by the waters of the Thames at mean high water may require the PLA's consent. Similarly, any works in, on, or over the mean high water mark will require the benefit of a PLA river works licence.

4. General Planning Principles

4.1 The Albert Basin is part of the Royal Docks Opportunity Area identified in the Draft London Plan as a significant area with regeneration potential capable of providing for London's employment and housing needs. The Albert Basin is identified as MOZ12 and MOZ13 in the Newham UDP – the MOZs being zones where there is substantial regeneration potential, to provide opportunities for new jobs and homes for existing community needs and new growth.

Housing Requirements

4.2 The vision of sustainable and successful communities in the Thames Gateway rests on the provision of an appropriate range and proportion of housing types and tenures in new residential developments. This vision will also be dependent on a physical, social and economic infrastructure that facilitates choice and opportunity for Albert Basin's future community. Regional and local planning authority policy for market, intermediate and social housing are set out in the

Mayor's London Plan (Feb 2004), the Borough's Unitary Development Plan and related SPG on Affordable Housing (November 2005).. The application of these will be informed by Newham's Housing Needs Survey 2004. In addition there is national guidance, in particular PPG1, PPS1 and PPG3 (to be replaced by PPS3 currently in draft).

4.3 The London Plan requires that 50% of new housing built in London should be affordable and recommends that the split between social rented and intermediate affordable housing should be normally be 70:30 pro rata. Details of the Mayor of London's housing policies (in regard to strategic planning issues) can be found in Chapter 3 of the London Plan and the GLA's SPG on affordable housing (November 2005). The amount of affordable housing on individual sites within the Framework Area should be maximised, reflecting regional and local targets, as set out in the London Plan and the Borough's UDP and taking account of relevant policies

in both plans and specific area and site issues.

4.4A successful and viable scheme will take into account individual site costs, the availability of public subsidy and other socio, economic and infrastructure scheme requirements. Some of these issues, within the Framework Area are set out below:

- The appropriate infrastructure and remediation costs involved in ensuring these dockside sites are suitable for redevelopment
- The need to assist in the provision of public transport infrastructure and to contribute towards access to/from and within each site for servicing, private vehicles and by foot and cycle
- The requirement for a mixed development with employment uses, e.g., B1 and similar (including low cost workspace) and associated local employment and training initiatives, addressing barriers to work and also use of local businesses and services (the broad mix of residential, employment and other uses is set out in section 5).

- The need for environmental and landscape improvements in and around the sites, including the provision/improvement/management/maintenance of public space, play areas, water areas etc.
- The need to take account of impacts/constraints including those associated with the London City Airport's location nearby and those arising from the proposed Thames Gateway Bridge and other infrastructure and from potential flood risk
- The need for the development to contain or support nearby an appropriate and sustainable level of social infrastructure (such as education, childcare facilities, retail, leisure, health and community facilities) noting the framework area's relative isolation and currently limited existing facilities
- The housing mix over the whole plan area, acknowledging that some sites in the framework area may be more appropriate for particular housing types and tenures

- The likely amount of Housing Corporation Grant that will be available and any other public subsidy

As such the Council will expect that development overall will be able to meet the full range of planning requirements to provide the necessary environmental and infrastructural improvements as set out in this SPG, and more broadly the strategic requirements set out in the Mayor's London Plan. This is essential in order to ensure the best chance of achieving a long term sustainable community whilst fully realising the opportunities that exist. The proportion of affordable dwellings on each site will be subject to testing of the financial viability of its provision through an open book appraisal using the GLA's Three Dragons/NTU model and/or such other appropriate and agreed financial appraisal process.

4.5 In recent years Newham has sought the first 25% of any affordable housing provision without grant from the Housing Corporation. Recognising the potential impact of 'scheme issues' outlined in section 4.2 above, the Council will consider

appropriate grant levels for any scheme following the analysis of financial viability. Early discussion with the Housing Corporation regarding grant availability and eligibility is recommended.

4.6 The Council takes note of the 70:30 split between social rented and intermediate housing set out in the London Plan. In addition to the scheme requirements set out in Section 4.4. The final apportionment of the split between social rented and intermediate housing will take into account Newham's and the sub-region's housing needs, the location of the site within Albert Basin, the existing levels of social rented housing and other affordable housing that exists or is proposed in the area, e.g., North Woolwich, Cyprus, Beckton, including Winsor Park, and the relative regeneration benefits of provision of market housing, 'key worker' intermediate housing and/or social rented housing. A further consideration will be the extent to which the proportion of social rented family housing can be accommodated within the site in appropriate family dwellings considering the densities proposed. Planning application(s)

for development of specific sites will be considered in the first instance by the Council, but are likely to be referable to the Mayor for direction in line with his planning powers set out in The Town and Country Planning (Mayor of London) Order 2000.

