



Quod

R22 Local Plan

Matter 4: Neighbourhoods and Allocations – N17 Gallions Reach

Newham Local Plan

St William Homes LLP

6TH NOVEMBER 2025

Q253076

Contents

Introduction	2
Matter 4 Neighbourhoods and Allocations	3
Appendix 1 – N17 tracked changes	
Appendix 2 – N17.SA1 tracked changes	
Appendix 3 – ED003B Extract	

Introduction

- 1.1 On behalf of St William Homes LLP ('St William'), Quod submits this hearing statement in respect of Matter 4 Neighbourhoods and Allocations in response to IN3: Inspector's Matters, Issues and Questions; and Hearings Programme issued by the Inspector on 9th October 2025.
- 1.2 Continuing St William's engagement in the Regulation 18 (February 2023) and Regulation 19 (September 2024), this hearing statement is made in respect of the following Neighbourhoods and Site Allocations:
 - N17 Gallions Reach / N17.SA1 Beckton Riverside
 - N7 Three Mills / N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks
 - N8 Stratford and Maryland / N8.SA7 Rick Roberts Way
 - N13 East Ham / N13.SA3 Former East Ham Gasworks

Matter 4 Neighbourhoods and Allocations

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?

Introduction

1.3 Allocation N17.SA1 Beckton Riverside is a 85-hectare site comprising the existing Gallions Reach retail park, the Beckton DLR depot, a disused gas works, and industrial uses designated as SIL. This hearing statement pertains to the former Beckton Gasworks component comprising 29-hectares, as illustrated in Figure 1.1. A detailed planning application and outline planning application secured resolution to grant on 23rd October 2025 for the development of 12-hectares referred to as 'Beckton Riverside Phase 1' ('BRP1') (ref. 24/00990/FUL and 24/00989/OUT).

Figure 1.1 – N17.SA1 Ownership Plan



N17.SA1 – Beckton Riverside

- 1.4 As set out within our Hearing Statement to Matter 1, the draft Local Plan ('R22') should be updated to make clear that Site Allocation Maps are illustrative and advisory.

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).

- 1.5 The extension of the DLR line is fully supported and it is agreed that it has the potential to enable significant levels of growth at Gallions Reach in line with NPPF Paragraph 8. The Beckton Strategic Site Masterplan Framework (July 2025) submitted with the BRP1 application (ref: 24/00989/OUT) provides a framework for how development could come forward in the Gallions Reach neighbourhood once a DLR line station and extension comes forward.
- 1.6 St William remain concerned however that dependence on an extension to the DLR, could sterilise the rest of the Gallions Reach neighbourhood if any growth or development activity in this location is solely dependent on a DLR line extension. Despite recognition in R19 that 'similarly transformative public transport intervention measures' could also support growth at Gallions Reach, reference is now proposed to be removed from the Allocation as set out in the schedule of proposed text modifications (SD004) following Transport for London's position outlined in their Statement of Common Ground (SD053) that there is no need for a no-DLR scenario due to the positive progress made to date on the DLR extension.
- 1.7 Whilst it is anticipated that the DLR line extension may be confirmed in the Autumn budget, the ability to bring forward an extension and new station will be heavily dependent on public and private funding arrangements. Our Matter 1 hearing statement in relation to Whole Plan Viability raises concern that without sufficient flexibility in the drafting of policies, the cumulative cost burden will inevitably undermine the *deliverability* of the plan and its core policy objective, which is to secure a sufficient supply of both market and affordable homes to meet local needs.
- 1.8 It is therefore essential if strategic infrastructure such as the proposed DLR line extension and station are to come forward that greater flexibility is incorporated into planning policy and viability if future financial contributions are going to be sought to support the DLR line extension.
- 1.9 References to a river crossing and safeguarded land for a river crossing in the development principles section of N17.SA1 should be removed following confirmation from the Department for Transport in July 2025¹ that the safeguarding direction has been removed.
- 1.10 The Allocation as currently drafted therefore does have the potential to restrict not just transformative residential led mixed use development and growth but any development at Gallions Reach in the short to medium term. Greater flexibility is required across all policies to enable viable developments to come forward that may be capable of providing private sector funding to support the delivery of the DLR line extension.

¹ Department for Transport – Lifting of the Thames Gateway Bridge safeguarding direction – 17 July 2025

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

- 1.11 The recently approved BRP1 proposals for approximately 3,000 homes and 5,000 sqm of non-residential floorspace have come forward in line with the draft policy approach, which enables “transformative development activity in the southern section of the site within easy walking distance of Gallions Reach DLR” prior to the letting of the construction contract for the DLR.
- 1.12 Prior to a DLR line extension, the policy also supports the provision of employment uses consistent with Policy J1 and prioritising industrial floorspace, in particular transport and utilities infrastructure and large scale industrial uses with a focus on logistics and warehousing and clean, green and low carbon industries. St William supports this policy approach.
- 1.13 However, any further transformative development activity on the remainder of the site including residential use would be inhibited until a DLR construction contract is let. Therefore as drafted St William consider the Allocation has the potential to stifle growth in line with our response to Q4.2(a) and the Allocation needs to be revised to clarify or make it clearer that alternative forms of development such as industrial uses are acceptable in the interim. Without this, the rest of the Gallions Reach neighbourhood is essentially sterilised from any form of development until a DLR construction contract is let which would be contrary to Framework paragraph 8.

