



Quod

R22 Local Plan

**Matter 10:
Design**

**Newham Local
Plan**

St William Homes LLP

27TH NOVEMBER 2025

Q253076

Matter 10: Design

- 1.1 On behalf of St William Homes LLP ('St William'), Quod submits this hearing statement in respect of Matter 10 Design. This hearing statement responds to IN3 'Inspector's matters, issues and questions, written statements; and hearings programme issued by the Inspector on 9th October 2025.

Policy BFN2 Co-designed masterplanning

Q10.1 Is policy BFN2 justified and consistent with national policy and the London Plan?

- 1.2 1.2 St William supports the overarching aim of Policy BFN2, which is to promote the comprehensive design and development of sites. St William has successfully applied the principles of co-designed masterplanning across several of its schemes. While Policy BFN2 brings together various policy objectives set out in the Framework and the London Plan—such as the importance of engagement, a masterplanning approach, and design-led development—it is noted that neither the Framework nor the London Plan contains specific policies on co-designed masterplanning.
- 1.3 1.3 Nevertheless, St William considers that targeted amendments are required to Policy BFN2 to improve its effectiveness and ensure stronger alignment with the Framework. Such amendments would support the Council in achieving its core objective of securing comprehensive design and development—an essential consideration given the number of large and complex development sites within the borough.

Policy BFN2: Part 1 – Piecemeal development

Lack of clarity

- 1.4 Part 1 of the policy seeks to resist "*piecemeal development*", particularly where it would prejudice policy or allocation objectives. However, the term "*piecemeal*" is ambiguous, or needs to be more clearly defined, and therefore inconsistent with paragraph 16(d) of the Framework, which requires policies to be clearly written and unambiguous.
- 1.5 All of St William's sites (with the exception of the former East Ham Gasworks) adjoin other major development sites – either under different land ownership, within other parts of the Berkeley Group, or land that will subject to later planning application(s). In several cases, multiple development sites share the same site allocation.
- 1.6 For example, St William's Bromley by Bow Gasworks site and the Berkeley Group's TwelveTrees Park site are in separate ownership and have planning permissions for two distinct development proposals yet both fall within Site Allocation N7.SA2 TwelveTrees Park and Former Bromley by Bow Gasworks. Together with the Abbey Mills site to the north, all three falls within the N7 Three Mills neighbourhood.
- 1.7 All three sites are progressing on different trajectories: TwelveTrees Park was originally consented in 2018 and is now under construction and partly occupied; Bromley by Bow Gasworks was consented in 2025; and Abbey Mills is not yet subject to a planning application.

Both the TwelveTrees Park and Bromley by Bow Gasworks developments are governed by Section 106 agreements and planning conditions that manage phasing and require co-design in relation to the interface between the two schemes.

- 1.8 Under the Bromley by Bow Gasworks Section 106 agreement St William must demonstrate engagement with the TwelveTrees Park team and show that connectivity, access, servicing, landscaping, ground floor uses, safety and security and wayfinding have been jointly considered as part of the design process.
- 1.9 A similar situation exists at the Beckton Riverside site allocation (N17.SA1) which comprises land owned by multiple parties including St William, Aberdeen Investments, TfL and the GLA Land and Property team. The site allocation supports an early phase of development in the south eastern part of the site allocation while significant further growth across the wider strategic area can only come forward once a DLR line extension contract is let.
- 1.10 In October 2025, resolution to grant was secured for a residential-led mixed use development known as 'Beckton Riverside Phase 1' on part of St William's land, supported by existing transport provision at Gallions Reach DLR Station. The Site is adjoined directly by GLA owned land to the south and the wider strategic area to the north, which cannot be delivered until the DLR extension is secured.
- 1.11 To support the Beckton Riverside Phase 1 proposals, St William prepared and submitted the '*Beckton Riverside Strategic Site Masterplan Framework (June 2025)*', which provides a co-ordinated framework for future development across the Beckton Riverside allocation. The document provides a summary of the engagement undertaken with the various landowners and stakeholders and includes a statement of agreed principles signed by Aberdeen, TfL and the GLA.
- 1.12 The Masterplan Framework provides a comprehensive assessment of both the consented Beckton Riverside Phase 1 scheme and the wider Framework against the co-designed masterplanning policies (Policies S1 and BFN2) and the adopted and emerging site allocations. It demonstrates that the Beckton Riverside Phase 1 proposals fully align with the Framework and would not prejudice delivery of the wider masterplan. The Masterplan Framework also acknowledges the timescales and complexities involved with the delivering regeneration at this scale and allows the flexibility to deviate from the illustrative plans within the Masterplan Framework with the appropriate justification considering the context at the time.
- 1.13 A copy of the Strategic Site Masterplan Framework and Masterplan Landowner Agreement can be found at **Appendix 1** and **Appendix 2** respectively.
- 1.14 In summary, the reference to 'piecemeal development' in Policy BFN2 suggests that the Council may resist development that comes forward in phases. This does not reflect the practical reality of delivering large, complex strategic sites and is inconsistent with what site allocations explicitly allow for. As drafted, the policy does not provide sufficient support for long-term, multi-phased developments, which make the largest contribution to housing delivery and growth in the borough. The policy should therefore be updated to make clear that the Council supports multi-phased development where it aligns with an agreed and comprehensive masterplanning approach.

Prevention of any development

- 1.15 Resistance to ‘piecemeal’ development that is not fully aligned with the relevant neighbourhood vision, neighbourhood policy, site allocation development principles, and/or site allocation design principles would, in practice, prevent any development that falls short of complete compliance from coming forward. This approach is contrary to the Framework and should be revised in accordance with paragraph 2 of the Framework and Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires “*planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise*”.
- 1.16 Whilst the objectives and visions set out within the various neighbourhoods and site allocations are strongly supported, their delivery is often contingent on additional factors that will influence the timing and scale of planned growth.
- 1.17 For example, in the case of Beckton Riverside, the vision for Neighbourhood N17 Gallions Reach is dependent on the delivery of a new DLR line extension and new station. Until such infrastructure is secured, it could risk development coming forward whether it be temporary in nature and/or would have no impact on the realisation of the allocation’s vision in the future. This creates a risk that the current policy approach could prevent any development from coming forward, as illustrated by the recent appeal¹ decision at Gallions Reach Shopping Centre which overturned the Council’s decision to refuse proposals for two drive-through units at the existing shopping centre with the Inspector concluding:

15. To my mind, two small drive through units would pose no more threat to redevelopment of the Strategic Site than the existing retail units and restaurants elsewhere on the shopping park. Therefore, on the basis of the evidence before me, and in the absence of an approved masterplan for redevelopment and the uncertainty around timescales, I am not persuaded that the proposal would obstruct or delay comprehensive redevelopment of the Strategic Site.

- 1.18 In the intervening period, existing assets on strategic development sites, including Gallions Reach Shopping Park should continue to be allowed to be managed to support the vitality of the area and to support the business case for the development of strategic sites (in the case of N17.SA1, including the DLR extension and the future town centre), where such development would not obstruct or delay the comprehensive redevelopment of the strategic site. The policy wording should make it clear that, as supported by the appeal decision at the Shopping Park, Policy BFN2 applies only to significant development proposals at the strategic sites and not proposals of a smaller scale, often associated with the management of existing assets or underutilised land.
- 1.19 The approach set out in Policy BFN2 is therefore *unsound*. St William and Aberdeen have agreed a joint statement regarding this policy which is set out below.

¹ Appeal Ref: APP/G5750/W/24/3339567

St William and Aberdeen Joint Statement on Policy BFN2

- 1.20** Whilst the objectives of co-designed masterplanning are supported, Policy BFN2 is unclear and lacks the necessary flexibility to allow non-transformative development proposals to come forward in advance of the proposed DLR line extension and station coming forward at Beckton Riverside.
- 1.21** Without refinement, the policy would effectively prevent any development from coming forward within the Beckton Riverside strategic area, as reflected in the Council's application of this policy in refusing recent proposals for a drive-through at Gallions Reach Shopping Park.
- 1.22** As set out within St William and Aberdeen's responses to Matter 4 (Question 4.2 - prevention of any form of development prior to a significant public transport intervention), such an approach would be contrary to the Framework. It would also impede essential ongoing active asset management at Gallions Reach Shopping Park, which must be allowed to continue in the short to medium term while greater certainty on the DLR extension emerge. Continued asset management is vital, not only to maintain the vitality and viability of the surrounding area as a strategic shopping destination, but also to ensure that the funding for the redevelopment of the strategic site is maintained.
- 1.23** The principles considered in the appeal remain entirely applicable in relation to Policy BFN2 in that small, interim development within the Beckton Riverside strategic area would not obstruct or delay the comprehensive redevelopment of the strategic site.
- 1.24** For the wider strategic area, the Beckton Riverside site allocation also expressly supports the provision of employment uses consistent with Policy J1. This includes prioritising industrial floorspace - particularly transport and utilities infrastructure, large scale industrial uses, logistics and warehousing, and clean, green and low carbon industries – in advance of the DLR line extension coming forward.
- 1.25** As currently drafted, Policy BFN2 does not align with this approach and should be revised accordingly.
- 1.26** Although the Government supports the DLR line extension, its delivery will depend on securing both public and private sector funding, a process expected to take several years. Without a more flexible interim approach to development at Beckton Riverside, the wider strategic area would, in effect, be sterilised until funding is secured. This is contrary to the Framework².
- 1.27** A more proportionate and clearer approach is therefore required – one that removes the presumption against 'piecemeal' development while continuing to promote a designed, masterplanned approach. This would allow different landowners to bring forward development in a co-ordinated but flexible manner, enabling viable short to medium term proposals to proceed, particularly where they support existing uses, protect

² Paragraph 8 of the Framework

important local assets, and help secure the private sector investment needed to support the delivery of the DLR line extension.

1.28 Proposed amendments to Policy BFN2 are included within **Appendix 2**.

a) The requirement for a Meanwhile Use Strategy in part 4.

1.29 St William supports the principle of activating vacant land through meanwhile uses; however, former gasworks sites often present constraints that limit feasibility and restrictions to public access.

1.30 Further flexibility is sought to the wording of part 4 to advocate that phased sites should explore or maximise the opportunity to deliver meanwhile uses on vacant plots rather than a prescriptive requirement for a Meanwhile Use Strategy.

1.31 Please also refer to our response to question 1.7³.

1.32 Proposed amendments to policy wording are included within **Appendix 2**.

b) The requirement for post occupancy surveys in part 5.

1.33 St William supports the provision of post occupancy surveys however in line with our response to question 1.7 we do not consider it necessary or justified to include this requirement within the Local Plan⁴. A requirement for post occupancy surveys can either be set out in the validation checklist⁵ or by planning condition.

Policy D1 Design Standards

Q10.2 Is policy D1 justified and consistent with national policy and the London Plan? In particular:

a) The reference to “Council-led” design guidance in part 1(a)

1.34 Policy D1 part 1 requires all development to have regard to the Newham Characterisation Study (2024) and any further adopted design guidance or code, or guidance supported by the Council. Reference to “Council-led” design guidance is not consistent with national policy and the London Plan. The Framework makes clear that landowners and developers can contribute to the production of design guidance and codes or can choose to prepare design codes in support of a planning application⁶. The London Plan also makes no reference to masterplans and design codes needing to be council-led⁷ and confirms that design codes submitted with outline planning applications for large developments can be one such way to ensure that design quality is upheld throughout the planning process⁸.

³ St William Response to Matter 1: Paragraphs 1.16 – 1.18

⁴ Framework Paragraph 36

⁵ Framework Paragraph 45

⁶ Framework Paragraphs 133 and 134

⁷ Policy D4(A) of the London Plan (2021)

⁸ Supporting Paragraph 3.4.11 of the London Plan (2021)

1.35 While Policy D1's objective to promote high-quality design is supported, amendment to this policy is sought to ensure it is clear that "Council-led" guidance is not the only valid form of design guidance. It is therefore suggested that the text "...or guidance supported by the Council" is removed.

b) The requirement for major developments to achieve Secured by Design Silver Award in part 3.

1.36 The schedule of proposed modifications⁹ removes the requirement to achieve Secure by Design Silver Award within implementation text D1.3. However, the requirement is retained within part 3 of Policy D1. It is therefore suggested that the requirement is also removed from the policy for consistency.

c) The requirements relating to temporary buildings in part 4.

1.37 Policy D1's overarching objectives are consistent with the Framework¹⁰, which gives significant weight to development that is well designed and promotes high standards of sustainability. This is supported. However, design and other requirements for temporary buildings must be proportionate to the nature and duration of the use. Temporary buildings and meanwhile uses play an important role in providing activation to vacant sites and buildings. However if policy requirements are too prescriptive or onerous then they are likely to prevent temporary buildings and uses coming forward. Specifically, the additional costs of designing, constructing and dismantling temporary buildings will not be proportionate to their likely use and duration.

1.38 Neither the Framework nor the London Plan provide specific requirements for temporary building design and disassembly. There is therefore a need for clearer proportionality within Policy D1 part 4 and the associated implementation text to ensure that minor or short-term temporary schemes aren't burdened with major development requirements.

d) The requirement for certain applications to be assessed by the Newham Design Panel and any community and/or youth design review panel appointed by the Council in part 4.

1.39 Independent design review is supported by and consistent with the Framework and the London Plan.

1.40 Supporting text at paragraph D1.5 confirms that independent design review will only be required for major development proposals which is supported and broadly aligns with the London Plan¹¹. Notwithstanding, the thresholds for design review set out at paragraph D1.5 are substantially different to those set out in Policy D4 of the London Plan which only requires independent design review of proposals which include a residential component that exceeds 350 units per hectare or proposes a building defined as a tall building (or that is more than 30m in height). It also stipulates that development proposals referable to the Mayor must have undergone at least one design review early on in their preparation¹².

⁹ SD005b Submission Local Plan (tracked changes)

¹⁰ Framework Paragraph 139

¹¹ Policy D4 of the London Plan (2021)

¹² Policy D4(D) of the London Plan (2021)

- 1.41 London Plan Policy D4(E) also expresses the importance of subsequent design reviews referencing and building on previous recommendations and ensuring design review has due regard to the wider policy context.
- 1.42 The requirement for community and/or youth design review panels is strongly supported. However, on the basis that neither of these panels have yet been introduced (and there is no corresponding detail around their operation and scope) it is essential the Local Plan incorporates sufficient flexibility to ensure any new panel can operate consistently with the Framework, London Plan guidance and effectively alongside the existing Newham Design Review Panel. Supporting text at paragraph D1.5 states that once a community and/or youth design review panel is established major proposals will need to be reviewed by this panel prior to the Newham Design Review Panel. Based on experience of community review panels in other boroughs it is not considered necessary or justified for a community review to take place before or hold up the main design review process. Community and/or youth design review panels introduced must build on previous professional commentary and review¹³ otherwise proposals run the risk of procedural delays and a lack of clarity regarding the weight to be given to different panel comments.
- 1.43 Consideration should also be given to the fact that community and youth engagement can be secured through the public consultation process or inform the Council's own design guidance and codes.
- 1.44 Proposed tracked changes are outlined within **Appendix 4**.

Policy D2 Public realm net gain

Q10.3 Is policy D2 justified and consistent with national policy and the London Plan? In particular:

a) The requirement in part 3 for major developments referable to the Mayor to make proportionate contributions towards public realm enhancement and maintenance beyond the site.

- 1.45 Part 3 of Policy D2 is not justified or consistent with national policy and the London Plan.
- 1.46 The Framework¹⁴ confirms that planning obligations must only be sought where they meet all of the following tests:
- a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
- 1.47 As currently drafted Policy D2 Part 3 outlines a requirement for a contribution regardless of the Framework tests. It therefore is not in conformity with the Framework or London Plan Policy

¹³ Policy D4(E)(3) of the London Plan (2021)

¹⁴ Framework paragraph 58

D8. In line with our previous comments at R18 and R19, Policy D2 Part 3 must acknowledge that any contributions sought (which must meet all three tests in the Framework) should be informed by a viability assessment relating to the development proposals and be proportionate when considering the cumulative list of other contributions sought and public benefits proposed.

- 1.48 We would re-emphasise that brownfield sites and in particular former gasworks are subject to significant contamination and exceptional abnormal costs associated with their remediation¹⁵. Consequently, any financial contributions sought from brownfield and gasworks developments must ensure they meet the relevant planning tests and have been factored into the viability of the development and considered in the round.
- 1.49 St William consider that Community Infrastructure Levy (CIL) should be used to cover future and maintenance costs of new public realm where this is being delivered as strategic social infrastructure.
- 1.50 Proposed amendments to policy wording are included within **Appendix 5**.

b) The requirement in part 5 for a Public Realm Management Plan.

- 1.51 For many developments, particularly where significant new public realm is proposed and/or to be adopted by the local authority or managed by a third-party estate or management company, management arrangements are already secured through Section 106 agreements.
- 1.52 London Plan Policy D8 (Public Realm) supports high-quality and inclusive public spaces, encouraging boroughs to secure effective management and ongoing maintenance of these spaces should be secured through legal agreement or planning conditions¹⁶. Importantly, it does not mandate a standalone Public Realm Management Plan policy requirement.
- 1.53 In line with our response to question 1.7¹⁷, a requirement for a Public Realm Management Plan within the Local Plan is one of many specific application requirements that cumulatively places significant burden on developers, and it is not considered appropriate to include this within the Local Plan.
- 1.54 Part 5 must therefore be amended to remove a specific requirement for a Public Realm Management Plan and instead outline policy objectives for effective management and ongoing maintenance of public realm (which can be secured by legal agreement) in line with Policy D8 of the London Plan.
- 1.55 Furthermore, flexibility must also be applied to developments providing significant areas of public realm when considering the timing and phasing for completion of public realm (Part 5 (a)). Absolute obligations that require the early delivery of public realm alongside the cited required public realm contributions and management costs will collectively increase the service

¹⁵ F59 of London Plan (2021)

¹⁶ London Plan Policy D8, Supporting Paragraph 3.8.9

¹⁷ St William Response to Matter 1: Paragraphs 1.16 – 1.18

charge for residents and only serve to hinder the delivery of development contrary to the Framework.

1.56 Proposed amendments to policy wording are included within **Appendix 5**.

Policy D6 Neighbourliness

Q10.5 Is policy D6 justified and consistent with national policy and the London Plan? In particular, the requirement for developments to seek compliance with the best practice standards and guidance set out in Table 2.

1.57 St William supports the overarching policy objective of achieving good neighbourliness (part 1) and addressing agent of change principles (part 2) which align with the Framework¹⁸ and the London Plan¹⁹. With regards to the agent of change principles set out in Part 2 it is pertinent to note that these principles are already secured within the Framework and London Plan and provide unnecessary duplication²⁰. To avoid this unnecessary duplication the detail within Part 2 should be removed and replaced with the policy wording outlined in Policy QD7 of the Lewisham Local Plan (July 2025), which defers to the London Plan policy.

1.58 Parts 3 and 4 of Policy D6 are not supported and are not considered to comply with national policy and the London Plan.

1.59 The best practice standards and technical guidance, as outlined in Part 3, should clearly acknowledge that they may be updated over time, and on that basis policy must afford sufficient flexibility to account for emerging or new guidance that has not informed the preparation of the Local Plan²¹.

1.60 In line with our response to question 1.7²², a specific requirement for a Plant Maintenance Plan (part 4) within the Local Plan is one of many specific application requirements that cumulatively places significant burden on developers and it is not considered appropriate to include this within the Local Plan.

1.61 Proposed amendments to policy wording are included within **Appendix 6**.

¹⁸ Framework Paragraph 200

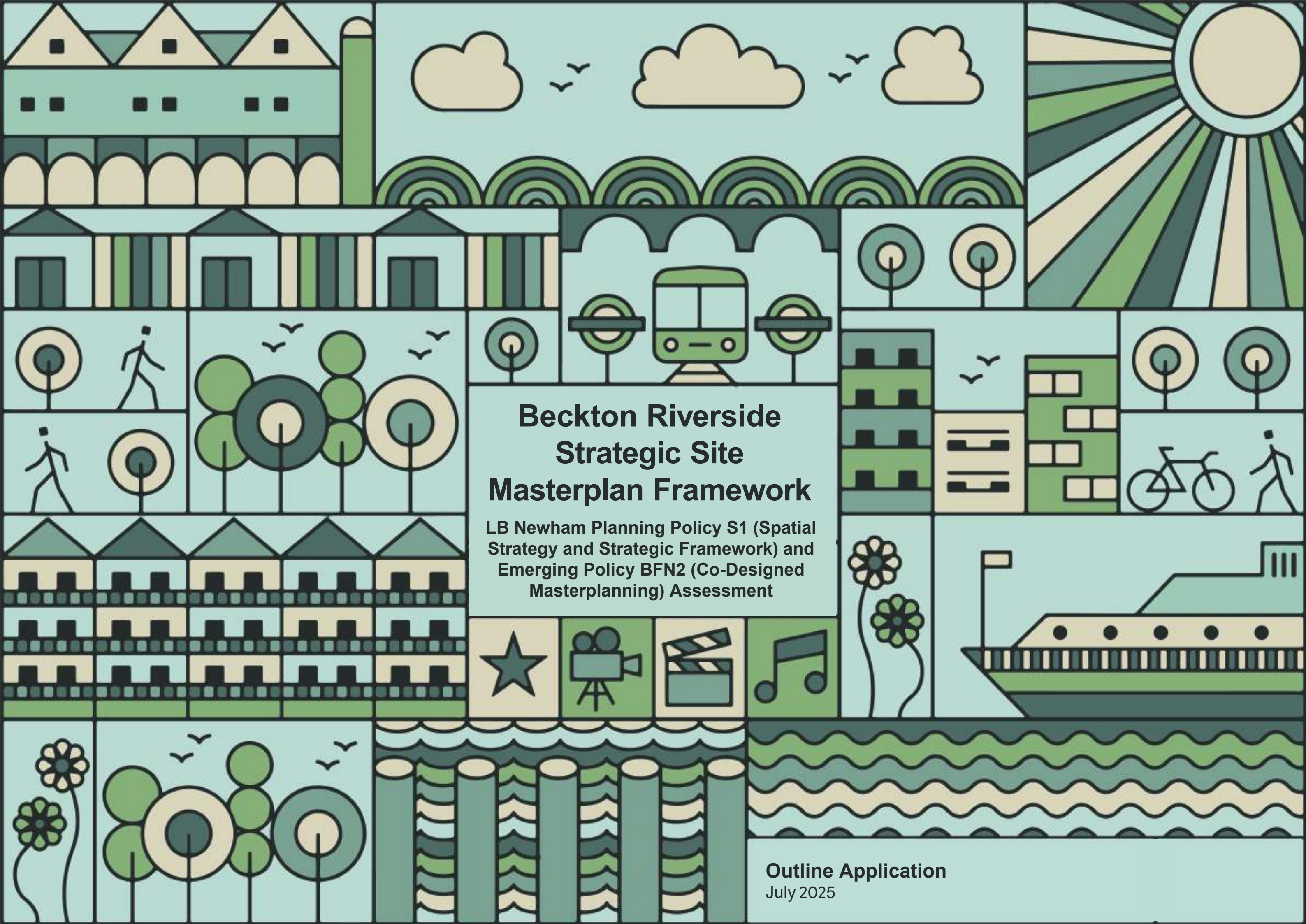
¹⁹ Policy D13 London Plan (2021)

²⁰ Framework Paragraph 16 (f)

²¹ Framework Paragraph 32

²² St William Response to Matter 1: Paragraphs 1.16 – 1.18

Appendix 1 – Masterplan Framework



Beckton Riverside Strategic Site Masterplan Framework

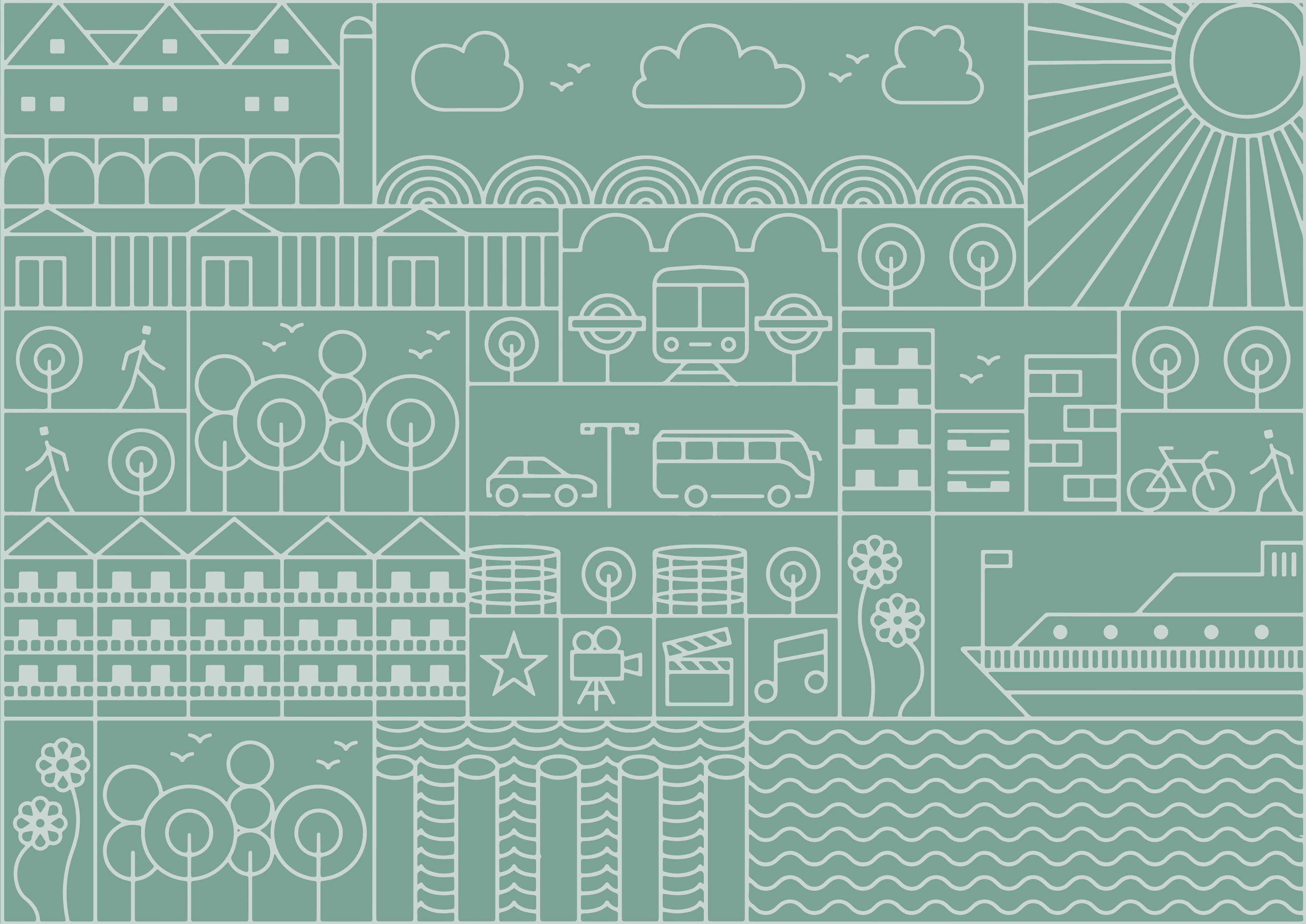
LB Newham Planning Policy S1 (Spatial
Strategy and Strategic Framework) and
Emerging Policy BFN2 (Co-Designed
Masterplanning) Assessment

Outline Application
July 2025



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01. Introduction

- 1.1 Purpose of document
- 1.2 How to use this document

Introduction

1.1 Purpose of Document

This document has been produced as an explanatory document as a response to a request from Newham for the purpose of aiding their decision making process. This document addresses the requirements of Newham’s adopted Policy S1(3) and emerging Policy BFN2 in relation to the codesigned masterplanning of Beckton Riverside as one of Newham’s Strategic Site Allocations (hereafter referred to as the “allocation” or “Strategic Site”).

The document sets out the substantial engagement that St William have undertaken to date with all key landowners and various key stakeholders and this process has been translated into the development of this jointly prepared Masterplan Framework. Through this collaborative approach, a Masterplan Framework for the Beckton Riverside Strategic Site Allocation has been produced with the guiding principles for future development within it agreed by all landowners.

The Masterplan Framework acts as an illustrative tool for Newham and parties bringing forward future planning applications in the area and sets out key principles for future development across the allocation which demonstrates a comprehensive approach to development of the Strategic Site which is required by local planning policy.

The Beckton Riverside Strategic Site Masterplan Framework has been produced in partnership with other landowners and stakeholders to bring together historic and current information to demonstrate that the requirements of LBN’s adopted Policy S1 and emerging Policy BFN2 have been addressed by either demonstrating compliance with policy objectives now or where policy is being facilitated and not prejudiced to be achieved in the future as part of future planning applications.

Section 4 of this document demonstrates how the Phase 1 proposals align with the wider Masterplan Framework and deliver on the policy objectives which were subject to a future planning application coming forward. This then demonstrates how applications coming forward in the allocation, and in this case Phase 1, complies with adopted Policy S1 and emerging Policy BFN2 and aids Newham in their decision making process.