4.7 Affordable housing can include Supported Housing, but will exclude student accommodation.

4.8 The suggested mix of units set out below responds to needs identified in Newham’s Housing Needs Survey and to support the objective of providing a mixed and balanced community. Such a mix is also intended to allow for a range of accommodation sizes to allow people to move within the same area, as their housing needs change contributing to social cohesion in the process. The table below provides an indicative guide. Different parts of the area may be appropriate for different mixes of dwellings. Meeting the social rented mix will be given highest priority. Family sized units (3 bedroom or more units) should generally be directly accessed at ground level and be no more than 3 - 5 storeys in height (although

non-family units could be built above these provided that all other requirements and guidance is complied with). Family sized units should have access to adequate private amenity space a balcony and/or roof garden alone is unlikely to be sufficient for these units. We would expect all family sized social rented units to have their own private garden in accordance with the standards outlined in paragraph 4.15. Access control should be installed in all multi-occupancy residential buildings, as a security measure.

Unit Size	Market	Social Rented	Intermediate
1 bed	40%	20%	48%
2 bed	40%	40%	47%
3 bed	15%	25%	5%
4 bed+	5%	15%	-

4.9 The London Plan sets out requirements for

‘Lifetime Homes’ and accessible housing and homes in Policy 3A.4. All new housing should to be built to Lifetime Homes Standards except where it can be demonstrated that it is impracticable to do so. The London Plan expects that 10% of all properties should be wheelchair accessible or easily adaptable for the needs of wheelchair users. Wheelchair accessible properties should be available in all tenures and for the social rented sector be available in all unit sizes. The Council will consider variation from this requirement where needs analysis, taking into account sub-regional needs also, would indicate a lower proportion of wheelchair housing. The Council will require that any social rented wheelchair properties that are above ground floor level are served by a minimum of two lifts.

4.10 The London Plan sets out guidelines on residential density that relate to Public Transport Accessibility Levels or PTAL’s. Higher Densities are encouraged in the most accessible locations (in terms of public transport) defined where PTAL

levels are highest. The PTAL score as of November 2003 was 2 and this would justify a density of up to 450 habitable rooms per hectare (HRH) for flatted development but a lower density for houses. However should some or all the transport planned for the area (DLR, ELT, Thames Gateway Bridge, new bus routes, Crossrail etc) be committed then the PTAL rating is likely to increase and higher densities as appropriate may be considered. Indeed some of the framework housing figures and illustrations show these higher densities. Higher densities may be accepted on a site by site basis, the key determinants will be that a development is well designed especially the response to high density, has or can have adequate physical, social and economic infrastructure and is, or will be, accessible to an adequate range and capacity of public transport. It might be reasonable therefore to locate the higher density schemes closer to Gallions Reach DLR (and ELT) station. In any case densities should as a priority accommodate the

level of family housing set out in the mix table above, on the basis the scheme is 50% affordable.

4.11 It is expected that any Live–Work accommodation provided within the plan area will be accompanied by management arrangements with bona-fide organisations that will ensure that the employment element within the scheme is maintained in perpetuity. Applicants will be expected to enter into effective and robust planning obligation agreements (or equivalent) to secure the long-term future of the employment element of this mix of uses. If the management arrangements or the planning obligations are not agreed to, then any live work scheme will be treated as housing development alone for the purposes of applying Council and London Plan policy.

Open Space

4.12 The approach to planning the future open space requirements of the development will be based on current Council open space standards for major development contained within the Newham SPG ‘ Residential Planning

Guidelines’ (1998) and emerging standards to be contained in the Council’s corporate open space strategy (due August/September 2006). As a general principle, significant open space proposals within the Framework area must incorporate measures to maximise linkages with the emerging Green Grid for East London and landscaping on areas immediately adjoining the Thames Gateway Bridge should be compatible in landscape and ecological terms with that proposed as part of the bridge proposals. All proposals for open space provision should incorporate ecological enhancements measures and aim for a net gain in biodiversity value, in accordance with paragraph 4.25 below.

4.13 Public open space, in the form of useable parkland, should normally be provided on site, in accordance with an established open space hierarchy (defined in the Newham UDP, Policy EQ1 and Appendix EQ1) and the Council’s emerging quantitative standard of 0.4 hectares of public open space per 100 dwellings. However, existing public spaces within a

400 metre distance of proposed residential development can be taken into account in applying this standard. Albert Island residential development will consist of approximately 1260 units, which under the above standard, would necessitate the provision of 5.0 hectares of public open space. However, Albert Island is within the 400 metre local park catchment of Royal Victoria Park at North Woolwich. In order to maintain the existing level of public open space provision in the Borough at 1.1 hectares per 1000 residents, the Council would still normally expect the development, even if within a local park catchment, to provide public open space at this level. Using the Surrey Quays formula of 2.2 residents per unit, the Albert Island scheme will generate the need for 2.8 hectares to meet the needs of approximately 2772 residents. However, given the general high quality of public realm proposed in a unique waterside setting, the Council may be willing to accept a lower level of public open space provision. The Council will require, as a

minimum, the provision of a 1 hectare public park at Royal Albert Crescent, with strong functional and physical linkages with the primary school that will be provided on the adjacent site (see paragraph 4.27 below). The park should include a Multi-use Games Area (MUGA) approximately 700m² (see 'A Guide to the Design, Specification and Construction of MUGAs, including Multi-Sport Synthetic Turf Pitches': Sport England 1995) and a Neighbourhood Equipped Area for Play (NEAP) children's play area of at least 1000m² (National Playing Field Association Standard). The potential for community use in relation to the proposed primary school open space should be addressed. The above minimal public open space requirement will not preclude the possible provision of additional public open space on Albert Island as shown on the illustrative framework.