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.

- 1.14 The Gallions Reach shopping park fall outside of St William’s ownership however the creation of a new town centre is supported in principle as it could play a key role in supporting development in this area² and providing vital services and amenities for existing and new residents within the Gallions Reach neighbourhood. The consented BRP1 proposals³ incorporate a neighbourhood parade to provide local amenities in the interim and the Beckton Strategic Site Masterplan Framework (July 2025) for the Gallions Reach neighbourhood submitted in support of the BRP1 planning application (in line with policy BFN2) demonstrates how the Allocation could come forward with the proposed new town centre.

d) The requirements relating to tall buildings, having regard to constraints associated with London City Airport.

- 1.15 As set out in our hearing statement for ‘Matter 3 – Spatial Strategy’, identifying a ‘height range maximum’ across all Tall Building Zones is contrary to London Plan Policy D9(c), which emphasises the importance of a design-led approach that takes account of a robust townscape and visual analysis. Allocation N17.SA1 prescribes a general range in the southern part of the site (Phase 1) with heights of 21 – 32m (ca. 7-10 storeys), with taller elements up to 40 m (ca. 13 storeys) in limited locations. However the extant consent BRP1 secured heights of up to 60m (AOD) (ca. 16 storeys). In the northern part of the site, once the DLR construction contract is let, taller elements up to 50 m (ca. 16 storeys) are supported.

² Framework Paragraph 90

³ Beckton Riverside Strategic Site Masterplan Framework (July 2025)

- 1.16 The heights set out in the Allocation (and tall building policy) are considered exceptionally restrictive for a strategic brownfield site in an opportunity area and in a location that is broadly free of any major constraints or sensitives. Prescribing maximum heights has the potential to stifle levels of growth and is contrary to opportunity area policy objectives⁴ and London Plan tall buildings policy⁵. A maximum building height of 80 metres is considered more appropriate and would enable proposals to make the best use of this brownfield land in an opportunity area⁶ and meet the objectives of the London Plan. Policy wording should instead be designed with limitations in line with London City Airport restrictions (which vary from 50.93m AOD in the south of the allocation to 81m AOD in the north of the allocation).

e) The requirement for development to deliver an automated vacuum waste collection system.

- 1.17 The principle of promoting and encouraging a centralised automated vacuum waste collection system ('ENVAC') is supported. Nonetheless, aspirational requirements should remain non-prescriptive, proportionate⁷, and deliverable⁸ in accordance with NPPF local plan-making requirements. A prescriptive requirement for ENVAC has deliverability and viability constraints as it carries significant financial cost and is subject to site-specific constraints. As of October 2025, ENVAC has only been implemented on two sites in London^{9,10}.
- 1.18 Wording within the Allocation should either be deleted or instead incorporate a more flexible approach in accordance with the commitment to exploring feasibility rather than outright delivery, as secured in the BRP1 application.

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

- 1.19 Allocation N17.SA1 states that mitigation against odour impacts can be achieved through appropriate buffering and design responses. This approach is supported by St William. This approach is also supported by the independent Odour Review¹¹ carried out by Newham and Homes England earlier this year which confirmed that the sensitivity testing undertaken in support of the BRP1 was valid and that mitigation measures will be required for any development proposed within the Allocation, however the extent of mitigation required will depend on odour levels within each parcel of land within the Allocation. Using this draft policy the BRP1 proposals were able to successfully demonstrate that odour impacts could be mitigated against through the incorporation of odour mitigation measures including vegetation, barriers, building orientation and mechanical ventilation controlled by the accompanying Design Code and a planning condition which requires odour mitigation details as part of each reserved matters application.
- 1.20 As drafted, the Allocation enables design-led delivery on a phase-by-phase basis, which takes account of the level of odour experienced within each phase.

⁴ London Plan Policy SD1

⁵ London Plan Policy D3

⁶ London Plan Policy GG2

⁷ Framework Paragraph 32

⁸ Framework Paragraph 16 (b)