Future applications coming forward that align with the principles of this Masterplan Framework should be considered in line with the objectives of Policy S1 and policy BFN2. Given the length and complexity of bringing schemes forward in this location, deviations from the Masterplan Framework should be expected and accepted within future applications subject to detailed justification.

Beckton Riverside Phase 1 will be the first phase to come forward in this wider Strategic Site allocation and this document confirms that it will not prejudice the delivery of the Beckton Riverside Strategic Site Masterplan Framework. The Phase 1 Outline Planning Application consists of approximately 2,900 homes and up to 5,000sqm of commercial and community uses aswell as significant publicly accessible open space and new riverside access.

The Phase 1 proposals will be a catalyst for the wider regeneration of the Beckton Riverside area, supporting the business case for the proposed DLR line extension and facilitating the future phases of development. It will be the first step in creating a vibrant new neighbourhood which will evolve and grow over time as new transport infrastructure is delivered and subsequent phases of development come forward as envisaged by adopted and emerging planning policy.



Site Allocation, Phase 1 and surrounding area

Introduction

1.2 How to use this document

Status of this Document

This document has been produced to demonstrate the Beckton Riverside Strategic Site Masterplan Framework, produced in partnership by all landowners, has been developed comprehensively and satisfies the requirements of Newham’s adopted Policy S1 and emerging Policy BFN2 as well as adopted site allocation S01 and the draft site allocation N17.SA1.

This document should be read alongside the suite of documentation submitted as part of the Phase 1 Outline Planning Application and as an explanatory document demonstrating compliance with relevant policy.

The Design Code, Parameter Plans and Development Specification together provide the primary design requirements and are the relevant controlling documents for future Reserved Matters Applications (RMA’s) for the Phase 1 proposals.

Structure of this Document

Section 2 provides a background to the development of the Masterplan Framework which demonstrates the comprehensive approach to masterplanning of the Strategic Site required by local planning policy. It summarises who the landowners are, the engagement to date with landowners and key stakeholders, the policy context, and the previous iterations of the Masterplan Framework. The various joint masterplanning exercises that have taken place between the necessary stakeholders are set out within this section, these joint masterplanning exercises (i.e.. previous iterations of the Masterplan Framework) have directly fed into the final version of the Masterplan Framework, set out

in Section 3, which has been jointly prepared and agreed by all landowners within the Beckton Riverside Site Allocation which satisfies the requirements of adopted Policy S1 and emerging Policy BFN2. Full details of the engagement and background information can be found in Appendix 6.3.

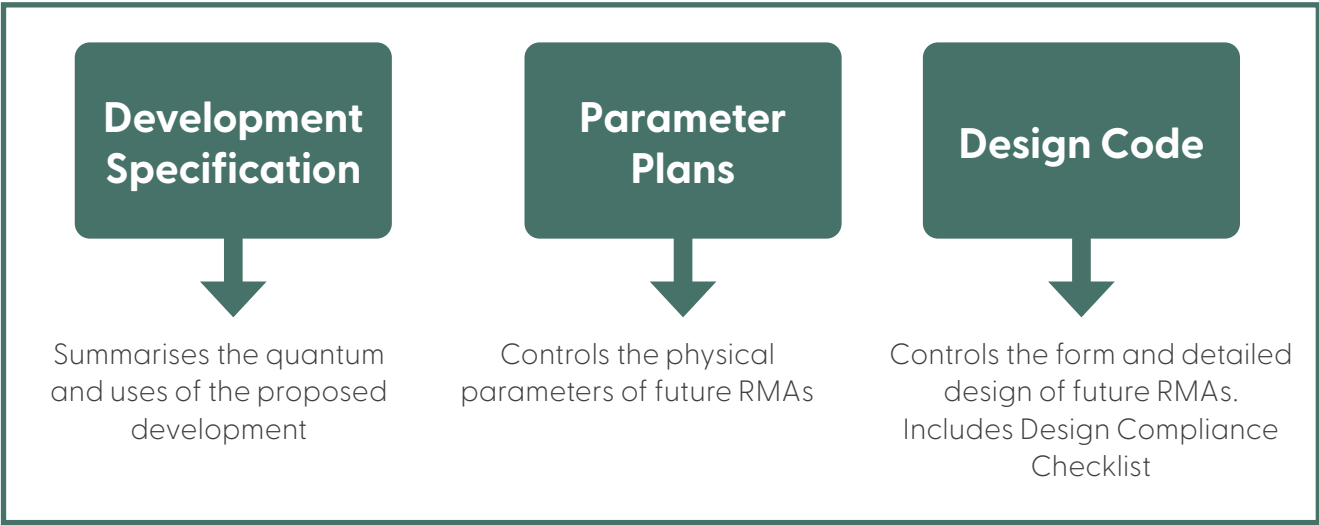
Section 3 sets out the Masterplan Framework of the Beckton Riverside Strategic Site Allocation which demonstrates the comprehensive approach to masterplanning of the site allocation that has been undertaken by all necessary stakeholders which satisfies local policy requirements. The three supporting Framework Plans (Land use, Connectivity, and Open Space and Green Infrastructure) demonstrate the key principles that inform the overarching Beckton Riverside Strategic Masterplan Framework Plan. A review of the Masterplan Framework versus adopted Policy S1(3), emerging policy BFN2 and key site allocation objectives in the form of a checklist and an a comprehensive assessment of how the Masterplan Framework satisfies policies S1(3), BFN2, and site allocations S01 and N17.SA1.

Section 4 sets out how the Phase 1 Outline Planning Application scheme aligns with the principles of the Masterplan Framework and demonstrates how the Phase 1 proposals deliver on Newham’s policy objectives which were subject to future planning applications coming forward in Section 3. A comprehensive assessment of how the Phase 1 proposals align with policies S1(3) and BNP2 is provided in Appendix 6.2.

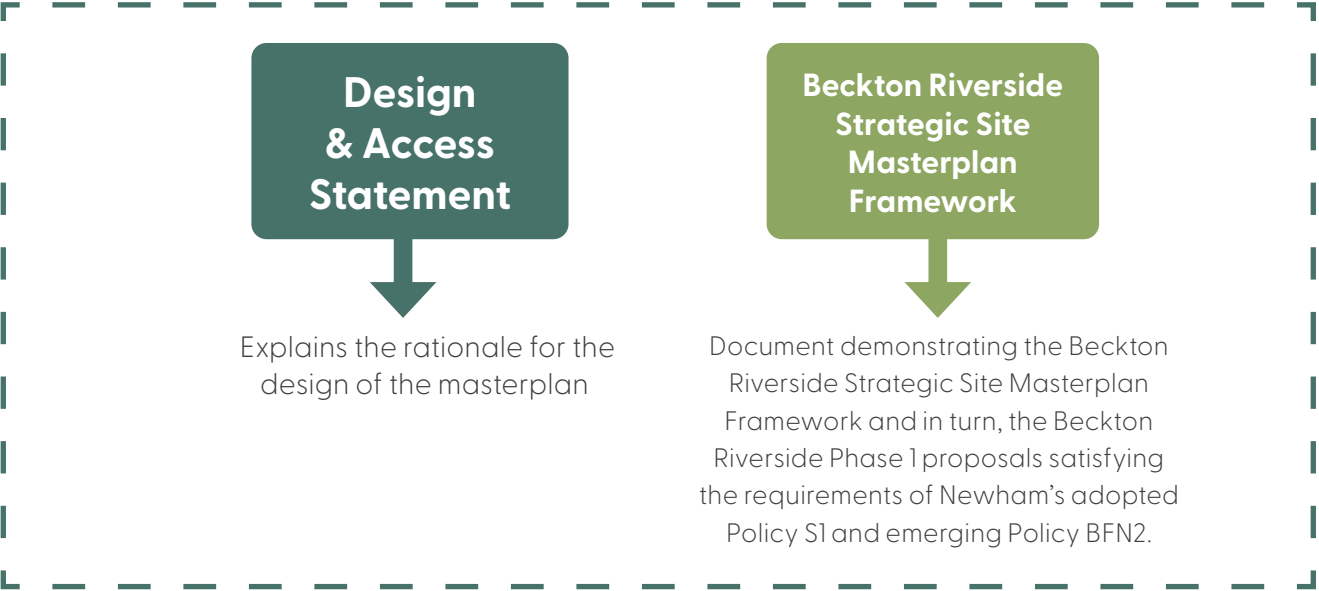
Section 5 sets out the agreement between all landowners including St William, Aberdeen Investments, and the Royal Docks Team (who oversee the GLA owned Land in the area) on the Beckton Riverside Strategic Masterplan Framework presented in this document.

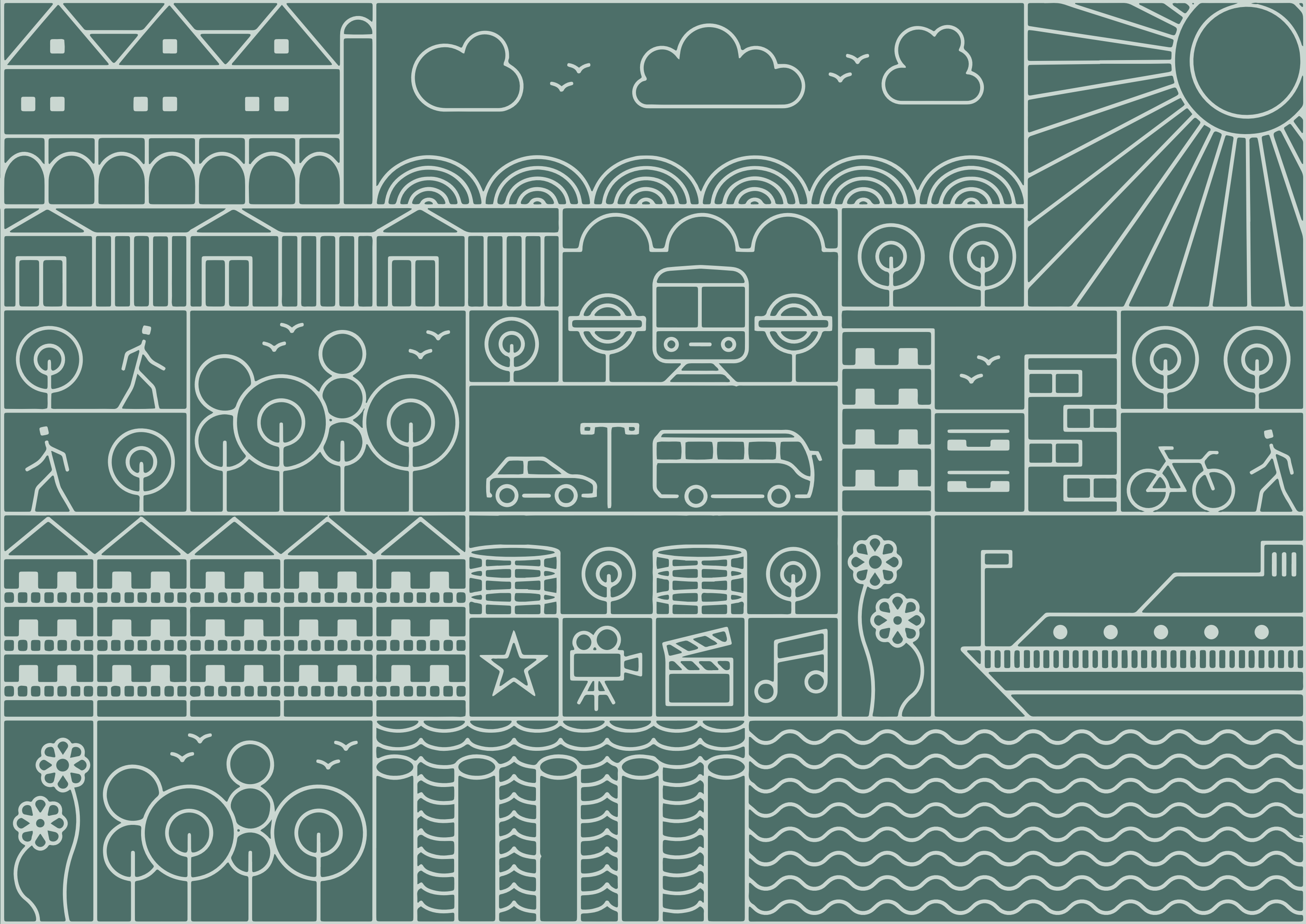
Components of the Application

Controlling Documents



Explanatory Document





02.

Background

- 2.1 Land Ownership
- 2.2 Planning Policy Context
- 2.3 Phasing principles
- 2.4 Journey so far

Background

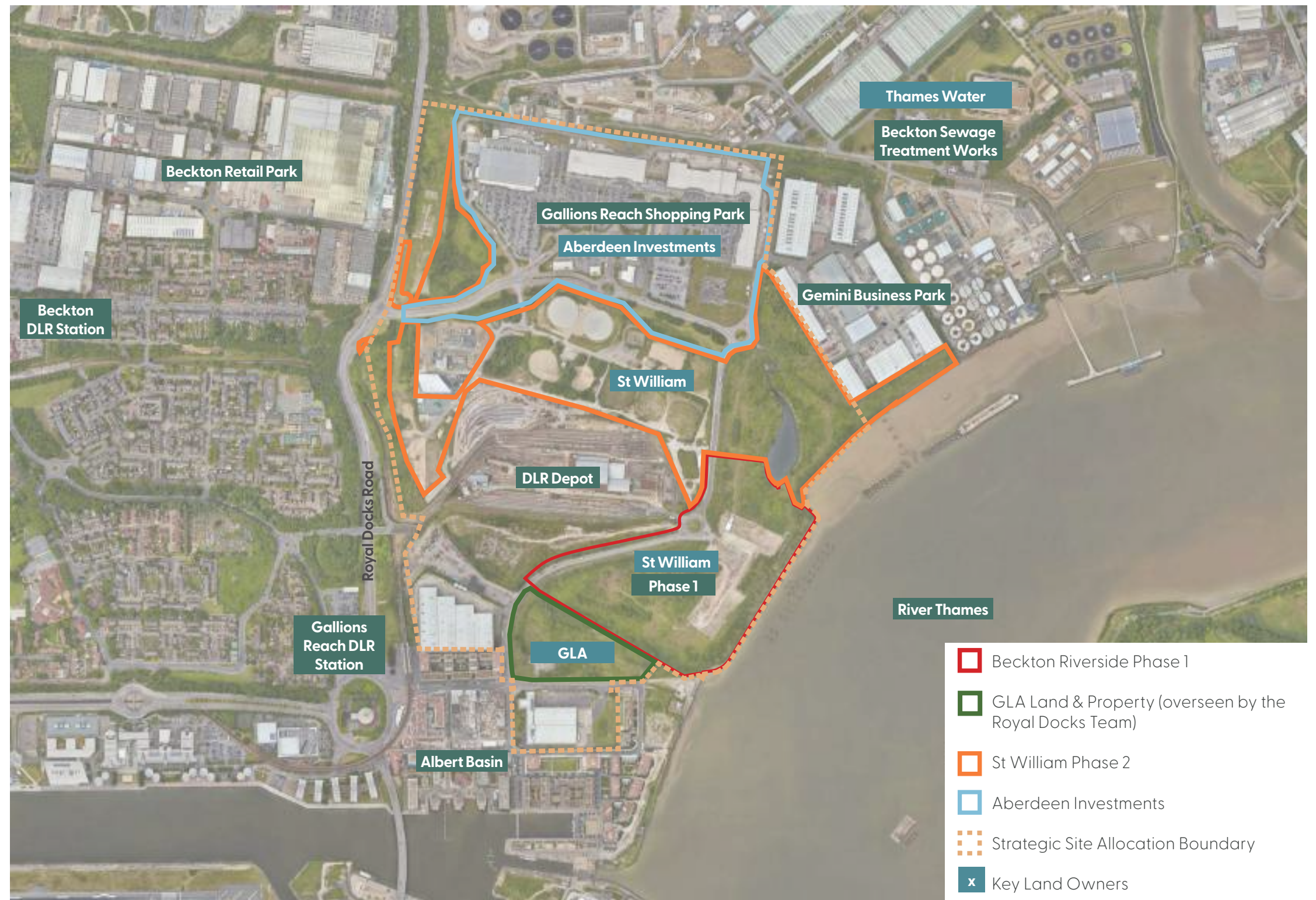
2.1 Land Ownership

The Beckton Riverside strategic site allocation is subject to multiple land ownerships. With land owned by St William Homes LLP, Aberdeen Investments, and the GLA Land and Property team. The adjoining map confirms the extent of each landowners assets which form the areas where residential-led mixed use development, including a new Town Centre, will be delivered within the allocation.

In addition to Phase 1, St William own a large area of land located directly north and north west of Phase 1 including the surface water attenuation lagoon and land close to the Royal Docks Road.

The adjoining land to the south of the Phase 1 site is currently owned by GLA Land and Property and will be referred to throughout this document as 'GLA Land'. The Royal Docks team, who oversee GLA owned land within the Royal Docks and Beckton Riverside Opportunity Area, are intending to bring this land forward for residential-led mixed use development with development partners in the near future, likely to come forward for development in parallel with the Beckton Riverside Phase 1 proposals.

Aberdeen Investments own the land in the northern part of the Beckton Riverside strategic site allocation which comprises the existing Gallions Reach Shopping Park. The existing Gallions Reach Shopping Park is a well used out of town style retail park with various large chain occupiers which will continue operation through the phased delivery of the site.



Aerial of Beckton Riverside and the key surrounding landowners

Introduction

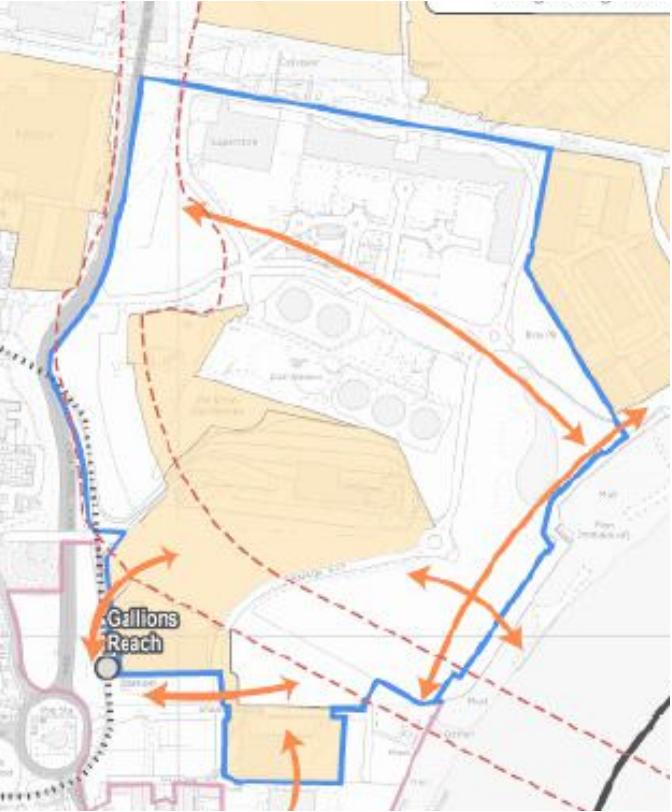
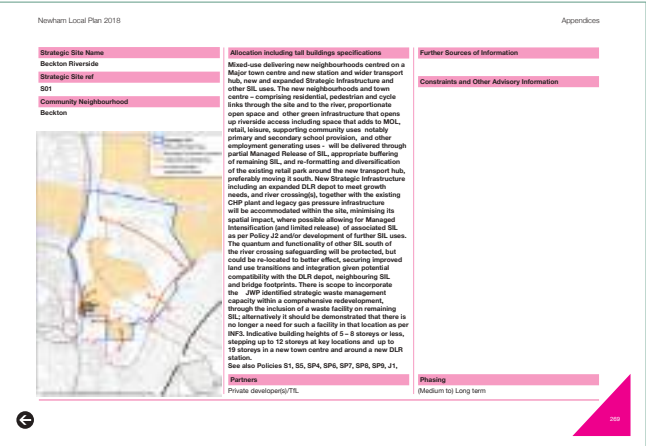
2.2 Planning Policy Context

Beckton Riverside is strategically allocated within the Royal Docks and Beckton Riverside Opportunity Area Planning Framework (2023) and both the adopted and emerging Newham Local Plans (site allocation S01 and N17.SA1 respectively).

All three documents identify Beckton Riverside as a new neighbourhood centered around a new major town centre with the majority of growth and development of this area reliant upon a new DLR line extension and station. A network of new green and blue spaces is expected with the new neighbourhood maximising its riverside frontage. Development at Beckton Riverside is expected to deliver a range of required infrastructure requirements including a new primary and secondary school.

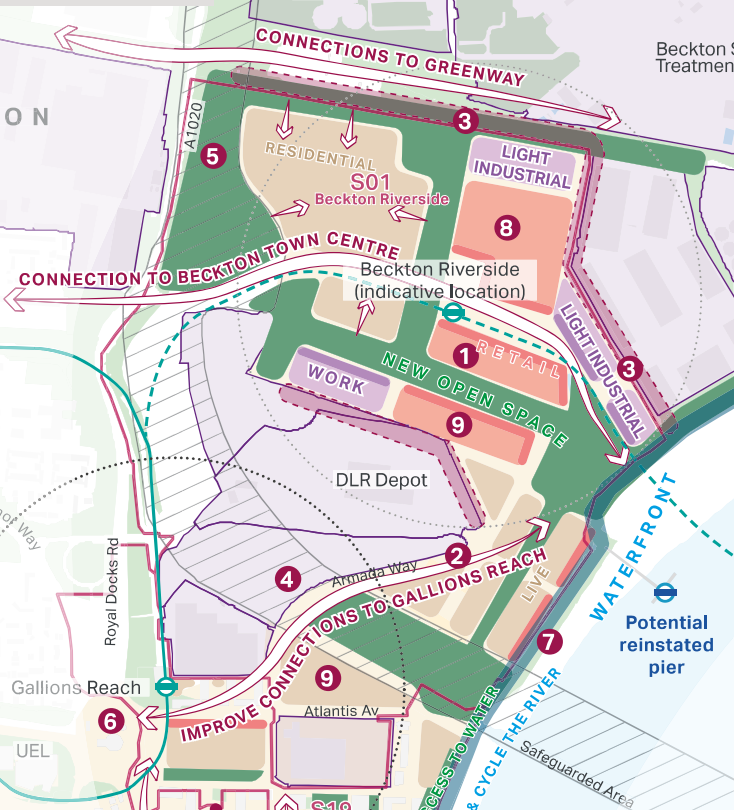
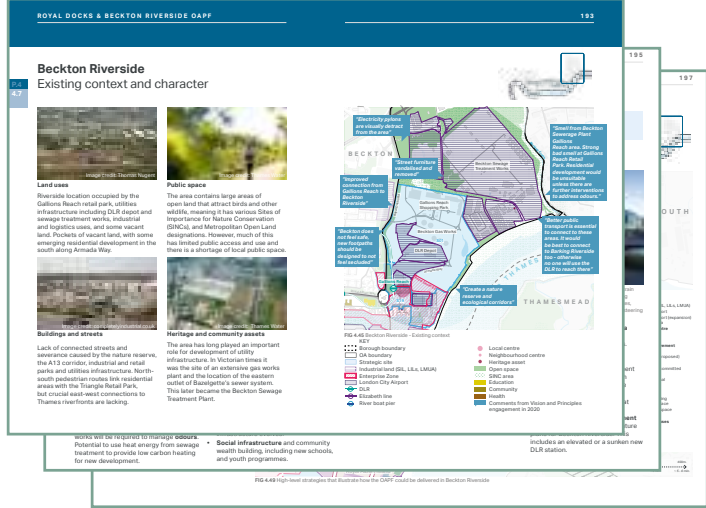
The relevant policies to which this document relates to include adopted Local Plan policy S01(3)/allocation S01, and draft Local Plan policy BFN2/allocation N17.SA1. Newham’s draft Local Plan is at Regulation 19 stage and due to be submitted for examination in Q2/Q3 2025 so draft policies BFN2 and site allocation N17.SA1 are not yet adopted but will gather more weight as the Plan progresses to Examination.

LB Newham Local Plan - 2018



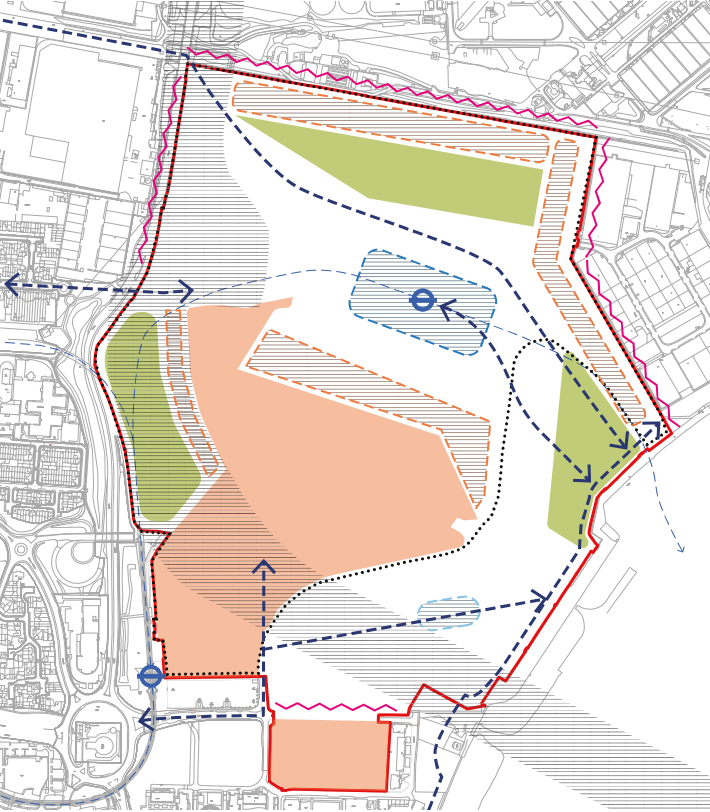
Extract from LB Newham Local Plan - 2018 showing Beckton Riverside Allocation Area

GLA OAPF - 2023



Extract from Royal Docks OAPF - 2023 showing Beckton Riverside Allocation Area

LB Newham Draft Local Plan - 2024



Extract from LB Newham Draft Local Plan - 2024 showing Beckton Riverside Allocation Area

Introduction

2.3 Phasing principles

The draft site allocation N17.SA1 supports a phased approach to the delivery of the Beckton Riverside strategic area.

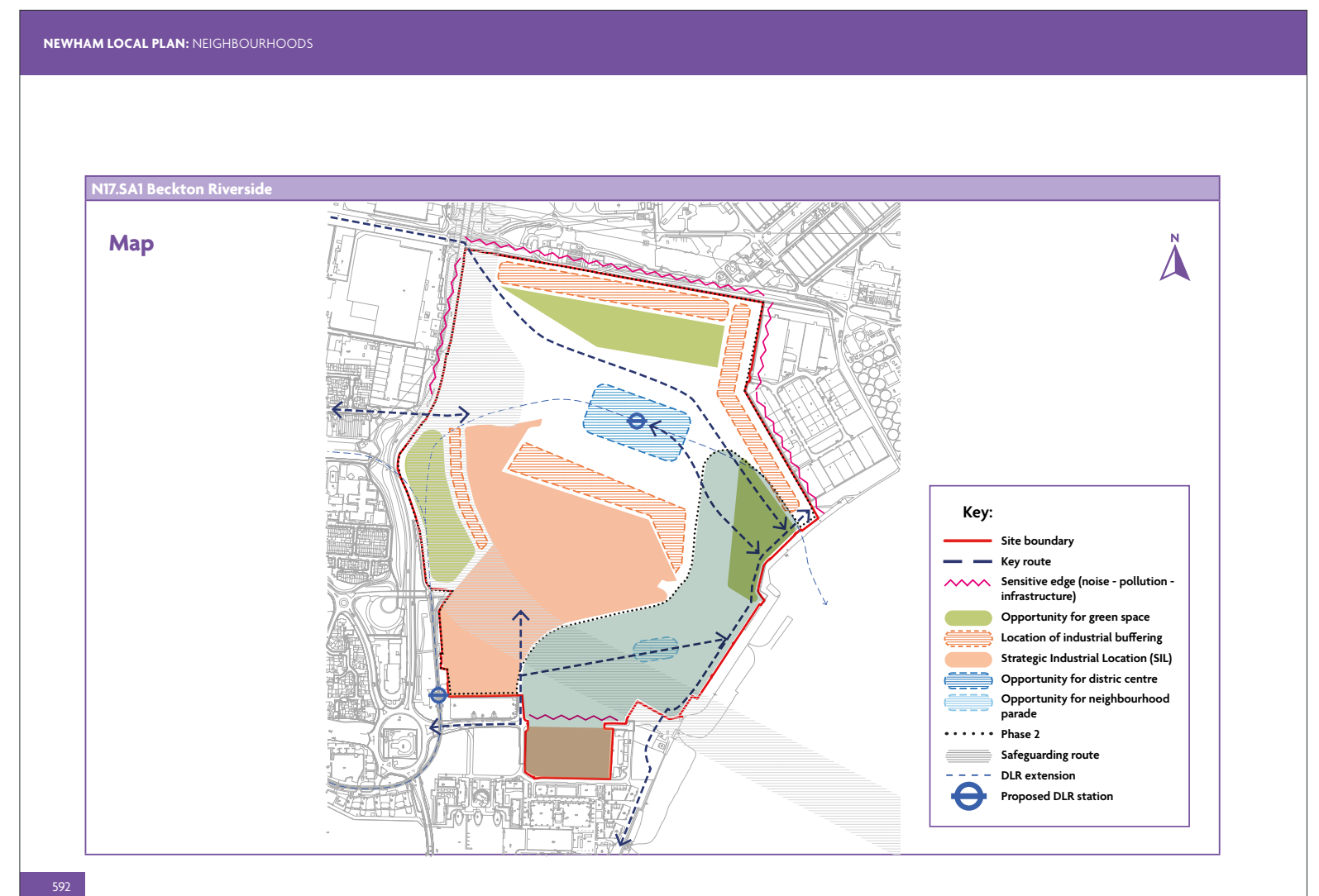
Development in the allocation will be phased. Development to the south including Phase 1 would come forward first given their close proximity to the existing DLR station and sub phases within this will be subject to agreement with Newham through planning conditions.