4.14 The residential development at the Armada and Gallions sites are outside a local park catchment area, and would

under the above standard, at 1600 units approximately, normally require a local park of about 6.4 hectares. A local park at Gallions Green will be provided in close proximity to most of the proposed residential component of the development. The area of this park could be potentially extended by designing the adjacent 'green apron' so that it performs an identified local park function and is physically linked with Gallions Green to provide a 'linear park' of approximately 2 hectares. The remaining shortfall in public park provision can be partially justified in that the residential development will provide little family housing and the open space needs of the community will be more complex and diverse. The shortfall in public parkland provision will be partially mitigated by the provision of a high quality public square at Royal Quay, and the provision of a substantial public realm network, with walkways adjacent to the River and Docks. In addition, smaller more sheltered public pocket parks will be provided in the Basin area as

demonstrated in the area profiles, to mitigate the climate affect of the prevailing north-easterly wind. Developer contributions towards the creation of a new 'green grid' public open space network along part of the adjoining Thames frontage to the east of Royal Albert Basin will be required, to provide new compensatory public open space off-site, but in close proximity to the development.

4.15 The development will also be required to provide private and semi-private housing amenity space. Private garden space of approximately 30 sq. m per unit should be provided for family housing at ground floor level. Semi-private communal amenity space for non-family housing should normally be provided at the standard of 20 sqm per unit. This can take the form of sitting areas, ancillary landscaping and local children's play areas, to be provided to LEAP standard (National Playing Field Association), and located within easy access of the

development. The minimum area standard for these is 400 sqm per 160 child bed spaces. If the standard for semi-private communal amenity space cannot be fully met, the provision of private or communal roof terraces and internal gardens designed to provide an open space amenity function for the residents of a development will be acceptable to address any shortfall at ground level.

4.16 To increase overlooking and the natural surveillance of public realm, the edge between buildings and public space must be designed to enable a range of internal activities to co-exist in close physical proximity with a range of outdoor public activities. The design of buildings and spaces should promote a high degree of visual and physical interface between the two.

4.17 The most active internal uses should be located adjacent to key public realm areas. If a building activity would benefit from claiming adjacent public space this should be considered in the edge design, e.g. entrances,

balconies, terraces, display areas for businesses / shops.

4.18 An analysis of the schedule of accommodation to identify and locate the most active internal uses adjacent to the public realm should be undertaken e.g. most active at ground floor building edge; these activities should overflow to the first floor building front, second floor building front etc.

Industry and Employment

4.19 The following requirements are drawn from the London Plan, Draft GLA Industrial Capacity SPG and the Newham UDP.

4.20 The development must maximise the provision of quality employment space within a mixed use development context, providing a range of business type options in terms of building sizes and locations – including start up units and live work facilities. The design should be sensitive to the local environment and climate and seek to enhance the area – in

Albert Basin's case it should shield the open nature of the area and minimise wind-chill affects. Employment activities must work in harmony with other activities – residential and community so as to create genuinely mixed use spaces.

Parking

4.21 The following requirements are drawn from the London Plan and the Newham UDP.

4.22 A maximum of one car parking space per residential dwelling will be considered, with car free developments being encouraged close to Gallions Reach public transport interchange for both residential and employment developments. However provision will continue to be required for orange and blue badge holders. Provision will substantially be by means of basement or sub-basement parking with some on street parking being available for visitors and on Albert Island where the family housing is located. Parking space must not be allocated to the deficit of open space or amenity space. Notwithstanding the above formal maximum parking

standards, the Council will encourage parking provision below maximum standard and, where appropriate, car-free development and will require applicants to explicitly address their potential inclusion not only as part of a Transport Assessment including Green Travel Plans (see Supporting Documents Required, paragraph 6.6), but also as part of a broader 'Sustainability Framework' required for developments over a certain threshold (please see paragraph 4.25 below with reference to the SPG).

4.23 Provision for employment, leisure or sport facilities will be within the range of 1 space per 600 – 1,000 square metres gross floor area (GFA), again provision must be made for blue badge holders. Basement and multi-storey provision will be encouraged

4.24 Employment, leisure or sports providers will be required to produce a Green Travel Plan that envisages a phased reduction in travel by private car and consequently in parking provision as public transport improves. Car pool arrangements will be encouraged in both residential and

employment developments.