⁹ Barking Riverside

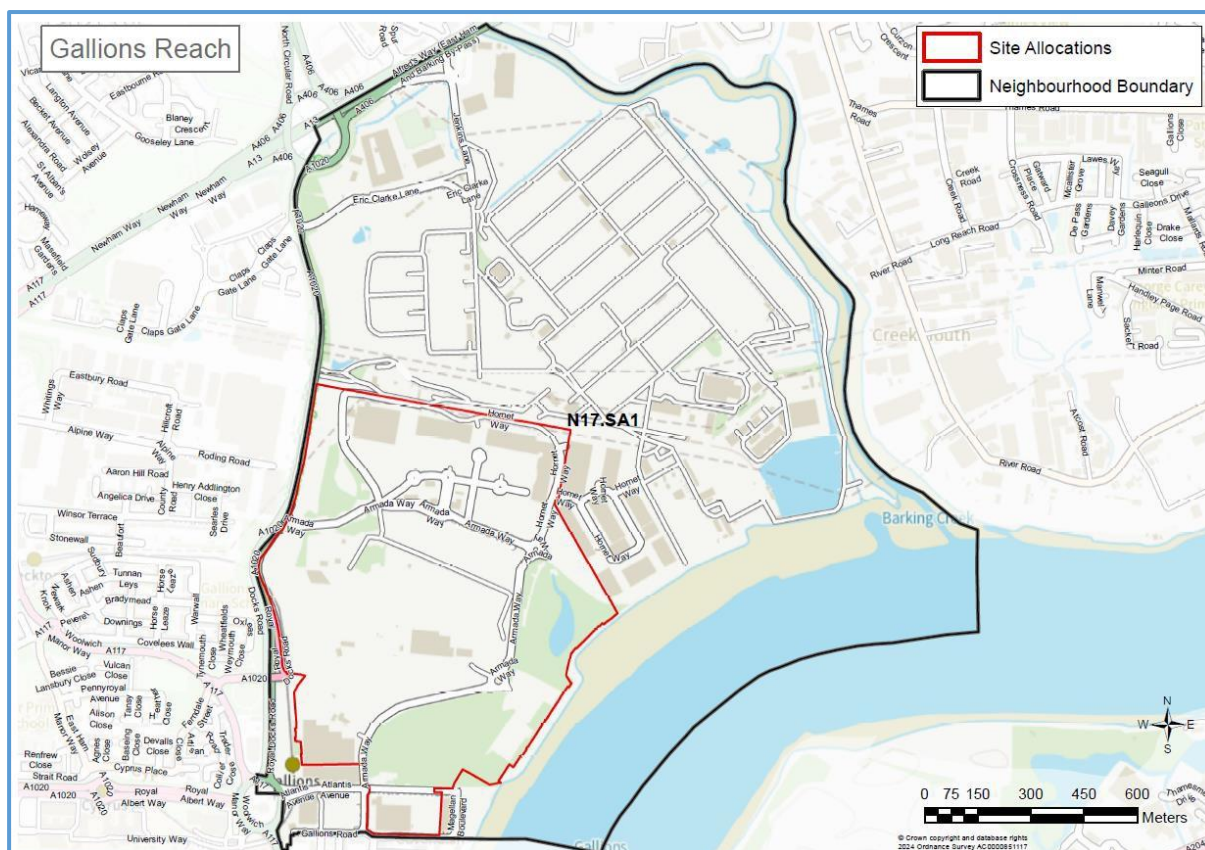
¹⁰ Wembley Park

¹¹ Cogan Environmental – Beckton STW Phase 1 Odour Review

g) The assumption that around 3,000 homes will be built on site allocation N17.SA1 between 2028 and 2038.

- 1.21 The assumption that around 3,000 homes will be built on site allocation N17.SA1 between 2028 and 2038 provides sufficient flexibility for the BRP1 proposals to be delivered in this time frame as well as any development proposals that may be forthcoming on the GLA land in the south.
- 1.22 Owing to the complex nature of the BRP1 site, the need for extensive remediation, enabling and infrastructure works to be carried out first and the fact the extant permission is in outline and detailed design and reserved matters applications need to be submitted it is anticipated that the delivery of some of these homes may come forward beyond 2038. In line with our response to question 2.1 of Matter 2 we consider the Plan period should be revised to extend to the required 15 year period. Delivery of BRP1 is expected to extend across the entire plan period (assuming 15 years) and beyond and this should be accounted for.

Appendix 1 – N17 tracked changes



N17: Gallions Reach

Vision

Gallions Reach will be transformed into a new neighbourhood through phased delivery, supported by transformative transport measures and local infrastructure improvements which could include ~~through the delivery of an extended DLR line and new DLR station or a similarly transformative (as confirmed by Transport for London) public transport intervention at N17.SA1 Beckton Riverside.~~ The new neighbourhood will include a large number of homes, new and intensified employment uses and the creation of a new town centre and a new neighbourhood parade. The neighbourhood's riverside location will be optimised, through improved access and landscaping along both the River Thames and the River Roding. The neighbourhood will benefit from new green spaces and improved access to existing green spaces and nature. New development will benefit from new and improved public transport connections and a network of safe, green and accessible walking and cycling routes leading to destinations across the neighbourhood and to the wider network of neighbourhoods.

To align with the delivery of a new DLR station or similarly transformative (as confirmed by Transport for London) public transport intervention, ~~or a similarly transformative (as confirmed by Transport for London) public transport intervention,~~ a new town centre will be created. This will consolidate and diversify the existing retail offer alongside the creation of a local scale evening and night time economy. The neighbourhood will be supported by new community facilities and schools.