Development in the northern and western areas of the allocation will come forward when there is certainty around the delivery of a new DLR station which will facilitate the high density residential-led mixed use development that is consistent with the objective of creating a new town centre in this location. The current timescales for new transport infrastructure to be delivered in the northern area of the allocation is 2032 but this is subject to a number of milestones.

The draft Plan states that “Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding....Transformative development activity should only occur in the section of the site within easy walking distance of Gallions Reach DLR station.” This provides clear support for an early or first phase of development in the southern part of the site. Phase 1 therefore fully aligns with the concept of an early phase of development at Beckton Riverside and will unlock the delivery homes and act as a catalyst for the wider regeneration of the Beckton Riverside Strategic Site Allocation.

It should be noted that areas of the allocation that are currently operating, such as Gallions Reach Shopping Park, will continue operating alongside the phased delivery of residential-led development on the same site coming forward. Given the length of programme that is likely involved in bringing this allocation forward, these operational assets will likely be operating for at least another 20-30 years and should be treated as such with changes to how they operate to ensure they are fit for purpose and serving the landowners appropriately supported by the local authority and other stakeholders.

Where development is proposed within the ownership boundaries of Gallions Reach Shopping Park to ensure the asset remains vibrant and serves the local community and wider catchment it should not be considered as piecemeal development if the development is outwith immediate phased delivery plots of the wider masterplan. Such conditions should only apply once the entire DLR extension contract has been let, and phasing agreed. Until such time development and changes to GRSP should continue to be managed as an out of centre destination.



Newham Draft Reg 19 Local Plan: N17.SA1 Beckton Riverside extract highlighting Phase 1 in blue

2.3 Phasing principles



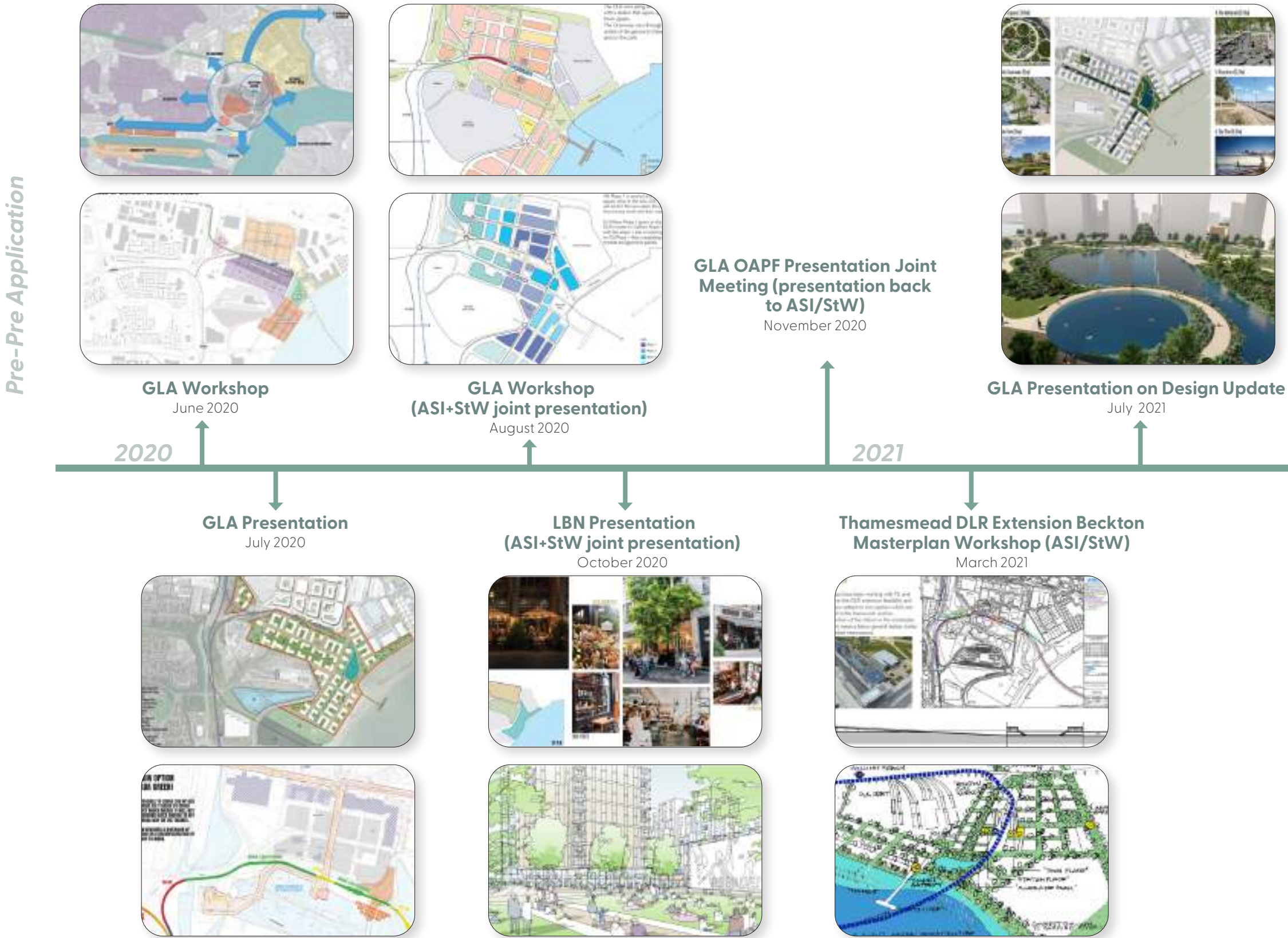
Aerial of Beckton Riverside phasing plan

Introduction

2.4 Journey So Far

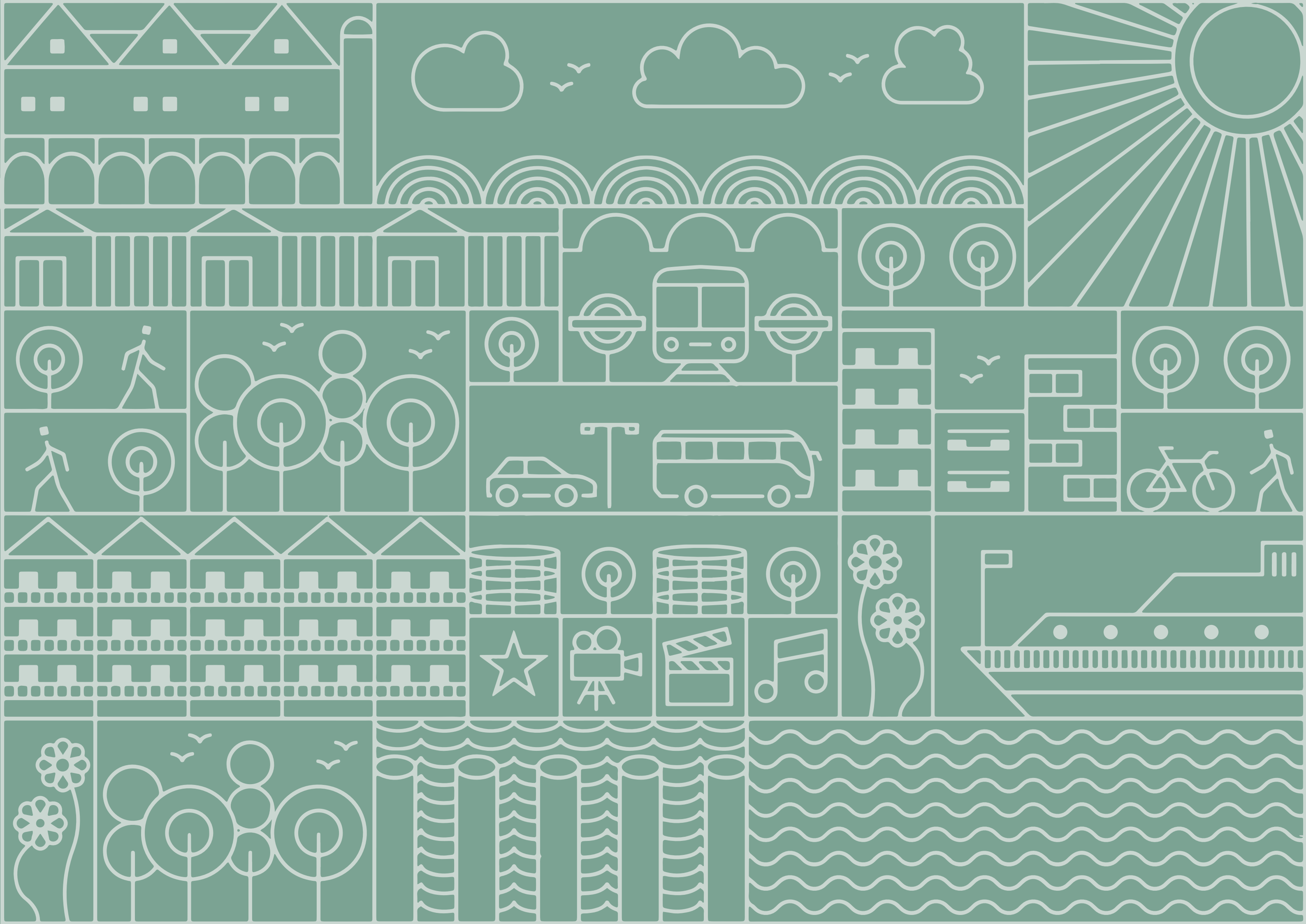
There has been extensive consultation over the last 5 years and prior to this, on the Beckton Riverside Framework Masterplan, and more recently on the Phase 1 Outline Application. St William, the Royal Docks Team (who oversee the GLA owned land in the area) and Aberdeen Investments have worked closely together to create a masterplan which has evolved over the years with collaborative input from TfL, LBN and GLA. The team worked closely with the GLA in developing the OAPF document in 2020 and with TfL on the DLR track alignment to ensure the masterplan was as cohesive as possible.

This Beckton Riverside Masterplan Framework is a culmination of extensive work and engagement between various landowners and stakeholders, including recent co-design workshops involving all parties. It confirms that the Phase 1 proposals have arisen through this process of extensive consultation. Further imagery and detail can be found within the Appendix 6.3.



2.4 Journey So Far





03.

Beckton Riverside Strategic Site Masterplan Framework

- 3.1 Masterplan Framework Plan
 - 3.1(a) Land Use Framework Plan
 - 3.1(b) Connectivity Framework Plan
 - 3.1(c) Open Space and Green Infrastructure Framework Plan
- 3.2 Masterplan Framework Policy Checklist
- 3.3 Masterplan Framework Summary

3.1 Masterplan Framework Plan



3.1 (a) Land Use Framework Plan



3.1 (b) Connectivity Framework Plan



3.1 (c) Open Space and Green Infrastructure Framework Plan



Beckton Riverside Strategic Site Masterplan Framework

3.2 Masterplan Framework Policy Checklist

- ✓

The Masterplan Framework Plans within Section 3 are demonstrating how these policy objectives being achieved.
- *

Section 3 demonstrates how the Masterplan Framework Plans facilitate and do not prejudice this policy objective being achieved in the future as part of future planning applications.

Policy	Policy Wording	Policy objective achieved
Adopted Policy S1		
Adopted Policy S13 (a)	Sites should be designed and developed comprehensively: the Council will resist the development of any sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals;	✓
Adopted Policy S13 (b)	The expectation is that Strategic Sites and any major unallocated sites should be masterplanned, with particular attention to:	
Adopted Policy S13 (b i)	The successful integration of the scheme with the wider public area (including the transport network) and compatibility with existing uses;	✓
Adopted Policy S13 (b ii)	The transition between and neighbourliness of, different uses both within the site and in relation to adjacent areas, as per policies SP8 and J2;	*
Adopted Policy S13 (b iii)	The proposed mix and arrangement of housing types, sizes and tenures, as per policy H1;	*
Adopted Policy S13 (b iv)	Delivery of key strategic links and connections set out in Policies S2-6 and INF2 of new local/town centres and multi-functional community facilities (notably schools), public open space and other green infrastructure;	✓
Adopted Policy S13 (b v)	The accommodation of tall buildings as per the strategic approach set out in Policy SP4; and	*
Adopted Policy S13 (b vi)	The need to secure appropriate and proportionate contributions made by individual developments to the infrastructure requirements of the scheme as a whole	*
Emerging Policy BFN2		
Emerging Policy BFN2 1	Sites should be designed and developed comprehensively. Piecemeal delivery will be resisted, particularly where it would prejudice the realisation of the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles or where the timing of delivery would be unsupported by infrastructure.	✓
Emerging Policy BFN2 2	All major applications and applications on site allocations must undertake co-designed site masterplanning, through engagement with different stakeholders. This masterplanning must consider all of the following:	
Emerging Policy BFN2 2 (a)	how the required land uses and infrastructure provision on the site will be delivered;	✓
Emerging Policy BFN2 2 (b)	relevant neighbourhood and/or site allocation design principles;	
Emerging Policy BFN2 2 (c)	integration of the scheme with its wider surroundings, including any effects on the historic environment;	✓
Emerging Policy BFN2 2 (d)	delivery of key walking and cycling connections within the site and to and from key local facilities;	✓
Emerging Policy BFN2 2 (e)	layout of the site to ensure neighbourliness;	*
Emerging Policy BFN2 2 (f)	how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and appropriate mitigation for environmental harm made.	*
Emerging Policy BFN2 3	All masterplans should demonstrate how the site will support the delivery of all of the following objectives:	
Emerging Policy BFN2 3 (a)	increased opportunities for social interaction;	*
Emerging Policy BFN2 3 (b)	mixed, inclusive and stable communities;	*
Emerging Policy BFN2 3 (c)	environments which support good physical and mental health;	*
Emerging Policy BFN2 3 (d)	spaces young people can thrive in;	*
Emerging Policy BFN2 3 (e)	zero carbon, climate resilient neighbourhoods;	*
Emerging Policy BFN2 3 (f)	Inclusive design, with buildings and public spaces whose use and design reflects and meets the needs of Newham’s diverse population; and	*
Emerging Policy BFN2 3 (g)	Community Wealth Building	*
Emerging Policy BFN2 4	All phased sites, where parts of the site will remain vacant or underused for more than three years, must submit a Meanwhile Use Strategy which will outline how vacant and underused plots will be activated.	*
Emerging Policy BFN2 5	All developments on site allocations are expected to undertake post occupancy surveys and share the results with the Council.	N/A
S01 Beckton Riverside and Gallions Reach N17/ Beckton Riverside site allocation N17.SA1 (Summary)		
	Creation of a new mixed use neighbourhood through phased transformation	✓
	Creation of a new major town centre through the reconfiguration of the existing retail park and neighbourhood parade	*
	New network of connected pedestrian and cycle links	*
	Proportionate open space and green infrastructure	*
	Opening up access to and maximising the opportunity of the river	✓
	Primary and secondary school provision	*
	New community facilities including a new health centre, leisure centre and sports facilities (subject to need)	*
	The delivery of a new extended DLR which will enable transformation of the Beckton Riverside area. Until the DLR construction contract is let, transformative development activity in the southern section of the site only	✓
	In the southern part of the site building heights should range between 7-10 storeys with taller elements of 13 storeys in limited locations in areas closest to Gallions Reach DLR and the riverside and marking the neighbourhood parade. In the northern part of the site building heights should range between 7-10 storeys with taller elements of c. 16 storeys in limited locations at the new town centre and DLR station.	*
	Appropriate buffering between residential and industrial uses	*
	Supporting the removal of the Thames Gateway Bridge Safeguarding	✓
	Mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions and consider other environmental considerations including noise and flood risk	*
	Delivery of an automated vacuum waste collection system	*

3.3 Masterplan Framework Summary

The below principles have been established through the Masterplan Framework and how any allocation of this scale and complexity may be delivered:

Alignment with Local Planning Policy

- The Masterplan Framework either demonstrates where the policy objectives of adopted Policy S1, emerging Policy BFN2 and the emerging site allocation have been addressed by either demonstrating compliance with policy objectives or where policy is being facilitated and not prejudiced to be achieved in the future as part of future planning applications.
- Future planning applications will be brought forward using the principles set out within Section 3 (Beckton Riverside Masterplan Framework) as an illustrative guide to ensure a comprehensive approach to development is achieved and piecemeal development is avoided. As a result, future planning applications will comply with adopted Policy S1 and emerging Policy BFN2.
- There has been significant engagement between landowners and other stakeholders to produce this document and ensure there is a comprehensive approach to development in this allocation. This Masterplan Framework is a product of various joint masterplanning exercises over a number of years and closely aligns with all these previous exercises including the plans that are included within the adopted Royal Docks and Beckton Riverside Opportunity Area Planning Framework.

Principles of Future Development

- The Masterplan Framework establishes principles of future development as an illustrative guide to ensure a comprehensive approach to development is achieved which as a result, would mean future applications for phases of development within the site allocation could not be seen as piecemeal development as the comprehensive approach to masterplanning by all landowners and necessary stakeholders has been demonstrated.
- The principles of future development have been set out within the Masterplan Framework Plan and can be broadly captured within three key areas which give the framework for future development:
 - o Land Use – as demonstrated by the Land Use Framework Plan
 - o Connectivity – as demonstrated by the Connectivity Framework Plan
 - o Open Space & Green Infrastructure – as demonstrated by the Open Space & Green Infrastructure Framework Plan
- Given the scale, complexity and timescales involved with bringing forward major applications within this allocation, it is likely there will be deviation from some principles within this document, but this would be subject to justification within the relevant planning applications and any future discussions that take place with Newham officers.
- Future development and applications will need to take account of environmental

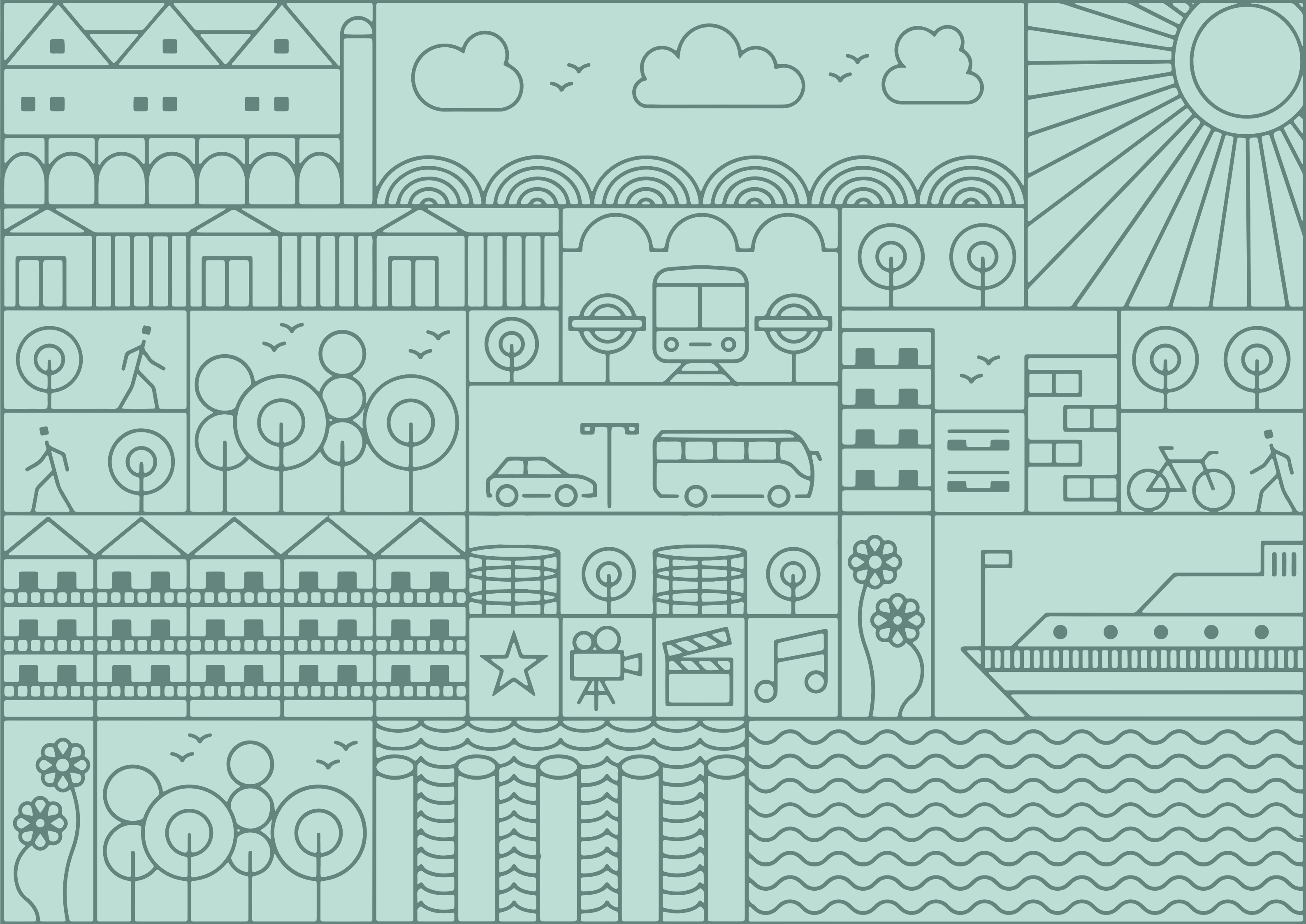
considerations such as odour impacts from Beckton Sewage Treatment Works. Applications will need to assess conditions at the time they are brought forward and ensure any good design principles and any required mitigation measures are designed into the scheme appropriately.

Delivery, Phasing & Operation

- The allocation is broadly separated into two area with the southern areas already benefitting from existing public transport infrastructure and therefore can come forward as the first phases of the allocation and the northern areas, which are reliant upon new transport infrastructure to facilitate residential-led mixed used development of a scale compatible with the vision for the area.
- The above broad areas will be brought forward in multiple applications, due to the various land ownerships, and in various phases. The phasing within applications will be subject to agreement with Newham, likely through pre-commencement planning conditions.
- Areas of the allocation that are currently operating commercial businesses, such as Gallions Reach Shopping Park, will continue operating alongside the phased delivery of residential-led mixed use development coming forward on the same site. Given the length of programme that is likely involved in bringing this allocation forward, these operational assets would likely be operating (or

partially operating) for at least another 20 years and should be treated as such with changes to how they operate to ensure they are fit for purpose and serving the operators and the local and wider community that rely on the shopping park should be supported by the local authority and other relevant stakeholders.

- Where development is proposed within the ownership boundaries of Gallions Reach Shopping Park to ensure the asset remains vibrant and serves the local community and wider catchment it should not be considered as piecemeal development if the development is outwith immediate phased delivery plots of the wider masterplan. Such conditions should only apply once the entire DLR extension contract has been let, and phasing agreed. Until such time development and changes to GRSP should continue to be managed as an out of centre destination.



04.

Beckton Riverside Phase 1

- 4.1 Masterplan Framework Plan and Phase 1
- 4.2 Alignment with Policy & Site Allocation Checklist
- 4.3 Phase 1 and Environmental Consideration
- 4.4 Phase 1 Summary

4.1 Masterplan Framework and Phase 1



Beckton Riverside Phase 1

4.1 Masterplan Framework Plan and Phase 1

Phase 1 proposal aligns with the wider Masterplan Framework as shown in the diagrams and illustrative masterplan.

Phase 1 demonstrates:

1. Opening Up the Riverside
2. Improving Armada Way
3. Activating the Ground Floor with a Diverse Mix of Uses
4. A Network of Green Streets
5. Overlooked by Homes
6. Providing Future Connections

Further information about the key features of the masterplan, the provision of mixed use and information on the Ground Floor Strategy can be found in the DAS.



Design Framework for Phase 1: DAS page 65



Outline Application Illustrative Masterplan



Masterplan Framework



Mixed Use Strategy for Phase 1: DAS page 74



Ground Floor Plan for Phase 1: DAS page 71

4.2 Phase 1 Alignment with Policy & Site Allocation Checklist

- ✓

Section 4 demonstrates how the Phase 1 proposals align with the wider Masterplan Framework and deliver on the policy objectives which were subject to a planning application coming forward in Section 3.
- *

Primary school provision on adjoining GLA land
- **

Not provided but does not prejudice this policy objective being achieved in the future as part of future applications if feasible
- Given the high ecology baseline, it is not possible to deliver 10% biodiversity net gain on site but in line with new regulations, off site interventions will be made to deliver the required 10% net gain

Policy	Policy Wording	Policy objective achieved
Adopted Policy S1		
Adopted Policy S13 (a)	Sites should be designed and developed comprehensively: the Council will resist the development of any sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals;	✓
Adopted Policy S13 (b)	The expectation is that Strategic Sites and any major unallocated sites should be masterplanned, with particular attention to:	
Adopted Policy S13 (b i)	The successful integration of the scheme with the wider public area (including the transport network) and compatibility with existing uses;	✓
Adopted Policy S13 (b ii)	The transition between and neighbourliness of, different uses both within the site and in relation to adjacent areas, as per policies SP8 and J2;	✓
Adopted Policy S13 (b iii)	The proposed mix and arrangement of housing types, sizes and tenures, as per policy H1;	✓
Adopted Policy S13 (b iv)	Delivery of key strategic links and connections set out in Policies S2-6 and INF2 of new local/town centres and multi-functional community facilities (notably schools), public open space and other green infrastructure;	✓
Adopted Policy S13 (b v)	The accommodation of tall buildings as per the strategic approach set out in Policy SP4; and	✓
Adopted Policy S13 (b vi)	The need to secure appropriate and proportionate contributions made by individual developments to the infrastructure requirements of the scheme as a whole	✓
Emerging Policy BFN2		
Emerging Policy BFN2 1	Sites should be designed and developed comprehensively. Piecemeal delivery will be resisted, particularly where it would prejudice the realisation of the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles or where the timing of delivery would be unsupported by infrastructure.	✓
Emerging Policy BFN2 2	All major applications and applications on site allocations must undertake co-designed site masterplanning, through engagement with different stakeholders. This masterplanning must consider all of the following:	
Emerging Policy BFN2 2 (a)	how the required land uses and infrastructure provision on the site will be delivered;	✓
Emerging Policy BFN2 2 (b)	relevant neighbourhood and/or site allocation design principles;	
Emerging Policy BFN2 2 (c)	integration of the scheme with its wider surroundings, including any effects on the historic environment;	✓
Emerging Policy BFN2 2 (d)	delivery of key walking and cycling connections within the site and to and from key local facilities;	✓
Emerging Policy BFN2 2 (e)	layout of the site to ensure neighbourliness;	✓
Emerging Policy BFN2 2 (f)	how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and appropriate mitigation for environmental harm made.	
Emerging Policy BFN2 3	All masterplans should demonstrate how the site will support the delivery of all of the following objectives:	
Emerging Policy BFN2 3 (a)	increased opportunities for social interaction;	✓
Emerging Policy BFN2 3 (b)	mixed, inclusive and stable communities;	✓
Emerging Policy BFN2 3 (c)	environments which support good physical and mental health;	✓
Emerging Policy BFN2 3 (d)	spaces young people can thrive in;	✓
Emerging Policy BFN2 3 (e)	zero carbon, climate resilient neighbourhoods;	✓
Emerging Policy BFN2 3 (f)	Inclusive design, with buildings and public spaces whose use and design reflects and meets the needs of Newham’s diverse population; and	✓
Emerging Policy BFN2 3 (g)	Community Wealth Building	✓
Emerging Policy BFN2 4	All phased sites, where parts of the site will remain vacant or underused for more than three years, must submit a Meanwhile Use Strategy which will outline how vacant and underused plots will be activated.	✓
Emerging Policy BFN2 5	All developments on site allocations are expected to undertake post occupancy surveys and share the results with the Council.	N/A
S01 Beckton Riverside and Gallions Reach N17/ Beckton Riverside site allocation N17.SA1 (Summary)		
	Creation of a new mixed use neighbourhood through phased transformation	✓
	Creation of a new major town centre through the reconfiguration of the existing retail park and neighbourhood parade	✓
	New network of connected pedestrian and cycle links	✓
	Proportionate open space and green infrastructure	✓
	Opening up access to and maximising the opportunity of the river	✓
	Primary and secondary school provision	✓
	New community facilities including a new health centre, leisure centre and sports facilities (subject to need)	*
	The delivery of a new extended DLR which will enable transformation of the Beckton Riverside area. Until the DLR construction contract is let, transformative development activity in the southern section of the site only	✓
	In the southern part of the site building heights should range between 7-10 storeys with taller elements of 13 storeys in limited locations in areas closest to Gallions Reach DLR and the riverside and marking the neighbourhood parade. In the northern part of the site building heights should range between 7-10 storeys with taller elements of c. 16 storeys in limited locations at the new town centre and DLR station.	✓
	Appropriate buffering between residential and industrial uses	✓
	Supporting the removal of the Thames Gateway Bridge Safeguarding	✓
	Mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions and consider other environmental considerations including noise and flood risk	✓
	Delivery of an automated vacuum waste collection system	**

Beckton Riverside Phase 1

4.3 Phase 1 and Environmental Considerations

Future applications that come forward in the Beckton Riverside allocation will need to consider environmental constraints. This includes assessing the impact of odour from Beckton Sewage Treatment Works to ensure the appropriate good design principles and mitigation measures are incorporated. Given that the context is changing, future applications would assess the odour at that point in time where appropriate to inform proposals and any required design principles or mitigation.