Environmental Sustainability

4.25 Development proposals must take account of the environmental requirements of the London Plan, the Newham UDP and the Newham SPG 'Environmental Sustainability Checklist for Major Development'. In particular, the following should be noted:

(i) Ecology/Biodiversity: Part of the Armada site (area 3) lies within the Beckton Gas Works site, which has a Site of Borough Importance, Grade 1 ecological grading (Nature Conservation in Newham, LEU Handbook 17, 1991). Most of the site consists of post-industrial wasteland and habitat which provides valuable habitat for invertebrates and breeding birds, the most significant being the Black Redstart, a protected species. An ecological statement of impact and associated action plan of mitigation will be required before approval for development is given, in accordance with UDP policy and PPG9. Mitigation could include the provision of aggregates-covered 'brown

roofs' to provide replacement habitat, and strips of enhanced habitat adjoining the Thames Gateway Bridge 'permanent landtake'. In addition, all development in the area should aim to incorporate ecological enhancement measures within their proposals, including the incorporation of wetland areas, terracing the flood defence wall, enhanced planting and the incorporation of green roofs into development. Green roofs can provide important habitats for wasteland flora, invertebrates and birds, and help improve the landscape character of the area. Green roofs can also be used effectively in many cases to provide a form of Sustainable Drainage, improve air quality, a form of building insulation, and overall help to conserve energy (see clause (ii) and (iii) below.) This multiple functionality of green/brown roofs has a potential that should be recognised and encouraged. Off-site developer financial contributions towards the creation of replacement habitats, particular along the Thames frontage to the east of the proposed Thames Gateway Bridge, will be required,

to provide compensation for loss of habitat.

(ii) Flood Risk and Sustainability Drainage: In accordance with PPG 25 'Development Control and Flood Risk' (July 2001), all major developments within the Newham indicative floodplan will normally need to be accompanied by a Flood Risk Assessment (FRA). It is the applicant's responsibility to contact the Environment Agency prior to the submission of an application and liaise with them on the FRA and the issues that should be addressed, including the possible need for Sustainable Drainage Systems (SDS). Applicants should also ensure that drainage of foul and surface water is separated in any development, and surface water is disposed of (please see London Plan policies on water, wastewater and sustainable drainage. Policies 4A.11 – 4A.13, 4C.8 for further information. Applicants should design their proposals in liaison with the Council and Environment Agency, in a manner that minimises flood risk to the proposal and its occupiers, through the

implementation of flood resilient construction (please refer to Strategic Planning for Flood Risk in the Growth Areas, Insurance Considerations July 2004, Association of British Insurers, telephone 0207 600 3333). As a general principle, development should take place within the lowest flood risk area possible in line with sequential test requirement in PPG25. Proposals for residential accommodation on the lower levels of new development require careful consideration. A Strategic Flood Risk Assessment has been produced for East London which provides more specific guidance on how these issues can be properly addressed.

(iii) Energy Use: Proposals should seek to demonstrate the steps taken to apply the Mayor of London's Energy Hierarchy to ensure that the energy of demand of the development will be met in the most efficient way, with the minimisation of overall emissions of CO₂. GLA policy requires developments to include provision for on-site renewable energy

generation. The GLA's related energy strategy suggests at least 10% of predicted energy generation should come from renewable energy sources, and the Council will expect this policy requirement to be addressed.

(iv) Access for All: The Council requires an Access Statement in order that the applicant can clearly demonstrate a commitment to take issue of inclusive design seriously at the early stages.

(v) Design Statement: The Council requires a Design Statement, addressing issues of visual amenity, scale and height, materials, design, environmental sustainability (see the GLA's SPG on Sustainable Construction) and the GLA's Blue Ribbon policy framework.

4.26 There is also a requirement that the built form and open spaces in the Framework Area acknowledge a range of other environmental criteria. Firstly related to the proximity of the London City Airport, there are issues of building heights, radar and radio signals, bird strike and noise mitigation. The latter will be a key issue for the design of the residential element

and open spaces, particularly on Albert Island. Please refer to the London Borough of Newham London City Airport Safeguarding SPG for further advice on best practice. Secondly related to the relationship between the development, the riverside and dock edge, so as to enhance the water environments that exist in the area and ensure a safe environment for users including children. Thirdly in relation to mitigating the affect of climate, particularly the wind affects caused by the adjacent water bodies.

Local Education Provision

4.27 Residential development of the type and volume identified in the illustrative development framework will generate significant demand for local school places

4.28A site for a primary school has been allocated in the Framework Plan on Albert Island .

4.29 Newham's normal standard requires an approximate 1 hectare site for a two form entry school catering for 420 pupils plus a 60 place nursery The actual number of school places to be provided will depend on the number of primary school age children expected to be

generated by the development of the framework area as well as by other developments in the vicinity which would be expected to contribute towards the cost. We would expect an original building to be built that reflects the character of the area and follows DfES good practice guidance on design. The site allocated in the framework plan measures 0.57 hectares and the Council will require imaginative solutions to the school's design that maximises outdoor play and recreational space and do not otherwise compromise the educational or general wellbeing of pupils. If as proposed by the framework plan, a courtyard arrangement is progressed particular care needs to be taken to minimise noise transmission, disturbance to pupils from external sources and the length of internal connecting corridors.

4. 30 Contributions will also be sought towards the provision of secondary places.

4. 31 It is important that there are safe routes through and beyond the development to local schools and better access over key roads and junctions locally. A designated parking area for parents dropping off

children at school should be provided to avoid overspill into surrounding residential area.