The sewage works will be retained and any environmental impacts will be mitigated through appropriate buffering and design responses. The remaining industrial land will be intensified and continue to attract industrial, utilities, storage and distribution uses utilising the good accessibility to the strategic road network as well as identifying where industrial intensification might be able to take

place alongside mixed use development including residential.

The vision for Gallions Reach will be achieved through ~~the extension of the DLR and the creation of a new DLR station~~ the phased delivery of housing at a density which is capable of supporting the creation of a new neighbourhood or a similarly transformative (as confirmed by Transport for London) public transport intervention, along with improved capacity at Gallions Reach station, to enable an uplift in housing density and the creation of a new town centre, supported by transformative transport measures and local infrastructure improvements which could include the DLR line extension and new station. The vision for Gallions Reach will be achieved ~~and~~ by:

1. supporting the creation of a new neighbourhood character through the phased transformation of N17.SA1 Beckton Riverside, in accordance with the Gallions Reach Tall Building Zone and Local Plan Policy D4;
2. encouraging development to integrate and reflect the historic uses of the site such as the former gasholders and Victorian river piers, as features of the neighbourhood's character. Any works carried out on the Victorian river piers would be subject to a third party involvement;
3. reducing any physical, townscape, landscape and perceived barriers to enable seamless integration between sites;
4. appropriate mitigation and buffering between residential and industrial uses;
5. reconfiguring the existing out-of-centre retail offer to create a new town centre by:
 - a. requiring significantly reduced car parking, a high-quality and animated public realm, town square, and quality walking and cycling links to public transport and the wider neighbourhood;
 - b. supporting a diverse mix of main town centre uses, including offices, by retaining the overall quantity of comparison retail floorspace and creating and expanded offer of convenience and retail services floorspace, to meet local catchment needs for retail, leisure, services and community uses, as well as temporary and pop-up uses such as markets;
6. requiring a new neighbourhood parade and supporting the role of the Albert Basin Local Centre to meet local catchment needs for retail, leisure, services and community uses;
7. optimising and intensifying the Strategic Industrial Location and supporting demand for warehousing and distribution, utilities and transport needs;
8. requiring developments in the Royal Docks Enterprise Zone that deliver new employment floor space to support the London Living Wage designation;
9. supporting the future extension of the DLR depot, which is well considered in collaboration with other stakeholders at Beckton Riverside;
10. ~~supporting the removal of the Thames Gateway Bridge Safeguarding (by the Secretary of State, following recommendation by Transport for London and the Mayor of London);~~
11. improving conditions for walking, cycling and public transport by:
 - a. radically reducing existing car parking capacity and the dominance of road infrastructure across the neighbourhood;
 - b. mitigating any severance caused by new train tracks, including through the provision of new bridges for walking and cycling;
 - c. supporting the provision of a Thames Clipper Pier, where feasible and viable;
 - d. improving Armada Way, Gallions Road and Atlantis Avenue to enhance conditions for walking, cycling and public transport and to improve links to Gallions Reach station;
 - e. providing new crossings at Royal Docks Road, Gallions Reach Roundabout, Alfred's Way and across the River Roding **(including the Lower Roding Crossing)** to reduce severance and to improve connectivity to Beckton and the wider network of neighbourhoods **and to neighbouring boroughs, where feasible and viable;**
 - f. extending the Greenway to provide improved walking and cycling links through the neighbourhood and across to Beckton and extending the Thames Path through the neighbourhood along both the River Thames and the River Roding to provide connectivity at

- Barking Creek;
- g. supporting the provision of the Royal Docks Road (A406 to Gallions Reach) and River Roding Strategic Cycling Corridors;
 - h. requiring and supporting new or improved walking and cycling routes to maximise physical and visual access to the water;
 - i. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
12. securing public access to green and water spaces and nature that are currently inaccessible to the public, including opportunities for water-related and water-dependent activities, subject to feasibility;
 13. retaining existing mature trees and maximising the provision of new ~~open~~ **green** space, green infrastructure and green links, including through new parks and an active, landscaped edge along the water at N17.SA1 Beckton Riverside where feasible and the use of street trees on Alfred's Way and opportunities to increase biodiversity ~~and improve existing Sites of Importance for Nature Conservation, particularly along Royal Docks Road and the River Roding in partnership with London Boroughs of Redbridge and Barking and Dagenham~~;
 14. mitigating the odour impacts of the sewage treatment works **ahead of the occupation of developments in the vicinity** through appropriate buffering and other design solutions;
 15. mitigating the noise impacts of the DLR depot through appropriate buffering and other design solutions and mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses, where feasible and viable;
 16. improving air quality and reducing exposure to poor air quality, particularly along Alfred's Way and Royal Docks Road;
 17. providing a new electricity substation, that can be delivered in/close to the new neighbourhood;
 18. supporting new community facilities when in conformity with Local Plan Policy SI2, including a leisure centre and faith facilities, subject to a needs based assessment at the time of delivery;
 19. protecting and supporting enhancements to playing pitches at Powerleague and requiring an urban sport offer and sports-lit multi-use games area at N17.SA1 Beckton Riverside;
 20. providing education provision in the form of a secondary school and primary school in close proximity to Atlantis Avenue and Armada Way, subject to a needs based assessment at the time of delivery and feasibility;
 21. requiring a new health centre **at 17.SA1 Beckton Riverside**, subject to a needs based assessment at the time of delivery ~~to provide a wide range of health services.~~
 - 22. requiring development within this neighbourhood to address airport height constraints and engagement in line with Policy T5.6.**

