

TfL statement on Matter 4 - Neighbourhood policies and allocations

Please note that these comments represent the views of TfL as a strategic transport authority, transport operator and highway authority in the area. A separate response has been prepared by Places for London in its capacity as landowner and developer.

N17 Gallions Reach

Q4.2 Are policies N17 and N17.SA1 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the Gallions Reach neighbourhood? In particular:

a) The dependence on an extension to the DLR and the creation of a new DLR station, or a similarly transformative public transport intervention (such as a new river crossing).

Answer: As set out in the Transport for London (TfL) Statement of Common Ground, TfL and London Borough of Newham (LB Newham) have agreed that early development of the parts of the site with a low PTAL, ahead of the DLR extension construction contract being in place, would constitute unsustainable development and would undermine the business case for the new DLR station's delivery. It is our shared view that the policy position is clear with regards to the trigger points for development on this site and that there is no need to re-introduce a no-DLR scenario. Due to the positive progress on the DLR extension project that has been made since the Regulation 19 Local Plan was published, there is also no need for the policy to continue to include the option for alternative methods of improving public transport access. We have agreed the wording of a proposed modification with LB Newham to N17.SA1 for consideration by the Inspector. The proposed modification would delete '~~...or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding...~~' wherever it appears in the draft policies.

b) The requirements relating to the scale, location, type and timing of development in relation to the provision of improved public transport infrastructure.

Answer: See answer to a) above.

c) The requirements relating to the creation of a new town centre and development at the existing Gallions Reach shopping park in N17 part 5, N17.SA1 and HS1 part 2.

Answer: We agree with requirements in N17 part 5, N17.SA1 and HS1 part 2 regarding a masterplanned approach to create a new town centre with consideration of phasing out of the current shopping park. A new town centre that is urban in nature with a diverse mix of main town centre uses, high quality public realm, and significantly reduced parking, is required to support the number of homes proposed and the new DLR station. Successful regeneration of this area relies on both and helps to support the business case for the DLR extension.

f) The requirements relating to the mitigation of odour impacts from the Beckton Sewage Treatment Works.

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Answer: We understand that an independent verification of the existing studies into the potential odour impact is currently being undertaken under the direction of Homes England and LB Newham. LB Newham and TfL agree that the results of the latest Beckton Sewage Treatment Works Odour Study should be considered by the Thamesmead and Beckton Riverside Steering Group to ensure any required mitigation can be planned for.

N1 North Woolwich

Q4.3 Are policies N1, N1.SA1 and N1.SA2 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the North Woolwich neighbourhood? In particular:

a) The proposals for improvements to public transport, walking and cycling infrastructure.

Answer: We support the proposals to improve public transport, walking and cycling. This is required to ensure the site is well connected and acceptable in terms of strategic and local transport. Any proposals for bridges across the train tracks should be in coordination with TfL to ensure no disruptions for the public transport operations. We have also agreed through the TfL Statement of Common Ground a proposed modification for consideration by the Inspector which will add the requirement that 'provision of bus stops and bus stands (including drivers' facilities) on Pier Road must be maintained' in view of the importance of maintaining existing bus infrastructure as part of the development of the site.

N2 Royal Victoria

Q4.4 Are policies N2, N2.SA1, N2.SA2, N2.SA3, N2.SA4 and N2.SA5 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the Royal Victoria neighbourhood? In particular:

a) The requirements relating to existing and improved transport infrastructure on site N2.SA1.

Answer: We strongly support these requirements including upgraded facilities and access at Pontoon Dock station as necessary to make the development acceptable in strategic and local transport terms.

b) The requirements relating to the location and design of employment uses on sites N2.SA2, N2.SA3 and N2.SA4 and the relationship with the adjoining existing industrial uses including SIL.

Answer: We support the requirement for separate access for HGVs and pedestrians and the need to take account of access to existing wharf facilities.

N3 Royal Albert North

Q4.5 Are policies N3 and N3.SA1 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the Royal Albert North neighbourhood? In particular:

a) The proposed realignment of Royal Albert Way and northern Connaught roundabout.