5. The Development Areas

5.1 This section sets out the design parameters for each of the Development Areas, with an indication of the existing uses and the quantum of new development possible.

Area 1: Armada

5.2 Crossed by the proposed Thames Gateway Bridge and the zone currently safeguarded for its construction, this Area incorporates part of the 100 London Public Spaces area with a new mixed use Gallions Reach DLR station development, Armada Way, the proposed ELT route, and predominantly large footprint employment uses.

5.3 Key design requirements include:

- Development incorporating a new public transport interchange at the DLR station, with an active frontage to Armada Way and routes from the DLR into Gallions Quarter, the Thames Gateway Bridge pedestrian access and to the River. In relation to the area around Gallions Roundabout (one of the 100 London Public spaces referred

to above) the cumulative impacts of the public transport infrastructure on public access and public realm should be considered. Links to the Royal Albert Basin and other areas from Gallions Reach DLR station and across the Gallions roundabout must be fully evaluated and addressed. Pedestrian and non-vehicular routes need to be developed to overcome the barrier that the extensive A1020 creates.

- Active development frontages to Armada Way and all other routes, with office floorspace arranged to overlook the public realm.
- Development proposals should ensure that building setbacks are minimal, that buildings should meet the back of footway and have entrances that relate to the street ;
- Parking areas and yards are to be located to the side and rear of premises. Security and crime prevention concerns should be addressed in the detailed design stage of proposals under, adjoining or

otherwise in close proximity to the Thames Gateway Bridge.

- A landscape grid should run through development plots to screen local views of service areas. This should be designed in a manner that maximises its potential to provide formal play areas, informal recreation and wildlife habitat.
- Development should also overlook footpaths and cycleways along the River and routes leading north and west from the DLR station to Beckton.

There will need to be ongoing dialogue with Transport for London (Thames Gateway Bridge Team) to ensure that joint design objectives are met including the provision of access points to the Bridge.

- There should be continuous public access along the River for pedestrians, cyclists and potentially local light traffic. The riverside walk should as a rule be set back from the river edge in order to allow for a vegetated undisturbed strip of

vegetation adjacent to the river. The landscaped grid should be designed and landscaped to provide suitable habitat for migratory birds and wildlife corridors for flora and fauna.

- The development sites each side of Royal Docks Road present opportunities to mark a major gateway into the Royal Docks, with innovative architectural designs for taller buildings overlooking the ELT and pedestrian routes westwards.
- The Thames Gateway Bridge will also require a maintenance depot and a surface water attenuation area totalling 0.9 ha, to be located at the northern end of Armada. This should be accommodated in the undercroft of the Bridge where heights allow.
- TfL will require a maintenance easement five metres either side of the Thames Gateway Bridge viaduct.
- The higher density residential development proposed to the west of the DLR station at Gallions Reach will require careful design to ensure it is not isolated by roads and has

sufficient and high enough quality amenity space, and adequate access to public space.

- The detailed design of any proposals in Armada should be developed in close liaison with Transport for London (TfL), as it is particularly important that this area is developed so that it meets both TfL's operational requirements and delivers a high quality environment for pedestrians.

5.4 This Area already accommodates the DLR Switch Room at Gallions Viaduct in the north an activity that will remain for the foreseeable future. Beyond the Framework Plan's boundaries the potential expansion of the DLR depot north of the Thames Gateway Bridge has been proposed. The existing Port of London Authority radio mast on the River would be relocated with the construction of the Thames Gateway Bridge.

5.5 The Framework Plan provides for the following

- 60,100 sq. metres of residential floorspace (taking an area of 3.13 ha) – up to 730 units.

- 53,700 sq. m of employment floorspace on 11.9 ha of land.

2,800 sq. m of community local services and facilities consisting of 1,650 sq. m health centre, 1000 sq. m multi use centre, and 150 sq. m for non-statutory nursery provision. 5.6 Key landmark sites are indicated where the highest standard of design is expected, and there is an opportunity for innovation. On these sites development massing should not exceed 21 storeys (up to maximum 64m in height AOD), and must comply with current City Airport regulations. Further details of this are set out in London Borough of Newham's London City Airport Safeguarding SPG referred too earlier.

Area 2: Gallions Quarter

5.7 As the heart of the Basin sites in the north, this is a mixed use area with existing occupiers and consented development proposals integral to the Framework Plan.

The key design components here are:

- Mixed use development around a new public garden ('Gallions Green') with a range of live/work and residential units connected to the Royal Quay proposals. Strong physical links between Gallions Green and the proposed 'green apron' to create an enlarged linear public open space.
- Large scale employment uses for B1 and B2, but also capable of subdivision to accommodate move-up units of between 150-300 sq. m.
- The development layout for employment premises should follow the principles set out for Area 1 Armada, but will create a more urban and diverse environment with a finer grain of development.
- New pedestrian crossings must be provided across and under Woolwich Manor Way Bridge and Royal Docks

Road to improve routes to the west.