Appendix 2 – N17.SA1 tracked changes

Sites

- N17.SA1 Beckton Riverside

N17.SA1 Beckton Riverside	
Site address	Gallions Reach Retail Park and Beckton Gas Works, Beckton, E6
Neighbourhood	Gallions Reach
Site area	84.66 hectares
Existing Public Transport Accessibility Level	0 – 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead Transmission Line route On-site sewer

Heritage Designations	<p><u>Within site allocation:</u></p> <p>Beckton Archaeological Priority Area (Tier 3)</p> <p>Royal Docks Archaeological Priority Area (Tier 3)</p> <p>In the vicinity of:</p> <p>Gallions Hotel (Grade II* listed)</p> <p>The Royal Standard (Locally listed)</p> <p>Pumping Station Gallions Roundabout, Royal Albert Way, Beckton, London, Newham, E6 6FZ (Locally listed)</p> <p>The Ferndale Public House (Locally listed)</p> <p>2-100 Winsor Terrace, Beckton, London (Locally listed)</p>
Natural environment Designations	<p>In an area of deficiency of access to all parks.</p> <p>Site contains the Thames Gateway Bridge Safeguarded Land and Beckton Riverside two Sites of Importance for Nature Conservation (SINCs) and is adjacent to the River Thames and tidal tributaries SINC.</p> <p>Air Quality Management Area</p>
Map	
Existing uses	<p>The site contains remnants of the former Beckton gas works, the Gallions Reach shopping park and associated car parking and the Beckton DLR depot, which sits to the south of the former Beckton Gas works site, within retained Strategic Industrial Land.</p> <p>The site contains a range of industrial uses in the south west corner of the site also designated as a Strategic Industrial Location. The site also contains larger areas of open space adjacent to the River Thames and the A1020, including an areas designated as SINC, which includes an attenuation pond serving Gallions Reach.</p>

Development principles	<p>Residential development, employment uses, open green space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre.</p> <p>The scale and nature of development on this site is contingent on the proposed changes to transport infrastructure on this site, including:</p> <ul style="list-style-type: none"> - a new DLR station and track; and/or - delivery of a river crossing; or — release of the land safeguarded for a river crossing crossing (by the Secretary of State, following recommendation by Transport for London and the Mayor of London). <p>Applications for the development of this site, and their phasing, should consider and relate to the range of potential transport infrastructure changes on this site, in line with the principles outlined below.</p> <p>Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</p> <ul style="list-style-type: none"> - Transformative development activity should only occur in the southern section of the site within easy walking distance of Gallions Reach DLR station, which can be reached via a pleasant and safe route. - Significant development and redesign of Gallions Reach Retail Park should not occur and applications on that part of the site will be assessed in accordance with Local Plan Policy HS1. - The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace, in particular transport and utilities infrastructure and large scale industrial uses with a focus on logistics and warehousing and clean, green and low carbon industries. Employment uses outside of the Strategic Industrial Locations should <u>not be limited to for light industrial uses but can also support spaces such as makers space and/or other employment generating uses.</u> - A neighbourhood parade should be provided at a point between the location of the proposed new district centre and Albert Basin Local Centre, in line with the requirements in Local Plan Policy HS1.1. - Development should address the need for community facilities in the area by delivering community facilities in the new neighbourhood parade, unless it can be demonstrated that the needs of the community have already been met. Development should consider all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3. - The health centre should be located in the neighbourhood parade and the primary school and associated early years' provision should be located in the southern part of the site, in close proximity to the new developments to the south of site, <u>subject to an up to date needs assessment at the time of delivery as well as being subject to NHS requirements.</u> - Development should deliver the Local Park, the continuation of the Thames Path through the site, an enhanced route to Gallions Reach
------------------------	---