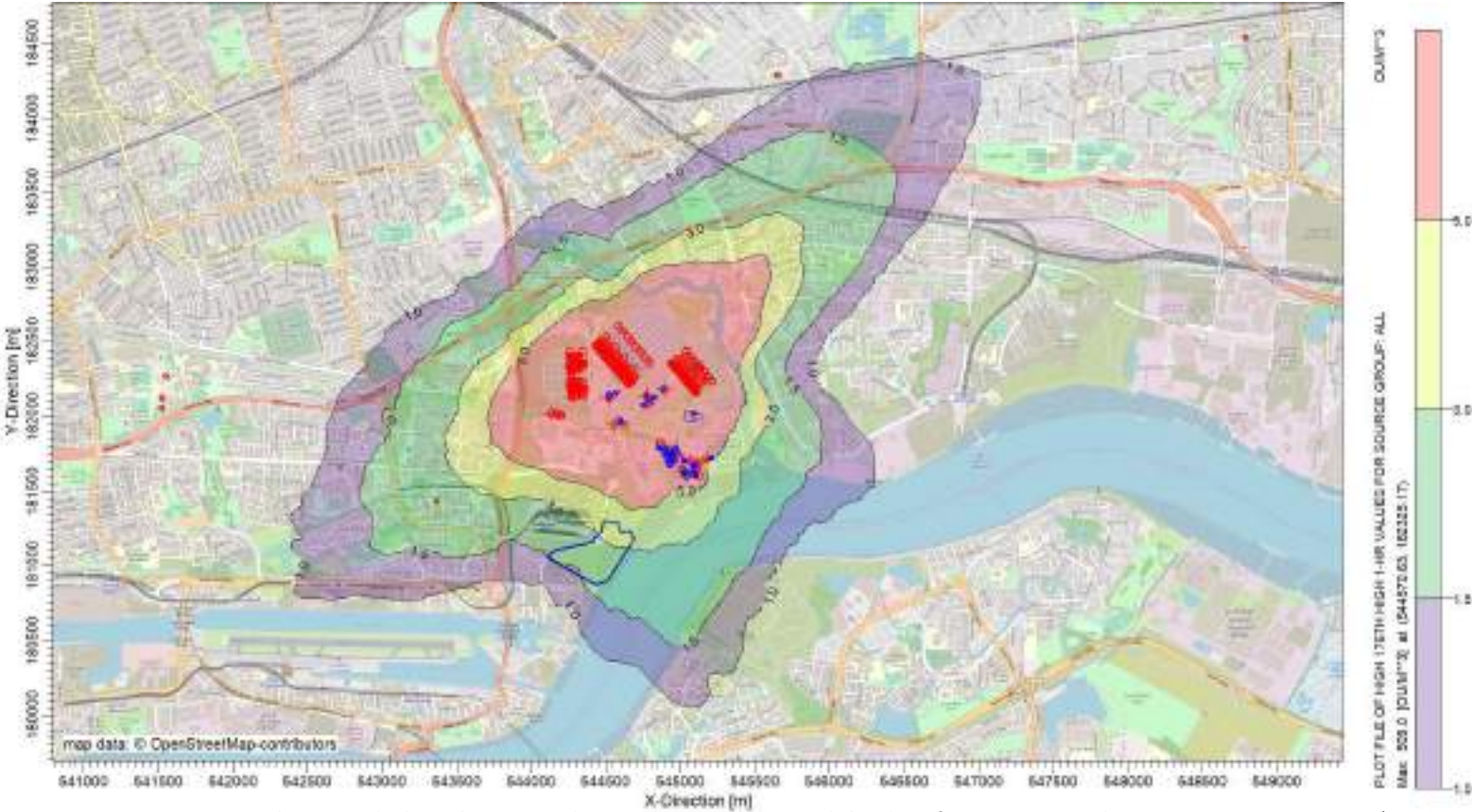
As the first phase within the allocation, the Phase 1 application has undertaken an odour assessment. The forecasted odour model is shown on the Plan taken from WSP's Odour Impact Assessment (October 2024). An independent review (Cogan Environmental, May 2025) concluded that the assessment produced by WSP on behalf of St William is appropriate and sufficiently robust for determination of the likely odour effects upon the strategic land and therefore, residential development is considered appropriate within the Phase 1 area.

All potential good design principles and mitigation measures will be subject of future detailed design, modelling and Reserved Matter Applications.

- Good design principles are expected to include:
- Vegetation barriers between proposals and Beckton Sewage Treatment Works;
 - Orientating buildings and/or including sufficient barriers within the design such that primary windows do not directly overlook Beckton Sewage Treatment Works;
 - Where there is a high adverse odour risk, including solid barriers within the design between locations of exposure and Beckton Sewage Treatment Works to shield areas of exposure from higher odour concentrations.
 - Where effects would be adverse, buildings should include mechanical ventilation with odour filtration and avoid openable windows where feasible. It is expected that evidence would be provided to demonstrate any odour filtration proposed will reduce odours to acceptable levels.

Table 8.1: Mitigation Overview			
Minimal Odour Risk <0.001µg/m³	Adverse Odour Risk 0.001µg/m³ - 0.01µg/m³	High Adverse Odour Risk 0.01µg/m³ - 0.1µg/m³	Extreme Adverse Odour Risk >0.1µg/m³
Odour effects would be negligible but good design principles should be adopted. Land suitable for development of dwellings, hospitals, schools, tourist locations, and cultural locations. Properties should be designed to not overlook Beckton STW. This may include orientating buildings such that main windows do not face the STW and/or barriers blocking the view (such as buildings or trees). Land would also be suitable for all other uses.	Unless robust interventions are implemented to address odour, the effects would be too adverse for high sensitivity exposure, and hence not suitable for development of dwellings, hospitals, schools, tourist locations, and cultural locations. Land suitable for development of places of work, commercial and retail premises, and amenity space. Good design principles should be adopted. Where possible, properties should be designed to not overlook Beckton STW. This may include orientating buildings such that main windows do not face the STW and/or barriers blocking the view (such as buildings or trees). Where possible, mechanical ventilation including odour filtration should be adopted for new buildings. Land would also be suitable for industrial use, farms, footpaths and roads. Where possible, odour control improvements should be made at Beckton STW.	Unless robust interventions are implemented to address odour, effects would be too adverse for high sensitivity exposure, and hence not suitable for development of dwellings, hospitals, schools, tourist locations, and cultural locations. Unless robust interventions are implemented to address odour, the land would also likely be unsuitable for places of work, commercial and retail premises, and amenity space. Land suitable for development of industrial use, farms, footpaths and roads. Land could be used for landscaping, vegetation barriers, biodiversity net gain, and sustainable drainage systems. Where possible, odour control improvements should be made at Beckton STW.	Odour effects would be too adverse for any land use where human exposure is relevant. No buildings should be built. Land could be used for landscaping, vegetation barriers, biodiversity net gain, and sustainable drainage systems.

Table 8.1 Mitigation Overview table taken from Cogan Environmental's report of May 2025.



'Figure A-5 - 2022 Odour Isopleth 98th Percentile Hourly Average model' taken from WSP's Odour Impact Assessment (May 2024) which was submitted to Newham in May 2024

4.4 Phase 1 Summary

The below principles have been established through the Masterplan Framework and the analysis of Phase 1 proposals:

Alignment with Local Planning Policy

- This document demonstrates how the Phase 1 proposals align with the wider Masterplan Framework and deliver on the policy objectives which were subject to a future planning application coming forward in Section 3. Therefore, it is demonstrated how the Phase 1 application complies with adopted Policy S1 and emerging Policy BFN2 and would not constitute piecemeal development.
- This document demonstrates how the Phase 1 proposals would not prejudice future development coming forward in the allocation, acting as a first step in the phased regeneration of the Beckton Riverside area and facilitating Newham's vision for the allocation being achieved.

Principles of Development

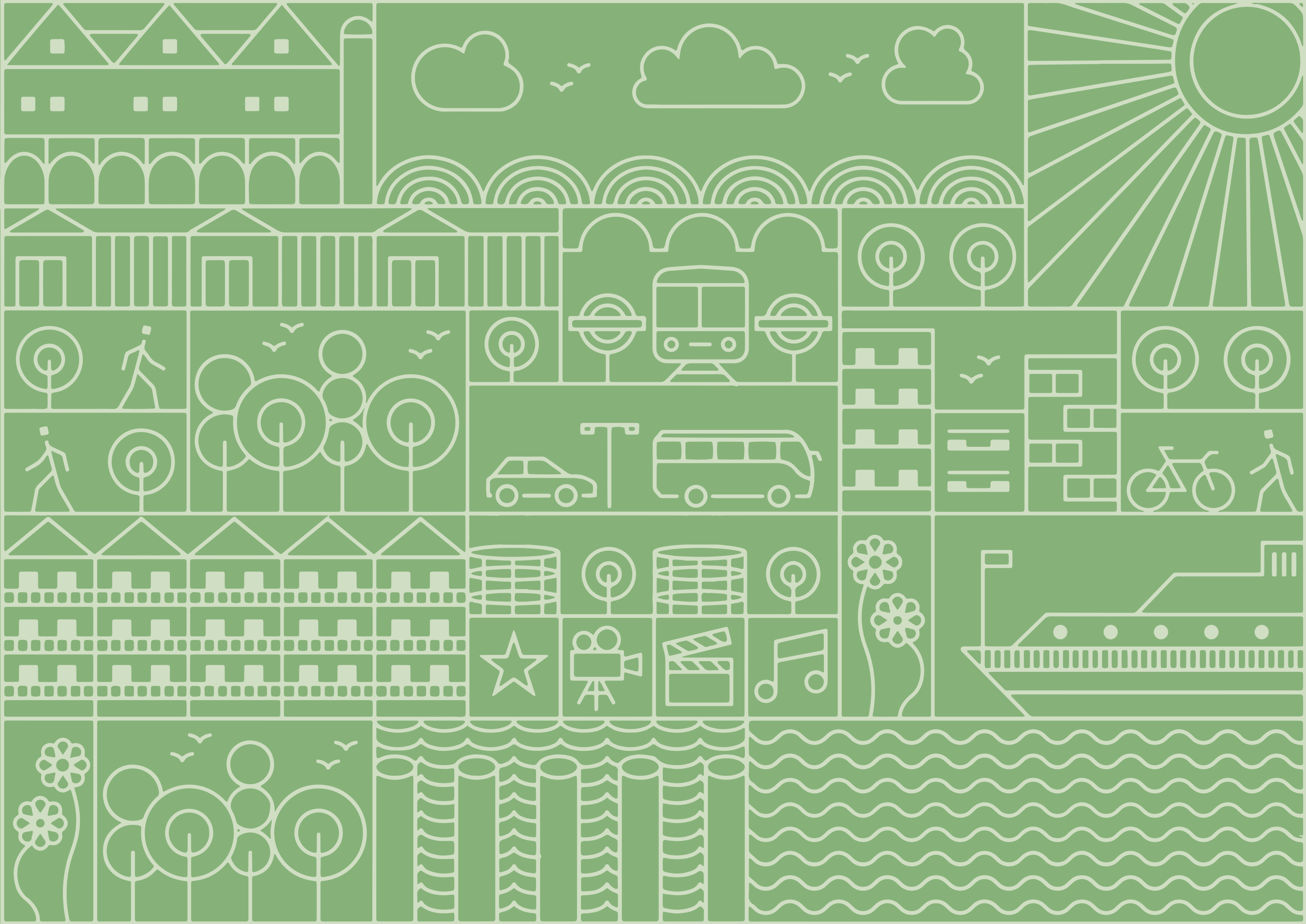
- The Phase 1 proposals align with all principles set out within the Masterplan Framework Plan and the Land Use, Connectivity and the Open Space & Green Infrastructure Framework Plans.
- The Phase 1 proposals will include good design principles and mitigation measures, where appropriate, to mitigate impacts from neighbouring uses.

Delivery and Phasing

- The Phase 1 area is the first phase of the wider regeneration of the Beckton Riverside strategic site allocation, facilitated by its proximity to existing public transport, and this principle has been enshrined in the emerging site allocation and agreed with all relevant parties including Newham officers.
- The Phase 1 proposals have been prepared to work in the existing context and as an extension to the recent regeneration to the south at Albert Basing (Royal Albert Wharf) and as part of the wider regeneration of the Beckton Riverside allocation as demonstrated by the Masterplan Framework. Therefore, the Phase 1 proposals work in all scenarios if there were to be a delay in the new transport infrastructure being funded and delivered to the north of the allocation.
- Phase 1 will be delivered on a phased basis with initial phasing proposals already shared with Newham. The phasing strategy will be subject to a future planning condition and agreement with Newham.

Beckton Riverside Phase 1 Aerial View





05.

**Landowner & Stakeholder
Agreement of Masterplan
Framework Principles**

Landowner & Stakeholder Agreement of Masterplan Framework Principles

Landowner & Stakeholder Agreement of Masterplan Framework Principles

The land facilitating residential led mixed use development is owned by three key parties, St William Homes, Aberdeen Investments and GLA Land and Property (land which is overseen by the Royal Docks Team) with various stakeholders involved including Newham and TfL. The significant engagement that has taken place between these parties is demonstrated within this document and each of the parties have agreed to the illustrative principles of future development that are set out within this Masterplan Framework which will deliver the vision of the allocation at both strategic and local level.

Future planning applications will be brought forward using the principles set out within Section 3 (Beckton Riverside Masterplan Framework) as an illustrative guide to ensure a comprehensive approach to development is achieved and as a result, this will satisfy requirements of adopted Policy S1 and emerging Policy BFN2. A key policy objective is avoiding piecemeal development, it is considered that the comprehensive approach to masterplanning undertaken by all landowners, demonstrated by the Masterplan Framework, results in applications coming forward for future phases within the Beckton Riverside site allocation would not be considered as piecemeal development by the local planning authority or any other relevant stakeholders.

There are various policy objectives that can only be demonstrated through detail that will be part of future planning applications but in these instances, the Masterplan Framework

demonstrates these policy objectives are facilitated and not prejudiced in being achieved in the future as part of future planning applications.

Given the scale, complexity and timescales involved with bringing forward major applications within this allocation, the right is reserved by landowners (and any other party as appropriate) to deviate from the illustrative principles within the Beckton Riverside Strategic Site Masterplan Framework subject to justification and discussions with Newham Officers considering the context at the time.

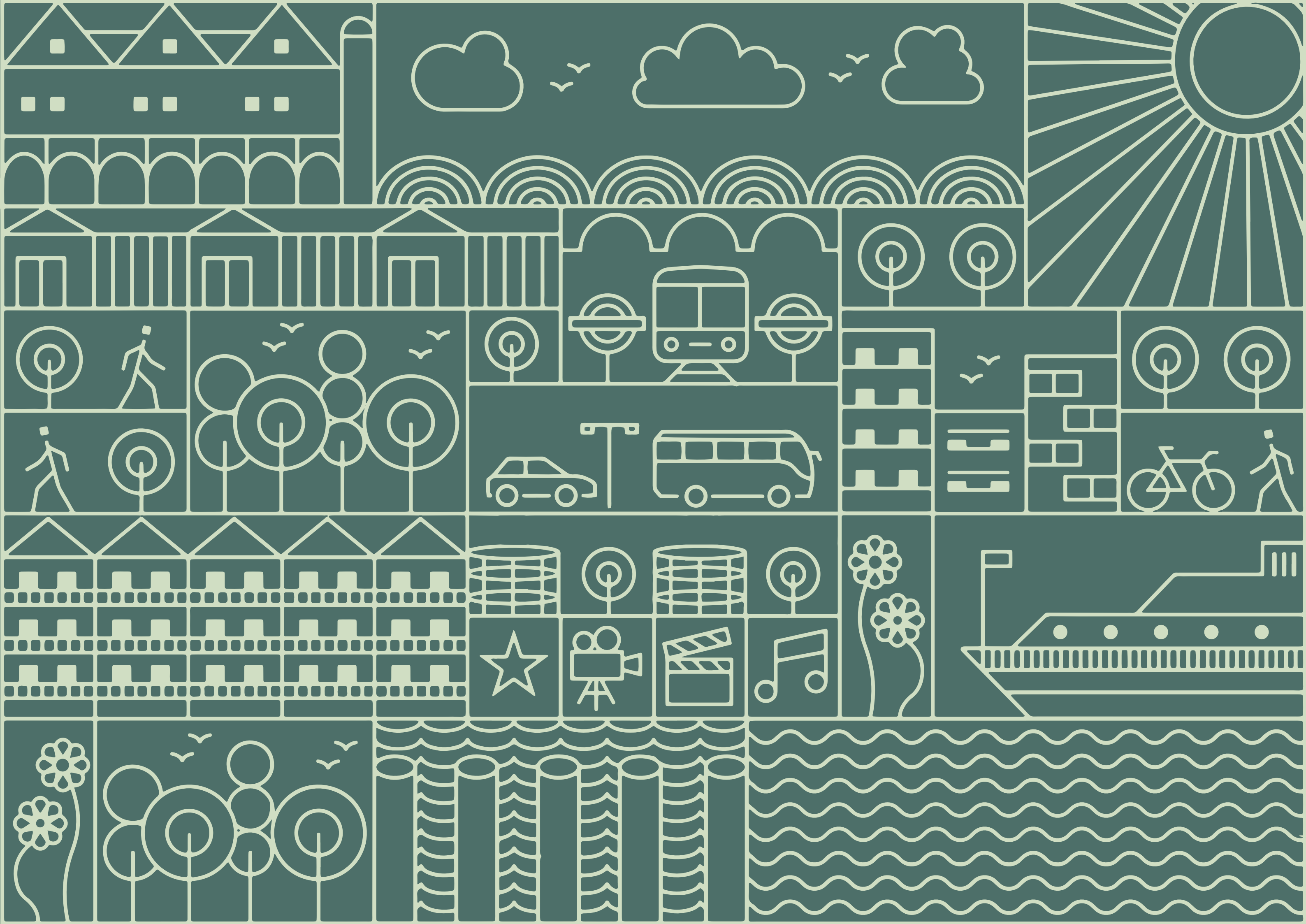
It should be noted that areas of the allocation that are operational businesses, such as Gallions Reach Shopping Park, will continue operating alongside the phased delivery of residential-led development coming forward. Given the length of programme that is involved in bringing this allocation forward in its entirety, it is essential for landowners that these operational assets are allowed to continue operating and any changes that are necessary to these assets to ensure they are fit for purpose during this period are also accommodated by Newham.

A form of agreement between the landowners has been produced and signed separately to this document. This agreement confirms that all landowners agree to the principles within this document and confirms their ambition to deliver the vision of the Beckton Riverside strategic site allocation which is set out in local planning policy.



Aerial of Beckton Riverside and the key surrounding landowners

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06.

Appendix

- 6.1 Comprehensive Masterplan Policy Checklist
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6.1 Comprehensive Masterplan Policy Checklist

Policy S1 Spatial Strategy and Strategic Framework – Part 3(a)

Sites should be designed and developed comprehensively: the Council will resist the development of any sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals

The Beckton Riverside Strategic Site Masterplan Framework (Masterplan Framework) has been developing comprehensively over a number of years between landowners and key stakeholders for the Beckton Riverside strategic site allocation in line with the policy requirements of the OAPF, Local Plan and also consider the more recent emerging Local Plan. A series of workshops and meetings took place in 2020 with the GLA, Aberdeen Investments and LBN to predominantly inform the emerging Royal Docks and Beckton Riverside Opportunity Area Planning Framework with full details of previous engagement provided in Appendix 6.3.

The Masterplan Framework in this document is the latest and agreed by all landowners in the site allocation. It is a Framework which sets out key principles for future development across the allocation so that each application that comes forward will not prejudice what is to be delivered in future development/phases across the allocation and that the overall vision for the Beckton Riverside Strategic Site is delivered.

Having been designed comprehensively, the Beckton Riverside Strategic Site Masterplan Framework in this document satisfies requirements of adopted Policy S1 and emerging Policy BFN2 and it has been demonstrated how applications coming forward for future phases within the site allocation will not constitute piecemeal development.

Future applications in the allocation will also meet the requirements of part 3(a) subject to aligning with principles set out in this Masterplan Framework.

Development across the allocation will come forward on a phased basis subject to various tests, viability, and delivery of the new DLR.

Beckton Riverside Phase 1 in the southern part of the site will bring forward the first phase of development for the allocation. The Phase 1 proposals benefit from accessibility to the existing Gallions Reach DLR station however the remaining Beckton Riverside area will be dependent on the delivery of a DLR line extension and new station.

As the phasing of development is delivered, the remainder of Gallions Reach Shopping Park will continue to operate unconstrained and be actively asset managed within a flexible and positive policy environment to secure its commercial viability and function as phased development plots on site are brought forward.

Where development is proposed within the ownership boundaries of Gallions Reach Shopping Park to ensure the asset remains vibrant and serves the local community and wider catchment it should not be considered as piecemeal development if the development is outwith immediate phased delivery plots of the wider masterplan. Such conditions should only apply once the entire DLR extension contract has been let, and phasing agreed. Until such time development and changes to GRSP should continue to be managed as an out of centre destination.

6.1 Comprehensive Masterplan Policy Checklist

Policy S1 Spatial Strategy and Strategic Framework – Part 3(b)

The expectation is that Strategic Sites and any major unallocated sites should be masterplanned, with particular attention to:

i. The successful integration of the scheme with the wider public area (including the transport network) and compatibility with existing uses;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework illustrates a series of routes, green infrastructure and land uses that would integrate and connect to the wider public area including the existing Gallions Reach DLR. The future land use and connectivity principles on the Framework also show how development can be integrated around the proposed DLR station. A new town centre is indicated around the new station which would link the site to the wider London transport network.

Compatibility of any future development with existing uses (including ensuring that there is no prejudice to the continued operation of existing uses) will be considered and assessed in future applications.

The Masterplan Framework illustrates that the areas adjacent to the existing DLR depot, Beckton Sewage Treatment works, and Gemini Business Park might require more considered mitigation, and this will ensure development here compatible with these uses.

ii. The transition between and neighbourliness of different uses both within the site and in relation to adjacent areas, as per policies SP8 and J2;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved as part of future applications, but this would be assessed in detail when the future applications come forward.

The Masterplan Framework broadly shows a variety of land uses across the site and illustrates that the areas adjacent to the existing DLR depot, Beckton Sewage Treatment works, and Gemini Business Park might require more considered mitigation and this will ensure development here would be compatible with existing surrounding uses. However, the transition of neighbourliness of different uses both within a site and in relation to adjacent areas as set out in policies SP8 and J2 will be considered in detail as part of future applications.

6.1 Comprehensive Masterplan Policy Checklist

iii. The proposed mix and arrangement of housing types, sizes and tenures, as per policy H1;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved as part of future applications, but this would be assessed in detail when the future applications come forward.

The Masterplan Framework only seeks to establish key masterplan principles at this stage which includes the principle of a new mixed-use neighbourhood including a significant proportion of new homes. The Masterplan Framework indicates broad locations for proposed uses however specific details of arrangements of housing types, sizes and tenures would be determined in future applications.

iv. Delivery of key strategic links and connections set out in Policies S2-6 and INF2 of new local/town centres and multi-functional community facilities (notably schools), public open space and other green infrastructure;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework demonstrates the intention to deliver a new major town centre in the northern part of the site allocation as well as a new primary and secondary school. The identified areas for mixed uses could also accommodate multi-functional community facilities but this would be determined in future applications.

The Masterplan Framework provides broadly illustrates how public open space and green infrastructure could be distributed across the masterplan providing new areas of public open space in all parts of the masterplan connect to the wider green infrastructure network (including connecting to the Greenway and Thames Path).

v. The accommodation of tall buildings as per the strategic approach set out in Policy SP4; and

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework only seeks to establish key masterplan principles at this stage. Building heights would be designed and assessed in future planning applications.

6.1 Comprehensive Masterplan Policy Checklist

vi. The need to secure appropriate and proportionate contributions made by individual developments to the infrastructure requirements of the scheme as a whole.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

Appropriate and proportionate contributions will be considered for each future application that comes forward.

6.1 Comprehensive Masterplan Policy Checklist

Draft Policy BFN2 ‘Co-designed masterplanning’ of the Local Plan (Regulation 19)

1. Sites should be designed and developed comprehensively. Piecemeal delivery will be resisted, particularly where it would prejudice the realisation of the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles or where the timing of delivery would be unsupported by infrastructure.

The Beckton Riverside Strategic Site Masterplan Framework (Masterplan Framework) has been developing comprehensively over a number of years between landowners and key stakeholders for the Beckton Riverside Site Allocation (a Strategic Site) in line with the policy requirements of the OAPF, Local Plan and also consider the more recent emerging Local Plan. A series of workshops and meetings took place in 2020 with the GLA, Aberdeen Investments and LBN to predominantly inform the emerging Royal Docks and Beckton Riverside Opportunity Area Planning Framework with full details of previous engagement provided in Appendix 6.3.

The Masterplan Framework in this document is the latest and agreed by all landowners in the allocation. It is a Framework which sets out key principles for future development across the allocation and seeks to ensure that each application that comes forward will not prejudice what is to be delivered in future development/phases across the allocation and that the overall vision for the Beckton Riverside Beckton Riverside neighbourhood vision, neighbourhood policy and site allocation design principles and ensure that the timing of delivery is supported by infrastructure.

Whilst details would be determined in future applications, the Masterplan Framework illustrates the following:

- how a new mixed-use neighbourhood can come forward at Beckton Riverside;
- A new major town centre in the northern part of the allocation

- Indicative locations for a new secondary school and primary school
- Optimisation of the riverside through with green space along and new access to the River Thames;
- A network of potential new open and green spaces that could across the masterplan area accessible to all including new green links that will enable the site to connect with existing green infrastructure in the area including the Leaway Loop and the Newham Greenway;
- New routes and connections delivered as part of the proposed open space and green infrastructure as well as a new DLR station;
- Opening up the site reducing any perceived barriers and improving the boundary treatment of the site particularly where this might assist in providing a useful buffer to adjoining industrial uses including the sewage treatment works;
- A network of new connections that could encourage active travel alongside the provision of a new DLR station;
- No prejudice to the future provision of an ENVAC system in the future subject to feasibility.

Where development is proposed within the ownership boundaries of Gallions Reach Shopping Park to ensure the asset remains vibrant and serves the local community and wider catchment it should not be considered as piecemeal development if the development is outwith immediate phased delivery plots of the wider masterplan. Such conditions should only apply once the entire DLR extension contract has been let, and

phasing agreed. Until such time development and changes to GRSP should continue to be managed as an out of centre destination.

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2. All major applications and applications on site allocations must undertake co-designed site masterplanning, through engagement with different stakeholders. This masterplanning must consider all of the following:

A co-designed masterplanning approach to the Beckton Riverside Strategic Site has taken place over the last five years in part as a result of the Royal Docks and Beckton Riverside Opportunity Area Planning Framework and also through the DLR extension and Beckton to Thamesmead Steering Group.

Discussions have remained focused on the wider masterplan framework. Crucially, following the submission of the application and feedback received from LBN raising queries with the co-designed masterplanning process to date a joint masterplan workshop took place on 8th May 2025 with all key stakeholders in attendance to discuss the latest Masterplan Framework.

As a direct result of this co-designed process all of the key landowners have provided their agreement to the key Masterplan Framework principles which is provided in the letter. It is also pertinent to note that the GLA Spatial Planning team has provided no objection to the masterplan nor the principle of the Phase 1 proposals.

a. how the required land uses and infrastructure provision on the site will be delivered;

The landowner agreement to the masterplan principles intends to provide comfort to officers at LBN around the various infrastructure requirements placed on each landowner. Through discussions with the Royal Docks Team at the GLA it has been agreed that collectively (but in separate applications) the St William and GLA land will form the first phase of development at Beckton Riverside given their close proximity to the existing Gallions Reach DLR station. The Beckton Riverside site allocation identifies the need for a primary school to be located in the southern part of the Site. The Royal Docks Team have agreed that this school would come forward on their land if it is necessary in the future. A secondary school will be delivered in the northern part of the site allocation likely on land controlled by St William. A new major town centre will be delivered in the northern part of the allocation in place of the existing retail park along with a neighbourhood parade in the southern part of the allocation. A network of new open space and green infrastructure is also proposed across the masterplan area.