5.8 Development heights should accord with the London City Airport's requirements (please refer to the Council SPG "London City Airport Safeguarding, April 2005") generally be between 5 and 8 storeys but cannot exceed 64m AOD).

5.9 This Area already accommodates the following activities

- IVAX UK with land along the River frontage, and for which development proposals have been included to indicate the opportunities available.
- Royal Docks Management Authority Impounding Station providing a key service regulating water levels in the Docks.
- Planning permission has also been granted at the 'Royal Quay' development, which will be a 446 residential unit and mixed use leisure scheme, around the existing listed Gallions Hotel on the northern edge of the Basin. This scheme will remodel the dock edge and is illustrated within the Framework Plan as proposed.

- There is an existing Thames Water discharge pipeline running east-west through this area linking the Gallions Pumping Station on Gallions Roundabout to the River. The Framework Plan will encourage developers to provide design solutions that allow Thames Water access for maintenance. Elsewhere the Plan proposes that it runs through a green apron to the north side of Gallions Green.

5.10 The proposal illustrated includes:

- 102,950 sq. m of residential floorspace (over 2.15 ha), up to approx. 500 units.
- 17,400 sq. m of employment floorspace on 1.7 ha of land.
- 100,000 sq. m vertically mixed riverside studios including residential apartments, live/work space and SME business/industrial units (over 2.18 ha), up to approx. 500 units.
- Leisure or sports uses may also be appropriate.

Area 3: Royal Albert Basin

5.11 As much of this area lies within the Airport Public Safety Zone (PSZ), proposals here need to demonstrate that the developments will meet statutory safety standards. The key characteristics are:

- All proposals should reflect this Area's visually prominent location on the Basin linking the River and the Docks, but with developments limited to marina based activity.
- Development in the Royal Albert Basin should not create an overall reduction in the area of the locks as this will reduce the volume of tidal flood storage capacity within the tideway.
- An urban working Dock area with marine activities and storage, (most other types of activity including residential, retail and business will not be permitted within this Area, due to the PSZ standards).
- Visibility through the boundaries of the marina area must be wide and uninterrupted to maintain the visual

appeal of the Basin.

- Vehicular and pedestrian access should be provided from the island in the south, as vehicular access is not possible from the north. Access should be suitable for local traffic with some shared surfaces and a continuous public footpath network.
- Pedestrian routes (with cycle access where possible) must be provided over the locks to provide north-south access.
- A field of water lilies, reedbeds or other native species, (subject to the requirements of London City Airport regarding bird hazard)
- There is potential to remodel the dock edge to create new water areas and 'a field of water lilies', reedbeds of other nature species (subject to the requirements of London City airport regarding bird hazard). in the Public Safety Zone. It is essential that these do not impede water movement within the Docks, and reclamation costs will need to be met by the development.
- It would also be possible to 'reclaim' land

by constructing an 'island' within the Basin, as a single or two storey predominantly glass structure for A3 use. The design would complement and be accessed from the proposed Royal Quay development, allowing wide views across the water, and complying with the PSZ requirements.

- There is also potential to remodel the dock area to create a new slipway between the locks to meet the low tide water level, creating a better point of access into the Basin and marina for small to medium sized vessels (without opening Sir Steve Redgrave Bridge at a cost). This facility would also be used by the Airport's river emergency operations, and provision could be made to station emergency craft nearby.
- The layout of the marina should not impede water traffic movements from the locks into the Royal Docks, but must provide a fixed pontoon bridge from the north to south banks for use by the general public, as well as a secure area for boat owners. The north-south pontoon must be capable of being opened frequently and easily to allow boats to pass through into

the Royal Docks. Any new structures on or over the intertidal foreshore must be designed so as to have a minimum impact on the area. Piers, pontoons, jetties or similar structures should not bottom out onto the foreshore and must be designed so that they cause minimal shading of the foreshore. Structures should have an absolute minimum physical impact/ footprint. Where new structures encroach into the river channel, it may be necessary for the hydraulic study to be conducted. A full ecological survey and appraisal of the foreshore and river walks should be undertaken for any new development adjoining the Thames prior to the submission of applications for planning permission to ensure that the development does not negatively impact on the ecology of the Thames.

- Any new bridges across any watercourse, whether temporary or permanent, should be constructed so as to span both banks with the abutments set back from the watercourse on the bank tops and shall allow for a margin of bank underneath. This will maintain a continuous buffer strip

and corridor which is available for wildlife passage and habitat and reduce the risk of pollution from run-off. Details should be submitted to an agreed with the Environment Agency.

5.12 There is an existing building occupied by Newham College in this Area. The Framework Plan replaces this higher education training centre with a boat yard and workshops more relevant to its prominent location, and with lower occupation levels to accord with the PSZ requirements. There is potential for the College department to be relocated within the development sites around the Basin, or off-site to a more central Newham College base, where it can expand its range of courses.

5.13 Development massing should not exceed 2 storeys, up to maximum 6m in height AOD.

5.14 The proposal illustrated includes:

- 8,600 sq. m of marine employment floorspace on 2.5 hectares of land.
- 1700sq.m A3 use on 'island' site
- 1,67ha water lily field.