	<p>DLR station and the extension of the Greenway into the site at the earliest opportunity, <u>where deliverable</u>.</p> <p>Once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</p> <ul style="list-style-type: none"> - Transformative development activity on the remainder of the site can commence, of a scale which reflects the improved transport access. - A new town centre should be delivered, consistent with a district centre designation. There is an opportunity to provide the quantity and scale of uses consistent with a major centre, if supported by the findings of an up-to-date and robust Marketing Strategy, in line with the requirements in Local Plan Policy HS2. - The new town centre must be located in close proximity to the DLR station and be delivered in line with the requirements in HS1.2. - The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace in the Strategic Industrial Locations, in particular transport and utilities infrastructure and large scale industrial uses with a focus on logistics and warehousing and clean, green and low carbon industries. Smaller-scale office uses should be prioritised in the new district centre. - Development should address the need for community facilities in the area by delivering new community uses in the new town centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3. - Any expanded health hub or sports and recreation use should be located in the most accessible part of the site, within the town centre. The secondary school should be located in close proximity to the new town centre and public transport. - All development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023)(2025). <p><u>Development should acknowledge the associated costs of decommissioning and redeveloping a former gasworks site and the relocation of any significant equipment, including the need to address any environmental pollution and on-site decontamination requirements caused by gas works.</u></p>
--	---

Design principles	<p>The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. The masterplan must demonstrate that the proposed development is designed with suitable flexibility to accommodate the full range of transport options under consideration by Transport for London at the time of application and is phased to ensure sufficient transport infrastructure will be in place to support the development as it is occupied.</p> <p><u>Tall buildings should be delivered in line with the building heights outlined within Policy D4 and the guidance for Tall Building Zone 5: Gallions Reach, with building heights ranging between 17 and 27 storeys with building heights stepping down in areas controlled by CAA height restrictions. In the southern part of the site, building heights should range between 21-32m (ca. 7-10 storeys) with taller elements up to 40m (ca. 13 storeys) in limited locations. To be located with in the areas closest to Gallions Reach DLR station and alongside the riverside, with consideration given to marking the neighbourhood parade, and should follow a design led approach. With being set back from the watercourse to avoid overshadowing impact.-</u></p> <p>In the northern part of the site, and once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding, building heights should range between 21-32m (ca. 7-10 storeys) with taller elements up to 50m (ca. 16 storeys) in limited locations at the new town centre and DLR station.</p> <p>Buildings should set back from the watercourse water spaces to avoid overshadowing impact.</p> <p>A buffer of employment uses should be provided between residential uses and the Strategic Industrial Location both within and adjacent to the site allocation. Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGV and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the buffer building.</p> <p>The new town centre should be designed to significantly increase accessibility by public transport and walking and cycle routes in order to reduce car dependency and parking. The new town centre should provide active frontages and quality public realm, including a new public square.</p> <p>Proposals should preserve the green link between the river and green infrastructure along Royal Docks Road. Links from the site to the Sites of Importance for Nature Conservation to the north of Atlantis Avenue and to the north of Armada Way should be developed.</p> <p>Design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through, and to and from, the site should improve access and connectivity to the existing residential neighbourhoods within Beckton, the new residential neighbourhood at Gallions Reach, Gallions Reach DLR Station and the banks of the River Thames.</p>
-------------------	---

	<p>Development should enable the continuation of the Thames Path through the site, the extension of the Greenway into the site and should aid connectivity between the Greenway and the River Thames.</p> <p>Development should ensure legibility and connectivity across the new rail line.</p> <p>Design measures should minimise exposure to odour from Beckton Sewage Treatment Works and poor air quality on Royal Docks Road.</p> <p>The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.</p> <p>The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.</p> <p>Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.</p> <p>The design and layout of the site should take account of the existing on-site sewer and overhead transmission line route.</p>
Infrastructure requirements	<p>Development should support and enable the delivery of a new DLR route and station, through participating in a joint stakeholder approach with landowners, infrastructure providers and authorities, and improved capacity at Gallions Reach DLR.</p> <p>Development proposals within the part of the site safeguarded for the Thames Gateway Bridge must be referred to Transport for London and the Mayor of London for confirmation it will not preclude the delivery of a road crossing, until the safeguarding is removed as directed by the Secretary of State, following recommendation by Transport for London and the Mayor of London.</p> <p>Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development, in accordance with the requirements of Local Plan Policy W3.8.</p> <p>Until the DLR construction contract is let <u>or similarly transformative (as confirmed by Transport for London)</u> public transport intervention has confirmed</p>

~~funding or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:~~

- Development should provide a new primary school, with early year's childcare provision of the scale required to meet projected need for school places in accordance with Local Plan Policy SI4 and a health centre designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.
- Development should address existing ~~open~~ **green** space deficiency by providing a consolidated Local Park of a minimum of 2 hectares and Pocket Parks to service nearby residential neighbourhoods. The ~~open~~ **green** space provision should prioritise the provision of community growing opportunities. In addition to the ~~open~~ **green** space provision, development should provide publicly accessible play space in the form of a Local Area for Play a Locally Equipped Area for Play and a Neighbourhood Equipped Area of Play.
- Development should provide a sports-lit MUGA, meeting the requirements of Local Plan Policy GWS5.