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b. relevant neighbourhood and/or site allocation design principles;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework agreed by all landowners illustrates how the wider strategic area could come forward in line with the design principles and neighbourhood vision.

c. integration of the scheme with its wider surroundings, including any effects on the historic environment;

There are no heritage assets within the surrounding area. Consideration has been given to the allocation’s adjacency to the River Thames along with its proximity to the Beckton Sewage Treatment Works. The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

d. delivery of key walking and cycling connections within the site and to and from key local facilities;

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework demonstrates a network of new connections and routes that could be achieved through and beyond the site which will provide enhanced connections to Gallions Reach, the new major town centre within the site and to the surrounding area.

e. layout of the site to ensure neighbourliness; and

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

f. how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and appropriate mitigation for environmental harm made.

The Masterplan framework includes significant areas of new open space and green infrastructure which would contribute to delivering biodiversity net gain. A Biodiversity Strategy would be secured as part of any planning application to ensure biodiversity net gain is achieved.

3. All masterplans should demonstrate how the site will support the delivery of all of the following objectives:

a. increased opportunities for social interaction.

New areas of open spaces will encourage social interaction and enable community-led initiatives. The proposed mix of uses can also accommodate community use floorspace providing opportunities for people to come together. Play spaces will also be dispersed throughout the site to promote interaction of younger age groups and families.

6.1 Comprehensive Masterplan Policy Checklist

b. mixed, inclusive and stable communities.	The masterplan framework supports the creation of mixed, stable and inclusive communities through the provision of a mix of uses and the creation of a new neighbourhood. Proposed housing will include the delivery of affordable housing ensuring a genuine mix of housing and non – residential floorspace will generate new jobs across the masterplan area. New areas of publicly accessible open space and public realm will also contribute to the creation of mixed, inclusive and stable communities.	f. Inclusive design, with buildings and public spaces whose use and design reflects and meets the needs of Newham’s diverse population; and	The framework masterplan at this stage establishes principles around opening up the site ensuring it is publicly accessible to all. Inclusive design will be considered in further detail at planning application stage however the framework masterplan ensures that inclusive design principles can be incorporated.
c. environments which support good physical and mental health.	The masterplan incorporates substantial areas of new open space, new active routes including a new riverside walk, and places for people to dwell and relax as well as play. These masterplan principles and facilities will help to provide an environment that will support good physical and mental health and wellbeing of its users.	g. Community Wealth Building.	The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. Future applications will have their own strategies to commit to the Council’s Community Wealth Building Pledge.
d. spaces young people can thrive in.	Play spaces will be included throughout the masterplan with different types of play provided for different age groups and abilities.	4. All phased sites, where parts of the site will remain vacant or underused for more than three years, must submit a Meanwhile Use Strategy which will outline how vacant and underused plots will be activated.	The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.
e. zero carbon, climate resilient neighbourhoods.	The Phase 1 proposals expect to achieve a 63% reduction in Regulation CO2 emissions, which has been achieved through the inclusion of a range of advanced energy efficient measures. Future phases of development will ensure they contribute to a zero carbon, climate resilient neighbourhood the details of which will be considered at application stage.	5. All developments on site allocations are expected to undertake post occupancy surveys and share the results with the Council.	The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

6.1 Comprehensive Masterplan Policy Checklist

**Site allocation S01 Beckton
Riverside**

**Mixed use development delivering new
neighbourhoods**

The Masterplan Framework proposes a new neighbourhood that is supported by a large variety of uses.

**Centred on a major town and new station
and wider transport hub**

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. The heart of the Masterplan Framework site includes a new DLR station that is surrounded by a new major town centre. The majority of roads, pathways and open spaces within the masterplan lead towards this central hub, which also includes a number of bus routes. This hub will enable travel in all directions, including a new cross-river connection by DLR to Thamesmead.

**New and expanded Strategic Infrastructure
and other SIL uses**

No land is designated as SIL within the boundary of the Masterplan Framework.

**The new neighbourhoods and town centre
comprising residential, pedestrian and cycle
links through the site and to the river**

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

As part of the Masterplan Framework, the proposals aim to deliver a comprehensive and well-integrated active travel network by building upon existing walking and cycling infrastructure. Significant enhancements are proposed to Armada Way, which is envisaged as a key multimodal movement corridor. The Framework also establishes a series of new pedestrian and cycle connections throughout the site, including the creation of a new riverside promenade forming part of the Thames Path, as well as a Greenway that will traverse the site from northwest to east, serving as a central spine of green infrastructure and movement.

The proposed street hierarchy has been strategically orientated eastwards to provide direct, legible, and convenient access to the River Thames and the proposed Beckton Riverside DLR Station, which is positioned as a key public transport interchange at the heart of the development

6.1 Comprehensive Masterplan Policy Checklist

Proportionate open space and other green infrastructure that opens up riverside access including spaces that adds to MOL

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework provides for the early delivery of a 2-hectare Local Park which bounds and overlooks the River Thames as part of Phase 1. In addition, a larger strategic park is proposed between Phases 1 and 2, centred around the lagoon, where the Greenway and the Thames Path will intersect—creating a key focal point for recreation and connectivity. Complementing these principal open spaces, a network of secondary green infrastructure—including pocket parks and designated play areas—is integrated throughout the urban fabric, ensuring accessible and high-quality public open space is delivered across the entire Masterplan area.

Retail, leisure, supporting community uses including primary and secondary school provision

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

A broad and diverse mix of land uses will be delivered as part of the wider Masterplan Framework, with non-residential uses including town centre uses, social infrastructure, community facilities and education and health uses located centrally within or in close proximity to the New Major Town Centre to enhance the accessibility for all residents.

The Masterplan Framework currently includes provision for a primary school located in the southern part of the site on land owned by the Greater London Authority (GLA), as well as a secondary school positioned on the periphery of the proposed major town centre in a highly accessible location. The Applicant will continue to work collaboratively with officers from the London Borough of Newham (LBN) to ensure that the evolving requirements for educational provision are comprehensively planned and integrated into the development from an early stage.

6.1 Comprehensive Masterplan Policy Checklist

Other employment generating uses – will be delivered through partial Managed Release of SIL

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. The town centre has the potential to comprise of a significant offer of uses that will be employment generating, inclusive of retail and office space. However, specific uses will be subject to future planning applications.

Appropriate buffering of remaining SIL

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Where the Masterplan Framework interfaces with existing industrial uses, forthcoming detailed planning submissions will set out how appropriate mitigation measures have been incorporated to minimise potential impacts on residential and public amenity. These measures are expected to be consistent with, or build upon, those established within the Phase 1 Planning Application, ensuring a coherent and robust approach across the wider development.

Re-formatting and diversification of the existing retail park around the new transport hub, preferably moving it south

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

A new major town centre is proposed on the land that is currently occupied by the existing retail park in the Masterplan Framework. Whilst there are no plans within the Masterplan Framework to move the retail park southwards, a significant offer of retail uses will be available within the new transport hub so it is unlikely that a new retail park would be required. Notwithstanding, the future of the retail park is now within the control of the Applicant and is subject to matters beyond this Planning Application.

New Strategic Infrastructure including an expanded DLR depot to meet growth needs

The Masterplan Framework does not prejudice the expansion of the DLR depot. The Applicant is in regular direct contact with the operators to ensure the continued operation and future optimisation of the depot.

6.1 Comprehensive Masterplan Policy Checklist

River crossing(s)

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The proposed DLR re-routing, inclusive of the DLR river crossing towards Thamesmead, is facilitated within the Masterplan Framework.

In respect of the removal of the Thames Gateway Bridge, the safeguarding Direction has been removed on the 17th July 2025 so the Masterplan Framework supports this policy objective being achieved.

Accommodation of existing CHP plant and legacy gas pressure infrastructure within the site, minimising its spatial impact

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The existing utility infrastructure to west of the allocation and within the Strategic Industrial Land, including the Beckton Combined Heat and Intelligent Power Plant (CHiP) and the gas pressure reduction system, and any other existing utility infrastructure will be accommodated within future masterplanning with appropriate land uses and where necessary, mitigation measures being incorporated to ensure neighbouring uses are appropriate and all constraints are considered to ensure the area is comprehensively master planned.

Where possible allowing for Managed Intensification (and limited release) of associated SIL as per Policy J2 and/or development of further SIL uses

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Whilst no SIL is located within the Masterplan Framework area, any future planning applications will not prejudice the optimisation or intensification of existing SIL in the locality.

The quantum and functionality of other SIL south of the river crossing safeguarding will be protected, but could be re-located to better effect, securing improved land use transitions and integration given potential compatibility with the DLR depot, neighbouring SIL and bridge footprints.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Whilst no SIL is located within the Masterplan Framework area, any future planning applications will not prejudice the optimisation or intensification of existing SIL in the locality.

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There is scope to incorporate the JWP identified strategic waste management capacity within a comprehensive redevelopment, through the inclusion of a waste facility on remaining SIL; alternatively it should be demonstrated that there is no longer a need for such a facility in that location as per INF3.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Whilst no SIL is located within the Masterplan Framework area, the Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

Indicative building heights of 5 – 8 storeys or less, stepping up to 12 storeys at key locations and up to 19 storeys in a new town centre and around a new DLR station.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. Details of building heights would come forward as part of future detailed planning applications.

Draft N17 Gallions Reach (Regulation 19)

Gallions Reach will be transformed into a new neighbourhood through the delivery of an extended DLR line and new DLR station or a similarly transformative (as confirmed by TfL) public transport intervention at N17. SA1 Beckton Riverside.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. The new DLR station is proposed as the heart of the Masterplan Framework as part of the new town centre.

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 Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. The new DLR station is proposed as the heart of the Masterplan Framework as part of the new town centre. The new neighbourhood proposed within the Masterplan Framework comprises of a significant number of homes centred on a new town centre, including the provision of a new neighbourhood parade in Phase 1 in the southern section of the site.

The neighbourhood’s riverside location will be optimised, through improved access and landscaping along both the River Thames and River Roding.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. The Masterplan Framework demonstrates the opening up and access to the river, establishing key routes through Beckton that connect both existing and future communities to the waterfront.

No land within the Masterplan Framework area bounds the River Roding.

6.1 Comprehensive Masterplan Policy Checklist

The new neighbourhood will benefit from new green spaces and improved access to existing green spaces and nature.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. The Masterplan Framework the green infrastructure that could be achieved, with full details for individual phases to come forward in future applications.

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework seeks to deliver a cohesive and well-connected active travel network by integrating with existing walking and cycling routes. Particular emphasis is placed on substantial enhancements to Armada Way, which will serve as a key movement corridor. In addition, the Framework introduces new pedestrian and cycle connections across the site, including the delivery of a new riverside promenade (Thames Path) and a Greenway that will extend from the northwest to the eastern edge of the site, forming a central spine of green infrastructure. The proposed indicative street hierarchy is deliberately orientated eastwards, providing direct and legible connections to the River Thames and the proposed Beckton Riverside DLR Station, which will act as a central transport hub within the development.

To align with the delivery of a new DLR station or a similarly transformative (as confirmed by TfL) 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 Steering Group has identified the preferred site for the proposed DLR extension and new station, which has been designated in the middle of the town centre in the Masterplan Framework.

The neighbourhood will be supported by new community facilities and schools.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

In respect of the delivery of specific community uses and uses within future phases within the Masterplan Framework, future applications will undertake a comprehensive needs assessment to inform the provision of community uses and facilities for each phase. Given the long-term and phased nature of the Site Allocation’s delivery, it is not appropriate at this stage to commit to a specific community use. However, the needs assessment will ensure that future proposals are responsive to the evolving requirements of the local population over time.

In terms of schools, the Masterplan Framework currently comprises of a potential primary school located in the south of the site on the lands owned by the GLA, in addition to secondary school located on the outskirts of the new major town centre in a highly accessible location. The Royal Docks team will continue to work with LBN officers regarding the potential for a school on this site if required.

6.1 Comprehensive Masterplan Policy Checklist

The sewage works will be retained and any environmental impacts will be mitigated through appropriate buffering and design responses.

All future applications will ensure suitable mitigation measures at detailed design stages against the sewage works where relevant.

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework does not comprise of any built form that is currently in industrial use and any proposals within the Masterplan Framework will ensure that the remaining industrial uses are not prejudiced in respect of intensification, nor will the surrounding road network be negatively impacted.

The vision for Gallions Reach will be achieved through the extension of the DLR and the creation of a new DLR station or similarly transformative (as confirmed by TfL) 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 and by:

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications

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

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. The site is part of one of Newham’s designated Strategic Sites, situated within both the Arc of Opportunity and Urban Newham—areas identified as appropriate for taller buildings.

Development of Beckton Riverside will come forward on a phased transformative basis. The phasing is currently indicative as it is dependent on the timing of the DLR line extension as well as individual landowner timescales.

Beckton Riverside Phase 1 in the southern part of the site will bring forward the first phase of development in the allocation and be the catalyst for the wider regeneration.

All future development in the Strategic Site would be carefully designed to manage building heights in line with the aspirations of the allocation and assessed against the relevant tall building policy as appropriate.

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

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

Future applications would include detailed design approaches where relevant to demonstrate how it would integrate and reflect the historic uses of the site.

6.1 Comprehensive Masterplan Policy Checklist

3. Reducing any physical, townscape, landscape and perceived barriers to enable seamless integration between sites

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

All phases that come forward will be designed to ensure that no barriers exist between the respective sites within the Masterplan Framework and that there is seamless integration with existing and future phases, and neighbouring sites. The Masterplan Framework has been developed to ensure the landowners for all sites bring forward future development that integrates together.

4. Appropriate mitigation and buffering between residential and industrial uses

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. All future applications will ensure suitable mitigation measures where relevant at detailed design stages.

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 office, by retaining the overall quantity of comparison retail floorspace and creating an 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

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

A needs based assessment will be undertaken in relation to the provision of car parking and uses within the new town centre for future planning applications.

A Town Centre is indicated around the new DLR station on the Masterplan Framework.

Specific appropriate town centre uses will be determined, designed and come forward in future planning applications to meet needs. As phasing is delivered, the remainder of Gallions Reach Shopping Park will continue to operate unconstrained and be actively asset managed within a flexible and positive policy environment to secure its commercial viability and function as phased development plots on site are brought forward.

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

As part of the Masterplan Framework, the Phase 1 area shows the delivery of a new neighbourhood parade located along Armada Way (located approximately halfway between the proposed new district centre and Albert Basin Local Centre). This can incorporate commercial, leisure, sports, and community floorspace to meet local catchment needs with details to come forward as part of future detailed applications.

6.1 Comprehensive Masterplan Policy Checklist

7. optimising and intensifying the Strategic Industrial Location and supporting demand for warehousing and distribution, utilities and transport needs

Whilst no SIL is located within the Masterplan Framework area, any future planning applications will not prejudice the optimisation or intensification of existing SIL in the locality.

8. requiring developments in the Royal Docks Enterprise Zone that delivery new employment floorspace to support the London Living Wage designation

The Royal Docks Enterprise Zone only covers the southern part of the Strategic Site (mostly GLA land). The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. As a Strategic Site allocation a significant amount of new employment floorspace will be delivered and its support for London Living Wage designation will be considered in future applications for the GLA land.

9. supporting the extension of the DLR depot

The Masterplan Framework does not prejudice the expansion of the DLR depot. The Applicant is in regular direct contact with the operators to ensure the continued operation and future optimisation of the depot. All future applications would be designed to not prejudice the future operations of the depot and be designed to ensure sufficient amenity for future residents

10. supporting the removal of the Thames Gateway Bridge Safeguarding (by the SoS following recommendation by TfL and the Mayor of London)

The safeguarding Direction has been removed on the 17th July 2025 so the Masterplan Framework supports this policy objective being achieved.

6.1 Comprehensive Masterplan Policy Checklist

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; 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 to reduce severance and to improve connectivity to Beckton and the wider network of neighbourhoods;
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;

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications:

a: Future applications will assess delivery in line with the latest relevant policy for car and cycle parking standards and road infrastructure.

b: The alignment of the new DLR track, the location of the new DLR station, the high-level design of the new DLR station preferred options from TfL are all incorporated within the Masterplan Framework. The future land use principles and connectivity principles would align with this preferred option.

c: The Masterplan Framework does not prejudice the future provision of a Thames Clipper Pier, should it become feasible and commercially viable to introduce river bus services to this location.

d: The Masterplan Framework does not prejudice improvements to the local road network including Armada Way as part of future applications. The Masterplan Framework demonstrates the improved routes that could enhance conditions for walking, cycling and public transport.

e: The Masterplan Framework does not prejudice the delivery of the improvements to connectivity and the Applicant will support Newham in delivering these improvements where feasible and viable.

f: A core principle of the movement network proposed by the Masterplan Framework includes the extension of the Greenway to

the Thames path.

g and h: Future applications can support sustainable travel by capitalising on the site's proximity to an existing DLR station and through the delivery of extensive new walking and cycling infrastructure, which is proposed as part of the Masterplan Framework to connect to the new DLR station.

i: The Masterplan Framework does not prejudice the implementation of Low Traffic Neighbourhoods and new and improved modal filters being achieved in the future as part of future applications.

6.1 Comprehensive Masterplan Policy Checklist

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;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. A majority of the Strategic Site is currently inaccessible, and the regeneration of the area would open up public access including to the riverside as shown on the Masterplan Framework.

13. retaining existing mature trees and maximising the provision of new open space, green infrastructure and green links, including through new parks and an active, landscaped edge along the water at N17.SA1 Beckton Riverside 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;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework sets out a green infrastructure network, and future applications can be designed to maximise provision of new open space, green infrastructure and green links and provide opportunities to increase biodiversity where possible.

14. mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

Future applications in the Masterplan Framework will be informed by an odour impact assessment to inform potential mitigation and design solutions to ensure there is suitable and acceptable amenity for future residents.

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;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. Future applications in the Masterplan Framework will incorporate suitable mitigation and design measures (including appropriate buffering) to mitigate any noise impacts assessed from the DLR depot and/or airport.

16. improving air quality and reducing exposure to poor air quality, particularly along Alfred’s Way and Royal Docks Road;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. Alfred’s Way and Royal Docks Road are not located within Strategic Site.

17. providing a new electricity substation;

Facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

18. supporting new community facilities when in conformity with Local Plan Policy SI2, including a leisure centre and faith facilities;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. The Masterplan Framework shows that a variety of mixed uses can come forward on the Strategic Site. This could include community floorspace to meet local catchment needs with details to come forward as part of future applications.

6.1 Comprehensive Masterplan Policy Checklist

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;

Whilst the Powerleague is not located within the Masterplan Framework area, the Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

20. providing education provision in the form of a secondary school and primary school in close proximity to Atlantis Avenue and Armada Way;

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. The Masterplan Framework incorporates provision for a potential primary school situated in the southern part of the site (GLA land) as well as a secondary school located on the edge of the proposed new major town centre to the north, in a highly accessible location. Relevant landowners will engage collaboratively with key stakeholders to ensure that the requirements for future educational provision in future applications are effectively integrated into the masterplan should there be a need.

21. requiring a new health centre to provide a wide range of health services

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

N17.SA1 Beckton Riverside

Development principles

Residential development, employment uses, open space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

Whilst details and provisions will be subject to future applications the Masterplan Framework shows that a mix of land uses can be delivered in line with the aspirations of the allocation including residential development, employment uses, open space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre.

6.1 Comprehensive Masterplan Policy Checklist

The scale and nature of development on this site is contingent on the proposed changes to transport infrastructure on this site, including:

- **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).**

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The majority of the Site Allocation is anticipated to come forward with the delivery of the new DLR station. The scale and nature of development will be designed appropriately as part of future applications whilst still realising the Allocations aspiration for the new neighbourhood to 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 safeguarding Direction has been removed on the 17th July 2025 so the Masterplan Framework supports this policy objective being achieved.

Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:

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.

Development of Beckton Riverside will come forward on a phased basis subject to various tests including viability. Phase 1 in the southern part of the site will bring forward the first phase of development for the Strategic Site and will be the catalyst for the wider regeneration. The remaining Beckton Riverside areas to the north of the allocation will be dependent on the delivery of a DLR line extension and new station.

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.

As phasing is delivered, the remainder of Gallions Reach Shopping Park will continue to operate unconstrained and be actively asset managed within a flexible and positive policy environment to secure its commercial viability and function as phased development plots on site are brought forward.

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 be for light industrial uses.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

6.1 Comprehensive Masterplan Policy Checklist

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.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. The Masterplan Framework includes the indicative location for a new neighbourhood parade located along Armada Way, which is located approximately halfway between the proposed new district centre and Albert Basin Local Centre.

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 Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

Future applications will undertake a comprehensive needs assessment to inform the provision of community uses and facilities for each phase. Given the long-term and phased nature of the Site Allocation’s delivery, it is not appropriate at this stage to commit to a specific community use. However, the needs assessment will ensure that future proposals are responsive to the evolving requirements of the local population over time

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. A range of mixed uses can be delivered across the Masterplan Framework including the neighbourhood parade. The requirement for any health facility (or contribution towards one) will be assessed in future applications accordingly.

The Masterplan Framework incorporates a potential primary school situated in the southern part of the site (GLA land). The provision would subject to future applications on this site and assessments of local need at that time. Relevant landowners will engage collaboratively with key stakeholders to ensure that the requirements for future educational provision are effectively integrated into the masterplan if required.

Development should deliver the Local Park, the continuation of the Thames Path through the site, an enhanced route to Gallions Reach DLR station and the extension of the Greenway into the site at the earliest opportunity.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework shows green space on the riverside to be a Local Park and the continuation of the Thames Path. Future detailed applications can be designed to enhance Armada Way towards Gallions Reach. The Masterplan Framework illustrates the extension of the Greenway and its delivery will be sought at the earliest opportunity subject future applications.

6.1 Comprehensive Masterplan Policy Checklist

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

Transformative development activity on the remainder of the site can commence, of a scale which reflects the improved transport access.

The Masterplan Framework illustrates what transformative development could look like at Beckton Riverside with the future DLR included.

Development of the Strategic Site will come forward on a phased basis. Aside from the development to the south which has good accessibility to the existing DLR and will be the catalyst for the wider regeneration, transformative development would come forward once the future DLR is confirmed.

As phasing is delivered, the remainder of Gallions Reach Shopping Park will continue to operate unconstrained and be actively asset managed within a flexible and positive policy environment to secure its commercial viability and function as phased development plots on site are brought forward.

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 Masterplan Framework proposes a new town centre with a substantial offer of uses consistent with a major centre. The Applicant will work with LBN and local stakeholders on a robust marketing strategy to inform how the design can be optimised to serve for prospective future occupiers.

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.

The Masterplan Framework illustrates how the DLR station will be located within the heart of the proposed new major town centre. Future applications in close proximity to the DLR station will be assessed in line with the requirements of policy HS1.2

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. The Masterplan Framework includes indicative locations for employment uses, and if relevant, future applications will assess the provision of employment uses in line with the requirements of policy J1.

The wider Masterplan Framework will deliver community uses in the town centre that will be informed by up-to-date needs assessments at the point in which detailed applications come forward.

6.1 Comprehensive Masterplan Policy Checklist

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.

Health and sports and recreation uses are proposed in the Masterplan Framework in or within close proximity to the new town centre and public transport. The scale of the uses will be informed by a needs based assessment undertaken in advance of a detailed planning application submission.

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 in the areas closest to Gallions Reach DLR station and the riverside, with consideration given to marking the neighbourhood parade.

Proposed building heights for the southern part of the site would be subject to future planning applications and assessed accordingly at that point.

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).

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Future applications within the Masterplan Framework, beyond will be guided by a Flood Risk Assessment to ensure that flood risk is minimised and mitigated.

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.

Proposed building heights in the northern part of the site would be subject to future planning applications and assessed accordingly at that point.

Design principles

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. Transport options and Infrastructure will be assessed for each future application accordingly at that point.

Proposed building heights in the northern part of the site would be subject to future planning applications and assessed accordingly at that point.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework includes a significant green space and set back of development along the riverfront to the south, which provides a buffer between the buildings and the River Thames and would prevent overshadowing.

6.1 Comprehensive Masterplan Policy Checklist

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Across the Masterplan Framework, consideration has been afforded to mitigation against the amenity impacts associated with SIL, inclusive of strategically located non-residential uses and design considerations. This includes but is not limited to ground floor mixed uses and the primary school on the south and west elevations on the GLA land, where industrial uses inclusive of Buhler (20 Atlantis Avenue) and BDM Logistics (16 Armada Way) are prevalent.

In the vicinity of the DLR Depot which is located outside by in close proximity to the centre of the Masterplan Framework area, residential frontages have been set back through the location of tree-lined primary and secondary local routes, which provides a noise buffer. This is also the design mitigation utilised on the residential frontages to Gemini Business Park to the north.

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework shows the indicative location of a new town centre surrounding the new DLR station. The design of the town centre and corresponding sustainable transport strategies will come forward in future applications.

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. The Masterplan Framework includes a network of green infrastructure that connect to the riverside. Full details of green infrastructure provision including green space provision will come forward as part of future applications.

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework shows a layout of a variety of potential routes that could come forward connecting the new neighbourhood together and to the existing surrounding street network. Armada Way would become a key local route through the site allocation. The proposed new routes to the south will provide direct new public access and connections to the River Thames and facilitate several routes to Gallions Reach DLR Station.

Future applications across the masterplan will set out the design and layout of the site including the street hierarchy.

6.1 Comprehensive Masterplan Policy Checklist

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.

The Masterplan Framework shows a green space along the riverfront which would enable the continuation of the Thames Path through the allocation, and the extension of the Greenway into the site connecting to the River.

Development should ensure legibility and connectivity across the new rail line.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The alignment of the new DLR track, the location of the new DLR station, the high-level design of the new DLR station are all incorporated within the Masterplan Framework following significant engagement and analysis of various options between TfL, landowners and other stakeholders to identify TfL’s single preferred option for the new infrastructure. The future land use principles and connectivity principles shown on the Masterplan Framework align with this preferred option.

The future design of the DLR station and surrounding development will come forward in future applications but will seek to ensure legibility and connectivity across the new rail line.

Design measures should minimise exposure to odour from Beckton Sewage Treatment Works and poor air quality on Royal Docks Road.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Robust odour and air quality assessments will be submitted in support of any future planning application on the Masterplan Framework. Future development would be designed to include appropriate mitigation and design measures where necessary and this would be determined for each application at that point in time.

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.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. Assessments pertaining to the impacts of noise will be undertaken for future planning applications where relevant to inform the precise layouts to be delivered within the Masterplan Framework.

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.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications. All future applications would take into account, assess and mitigate where necessary risk of flooding and consider sustainable design measures in line with policy CE8.

6.1 Comprehensive Masterplan Policy Checklist

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

The design and layout of the site should take account of the existing on-site sewer and overhead transmission line route.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

Infrastructure requirements

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.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

There has been significant engagement with landowners and all key stakeholders in a joint approach to support and enable the delivery of a new DLR route and station. Through extensive engagement in the Thamesmead & Beckton Steering Group, the proposed location and route of the DLR route and station has been optimised by being proposed at the heart of the northern section of the Site Allocation. This benefits the areas of Site Allocation that currently are least accessible by public transport. The location of the DLR on the Masterplan Framework reflects TfL’s preferred option for the station alignment developed through this joint stakeholders engagement.

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.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The safeguarding Direction has been removed on the 17th July 2025 so the Masterplan Framework supports this policy objective being achieved.

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.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications if a viable, deliverable and manageable system is available.

6.1 Comprehensive Masterplan Policy Checklist

Until the DLR construction contract is let 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 space deficiency by providing a consolidated Local Park of a minimum of 2 hectares and Pocket Parks to service nearby residential neighbourhoods. The open space provision should prioritise the provision of community growing opportunities. In addition to the open 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.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Frameworks includes a potential primary school to the south. Its provision will be subject to future applications and a needs based assessment at the time of delivery.

Any healthcare provision will be subject to future applications and a needs based assessment at the time of delivery.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

The Masterplan Framework includes the provision of green space along the riverside to the south of the development for a Local Park. at an early stage of delivery, in Phase 1. An additional large-scale park is illustrated between Phase 1 and Phase 2 around the lagoon, of which the Greenway and Thames Path will converge. Secondary open spaces and green infrastructure in the form of pocket parks are stitched into the urban grain, alongside play space, across the Masterplan Framework.

Provision of open space (including the Local Park) and play space on sites will be considered and assessed as part of future applications.

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, development should deliver:

A new leisure centre in the district centre. Provision should meet the needs identified in the Built Leisure Needs Assessment (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. 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

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. Specific sports-provision and playspace will be considered future planning applications for each Phase of the development coming forward in the Masterplan Framework

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications. Any future provision will be assessed against the needs identified in the Built Leisure Needs Assessment (2024) and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3.

The Masterplan Framework facilitates does not prejudice this policy objective being achieved in the future as part of future applications.