Area 4: Royal Albert Island

5.15 As a unique urban island neighbourhood of residential character, development here should create high quality public spaces, with hard landscaping, street trees, shared use streets and squares, and predominantly off-street car parking. This could be a Home Zone development. Key characteristics are:

- Residential developments should comprise predominantly low rise/ high density flexible family housing incorporating private spaces and direct street frontages.
- Taller buildings may be considered in landmark locations.
- Larger perimeter blocks will also include some community play spaces and neighbourhood gardens.

- Vehicular access to the island will be from Woolwich Manor Way (close to the existing access) with a grid of streets providing views of the Docks, Basin and River. The street design must incorporate speed restraint measures, including traffic calming. It is unlikely that public transport will serve the island, (although the Council will explore all potential options with TfL to promote public transport in the area) and existing bus stops on Woolwich Manor Way may need to be retained and an additional local access to this upper level route should be provided for pedestrians.
- Access is to be maintained to the existing Royal Docks Management Authority operational areas, which include Sir Steve Redgrave Bridge, operations buildings and Custom House (HQ and maintenance depot facility).
- Part of the RoDMA area along King George V Lock should be retained and developed for smaller scale

mixed use facilities.

- There is an opportunity to replace the EA Flood Barrier with an alternative advanced system using new lock gates in King George V Lock.
- There is also potential to reclaim additional land for residential development on the western side of the island, subject to allowing boats to pass into the Royal Docks.
- A jetskiing company Funcraft (UK) has a long-term lease for their vessel which is moored at the eastern end of King George V Dock and adjoining mooring, car-parking and land-based storage area. The Council will require that application proposals in the area minimise disruption to this existing business and, where appropriate, carry out effective consultation with the company, particularly in relation to dock edge reclamation proposals and issues relating to security gate 14, which may affect the company's interests.

Development massing should not exceed 21 storeys, up to a maximum 64m in

height AOD but with the exception of landmark blocks will generally be in the range of 3- 7 storeys.

5.16 At Royal Albert Island the potential for change of use during the life of buildings, particularly at the ground floor level is to be designed in. This will encourage a more sustainable, mixing of uses and assist the activation of adjacent public realm overtime.

A strategy to enable a range of uses to occupy the ground floor over the lifetime of the building should influence design.

This will generally require consideration to alternative access points, building heights, building depths, internal clearances and structures e.g. a minimum of 4m at ground floor level.

The provision of flexibility and robustness in this development area will be a requirement of subsequent development briefs.

5.17The proposal illustrated includes:

- sq. m of residential floorspace (on 5.17ha), up to 1260 units.
- 1,470sq.m of ground floor commercial floorspace limited to serving local and informal recreational visitor needs.
- A primary school on 0.57 ha

6. Phasing & S106 Heads of Terms

Development Phasing

6.1 The likely sequence for development will be:

- Phase 1 - Armada West around the DLR station, with provision for the ELT and proposed stop integral to the development layout. However, sites affected by the area safeguarded for Thames Gateway Bridge are likely to be the last phases.
- Phase 2 - Gallions Quarter integrating the DLR station area with the proposed Royal Quay development.
- Phase 3 – Royal Albert Island and Basin, with the Field of Water Lilies area and marina activity planned in tandem.

•

More detailed advice will be contained in development briefs for individual sites.

Early Enabling Works

6.2 In order for development to maximise the opportunities presented by the Basin sites, there are early infrastructure works that will need to be undertaken:

- (a) To upgrade the existing access road onto Royal Albert Island;
- (b) To replace the existing flood barrier on Royal Albert Island with a new sector lock gate, and allow the redevelopment of that site;

6.3 Other key works that would be needed include:

- (c) Royal Albert Island area and marina - to form new marina and create water lilies area (see S106 items below);
- (d) Basin area – to create the slipway to low tide levels.
- (e) Creating an appropriate gateway to the Framework Area and contributions towards the enhancement of the public environment in the vicinity of Gallions Reach DLR / ELT interchange and the Gallions Roundabout.
- Extension of the capacity, capability and provision of utilities infrastructure.

Heads of Terms for S106

6.4 The following list of headings are likely to form the basis of S106 Agreements for development contributions to Royal Albert Basin but should not be considered exhaustive: affordable housing, public transport improvements including DLR and ELT, highway works, traffic regulations, bus, pedestrian and cycle routes, road crossings, drainage, flood defence works, CCTV and off-site open space and habitat replacement. Contributions will also be sought for education and health provision, open space provision and maintenance. The destination for provision will depend on infrastructure needs and welfare provision priorities at the time the planning applications are agreed. The level of provision will depend on the viability of schemes, as such an open book appraisal and independent assessment of a scheme's ability to afford community provisions will be sought.