Once the DLR construction contract is let, ~~or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding, or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding,~~ development should deliver:

- A new leisure centre in the district centre. Provision should meet the needs identified in the Built Leisure Needs Assessment **(2025)** ~~(2024)~~ and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3. A new leisure centre at this site is not required if the built leisure provision for the area has already been delivered at N11.SA1; and
- A secondary school of the scale required to meet projected need for school places in accordance **with Local Plan Policy SI4**. Open space for the secondary school can be split between the core school site requirements and hard outdoor PE provision, which should be provided on the school site, and soft outdoor PE provision which can be met in another part of the allocation but within a 10 minute walk of the school. Both the hard and soft outdoor PE provision should be accessible to the wider community; and
- An expanded health hub designed to meet NHS needs and standards for the projected population on the basis that it is either a new or expanded health hub on the basis that the provision of a health centre in the early phase of development may not meet NHS requirements due to its scale; and safeguarded space for River Pier Landing Facilities and a River Pier.

Consideration must be given to viability challenges with future development funding the DLR extension.

Phasing and implementation	<p><u>Short to</u> Medium to long term.</p> <p>Phasing of the site should reflect the development and design principles above and respond to the proposed changes to transport infrastructure.</p> <p>Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.</p> <p>The potential impact of the existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.</p> <p>Impact from the existing on-site sewer on design and layout should be taken into account in pre-application stage through early engagement with Thames Water.</p> <p>Any necessary mitigation to address odour impact from existing odorous uses in the vicinity, including the Beckton Sewage Treatment Works, should be completed ahead of the occupation of development.</p>
----------------------------	---

Appendix 3 – ED003B Extract

2.21 N17.SA1 Beckton Riverside

2.21.1 Key information

INFO

Neighbourhood: N17 Gallions Reach

Degree of change: Transform

Site Area: 84.66 ha

Landownership: Varied

Planning History: 20/02641/PREAPP

PTAL: 0-3

Flood Risk: Zone 2-3

Tall Building Zone: TBZ5: Gallions Reach (32-40-50m)

Heritage: Beckton Archaeological Priority Area (Tier 3)

Royal Docks Archaeological Priority Area (Tier 3)

In the vicinity of:

- Gallions Hotel (Grade II* listed)
- The Royal Standard (Locally listed)
- Pumping Station Gallions Roundabout, Royal Albert Way, Beckton, London, Newham, E6 6FZ (Locally listed)
- The Ferndale Public House (Locally listed)
- 2-100 Winsor Terrace, Beckton, London (Locally listed)



2.21.2 Constraints and Opportunity

N17.SA1 Beckton Riverside	
Site address	Gallions Reach Retail Park and Beckton Gas Works, Beckton, E6
Neighbourhood	Gallions Reach
Site area	84.66 hectares
Public Transport Accessibility Level	0 – 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead Transmission Line route On-site sewer
Heritage Designations	Beckton Archaeological Priority Area (Tier 3) Royal Docks Archaeological Priority Area (Tier 3) In the vicinity of: Gallions Hotel (Grade II* listed) The Royal Standard (Locally listed) Pumping Station Gallions Roundabout, Royal Albert Way, Beckton, London, Newham, E6 6FZ (Locally listed) The Ferndale Public House (Locally listed) 2-100 Winsor Terrace, Beckton, London (Locally listed)
Natural environment Designations	In an area of deficiency of access to all parks. Site contains two Sites of Importance for Nature Conservation (SINCs) Air Quality Management Area
Existing uses	The site contains remnants of the former Beckton gas works, the Gallions Reach shopping park and associated car parking and the Beckton DLR depot, which sits to the south of the former Beckon Gas works site, within retained Strategic Industrial Land. The site contains a range of industrial uses in the south west corner of the site also designated as a Strategic Industrial Location. The site also contains larger areas of open space adjacent to the River Thames and the A1020, including an area designated as SINC, which includes an attenuation pond serving Gallions Reach.