A potential site for a future secondary school has been identified in a central location between the northern and southern sections of the development. This indicative location has been strategically selected to respond to any future demand for educational provision and is well-served by extensive areas of open space, all within a 10-minute walking distance. The appropriate provision will be determined as part of future applications.

6.1 Comprehensive Masterplan Policy Checklist

An expanded health hub designed to meet NHS needs and standards for the projected population; and

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications with regards to phasing.

An expanded health hub could be delivered in the new District Centre should there be commensurate demand and will be assessed as part of future applications.

Safeguarded space for River Pier Landing Facilities and a River Pier.

The Masterplan Framework does not prejudice the future provision of a River Pier, should it become feasible and commercially viable to introduce river bus services to this location.

Phasing and implementation

Medium to long term.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications with regards to phasing.

Beckton Riverside Phase 1 in the southern part of the site will bring forward the first phase of development for the Strategic Site. The Phase 1 proposals benefit from accessibility to the existing Gallions Reach DLR station however the remaining Beckton Riverside area will be dependent on the delivery of a DLR line extension and new station.

As phasing is delivered, the remainder of Gallions Reach Shopping Park will continue to operate unconstrained and be actively asset managed within a flexible and positive policy environment to secure its commercial viability and function as phased development plots on site are brought forward.

This Beckton Riverside Strategic Site Masterplan Framework document demonstrates how the Phase 1 proposals and the Beckton Riverside Strategic Masterplan Framework complies with Policy S1 (and draft Policy BFN2).

6.1 Comprehensive Masterplan Policy Checklist

Phasing of the site should reflect the development and design principles above and respond to the proposed changes to transport infrastructure.

The Masterplan Framework facilitates and does not prejudice this policy objective being achieved in the future as part of future applications.

Beckton Riverside Phase 1 in the southern part of the site will bring forward the first phase of development for the Strategic Site. The Phase 1 proposals benefit from accessibility to the existing Gallions Reach DLR station however the remaining Beckton Riverside area will be dependent on the delivery of a DLR line extension and new station.

As phasing is delivered, the remainder of Gallions Reach Shopping Park will continue to operate unconstrained and be actively asset managed within a flexible and positive policy environment to secure its commercial viability and function as phased development plots on site are brought forward.

This Beckton Riverside Strategic Site Masterplan Framework document demonstrates how the Phase 1 proposals and the Beckton Riverside Strategic Masterplan Framework complies with Policy S1 (and draft Policy BFN2).

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.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

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. Impact from the existing on-site sewer on design and layout should be taken into account in preapplication stage through early engagement with Thames Water.

The Masterplan Framework does not prejudice this policy objective being achieved in the future as part of future applications.

6.2 Phase 1 Policy Checklist

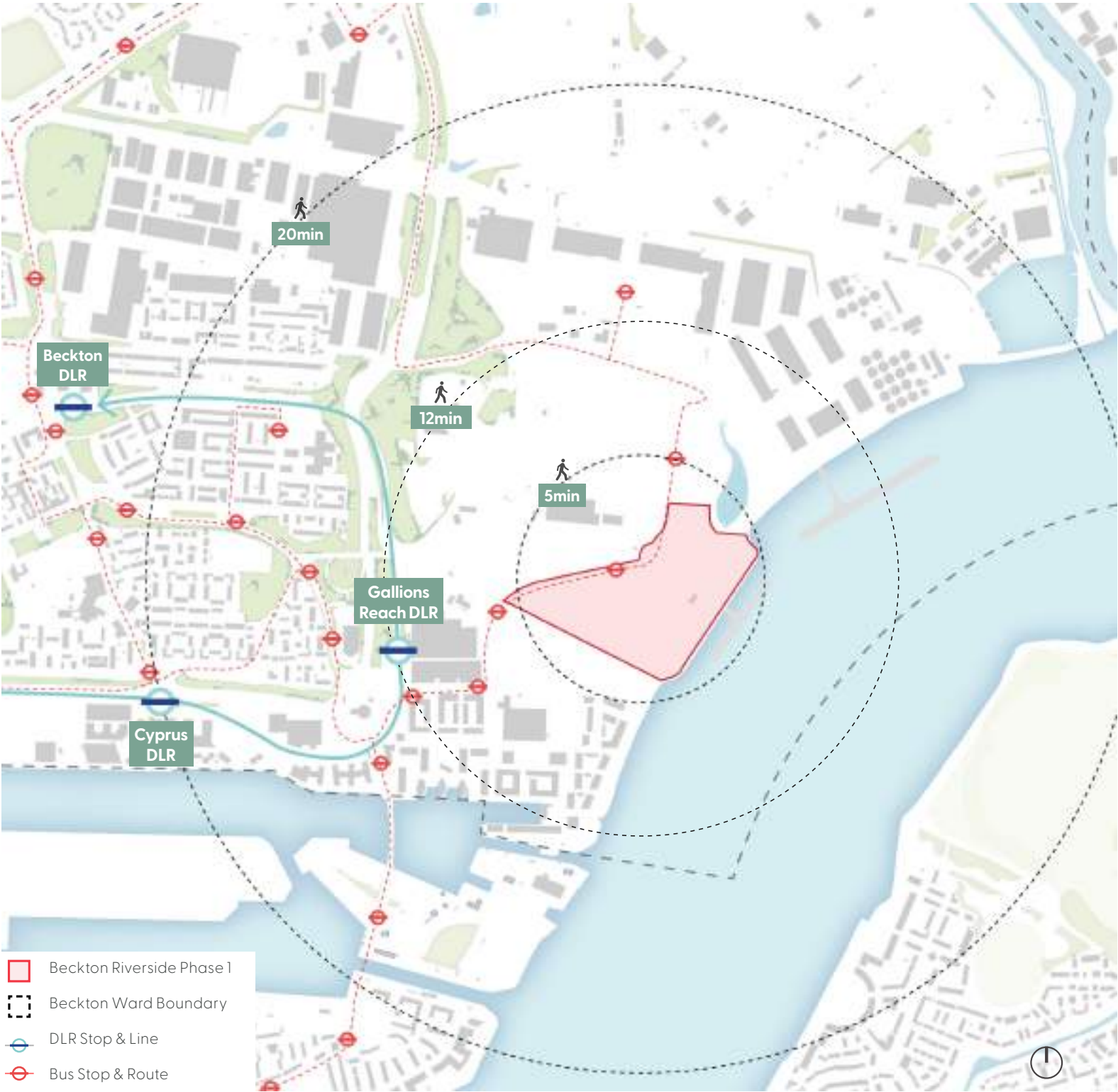
Policy S1 Spatial Strategy and Strategic Framework – Part 3(a)

Sites should be designed and developed comprehensively: the Council will resist the development of any sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals.

The Beckton Riverside Phase 1 have been developed in the context of the masterplan framework enclosed within this document to ensure the proposals will not prejudice the realisation of the overall vision for the area. The Beckton Riverside Phase 1 proposals benefit from accessibility to the existing Gallions Reach DLR station and therefore the Phase 1 proposals are supported by existing infrastructure. The Phase 1 proposals will act as a catalyst for the delivery of this wider strategic site allocation, and encourages a comprehensive masterplan rather than hindering.

The Beckton Riverside Phase 1 proposals represent the first phase of development at Beckton Riverside. The phasing of the remaining masterplan area is currently unknown as it is dependent on the timing of the DLR line extension as well as individual land owners. The Beckton Riverside Phase 1 proposals will come forward in sub-phases, with land closest to Gallions Reach DLR station coming forward first.

This Beckton Riverside Strategic Site Masterplan Framework document demonstrates how the Phase 1 proposals and the Beckton Riverside Strategic Masterplan Framework complies with Policy S1 (and draft Policy BFN2).



6.2 Phase 1 Policy Checklist

Policy S1 Spatial Strategy and Strategic Framework – Part 3(b)

i. The successful integration of the scheme with the wider public area (including the transport network) and compatibility with existing uses;

Phase 1 has been carefully designed (in outline) to ensure it connects with the wider public area and is compatible with the existing uses. The development will provide the necessary range of facilities and have well connected, safe open spaces to support daily life within walking distance, with areas to meet, play and help integrate existing and future residents.

The masterplan will open up, enhance and create key routes through Beckton, both north to south and east to west, connecting existing and future residents to the River Thames. This will improve accessibility and permeability enabling better connection to local amenities, social infrastructure, and green spaces.

The Phase 1 site is well connected to existing public transport. It is located c. 400m from the existing Gallions Reach DLR station which equates to broadly a 5 to 6 minute walking time from St William’s Phase 1 site. The nearest bus stops to the Site are located along the Site’s frontage on Armada Way by the Beckton DLR Depot providing easily accessible services to Stratford and Barking. The proposals will also seek to knit into existing walking and cycling routes in particular through the significant enhancements proposed to Armada Way and the creation of new routes and connections through the site including a new riverside walk. This will open up the riverside (which is currently inaccessible) to the public and surrounding area.

The site is surrounded by a mix of existing uses and boundary treatments – vacant land immediately to the south owned by the

GLA and additional land to the north owned by St William; industrial uses to the west in the form of the Beckon DLR Depot and to the north and north west with Gallions Reach Shopping Park, Gemini Business Park and the Beckton Sewage Treatment works and the River Thames providing a boundary to the east. Beyond the GLA land to the south are recent residential developments located around Gallions Reach DLR – Royal Albert Wharf and Gallions Quarter.

The Phase 1 proposals have been developed in close consultation with the Royal Docks Team (who control the GLA land to the south) to ensure the Phase 1 development integrates with the future development of their land and the masterplanning principles are comprehensive. A primary school is currently required within the southeastern part of draft site allocation (N17.SA1) as well as connections through to Royal Alber Wharf and the existing Gallions Reach DLR station. The Phase 1 proposals have therefore been designed to incorporate areas of open space in close proximity to an indicative location for the primary school on the GLA land (if one is required) as well as the position of streets and new connections in locations that will eventually connect through the GLA land, connecting St William’s Phase 1 land to Atlantis Avenue and the residential development to the south more direct routes to the existing Gallions Reach DLR station. These design principles are captured in the Design Code.

The masterplan will open up enhance and create key routes through Beckton, both north to south and east to west, connecting new and existing communities to the River

Thames. This will improve accessibility and permeability enabling better connection to local amenities, social infrastructure, and green spaces.

Along the western edge of the Site, the Phase 1 proposals will result in the transformation of Armada Way, which currently separates the Phase 1 site from the existing Beckton DLR Depot. The proposals will turn Armada Way into a biodiverse linear park referred to as Armada Greenway, providing a soft planted edge to buffer residents looking towards Armada Way and the DLR Depot beyond. The Greenway will provide pockets of native meadow, woodland and tree planting. This will enhance the greening and ecological provision, transport connectivity, and social wellbeing for the wider public area.

There are no ‘active’ railway lines located at the Depot. Uses at the depot such as the new carriage washer is located towards the back of the Depot site furthest away from the Site and road. The main ‘sheds’ utilised for maintenance facilities are approximately 115m away from the Armada Way roundabout and 140m away from the Phase 1 site boundary. The submitted Noise Assessment confirms that no significant noise was identified from the DLR Depot or the main DLR line to the west during the attended monitoring periods. Site wide noise mitigation will be implemented as part of the proposed development. The scheme will also have suitable planning conditions as agreed directly with TfL Infrastructure to ensure the proposals have no negative impact on the DLR depot operations.

The northern extent of the Phase 1 proposals

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have been designed to respond to the existing lagoon (owned by St William) which will form part of a high quality area of open space in the future. The Phase 1 proposals have been designed to address this space with buildings in this location forming part of the waterside character area and the Development Parcels and Building Heights Parameter Plan allowing for building heights to increase at this northern end of the site marking this future area of open space.

At the eastern edge of the Site the Phase 1 proposals have been designed to maximise the river frontage, one of the key features of this site. A new 2ha riverside park will be delivered on this edge of the Site providing a frontage to the river and delivering a new riverside walk which will be a continuation of the Thames Path. .

In relation to uses, there is a limited existing amenity offer in the immediate surrounding area comprising predominantly of a small supermarket, community centre and workspace/cafe around Gallions Reach; and Gallions Reach Shopping Park to the north which includes a large format supermarket and other retail stores.

The Phase 1 proposals will provide a new neighbourhood parade including new commercial, leisure/sports and community floorspace (up to 5,000 sqm) which will serve the local residents and employees and is envisaged to accommodate uses such as shops, cafés, restaurants, community spaces, commercial floorspace and sports facilities. These uses are envisaged to be complementary to and a significant enhancement to the local area.

Due to the length of programme and multi-phase nature of the Site, a Meanwhile Strategy will be developed, utilising the vacant and/or underused areas of the land for temporary uses to activate the area and integrate the new scheme and residents into the existing communities.



Masterplan Framework showing the relationship to the surrounding key landowners

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The illustrative scheme on the GLA site continues the street connections from Atlantis Avenue into the Phase 1 proposal. Creating greater permeability to Albert Basin development and Gallions Reach DLR station.

The GLA land will deliver the required primary school (required within the south eastern part of draft site allocation N17.SA1).

The GLA land will also benefit from the adjacent green spaces of The Orchard and the Notting Hill Gensis Park.



Illustrative Masterplan



Illustrative Masterplan including the GLA land

6.2 Phase 1 Policy Checklist

ii. The transition between and neighbourliness of, different uses both within the site and in relation to adjacent areas, as per policies SP8 and J2 ;

The response to part (i) above already sets out how the Phase 1 proposals address their surrounding uses ensuring neighbourliness between the various uses.

With regards to proposed uses within the site itself, we consider the key criteria below identified in Policies SP8 and J2:

- As set out already in the submission the proposals will result in a significant enhancement to accessibility, local connectivity and permeability in this area.
- The proposals will result in a significant provision of green infrastructure in the form of landscaping, open space and public realm, private amenity space and planting of new trees and new landscaping.
- The detailed planning application provides extensive technical information to demonstrate how the proposed repairs to the existing river wall and works to the flood defence wall will ensure flood protection for the lifetime of the development;
- With regard to microclimate, with suitable mitigation measures, the proposed development would result in suitable wind microclimate conditions in terms of comfort and safety.
- The development will minimise impact on broadcasting and other telecommunications services.
- Detailed design will ensure the scheme mitigates the risk of exacerbating flood risk and surface water run off on site and in the neighbouring area.

- The proposals have been designed to maximise sustainable transport and active travel with only blue badge car parking proposed. The proposals promote active travel through its location in close proximity to an existing DLR station and through the provision of significant new walking and cycling infrastructure. The proposals will also deliver car club space(s) where there is demand and electric vehicle charging.
- The illustrative masterplan layout has been designed to ensure sufficient access, egress and circulation can be accommodated for all including for delivery and servicing and to accommodate the required waste, recycling and bicycle storage and parking provision all whilst providing a pleasant high quality designed space and public realm.
- The ES also confirms that there are no unacceptable impacts with regards to light spill, odour, dust, noise, disturbance, vibration, radiation and other amenity or health impacting pollutants. In particular, in relation to odour the submitted Odour Impact Assessment (May 2024) and Odour Impact Assessment Addendum (October 2024 has been independently assessed by LBN in partnership with Homes England which confirms that the site is suitable for residential development.
- The illustrative design of the development also ensures that there is sufficient daylight and sunlight to new and surrounding housing that is appropriate for its urban context, whilst ensuring that overshadowing is minimised across the proposal.

- The illustrative masterplan also demonstrates that appropriate provision will be made for private and communal amenity areas for the proposed residents of the development with relevant design controls set out in the Design Code.

As noted above, up to 5,000 sqm of non-residential floorspace is proposed as part of the Phase 1 proposals. Parameter Plan – Key Streets and Spaces illustrates the intended location for these uses, which will be distributed predominantly within the centre of the site to enable activity and vibrancy. These uses will predominantly be located at ground floor level with residential above as is normal in mixed use developments of this nature. Detailed design will come forward as part of future Reserved Matters Applications confirming the design of these adjoining uses taking account of any increased floor to ceiling heights for non-residential uses, the need for separate entrances, storage and servicing etc.

Phase 1 will overall seek to meet policies SP8 and J2 and the transition between and neighbourliness of different uses both within the site and in relation to adjacent. However, full details of this and detailed design will come forward during Reserved Matters Stages.

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iii. The proposed mix and arrangement of housing types, sizes and tenures, as per policy H1;

The Phase 1 proposals will deliver a significant number of new homes (approximately 2,900 new homes). The new homes will include affordable homes which will prioritise social rented homes for the benefit of Newham local residents. Overall, 19% of homes are proposed to be family sized homes prioritising affordable family sized homes with almost half of the affordable homes proposed as family sized homes. The provision of a range of unit sizes means a genuine housing choice can be offered to future potential residents.

The outline nature of the planning application means that there is some flexibility in where the proposed tenures can be located ensuring they are located in the most appropriate locations across the site. The illustrative masterplan has been designed to ensure inclusivity for all with no differentiation proposed between tenures or housing types.

These new homes will be designed to the highest standards, meeting minimum space standards, providing high quality living space for its residents and creating spaces that people want to live in. Overall, 90% of new dwellings will be designed to meet Building Regulations Approved Document (M42) and 10% will meet Part M4(3).

Full details of the proposed mix and arrangement of housing types, sizes and tenure will come forward at Reserved Matters stages.



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iv. Delivery of key strategic links and connections set out in Policies S2-6 and INF2 of new local/town centres and multi-functional community facilities (notably schools), public open space and other green infrastructure;

The Phase 1 proposals have been developed to be landscape led proposing a series of connected green spaces throughout the masterplan controlled via the Parameter Plan – Key Streets and Spaces.

The DAS explains that the illustrative masterplan framework is underpinned by the following key principles:

- 1. Opening up the riverside
- 2. Improving Armada Way
- 3. Activating the ground floor with a diverse mix of uses
- 4. A network of green streets
- 5. Overlooked by homes
- 6. Providing future connections

The Key Streets and Spaces Parameter Plan defines a hierarchy of connections through the Site including primary, secondary and tertiary streets and identifies active travel routes. This will include the significant transformation of Armada Way, a key strategic route through this area.

The Phase 1 proposals have also been designed to ensure they can connect into the pre-existing Newham Greenway and Leaway Loop a strategic green route in the vicinity of the site.

Active travel is promoted throughout the masterplan. A new Riverside Path is proposed along the eastern edge of the Site addressing the river frontage whilst also providing a new walking and cycling route and an extension to the Thames Path. A number of new routes will connect to the riverside path improving the connectivity from Armada Way to the river. A Framework

Travel Plan has also been produced which will encourage residents, visitors and staff to use active travel and public transport modes.

It is proposed that the development is car free with the exception of blue badge parking spaces in accordance with London Plan standards. The parking will be provided through a combination of on-street parking and within podiums.

Cycle parking will be provided in accordance with London Plan standards. Long stay cycle parking for residential uses will be provided in dedicated stores within each building. Short-stay will be accommodated using Sheffield Stands. The illustrative cycle parking strategy is to provide 5,283 long stay cycle spaces and 344 short stay spaces.

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v. The accommodation of tall buildings as per the strategic approach set out in Policy SP4; and

The Site forms part of one of Newham's Strategic Sites located within both the Arc of Opportunity and Urban Newham which are regarded as suitable locations for tall buildings.

The illustrative masterplan proposed massing has been developed to ensure that development in the centre of the Site is kept relatively low with taller buildings serving as a transition to neighbouring developments, towards the DLR station and towards the River Thames acting as way finders and sign posting to the new destination and the significant areas of open space proposed.

The proposed illustrative heights increase towards the east of the Site to mark the Riverside and Pier Park character area. Heights step down in the centre of the Site creating a more intimate sense and increasing again towards Armada Greenway.

Due to the Site's close proximity to London City Airport and being located within an area subject to aerodrome safeguarding the Site is subject to specific height limitations which vary between 50.94m AOD to 60m AOD as agreed with London City Airport and this will be conditioned.

vi. The need to secure appropriate and proportionate contributions made by individual developments to the infrastructure requirements of the scheme as a whole.

The Applicant will commit to and agree with LBN and relevant stakeholders the appropriate and proportionate contributions and this will be set out in the S106, in addition to those which will be captured by CIL.



Illustrative masterplan height diagram controlled by the parameter plan



6.2 Phase 1 Policy Checklist

Draft Policy BFN2 ‘Co-designed masterplanning’ of the Local Plan (Regulation 19)

1. Sites should be designed and developed comprehensively. Piecemeal delivery will be resisted, particularly where it would prejudice the realisation of the relevant neighbourhood vision, neighbourhood policy , site allocation development principles and/or site allocation design principles or where the timing of delivery would be unsupported by infrastructure.

Phase 1 has been designed comprehensively in line with the vision and the Beckton Riverside Masterplan Framework which has been jointly produced with neighbouring landowners over many years. It is not piecemeal development, but rather forms part of the first phase of development for the Beckton Riverside strategic site allocation.

The Phase 1 proposals have only proceeded on the basis of agreement with Newham and members the Beckton to Thamesmead Steering Group who agreed that it would be appropriate for an early phase of development to come forward at Beckton Riverside, in close proximity to the existing Gallions Reach DLR (within a 12 minute walking distance) and therefore not dependent on the proposed DLR line extension and new DLR station to the north.

The proposals have been developed in parallel to the emerging Local Plan process which has been updated to provide support for an early phase of development in the N17 Gallions Reach neighbourhood.

The starting point was the joint masterplanning exercises that had been carried out by landowners and presented to Newham and the GLA ahead of St William entering a PPA with Newham in early 2023 and commencing the pre-application process for Beckton Riverside Phase 1. The various masterplan frameworks that were then presented during the pre-application stage built on principles that had already been agreed between parties. The masterplan framework demonstrates how the requirements of the neighbourhood vision and site allocation and development

and design principles would be delivered whilst also illustrating how the Phase 1 proposals would be delivered in the context of this wider masterplan framework. Details of the masterplan framework were not included within the original submission as the submission was seeking to make clear that this application related only to Phase 1 however details of the masterplan framework are now enclosed.

The planning submission sets out how the proposals address the requirements of the neighbourhood vision and site allocation development and design principles however in summary:

- The proposals will be a catalyst for the wider regeneration and helps to facilitate the future phases. It will be the first step in creating a new neighbourhood at Beckton Riverside which will evolve and grow over time as subsequent phases of development come forward. Phase 1 will bring significant footfall, connections, economic benefits which will be able to feed into the later phases;
- This early phase of development will deliver new homes and a new neighbourhood parade alongside significant areas of new open space and public realm;
- The proposals will optimise the riverside location through improved access and landscaping along the River Thames including the delivery of a linear park alongside the river edge which will include a new riverside walk;
- A network of new open and green spaces will be distributed across the site accessible to all including new green links that will enable the site to connect with

existing green infrastructure in the area including the Leaway Loop and the Newham Greenway;

- New walking and cycle connections will be delivered as part of this open space/ green and public realm infrastructure including a significant transformation of Armada Way providing enhanced connections within this area and within the site itself. A hierarchy of routes is defined within the Key Streets and Spaces parameter plan;
- A new primary school will be delivered, if it is necessary, on the adjoining GLA land with the Phase 1 proposals designed to respond to and facilitate the intended location of the school. St William will agree to an appropriately worded s106 obligation in relation to the primary school;
- The DAS explains how the illustrative masterplan has been designed to reflect the historic uses of the site such as the former gasholders and Victorian river piers. ‘Pier Green’ located at the centre of Pier Park (the linear park along the river edge) is envisaged to be a hub of activity immersed in the history of Beckton Gasworks as it is centred around the Victorian Piers. This controlled via mandatory design codes (C.2 Pier Park of the Design Code);
- The proposed design of the illustrative masterplan seeks to reduce any perceived barriers or improve on the boundary treatment of the site. The proposed transformation of Armada Way will help to provide a less hostile edge, softening and greening this site boundary which will assist in improving air quality and providing a more suitable residential boundary with the nearby Beckton DLR Depot. Similarly to the north of the Site the illustrative masterplan

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has been designed to account for the provision of a new area of open space around the existing lagoon and to the south of the site the proposals are curated in a manner that enables future connection through the GLA land to Atlantis Avenue and to recent residential development at Royal Albert Wharf. The applicant will work with the Council to also secure an appropriately worded s106 obligation to secure the details of the proposed boundary treatment particularly to the north where the Site will have a relationship with later phases of development at Beckton Riverside;

- The safeguarding Direction has been removed on the 17th July 2025 so this part of the Phase 1 can developed in addition to potential meanwhile uses.
- The proposals will be car free (with the exception of blue badge car parking), will deliver policy compliant levels of cycle parking and will seek to secure improvements to existing infrastructure such as Armada Way and the adjoining roundabout in order to reduce the dominance of the car;
- The proposals will not preclude the provision of a Thames Clipper Pier in the future once and should it be feasible and there be commercial demand to bring a service to the area;
- The proposed height strategy aligns with the draft site allocation in that heights are first constrained by London City Airport CAA height restrictions and secondly seek to locate taller elements in areas closest to Gallions Reach DLR station, the riverside and marking areas of open space.

- With regards to flooding, the proposals take significant steps in ensuring flood protection for the lifetime of the development through proposed repairs to the existing river wall and works to the flood defence wall;
- The scheme will not be providing an ENVAC system on the site as part of the outline planning application, as the current waste strategy is considered acceptable and in line with the adopted policy but the system is not prejudiced from coming forward in the future if there is agreement that the system would be viable, deliverable and manageable.



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2. All major applications and applications on site allocations must undertake co-designed site masterplanning, through engagement with different stakeholders. This masterplanning must consider all of the following:

- a. how the required land uses and infrastructure provision on the site will be delivered;**
- b. relevant neighbourhood and/or site allocation design principles;**
- c. integration of the scheme with its wider surroundings, including any effects on the historic environment;**
- d. delivery of key walking and cycling connections within the site and to and from key local facilities;**
- e. layout of the site to ensure neighbourliness; and**
- f. how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and appropriate mitigation for environmental harm made.**

The Phase 1 proposals have followed a co-designed masterplanning approach prior to and from the inception of the proposals. This is set out in Appendix 6.3. As a direct result of this co-designed approach all key landowners have subsequently agreed to the principles of the Beckton Riverside Masterplan Framework and Phase 1 as demonstrated in Section 3 and 4 of this document.,

The principle of the Phase 1 proposals was first established through the Beckton to Thamesmead Steering Group which comprises landowners including senior representatives from LBN, the GLA, TfL, St William, Aberdeen Investments. The Steering Group have been meeting at least once a month since February 2023 therefore there has been significant engagement.

Outside of the Steering Group St William has also held a number of separate meetings with the GLA, Aberdeen Investments, TfL and Thames Water focused around the emerging Phase 1 proposals and masterplan framework.

- a. Through discussions with the Royal Docks Team it has been agreed that collectively (but in separate applications) the St William and GLA land will form the first phase of development at Beckton Riverside given their close proximity to the existing Gallions Reach DLR station. The Beckton Riverside site allocation identifies the need for a primary school to be located in the southern part of the Site. The Royal Docks Team have agreed that the primary school would come forward on their land if it is necessary in the future. The draft site allocation also requires a new

neighbourhood parade which will come forward as part of the Phase 1 proposals. A network of green infrastructure including areas of open space is also proposed across the Site.

- b. A masterplan framework has been developed by JTP (and now agreed by all landowners as demonstrated in Section 5) which illustrates how the wider strategic area could come forward in line with the design principles and neighbourhood vision. The assessment against the adopted masterplanning policy has already set out how the relevant neighbourhood and/or site allocation design principles are being met.

- c. There are no heritage assets within the surrounding area. Consideration has been given to the Site’s adjacency to the River Thames along with its proximity to the Beckton Sewage Treatment Works. Technical assessments submitted with the detailed and outline planning applications confirm that the proposals would be acceptable in terms of any potential odour impacts and the necessary works are proposed to ensure flood risk can be managed for the lifetime of the development.

- d. A network of new connections and routes through and beyond the Site are proposed providing an enhanced connection to Gallions Reach as well as Gallions Reach Shopping Centre.

- e. The above assessment against the adopted masterplanning policy confirms how the proposals have sought to ensure neighbourliness.

- f. The Phase 1 proposals have been designed to be landscape led with significant areas of open space secured through parameter plan. The illustrative masterplan demonstrates how it utilises a

green infrastructure network of open spaces, green roofs, communal gardens linked by tree lined streets to promote biodiversity and provide amenity value. The design and management of the public open spaces will encourage wildlife. Tree and plant species will be selected to attract flora and fauna specific to the London region in order to enhance the local ecological resource with specific emphasis on local BAP species. In particular, the new riverside park along the River Thames will create an important wildlife corridor connecting habitats beyond the site. Measures to maximise biodiversity will include planting of native species and flowering herbaceous species selected to attract invertebrates and butterflies; greened walls using a wire trellis system and climbers to benefit provide foraging habitat and nesting areas for birds; and hedged boundaries to properties.