6.5 Contributions may also be sought for specific works such as:

- a River bus jetty/pier landing
- The provision of life saving equipment in accordance with paragraph 3.7 above
- fixed pontoon Basin pedestrian crossing
- improvements to existing locks to allow public access on foot or by bike
- a boardwalk route under Woolwich Manor Way to the west
- construction of low tide slipways to allow easier access into the Docks
- Construction and maintenance of the Field of Water Lilies or a similar proposal, and other public spaces.
- Architectural lighting schemes and public artworks for key spaces along the Dock and River.
- Improving, extending and maintaining the local park network and the creation of new local parks and children's play areas
- Funding of a study on future water and wastewater infrastructure requirements, including a new pumping station and contributions towards the provision of such infrastructure.
- Installation of bus stops and bus turning areas
- Provision of a local primary school and contributions towards secondary provision elsewhere

Supporting Documents

6.6 Developers will be required to produce the following documents in support of planning applications for development:

- detailed site masterplan
- Planning Policy Statement
- Design Statement outlining consultations undertaken, design rationale, development mix, access and including the requirements outlined in paragraph 4.25 (v).
- Landscape Strategy and Microclimate Design
- Environmental Sustainability Framework dealing with construction materials and energy efficiency, waste management and resource conservation (please refer to the Environmental Sustainability Checklist for Major Developments SPG, LB Newham, 2004)
- Transport Assessment including Green Travel Plans and access
- Access Statement
- Environmental Noise Appraisal
- Ground Conditions/ Remediation Strategy
- ROSPA Assessment (?)
- Airport Safeguarding Assessment
- Flood Risk Assessment
- Air Quality Assessment
- Green travel plan
- Environmental Code of Construction
- Ecological Statement and Related Action Plan

- Lighting Impact Assessment
- Noise Action Statement
- Sustainability Framework (please refer to the Environmental Sustainability Checklist for Major Development SPG: L.B Newham 2004).

7. DESIGN CODES

7.1 The following pages provide more design guidance for the Development Areas Armada, Gallions Quarter and Royal Albert Island. This information is currently for illustrative purposes only and will be supplemented by more detailed and comprehensive guidance to be contained in future development / marketing briefs for the framework area, or parts thereof.

Appendix 1 Key Planning References

Greater London Authority *London Plan* (February 2004)

Policy 2A.2 Opportunity Areas (Royal Docks).

Policy 3A.7 Affordable Housing Targets.

Policy 3B.1 Developing London's Economy

Policy 3B.12 Improving the skills and employment opportunities of Londoners

Policy 4B.3 Maximising the potential of sites, and Table 4B.1 Density, location and parking matrix.

Policy 4B.4 Enhancing the quality of the public realm

Policy 4B.5 Creating an inclusive environment

Policy 4B.6 Sustainable design and construction

Policy 4C.20 Design-starting from the water

Policy 4C.21 Design Statements

Policy 4B.8 Tall Buildings

Policy 4C.22 Structures over and into the Blue Ribbon Network

Policy 4C.23 Safety on and near the Blue Ribbon Network

Policy 4C.26 Appraisal of Thames Policy Area

Policy 4C.32 Docks

Policy 4C.33 Royal Docks

Annex 4 Maximum Residential Car Parking Standards, Maximum car parking guidelines for non-operational employment use.

1.1 *Industrial Capacity, London Plan Draft SPG, September 2003.*

Clause 5 – Industrial Capacity and Mixed Use Development

Clause 6 – Quality and Variety of Industrial Capacity

London Borough of Newham Council *Unitary Development Plan* (June 2001)

Urban Regeneration Chapter, Policies UR1, UR2, UR11, UR12 and maps 6, 7 and 8.

Housing Chapter, Policies H1, H7, H10, H13, H14, H16 and H17.

Employment Chapter Policies EMP1, EMP2, EMP9, EMP15.

Transport Chapter Policies T4, T5, T8, T12, T19, T22, T24, T26, T28, T29, T30 and T31.

Environmental Quality Chapter Policies EQ1, EQ2, EQ4, EQ5, EQ7, EQ8, EQ24, EQ46, EQ48, EQ49, EQ62, EQ64.

Community Services Chapter Policies CS7, CS10, CS13 and CS15.

Leisure Services and Indoor Recreation Chapter Policies LR2 and LR3.

Open Spaces and Outdoor Recreation Chapter Policies OS8 and OS12

London Borough of Newham Supplementary Planning Guidance:

London City Airport Safeguarding (January 2004)

Environmental Sustainability Checklist for Major Development(January 2004)

Places to Live - Residential design draft Guidelines (2003) – to be updated / replaced

SPG Residential Planning Guidance (1998)

Affordable Housing draft SPG (2003) – currently being drafted

Thameside Area SPG – currently being drafted

S106 SPG – currently being drafted

Other relevant Newham documents

Newham Housing Needs Study 2003

Appendix 2. Contacts

Forward Planning
London Borough of Newham
East Ham Town Hall
Barking Road
East Ham
London E6 2RP
Tel: 020 8430 2000

Jacqueline Lindre
London Development Agency
Devon House
58 / 60 St Katharine's Way
London E1W 1JX
Tel: 020 7680 2000

Mark Brearley
Architecture + Urbanism Unit
Greater London Authority
City Hall
The Queen's Walk
London SE1 2AA
Tel: 020 7983 4000