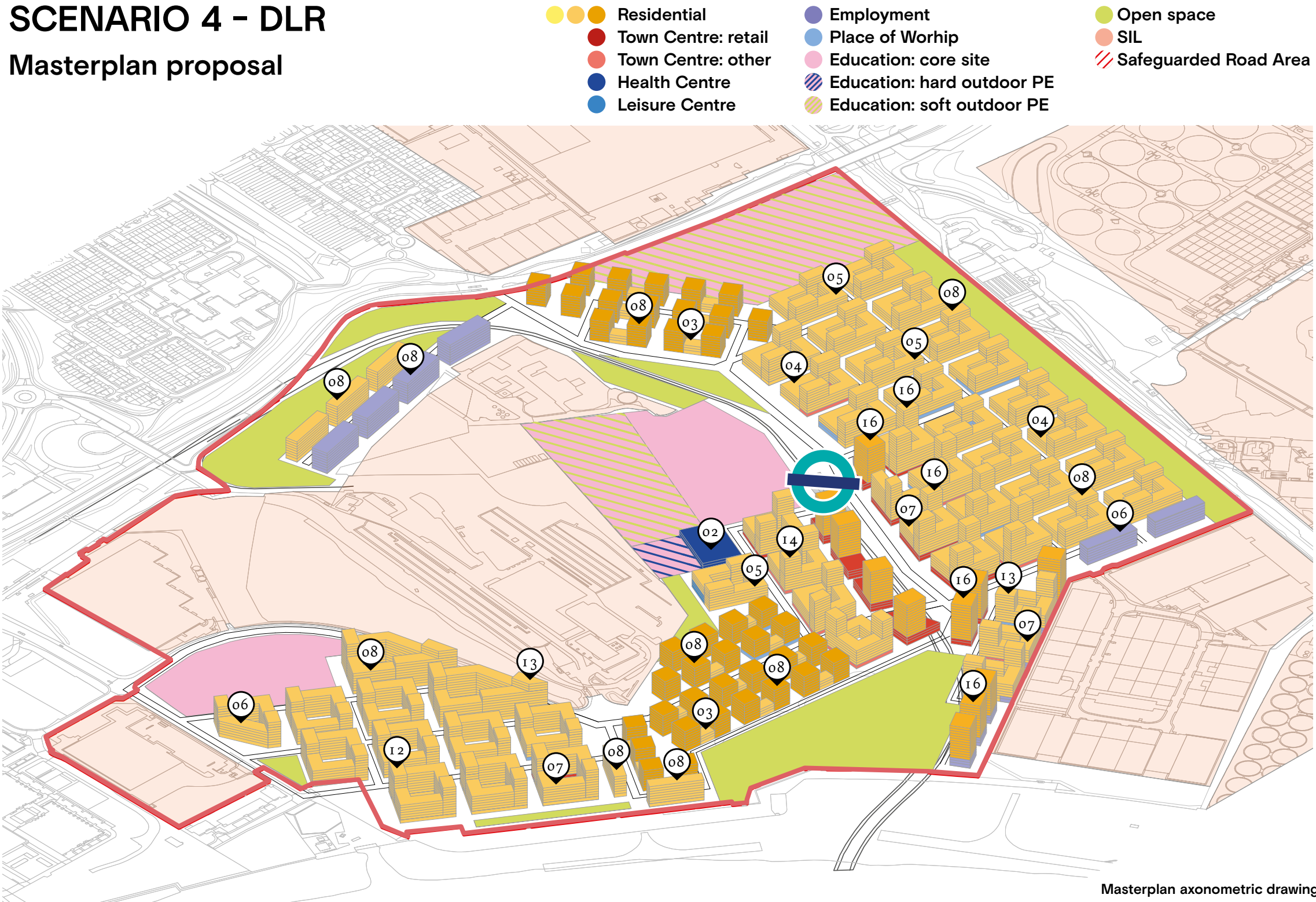
2.21.3 Future Potential

- Four scenarios were tested for this site around the provision of a new DLR connection. A mixed use development was considered which included residential, employment, open space, main town centre uses and social infrastructure.

2.21.4 Future assumption review

- It has been assumed that the new DLR line and station will be taken forward. A new primary and secondary school has been considered as part of this site, alongside the provision of new open space, a health centre and a new town centre.

SCENARIO 4 - DLR
Masterplan proposal



2.21.5 Capacity Calculation - DLR scenario

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	832,376	m2	Proposed average parking ratio:	0	* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is
Non-residential	0	m2	Proposed average circulation factor	1.500	
Residential GIA	749,138	m2	Ground car floor parking factor	0.330	
Residential NIA	524,397	m2			

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	65%	340,858	Studio	5%	39	436.0	39.0	437.0	436
			1 bed	10%	50	681.0	50.0	681.7	681
			2 bed	45%	70	2191.0	70.0	2191.2	2191
			3 bed	35%	86	1387.0	86.0	1387.2	1387
			4 bed	5%	108	157.0	108.0	157.8	157
100%					Total	4852			
Affordable (Intermediate)	12.25%	64,239	Studio	5%	39	82.0	39.0	0.0	0
			1 bed	10%	50	128.0	50.0	128.5	128
			2 bed	45%	70	412.0	70.0	413.0	412
			3 bed	35%	86	261.0	86.0	261.4	261
			4 bed	5%	108	29.0	108.0	29.7	29
100%					Total	830			
Affordable (Rented)	22.75%	119,300	Studio	5%	39	152.0	39.0	152.9	152
			1 bed	10%	50	238.0	50.0	238.6	238
			2 bed	45%	70	766.0	70.0	766.9	766
			3 bed	35%	86	485.0	86.0	485.5	485
			4 bed	5%	108	55.0	108.0	55.2	55
	100%	100%					Total	1696	

Indicative Site Capacity

7378

Indicative capacity impact of accommodating car parking

354

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.
- Assumes up to two-thirds of the ground floor can be used for car parking without reducing the number of homes delivered (with remaining space for active frontage, cycle parking etc). Alternatively, this could be accomodated in a basement, although this may have a larger viability impact
- The Tower type has not been included as a SketchUp model in the indicative site capacity toolkit. This type will be included following revisions to fire regulations.

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%