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3. All masterplans should demonstrate how the site will support the delivery of all of the following objectives:

- a. increased opportunities for social interaction.**
- b. mixed, inclusive and stable communities.**
- c. environments which support good physical and mental health.**
- d. spaces young people can thrive in.**
- e. zero carbon, climate resilient neighbourhoods.**
- f. Inclusive design, with buildings and public spaces whose use and design reflects and meets the needs of Newham’s diverse population; and**
- g. Community Wealth Building.**

a. All of the proposed areas of open spaces have been designed to encourage social interaction and an array of community-led initiatives is also proposed including the Orchard Community area which will provide growing space for the community, allotment gardens, orchard gardens and a communal area for seating and dining to help foster a sense of community amongst residents. A central green space referred to as the Community Green will also provide a relaxed gathering area for the community at a smaller scale, compared to the larger Pier Green and Pier Park areas. Opportunities of people to come together and interact will also be delivered through the variety of non-residential uses proposed on site for the community to come together day and night. Plau spaces will also be dispersed throughout the site to promote interaction of younger age groups and families. St William will develop a Community Plan which will encourage links between neighbours and engage residents in the long-term stewardship of their neighbourhood.

b. The proposals will deliver mixed, stable and inclusive communities. The proposals include a range of housing types including the provision of affordable housing ensuring a genuine mix of housing. Non - residential floorspace which will generate new jobs across the site and along with the new areas of publicly accessible open space and public realm the masterplan has been designed to encourage a mixed, inclusive and stable community by seeking to deliver a new place where people want to live, work and visit. The proposals will open up what is currently a publicly inaccessible site providing significant areas of new open space that

have not previously existed as well as access to this part of the river for the first time. These new spaces are set amongst residential and non-residential development which will provide passive and natural surveillance and activity throughout the site. Blue badge parking will be provided and 90% of all new dwellings will be designed to meet Building Regulation Approved Document M4(2) and 10% to meet Part M4 (3). New pedestrian routes throughout the site will meet relevant gradient levels ensuring they are accessible to all. The play space strategy will offer diverse programming and play experiences for a wide range of ages and abilities, which will be evenly distributed across the Site so that play areas can be easily reached by local residents and children in the surrounding area. The proposals also include the provision of affordable housing which will prioritise social rented homes for the benefit of Newham local residents.

c. The landscape led approach which includes new active routes including a new riverside walk, new walking and cycling connections, places for people to dwell and relax as well as play provision for all ages including the potential for outdoor gym equipment. These masterplan principles and facilities will help to provide an environment that will support good physical and mental health and wellbeing of its users.

d. Play spaces are included throughout the masterplan with different types of play provided for different age groups and abilities. A feature play space will be located within Pier Green, with more local and informal play spaces dotted around the Site. A total of 12,842sqm of play space is proposed within the illustrative masterplan,

taking into account different age group play requirements.

e. The proposed development is expected to achieve a 63% reduction in Regulation CO2 emissions, which has been achieved through the inclusion of a range of advanced energy efficient measures including:

- A site wide heat network, with ASHP providing approximately 90% of heat and electric boilers providing the remaining 10%;
- PV panels on all available roof spaces;
- Insulated building fabrics;
- Efficient mechanical ventilation systems; and
- Low energy lighting throughout the development.

The submitted Whole Life Carbon Assessment demonstrates how the targets associated with the Whole Life Carbon have been met.

f. The illustrative masterplan is centred around inclusivity seeking to maximise the benefit for all. The proposals will open up what is currently a publicly inaccessible site providing significant areas of new open space that have not previously existed as well as access to this part of the river for the first time. These new spaces are set amongst residential and non-residential development which will provide passive and natural surveillance and activity throughout the site. The masterplan layout and the next stages of detailed design will be subject to consultation with the Metropolitan Police to ensure these new spaces will feel safe. Routes through the site and residential entrances will be well-lit ensuring safety at nighttime.

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Blue badge parking will be provided and 90% of all new dwellings will be designed to meet Building Regulation Approved Document M4(2) and 10% to meet Part M4 (3). New pedestrian routes throughout the site will meet relevant gradient levels ensuring they are accessible to all.

The play space strategy will offer diverse programming and play experiences for a wide range of ages and abilities, which will be evenly distributed across the Site so that play areas can be easily reached by local residents and children in the surrounding area.

The proposals also include the provision of affordable housing which will prioritise social rented homes for the benefit of Newham local residents. 19% of homes site wide will be family sized homes prioritising affordable family sized homes with almost half of the affordable homes proposed as family sized homes and with an emphasis on larger family sized units (3 bed 5 person). This is considered to directly address the needs of Newham’s residents.

g. St William is committed to support Newham Community Wealth Building strategy and will commit to the Council’s Community Wealth Building Pledge by agreeing an appropriately worded obligation within any eventual s106 agreement.

4. All phased sites, where parts of the site will remain vacant or underused for more than three years, must submit a Meanwhile Use Strategy which will outline how vacant and underused plots will be activated.

Due to the length of programme and multi-phase nature of the Site, a Meanwhile Strategy will be developed, utilising the vacant and/or underused areas of the land for temporary uses to activate the area and integrate the new scheme and residents into the existing communities. A Meanwhile Use Strategy will be secured via planning condition or s106 obligation.

This revised submission provides further details around what meanwhile uses could come forward on the site. There are a number of initiatives that can be implemented early during the construction period. There is opportunity to use the southern area of the Site (Site B) given its close proximity to the new and existing communities to the south, the GLAP land, and around Atlantis Avenue as well as being a short walk to Gallions Reach DLR Station. The northern area could also be utilised for meanwhile uses if it works with the phasing of the development. Initiatives include opening up the green space for the community to enjoy, event spaces and community gardens, local businesses could take up residency in temporary buildings to test different uses and the creation of continuous, safe active travel routes.

5. All developments on site allocations are expected to undertake post occupancy surveys and share the results with the Council.

n/a at this stage

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6.2 Phase 1 Policy Checklist

Site Allocation S01 Beckton Riverside

Mixed use development delivering new neighbourhoods

The Beckton Riverside Phase 1 proposals are for approximately 3,000 new homes and 5,000 sqm of non-residential floorspace, facilitating the delivery of a new mixed use development at Beckton Riverside.

Centred on a major town and new station and wider transport hub

The Phase 1 proposals benefit from access to the existing Gallions Reach DLR station and are therefore not dependent on the proposed new station and wider transport hub. Notwithstanding this, the Phase 1 proposals do not prejudice the future delivery of a town centre and new station coming forward to the north as identified on the Masterplan Framework. The Phase 1 proposals propose up to 5,000 sqm non-residential enough to deliver a new neighbourhood parade and facilities to support this new residential community.

New and expanded Strategic Infrastructure and other SIL uses

No land is designated as SIL within the Phase 1 boundary. The proposed illustrative masterplan for Phase 1 has also been designed to take account existing and neighbouring non-residential uses including SIL and the Beckton DLR Depot.

The new neighbourhoods and town centre comprising residential, pedestrian and cycle links through the site and to the river

The Phase 1 proposals incorporate a series of pedestrian and cycle links which run through open spaces and across the street network, providing a well-connected, pedestrian friendly environment that encourages active travel and green infrastructure. Pedestrian and cycle links are orientated towards the river, responding to, connecting and celebrating the River Thames.

Proportionate open space and other green infrastructure that opens up riverside access including spaces that adds to MOL

The Phase 1 proposals are landscape-led comprising an extensive connected network of open spaces and landscaping, designed to respond to the dramatic setting of the River Thames, utilising the natural character, biodiversity and promoting view points. The Key Streets and Spaces Parameter Plan and Development Specification ensures that a minimum of 2.39ha of open space will be delivered in the Whole Development Scenario.

Retail, leisure, supporting community uses including primary and secondary school provision

Mixed uses, comprising of retail, leisure and community uses, form an integral part of the masterplan and are defined on the Parameter Plans along the central avenue in the site which runs south-west to north east. The Development Specification seeks to secure a maximum of 5,000 sqm of non-residential floorspace, which includes a minimum 1,000 sqm of sports and leisure uses.

Whilst primary and secondary school provision is not proposed within Phase 1, a new primary school is proposed to be delivered on the GLA land to the south which is intended to come forward in parallel or as part of the Beckton Riverside Phase 1 proposals. A secondary school is identified to be delivered in the future phases of Beckton Riverside.

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Other employment generating uses – will be delivered through partial Managed Release of SIL

The Beckton Riverside Phase 1 area does not comprise any SIL. Notwithstanding this, the Phase 1 proposals include up to 5,000 sqm of non-residential floorspace, which can accommodate employment generating uses.

Appropriate buffering of remaining SIL

The boundary of Phase 1 is set back against the remaining designated SIL separated by significant areas of landscaping including along Armada Way which will be turned into a biodiverse linear park referred to as Armada Greenway, providing a soft planted edge to buffer residents looking towards Armada Way and the DLR Depot beyond.

Re-formatting and diversification of the existing retail park around the new transport hub, preferably moving it south

Phase 1 does not comprise of land within the existing retail park. The proposals for Phase 1 would not prejudice the continue operations of Gallions Reach Shopping Park to the north of the masterplan

New Strategic Infrastructure including an expanded DLR depot to meet growth needs

The Phase 1 proposals are reliant on the existing transport provision at Gallions Reach DLR.

Phase 1 does not prejudice the expansion of the DLR depot to meet growth needs.

River crossing(s)

The safeguarding Direction was removed on the 17th July 2025 and so the development of this area for Phase 1 is supported.

Accommodation of existing CHP plant and legacy gas pressure infrastructure within the site, minimising its spatial impact

The existing utility infrastructure including the Beckton Combined Heat and Intelligent Power Plant (CHiP) and the gas pressure reduction system currently located within the western part of the site allocation will be accommodated within future phases of development at Beckton Riverside with appropriate land uses and where necessary, mitigation measures incorporated to ensure neighbouring uses are appropriate.

Where possible allowing for Managed Intensification (and limited release) of associated SIL as per Policy J2 and/or development of further SIL uses

No SIL is located within the boundary of Phase 1. The Phase 1 proposals have been designed to take account of any neighbouring SIL.

The quantum and functionality of other SIL south of the river crossing safeguarding will be protected, but could be re-located to better effect, securing improved land use transitions and integration given potential compatibility with the DLR depot, neighbouring SIL and bridge footprints.

No SIL is located within the boundary of Phase 1 and safeguarded road bridge crossing Direction has been removed

6.2 Phase 1 Policy Checklist

There is scope to incorporate the JWP identified strategic waste management capacity within a comprehensive redevelopment, through the inclusion of a waste facility on remaining SIL; alternatively it should be demonstrated that there is no longer a need for such a facility in that location as per INF3.

The new East London Joint Waste Plan which is currently subject to Regulation 19 consultation does not identify Beckton Riverside as a location for new strategic waste capacity.

Indicative building heights of 5 – 8 storeys or less, stepping up to 12 storeys at key locations and up to 19 storeys in a new town centre and around a new DLR station.

The Beckton Riverside Phase 1 illustrative masterplan does not exceed 19 storeys, with heights above 8 storeys only proposed in key locations, towards the river and on marker buildings. Building heights are controlled by Parameter Plan – Development Parcels and Building Heights.

Appendix

6.2 Phase 1 Policy Checklist

Draft N17 Gallions Reach
(Regulation 19)

Gallions Reach will be transformed into a new neighbourhood through the delivery of an extended DLR line and new DLR station or a similarly transformative (as confirmed by TfL) public transport intervention at N17. SA1 Beckton Riverside.

The preferred location for the proposed extended DLR line and new DLR station has been defined in the Steering Group and whilst it is not located within the boundary of Phase 1, the Application does not prejudice its delivery and instead provides an urban grain that leads towards the proposed location of the station, as well as the River Thames.

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.

Phase 1 proposes the first phase of a new neighbourhood, and comprises of approximately 3,000 new homes in the illustrative masterplan and significant employment opportunities, in part through the provision of a new neighbourhood parade.

The neighbourhood’s riverside location will be optimised, through improved access and landscaping along both the River Thames and River Roding.

Phase 1 comprises of land that bounds the River Thames and a key emphasis of the masterplan is to open up, enhance and create key routes through Beckton, connecting existing and future residents to the River Thames. At the eastern edge of the Site the Phase 1 proposals have been designed to maximise the river frontage, one of the key features of this site. A new 2ha riverside park will be delivered on this edge of the Site providing a frontage to the river and delivering a new riverside walk which will be a continuation of the Thames Path.

The new neighbourhood will benefit from new green spaces and improved access to existing green spaces and nature.

The Phase 1 proposals have been developed to be landscape led proposing a series of connected green spaces throughout the masterplan controlled via the Parameter Plan – Key Streets and Spaces.

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.

The Phase 1 proposals have been carefully developed to integrate seamlessly with the existing Newham Greenway and the Leaway Loop—key strategic green corridors near the site.

The masterplan strongly supports active travel, featuring a newly proposed Riverside Path, which is included within Phase 1 along the site’s eastern boundary. This path will enhance the riverfront while establishing a fresh walking and cycling route, effectively extending the Thames Path. Several new connections will link the development to this riverside path, significantly improving access from Armada Way to the water’s edge. In addition, a comprehensive Framework Travel Plan has been created to promote the use of walking, cycling, and public transport among residents, visitors, and employees.

To align with the delivery of a new DLR station or a similarly transformative (as confirmed by TfL) 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 Steering Group has identified the preferred site for the proposed DLR extension and new station. Although this location, including the new Site Allocation defined town centre, falls outside the Phase 1 boundary, the Application supports its future delivery by establishing a layout that naturally guides movement toward both the planned station site and the new town centre. Phase 1 also includes a neighbourhood parade providing lower scale retail and leisure uses.

6.2 Phase 1 Policy Checklist

The neighbourhood will be supported by new community facilities and schools.

Phase 1 proposals have been shaped through close collaboration with the Royal Docks Team, who oversee the GLA-owned land to the south, to ensure alignment with future development plans and the creation of a cohesive masterplan. Whilst not located within Phase 1, the southeastern portion of the draft Site Allocation (N17.SA1) currently identifies a need for a primary school and Phase 1 has been designed to include open spaces strategically located near this potential future school site on the GLA land, should one be required. The proposed street layout and new connections have also been carefully planned to enable future integration with the GLA land, ultimately linking St William’s Phase 1 development with Atlantis Avenue and providing more direct access to the existing Gallions Reach DLR station for the wider residential area to the south.

The sewage works will be retained and any environmental impacts will be mitigated through appropriate buffering and design responses.

Phase 1 comprises of no land located within the boundary of the sewage works; however, technical assessments submitted with the detailed and outline planning applications confirm that the proposals would be acceptable in terms of any potential odour impacts.

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.

The vision for Gallions Reach will be achieved through the extension of the DLR and the creation of a new DLR station or similarly transformative (as confirmed by TfL) 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 and by:

The Phase 1 proposals do not prejudice the intensification of future industrial uses, nor does it negatively impact the surrounding strategic road network.

The Steering Group has identified the preferred site for the proposed DLR extension and new station. Although this location, including the new Site Allocation defined town centre, falls outside the Phase 1 boundary, the Application supports its future delivery by establishing a layout that naturally guides movement toward both the planned station site and the new town centre. Phase 1 also includes a neighbourhood parade providing lower scale retail and leisure uses.

6.2 Phase 1 Policy Checklist

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

The site is part of one of Newham’s designated Strategic Sites, situated within both the Arc of Opportunity and Urban Newham—areas identified as appropriate for taller buildings.

The illustrative masterplan has been carefully designed to manage building heights in a way that balances scale and context. Lower-rise development is concentrated in the centre of the site, while taller buildings are positioned towards the River Thames, the DLR station, and adjacent developments. These taller elements serve as visual markers, guiding people toward key destinations and the generous open spaces proposed within the scheme.

Building heights gradually rise toward the eastern edge to define the Riverside and Pier Park character area, while stepping down in the centre to create a more human-scale environment, before increasing again near Armada Greenway.

Due to the site's proximity to London City Airport and its location within an aerodrome safeguarding zone, building heights are subject to strict limitations—ranging from 50.94m AOD to 60m AOD—as agreed with the airport authority. These limits will be secured through planning conditions.

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

The Design and Access Statement sets out how the illustrative masterplan responds to the site’s industrial heritage, including the former gasholders and the historic Victorian river piers. A central element of this heritage-led approach is ‘Pier Green’, located within Pier Park—a linear open space along the river frontage. Pier Green is intended to serve as a key focal point of activity, drawing on the historic significance of the Victorian piers and the legacy of Beckton Gasworks. The design approach for this area is governed by mandatory provisions set out in Section C.2 (Pier Park) of the Design Code, ensuring that the historical context is appropriately reflected and integrated into the development.

3. Reducing any physical, townscape, landscape and perceived barriers to enable seamless integration between sites

Phase 1 has been thoughtfully designed at outline stage to ensure effective integration with the surrounding public realm and compatibility with existing land uses. The proposed development will deliver a diverse range of facilities and amenities, alongside a network of safe, well-connected open spaces that support everyday needs within a walkable neighbourhood. These spaces will offer opportunities for social interaction, play, and community integration, fostering a sense of place for both existing and future residents. Specifically, the River Thames will be opened up for the first time in centuries, pedestrian links to Atlantis Avenue is fast tracked in agreement with the neighbouring landowner (the GLA), and the prioritisation of open space on land that bounds the future Primary School and future development on the GLA land.

6.2 Phase 1 Policy Checklist

4. Appropriate mitigation and buffering between residential and industrial uses

The boundary of Phase 1 is positioned adjacent to industrial uses, including land designated as Strategic Industrial Location (SIL) under both the adopted and emerging Local Plans. In recognition of this context, the design of Phase 1 has been carefully developed to ensure compatibility with adjoining industrial uses while supporting the transition towards a mixed-use neighbourhood. Measures have been incorporated to mitigate potential conflicts between residential and industrial activities, including appropriate building orientation, landscape buffers, and the strategic positioning of non-residential uses along the interface. These design responses help to maintain the operational integrity of the industrial uses while enabling high-quality residential-led placemaking within the Phase 1 development.

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 officers, by retaining the overall quantity of comparison retail floorspace and creating an 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

Although Phase 1 does not include land within the out-of-centre retail park or the designated site allocation for the new town centre, the proposals incorporate a neighbourhood parade to serve local needs. Furthermore, the masterplan layout has been designed to ensure it does not constrain or hinder the future development of the new town centre within the broader Site Allocation.

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

Phase 1 will introduce a vibrant neighbourhood parade, featuring up to 5,000 sqm of diverse commercial, recreational, and community spaces. This new provision aims to cater to the day-to-day needs of residents and workers alike, with potential uses including retail outlets, dining establishments, community centres, office spaces, and sports facilities. These amenities are intended not only to meet local demand but also to enhance the character and vitality of the surrounding area, fostering a stronger sense of community and activity.

7. optimising and intensifying the Strategic Industrial Location and supporting demand for warehousing and distribution, utilities and transport needs

No land is designated as SIL within the Phase 1 boundary.

1. requiring developments in the Royal Docks Enterprise Zone that deliver new employment floorspace to support the London Living Wage designation

The phase 1 application does not prejudice this policy being achieved where it is relevant. The Royal Docks Enterprise Zone mostly covers the GLA land to the south of the Phase 1 site.

6.2 Phase 1 Policy Checklist

9. supporting the extension of the DLR depot

Phase 1 does not prejudice the expansion of the DLR depot.

10. supporting the removal of the Thames Gateway Bridge Safeguarding (by the SoS following recommendation by TfL and the Mayor of London)

The outline planning application has been prepared to accommodate two potential outcomes regarding the safeguarding direction for the Thames Gateway Bridge: whether it remains active or is lifted. The illustrative masterplan is flexible, enabling temporary uses and open spaces to be established on the safeguarded land while the direction is still in effect. Alternatively, should the safeguarding direction be withdrawn, the masterplan can be extended over this land, facilitating increased housing provision and a more comprehensive development.

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; 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 to reduce severance and to improve connectivity to Beckton and the wider network of neighbourhoods; 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;

a: The development will be delivered as a car-free scheme, with the exception of designated blue badge parking spaces, in accordance with London Plan standards and in line with Newham sustainable transport objectives. It will provide cycle parking in accordance with relevant policy standards and actively promote active travel.

b: N/a

c: The proposals have been designed to ensure that the future provision of a Thames Clipper Pier is not precluded, should it become feasible and commercially viable to introduce river bus services to this location.

d: The proposals include measures to improve surrounding infrastructure—such as enhancements to Armada Way and the adjacent roundabout—to reduce car dominance and prioritise pedestrian and cyclist movement within the public realm. The proposals will turn Armada Way into a biodiverse linear park referred to as Armada Greenway, providing a soft planted edge to buffer residents looking towards Armada Way and the Gallions Reach DLR station beyond.

e: Phase 1 comprises of significant quantum of new crossings and pedestrian and cyclist improvements; however, the roads and land outlined in the Site Allocation are not within the control of the Applicant. Notwithstanding, Phase 1 does not preclude the delivery of the improvements to connectivity and the Applicant will support Newham in delivering these improvements where feasible and viable.

6.2 Phase 1 Policy Checklist

f: The proposals aim to integrate seamlessly with existing pedestrian and cycle networks, with a particular focus on substantial improvements to Armada Way and the introduction of new routes and connections throughout the site. A key feature of the scheme is the creation of a new riverside promenade, which will unlock currently inaccessible sections of the waterfront, enhancing public access and strengthening connections with the surrounding area.

g and h: The proposals actively support sustainable travel by capitalising on the site's proximity to an existing DLR station and through the delivery of extensive new walking and cycling infrastructure.

i: Whilst Phase 1 does not propose any Low Traffic Neighbourhoods, the internal road network promotes sustainable modes of transport and it does not prejudice any future delivery or implementation, if Newham proceeds with the delivery.

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;

Phase 1 comprises of a 2 hectare park that fronts onto the River Thames. Future reserved matters applications will explore opportunities to maximise water-related and water-dependent activities.

13. retaining existing mature trees and maximising the provision of new open space, green infrastructure and green links, including through new parks and an active, landscaped edge along the water at N17.SA1 Beckton Riverside 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;

Phase 1 comprises of land which was previously in use of a gasworks and therefore substantial remediation is required, which requires the removal of approximately 700mm of topsoil, which includes any existing vegetation. However, the illustrative masterplan establishes a cohesive green infrastructure network comprising public open spaces, green roofs, and communal gardens, all interconnected by tree-lined streets. This integrated approach is designed to enhance biodiversity while also delivering valuable amenity space for residents and visitors. The layout and long-term management of these open spaces will be tailored to support urban wildlife, with planting strategies that prioritise native tree and plant species known to attract and sustain flora and fauna characteristic of the London area. Particular emphasis will be placed on supporting species identified in the local Biodiversity Action Plan (BAP), thereby contributing to the enhancement of the site's ecological

6.2 Phase 1 Policy Checklist

14. mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions;

The submitted Odour Impact Assessment (May 2024), Odour Impact Assessment Addendum (October 2024) has been independently assessed by LBN in partnership with Homes England which confirms that the site is suitable for residential development, with no mitigation required.

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;

Phase 1 is appropriately setback from the DLR Depot and the noise impacts, as assessed in the ES, confirms that there are no unacceptable impacts, including from the nearby London City Airport.

16. improving air quality and reducing exposure to poor air quality, particularly along Alfred’s Way and Royal Docks Road

Phase 1 proposes the transformation of Armada Way which will provide a softer and greener edge to the site boundary and assist in improving air quality. Alfred’s Way and Royal Docks Road are not located within a vicinity of the Site that would require mitigation.

17. providing a new electricity substation;

Phase 1 does not prejudice the delivery of an new electricity substation if required. Details and requirements will come forward at the relevant reserved matters stage.

18. supporting new community facilities when in conformity with Local Plan Policy SI2, including a leisure centre and faith facilities

Mixed uses, comprising in part of community uses, form an integral part of the masterplan and are defined on the Parameter Plans along the central avenue in the Site which runs south-west to north east. The Development Specification seeks to secure a maximum of 5,000 sqm of non-residential floorspace, which includes a minimum 1,000 sqm of sports and leisure uses.

Although primary and secondary school provision is not included within Phase 1, the internal street network has been strategically oriented towards the south-west, aligning with the adjacent GLA-owned land where future educational facilities are expected to be delivered. This arrangement has been carefully designed to optimise pedestrian and cycle connectivity, ensuring that residents of Phase 1 will have convenient and direct access to any schools brought forward as part of subsequent development phases.

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;

Phase 1 comprises of a minimum of 1,000 sqm of sports and leisure uses, which is considered to be complementary to and a significant enhancement to sport and leisure in the local area.

6.2 Phase 1 Policy Checklist

20. providing education provision in the form of a secondary school and primary school in close proximity to Atlantis Avenue and Armada Way;

The Phase 1 proposals have been prepared in close collaboration with the Royal Docks Team, who are responsible for the adjacent GLA-owned land to the south, to ensure a coordinated and integrated approach to future development. The design has been informed by the draft Site Allocation (N17.SA1), which identifies the potential requirement for a primary school within its southeastern extent, as well as the need to establish clear connections to Royal Albert Wharf and the existing Gallions Reach DLR station.

In response, the Phase 1 masterplan includes areas of open space positioned near the indicative location for the potential primary school, allowing for functional and visual integration should the school be brought forward. In addition, the street layout and proposed connections have been strategically aligned to enable future permeability through the GLA land, facilitating direct pedestrian and cycle routes between Phase 1, Atlantis Avenue, the adjoining residential development to the south, and Gallions Reach DLR station.

21. requiring a new health centre to provide a wide range of health services

Phase 1 does not comprise of the provision of a new health centre. However, a fair and reasonable contribution through the Community Infrastructure Levy will be agreed with LBN in conjunction with other new development within the OAPF to fund a new facility.

N17.SA1 Beckton Riverside

Development principles

Residential development, employment uses, open space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre.

Phase 1 encompasses a diverse mix of uses, including an illustrative masterplan provision for approximately 3,000 residential units alongside a range of retail, leisure, and community facilities. These non-residential elements, integral to the overall masterplan, are identified on the Parameter Plans along the Site’s central avenue, which extends in a south-west to north-east direction. The Development Specification aims to secure up to 5,000 sqm of non-residential floorspace, with a minimum allocation of 1,000 sqm dedicated to sports and leisure uses.

Although primary and secondary school facilities are not included within Phase 1, the internal street layout has been deliberately oriented towards the south-west, aligning with the adjacent GLA-owned land designated for future educational provision. This design strategy will facilitate enhanced pedestrian and cycle links, ensuring convenient and safe access for Phase 1 residents to any schools delivered on the neighbouring site.

6.2 Phase 1 Policy Checklist

The scale and nature of development on this site is contingent on the proposed changes to transport infrastructure on this site, including:

- 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).

Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:

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.

The Phase 1 proposals are reliant on the existing transport provision at Gallions Reach DLR and have been designed to a scale commensurate to the existing level of transport accessibility. In respect of the safeguarded land, the outline planning application has been prepared to accommodate two potential outcomes regarding the safeguarding direction for the Thames Gateway Bridge: its continuation or removal. The illustrative masterplan is designed with flexibility to allow temporary uses and public open spaces to be established on the safeguarded land while the safeguarding remains active. Alternatively, should the safeguarding direction be lifted, the masterplan can be extended to incorporate the safeguarded land, thereby facilitating increased housing capacity.

Phase 1 is located in the southernmost section of the Site Allocation, in the area within the easiest walking distance of Gallions Reach DLR station (approx. 12 minutes). The majority of Phase 1 residents will use Armada Way to access the DLR station, of which Phase proposes significant improvements to improve the experience of cyclists and pedestrians through the provision of the new ‘Armada Greenway’, which will significantly improve how pleasant and safe the route is.

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 be for light industrial uses.

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.

Phase 1 does not comprise of any proposals to the Gallions Reach Retail Park which is located to the north of the wider allocation.

The employment generating uses proposed for Phase 1 comprise of a maximum of 5,000 sqm (GIA) of flexible non-residential floorspace.

Phase 1 will deliver a new neighbourhood parade located along Armada Way, incorporating up to 5,000 sqm of commercial, leisure, sports, and community floorspace. Armada Way is located approximately halfway between the proposed new district centre and Albert Basin Local Centre.

The maximum of 5,000 sqm of non-residential floorspace includes community floorspace, of which a minimum of 1,000 sqm is proposed as open space and sports provision, following discussions with Sports England and LBN in respect of the shortfall of such facilities in locality

6.2 Phase 1 Policy Checklist

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.

Phase 1 does not comprise of the provision of a new health centre. However, a fair and reasonable contribution through the Community Infrastructure Levy will be agreed with LBN in conjunction with other new development within the OAPF to fund a new facility in the vicinity.

Development should deliver the Local Park, the continuation of the Thames Path through the site, an enhanced route to Gallions Reach DLR station and the extension of the Greenway into the site at the earliest opportunity.

Phase 1 includes Pier Park, which comprises of a 2 hectare park that runs between the built form and the River Thames. Pier Park enables the continuation of the Thames Path with a new pedestrian and cycle route addressing the river frontage. A number of new routes will connect to the riverside path improving the connectivity from Armada Way to the river.

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

Transformative development activity on the remainder of the site can commence, of a scale which reflects the improved transport access.

Phase 1 is located in the south of the Site and is not subject to the DLR extension. Notwithstanding, the Applicant has worked with neighbouring landowners to ensure that Phase 1 does not prejudice the delivery of the wider Site Allocation and instead facilitates the future delivery of the neighbouring land parcels.

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.