Answer: The proposed realignment of Royal Albert Way and northern Connaught roundabout could potentially lead to optimisation of developable land, and enhancement of

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active travel routes. While we support this in principle, it is subject to understanding the details, including of the actual designs, assessment of the impacts on the strategic road network, and associated mitigation.

N4 Canning Town

Q4.6 Are policies N4, N4.SA1, N4.SA2, N4.SA3, N4.SA4 and N4.SA5 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in Canning Town neighbourhood?

Answer: To enable sustainable development in Canning Town neighbourhood, bus infrastructure and services should be retained and enhanced, including retaining the existing capacity of the Canning Town Bus Station.

In particular:

b) The safeguarding of land for a bridge landing point on site N4.SA5.

Answer: The bridge landing point for the Mayer Parry pedestrian and cycle bridge is located on private land on site N4.SA5 and will provide a connection from Tower Hamlets to Star Lane, Canning Town stations to the Leaway path adjacent to the River Lea. We understand that Newham and Tower Hamlets have progressed design of the Mayer Parry bridge to RIBA Stage 3 and a planning submission will be made in 2026.

N7 Three Mills

Q4.9 Are policies N7, N7.SA1, N7.SA2, and N7.SA3 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the Three Mills neighbourhood? In particular:

c) The requirements relating to the establishment of a network of streets on, and routes to and from, site N7.SA1.

Answer: We support these requirements including the need to improve access and connectivity to West Ham station, active travel routes and surrounding sites.

d) The requirements relating to access and capacity improvements at West Ham and/or Abbey Road stations on site N7.SA1.

Answer: Within TfL's Regulation 19 response, we stated that "A small area of land to the north-west of West Ham station should be reserved to enable additional station capacity to be provided in the future." The [Essex Thameside Study](#) published by Network Rail provides a series of options of how the station upgrades could be facilitated. LB Newham does not believe there is sufficient evidence on what improvements would be required at West Ham, and the land required for any improvements, with further feasibility and landowner engagement being required. In the TfL Statement of Common Ground LB Newham put forward the following proposed modification to N7.SA1 Abbey Mills Infrastructure Requirements for consideration by the Inspector 'The applicant should engage with TfL at the point of application to see if land is required to enable station upgrades at West Ham station.' Although, we maintain that there is a need for land to be reserved in the site allocation, we support LB Newham's proposed modification for Inspector's consideration.

We also strongly support the requirement that 'Development should contribute to active and public transport upgrades including access to and capacity at West Ham and/or Abbey Road stations'. This will be important to address capacity constraints at West Ham station.

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N8 Stratford and Maryland

Q4.10 Are policies N8, and N8.SA1 to N8.SA10 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the Stratford and Maryland neighbourhood? In particular:

a) The support in policy N8 part 1 for a moderate uplift in density in “enhance” areas.

Answer: Yes, we support uplift in density. This also enables support for station capacity enhancements. As set out in the TfL Statement of Common Ground, TfL and Newham Council and other partners including Network Rail will continue to work together. There may be scope for increased densities in light of Stratford's connectivity and opportunities will be explored through this joint working.

c) The layout of development illustrated on the site maps.

Answer: The tracked change Regulation 22 submission document (2025) p499 shows struck out text about “~~new decked street south of the station towards Stratford High Street~~” which we welcome and is in line with our representations. To ensure consistency the site allocation map for NA8.SA2 on page 120 of the Regulation 19 published Local Plan (2024) will need to be updated to remove that part of the “raised street and bridge” elements from the map. Subject to that change being put forward as a proposed modification, the site maps for N8.SA1 and N8.SA2 are acceptable to TfL.

N9 West Ham

Q4.11 Are policies N9 and N9.SA1 justified and will they be effective in helping to achieve sustainable development in the West Ham neighbourhood? In particular:

a) The requirement for a pedestrian bridge over the rail tracks onto the southern corner of the site.

Answer: Any new pedestrian bridge will need to be subject to full and ongoing consultation with London Underground Infrastructure Protection to agree the location, design, conditions and constraints including the need to maintain the existing access route for maintenance.

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