Although the new town centre, as defined by the site allocation, lies outside the boundary of Phase 1, the Application has been designed to support its future delivery. The proposed layout establishes a coherent movement framework that intuitively directs pedestrian and cycle flows toward both the proposed DLR station and the future town centre, thereby facilitating seamless integration with subsequent

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 new town centre and DLR station is located outside of the boundary of Phase 1.

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.

Phase 1 does not comprise of any employment uses. The employment generating uses proposes comprise of a maximum of 5,000 sqm (GIA) of flexible non-residential floorspace.

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.

The maximum of 5,000 sqm of non-residential floorspace includes community floorspace, of which a minimum of 1,000 sqm is proposed as open space and sports provision, following discussions with Sports England and LBN in respect of the shortfall of such facilities in locality.

6.2 Phase 1 Policy Checklist

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.

The proposed town centre and secondary school is located outside of the boundary of Phase 1.

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 in the areas closest to Gallions Reach DLR station and the riverside, with consideration given to marking the neighbourhood parade.

Phase 1 illustrative masterplan buildings are between 6 to 10 storeys, with taller buildings addressing Pier Park and the River Thames up to 12 storeys. The illustrative buildings are tallest on the masterplan on the northern edge, looking over the future lagoon park and River Thames and are between 12-15 storeys. The buildings reduce to 6 storeys in the middle of the masterplan, where there more intimate green spaces and giving a variety within the masterplan proposal.

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).

The detailed planning application is supported by comprehensive technical documentation demonstrating that the proposed repair works to the existing river wall, alongside enhancements to the flood defence infrastructure, will provide robust and enduring flood protection measures to safeguard the development throughout its operational lifespan.

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.

Phase 1 comprises of land in the southern part of the site and therefore is supported to come forward ahead of the future DLR.

Design principles

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.

Please refer to our response to Draft Policy BFN2 above.

Buildings should set back from the watercourse to avoid overshadowing impact.

Pier Park is a 2-hectare park that provides a significant buffer between buildings and the River Thames, which limits overshadowing.

6.2 Phase 1 Policy Checklist

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.

Phase 1 is located adjacent to existing industrial and employment uses, including land designated as Strategic Industrial Location (SIL). In response to this context, the design of Phase 1 has been sensitively developed to ensure a harmonious relationship with adjoining industrial uses, while also facilitating the long-term transition to a mixed-use urban neighbourhood.

A range of design strategies have been employed to manage potential interface issues between residential and industrial activities. These include the careful orientation of buildings, the introduction of landscaped buffers, and the placement of non-residential uses along the shared boundary. Collectively, these measures are intended to safeguard the continued function of industrial operations while delivering a high-quality, residential-led environment that contributes to wider placemaking objectives.

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.

Phase 1 does not comprise of any land within the designated new town centre.

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

A key feature of the Phase 1 proposals is the creation of a new riverside promenade, which will unlock currently inaccessible sections of the waterfront, enhancing public access and strengthening connections with the surrounding area.

In respect of the continuation of green infrastructure, the significant improvements proposed to Armada Way, inclusive of the Armada Greenway proposals, seeks to not only preserve but significant bolster green and river links across the Site Allocation. Whilst the proposals in pertain only to Phase 1, a precedent will be set for the remainder of the land in the Site Allocation to follow.

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.

Further to the significantly enhanced connectivity between the Greenway and the River Thames outlined above, the Phase 1 proposals have been designed to incorporate areas of open space and points of connectivity in key locations on the boundary of the Application site. This includes maximising opportunities for early connectivity on land in the south through the GLA land to the proposed primary school and the existing and emerging neighbourhood at Gallions Reach down at Atlantis Avenue. These design principles are captured in the Design Code.

6.2 Phase 1 Policy Checklist

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.

A central element of the Phase 1 proposals is the delivery of a new riverside promenade, which will open up previously inaccessible areas of the waterfront to the public and enable the continuation of the Thames Path through the Site. This intervention will substantially enhance access to the riverfront and improve physical and visual connections between the site and the wider area.

In support of the broader green infrastructure strategy, the proposals include extensive enhancements to Armada Way, incorporating the Armada Greenway, which will serve to not only preserve but significantly strengthen ecological and recreational linkages across the Site Allocation. Armada Greenway sets a strong precedent for future links northwest towards the Greenway, which will be delivered by the Applicant as part of future applications as part of this Site Allocation.

Development should ensure legibility and connectivity across the new rail line.

The proposed new rail line does not cross the Phase 1 site area.

Design measures should minimise exposure to odour from Beckton Sewage Treatment Works and poor air quality on Royal Docks Road.

Phase 1 is not located within close proximity to Royal Docks Road. In respect of odour from Beckton Sewage Treatment Works, technical assessments submitted with the detailed and outline planning applications confirm that the proposals would be acceptable in terms of any potential odour impacts and that not mitigation for Phase 1 is required.

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.

The orientation of the site enables the masterplan to be laid out such that the form naturally contours around the London City Airport. Technical assessments undertaken in support of the Outline Planning Application confirms that the impact from noise is limited and does not require design mitigation.

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.

The detailed drainage proposals incorporate substantial measures to ensure long-term protection of the development. These include the repair of the existing river wall and enhancement works to the flood defence infrastructure, providing robust resilience against potential flooding for the lifetime of the scheme.

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.

Site specific water management interventions can be determined in detailed design as part of future reserved matters applications.

The design and layout of the site should take account of the existing on-site sewer and overhead transmission line route.

The masterplan has been informed by the existing on-site sewer and overhead transmission line routes. Further consideration will be within future Reserved Matters applications.

6.2 Phase 1 Policy Checklist

Infrastructure requirements

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.

The Applicant has undertaken significant engagement with neighbouring landowners within the Steering Group to ensure Phase 1 supports the future delivery of infrastructure, by formulating the first phase of the development for the Beckton Riverside strategic site allocation. The layout under no uncertain terms prejudices the future delivery of the infrastructure, which is proposed on land outside of the Phase 1 area.

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.

The outline planning application has been carefully structured to accommodate both potential outcomes relating to the Thames Gateway Bridge safeguarding direction—whether it remains in force or is lifted. The illustrative masterplan has been designed with flexibility to allow for the delivery of interim uses and public open space on the safeguarded land while the safeguarding remains in place. Should the safeguarding direction be removed in the future, the masterplan is capable of being extended across this area, thereby enabling additional housing delivery and a more integrated development across the wider site.

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.

The scheme will not be providing an ENVAC system on the site as part of the outline planning application, as the current waste strategy is considered acceptable and in line with the adopted policy but the system is not prejudiced from coming forward in the future if there is agreement that the system would be viable, deliverable and manageable.

Until the DLR construction contract is let 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 S14 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 S12.

Although Phase 1 does not include provision for a primary school, the internal road network has been purposefully aligned to the south-west, directing movement toward the adjoining GLA-owned land where future educational facilities are anticipated. This alignment has been designed to optimise pedestrian and cycle connectivity, ensuring safe, direct, and convenient access for Phase 1 residents to any schools delivered in subsequent phases of development.

Phase 1 does not include the delivery of a new health centre. However, it is anticipated that an appropriate and proportionate financial contribution will be secured through the Community Infrastructure Levy (CIL), to be agreed with the London Borough of Newham. This contribution will form part of a coordinated approach alongside other developments within the Opportunity Area Planning Framework (OAPF) to support the delivery of a new healthcare facility serving the wider area.

6.2 Phase 1 Policy Checklist

Development should address existing open space deficiency by providing a consolidated Local Park of a minimum of 2 hectares and Pocket Parks to service nearby residential neighbourhoods. The open space provision should prioritise the provision of community growing opportunities. In addition to the open 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.

Phase 1 proposes a significant offer of public open space, including a 2 hectare park adjacent to the River Thames, in addition to a number of other parks and play space distributed thoughtfully across the masterplan.

A secondary school of the scale required to meet projected need for school places. 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

Whilst Phase 1 does not include the provision of a secondary school, it does not prejudice its future delivery.

Development should provide a sports-lit MUGA, meeting the requirements of Local Plan Policy GWS5

Phase 1 does not propose a MUGA but instead proposes a minimum of 1,000 sqm of sports and leisure provision to meet the local shortfall following consultation with Sport England and LBN.

An expanded health hub designed to meet NHS needs and standards for the projected population; and

The expanded health hub would be proposed outside of Phase 1, which would not prejudice its future delivery.

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

Safeguarded space for River Pier Landing Facilities and a River Pier.

The proposals will not preclude the provision of a Thames Clipper Pier in the future once and should it be feasible and there be commercial demand to bring a service to the area;

A new leisure centre in the district centre. Provision should meet the needs identified in the Built Leisure Needs Assessment (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

The new leisure centre and district centre is located outside of the boundary of Phase 1. Notwithstanding, Phase 1 comprises of a minimum of 1,000 sqm of sports and leisure uses, which is considered to be complementary to and a significant enhancement to sport and leisure in the local area

Phasing and implementation

Medium to long term.

This Outline Planning Application demonstrates the intent for the Applicant’s medium to long term implementation of the development.

Phasing of the site should reflect the development and design principles above and respond to the proposed changes to transport infrastructure.

The development and its phasing remain compliant with the development and design principles outlined.

6.2 Phase 1 Policy Checklist

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.

The Applicant is in close consultation with Thames Water in respect of forthcoming upgrades and it is agreed that this Application does not prejudice their future delivery of operations.

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. Impact from the existing on-site sewer on design and layout should be taken into account in preapplication stage through early engagement with Thames Water.

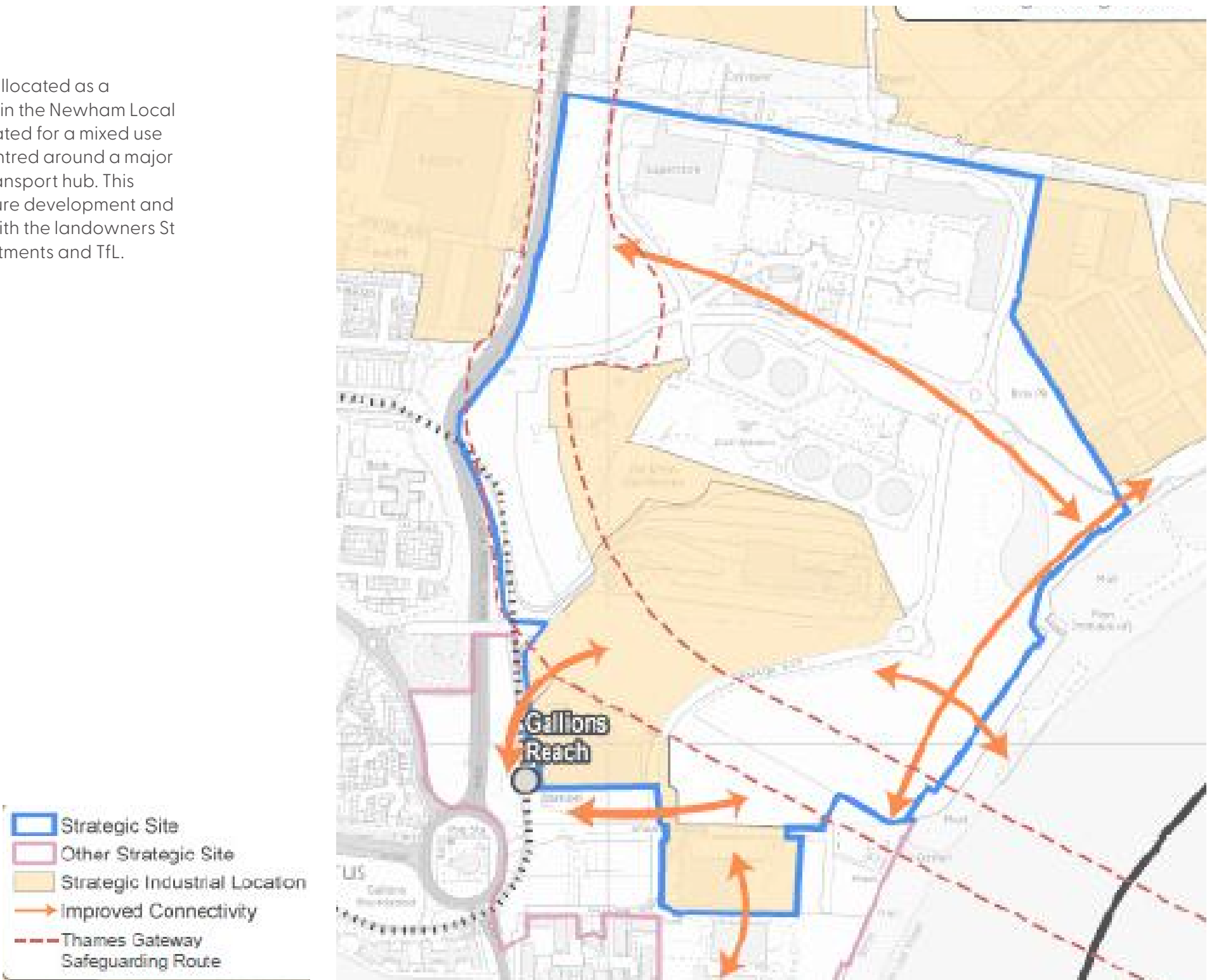
Future reserved matters will consider the impact on the existing overhead transmission line route.

The application has considered impacts from the existing on-site sewer and TW have been consulted on.

6.3 Demonstration of Landowner & Stakeholder Engagement

LB Newham Local Plan
2018

Beckton Riverside was allocated as a Strategic Site Allocation in the Newham Local Plan 2018. It was designated for a mixed use new neighbourhood centred around a major town centre and new transport hub. This unlocked the site for future development and discussions were held with the landowners St William, Aberdeen Investments and TfL.



Beckton Riverside Strategic Site Allocation Plan

Newham Local Plan 2018
S01 - Beckton Riverside Policy

*“Mixed-use delivering **new neighbourhoods centred on a Major town centre and new station** and wider transport hub, new and expanded Strategic Infrastructure and other SIL uses.*

*The new neighbourhoods and town centre – **comprising residential, pedestrian and cycle links through the site and to the river, proportionate open space and other green infrastructure** that opens up **riverside access including space that adds to MOL**, retail, leisure, supporting community uses notably primary and secondary school provision, and other employment generating uses - will be delivered through partial Managed Release of SIL, appropriate buffering of remaining SIL, and re-formatting and diversification of the existing retail park around the new transport hub, preferably moving it south.*

New Strategic Infrastructure including an expanded DLR depot to meet growth needs, and river crossing(s), together with the existing CHP plant and legacy gas pressure infrastructure will be accommodated within the site, minimising its spatial impact, where possible allowing for Managed Intensification (and limited release) of associated SIL

*Indicative building **heights of 5 – 8 storeys or less, stepping up to 12 storeys at key locations and up to 19 storeys in a new town centre and around a new DLR station.***

Appendix

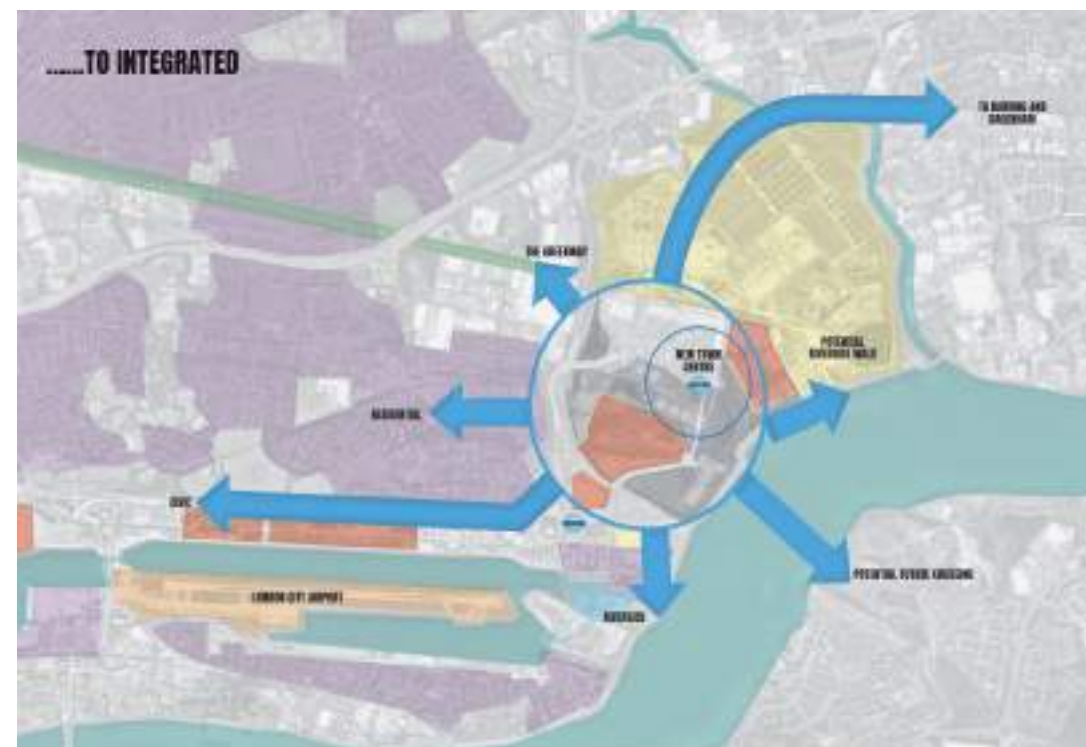
6.3 Demonstration of Landowner & Stakeholder Engagement

Strategic Vision GLA/LBN Workshop

June 2020

Meeting was chaired by LB Newham/ GLA and attendees included GLA, TfL, LB Newham, St William and JTP.

The workshop was split into 3 sections, firstly the GLA team gave an update on the Royal Dock and Beckton Riverside OAPF Programme. Next, St William and JTP shared an update on the vision for Beckton Riverside. The third part, was discussing next steps in the programme including PPAs.



Appendix

6.3 Demonstration of Landowner & Stakeholder Engagement

Combined Masterplan GLA/LBN Meeting July 2020

Meeting was chaired by LB Newham/
GLA and attendees included GLA, TfL, LB
Newham, St William, Montagu Evans, JTP,
Aberdeen Investment and Corstorphine and
Wright

The workshop started with a similar update
on the previous meeting, understanding
the OAPF update and St William presenting
emerging vision for Beckton Riverside.
Aberdeen Investment presented the site
and emerging vision for the Gallions Reach
Shopping Park.

The GLA urban design team led a
presentation on the characteristics of
Beckton Riverside, and how it will need to
align with the Local Plan policy and future
OAPF. The team ran through the Draft
OAPF principles of a healthy, connected,
innovative and empowered place.

MASTERPLAN CONCEPT
ARMADA GREEN DLR OPTION

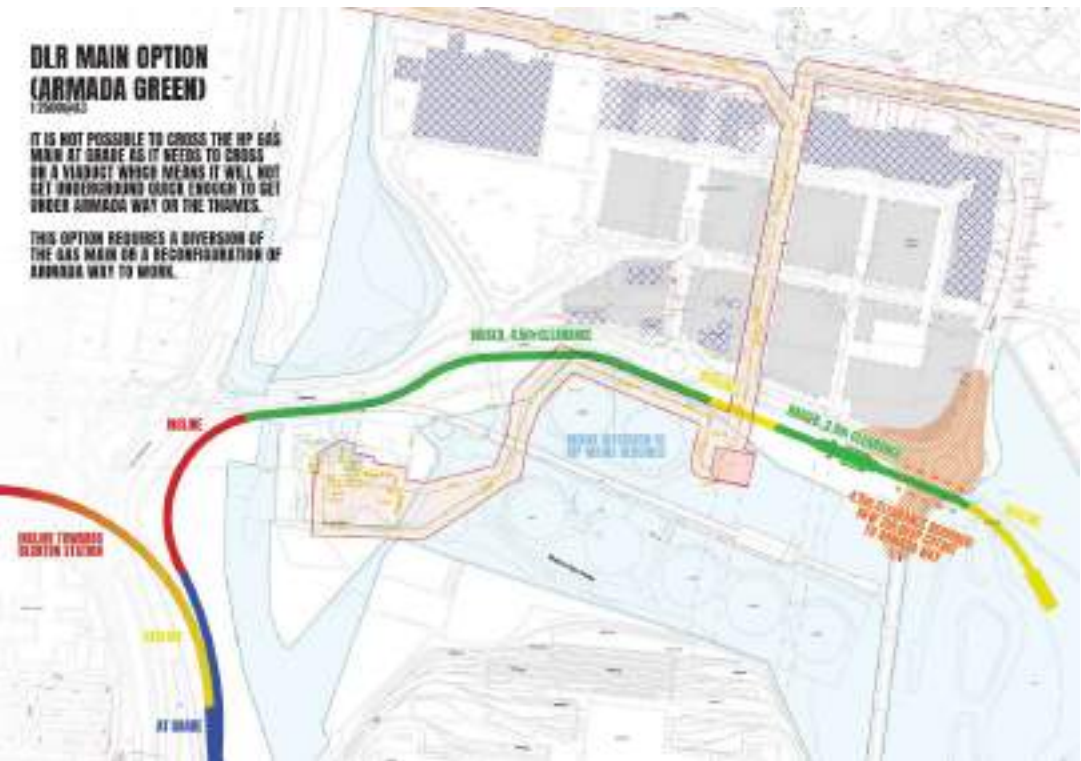


TYPICAL ARMADA WAY SECTION

DLR ARMADA GREEN OPTION



DLR GASWORKS OPTION



Appendix

6.3 Demonstration of Landowner & Stakeholder Engagement

Combined Masterplan GLA/LBN Meeting

August 2020

Meeting was chaired by LB Newham/ GLA and attendees included GLA, TfL, LB Newham, St William, Montagu Evans, JTP, Aberdeen Investment, Corstorphine and Wright and Stantec.

The GLA team initially gave an introduction on the updates to the Draft OAPF, including draft vision, principles and analysis.

Aberdeen Investment and St William then presented jointly on the masterplan framework and vision for the site. Setting principles of development in line with the OAPF goals. There were options with the DLR track alignment site and therefore discussions on where the heart of the new town centre will be.

Principles such as density locations, mixed use locations and phasing were outlined for discussion.



6.3 Demonstration of Landowner & Stakeholder Engagement

LB Newham Meeting

October 2020

Meeting attendees included LB Newham, St William, Montagu Evans, JTP, Aberdeen Investment, Corstorphine and Wright, Macgregor Smith and Barton Willmore.

St William Design Team presented an updated vision for Beckton Riverside, discussing DLR options, and the character and quantum for the 3 character areas: Gallions Reach; Beckton Gasworks and Beckton Waterfront. A network of spaces was presented to ensure the area cohesively worked together.



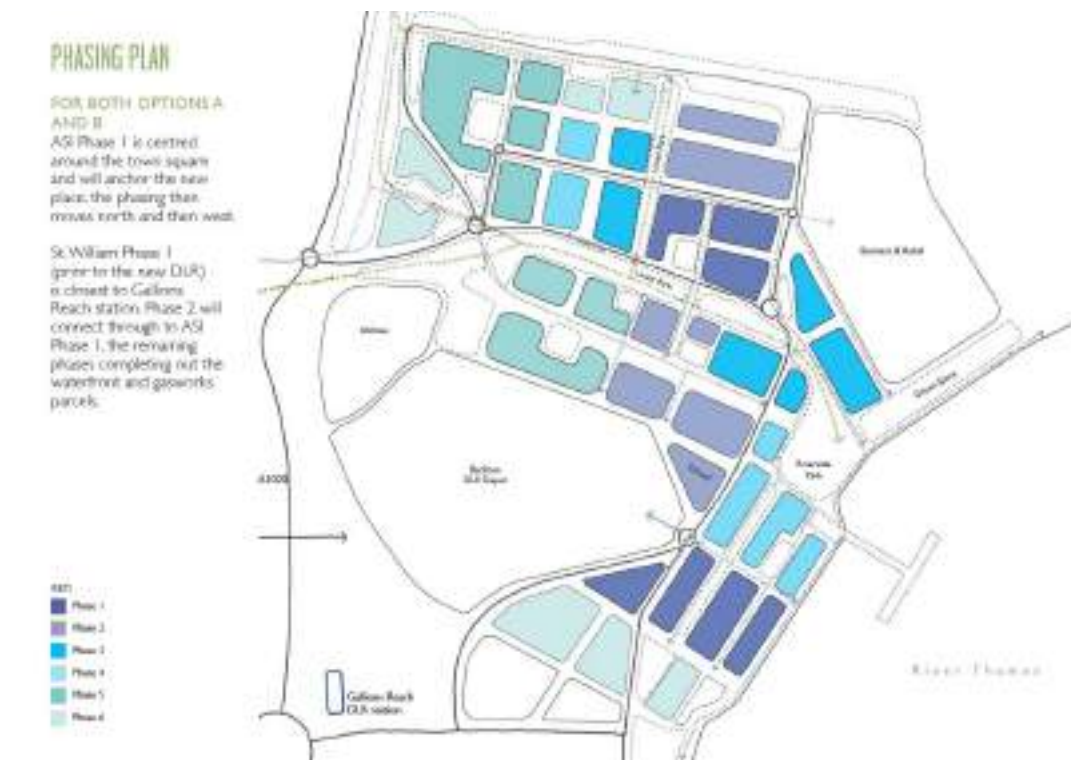
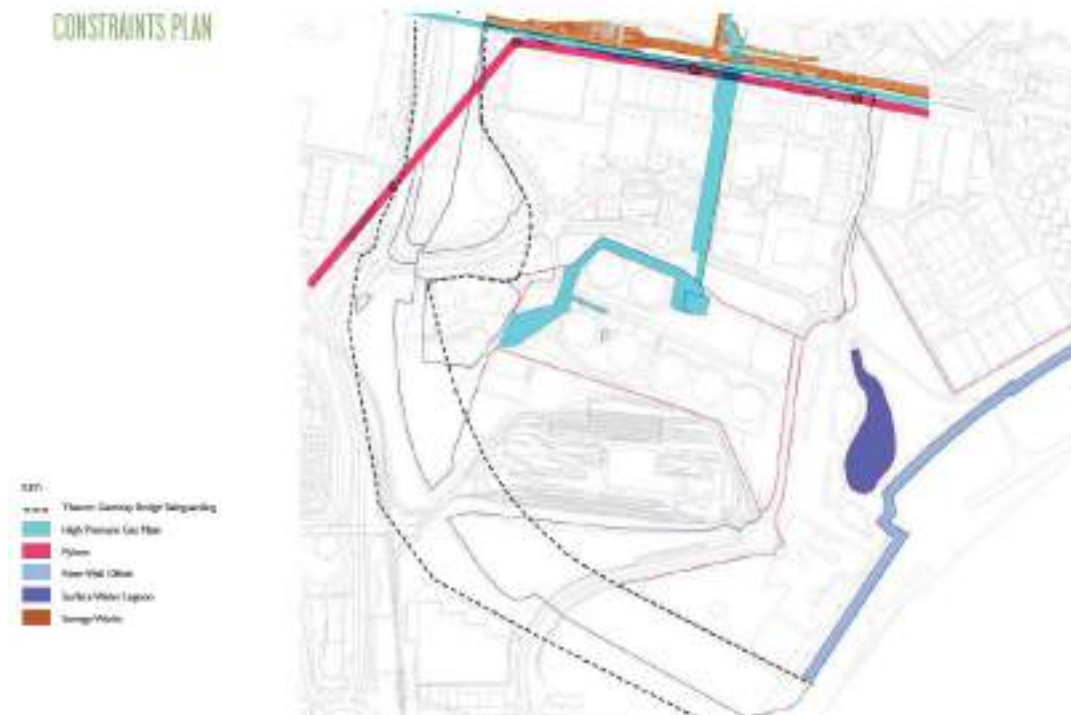
Appendix

6.3 Demonstration of Landowner & Stakeholder Engagement

Thamesmead DLR Extension Beckton Masterplan Workshop March 2021

Meeting was chaired by LB Newham/
GLA and attendees included GLA, TfL, LB
Newham, St William, Montagu Evans, JTP,
Aberdeen Investment, Corstorphine and
Wright and Haworth Tompkins.

This session was led by LB Newham
workshopping urban design principles for
the OAPF. The St William team, prepared
some slides following more detailed
information from TfL and on the whole site
constraints.



6.3 Demonstration of Landowner & Stakeholder Engagement

GLA Presentation on Design Update

July 2021

Meeting was chaired by GLA and attendees included GLA, TfL, LB Newham, St William, and JTP.

The GLA presented the update to the OAPF, St William presented a vision of Beckton Riverside without the DLR, and there was a discussion on the transport requirements this would create.

St William presented LB Newham Community Wealth Building for discussion.



6.3 HECTARES OF KEY PUBLIC SPACES



Appendix

6.3 Demonstration of Landowner & Stakeholder Engagement

Vision Document and LBN Presentation March 2022

Meeting was chaired by Lee Mallett as chair of the Newham DRP and attendees included LB Newham, St William, JTP, Aberdeen Investment, Corstorphine and Wright

Newham started the meeting outlining the program and updates including the DLR business case, need for a cohesive regeneration vision, Thames Water treatment plant, release of safeguarded land, Thames Path extension, update on Local Plan.

St William and Aberdeen Investments team presented key principles and opportunities, town centre, mix of uses, sustainability, public space and landscape, connectivity and movement, quantum and massing.

There was next a discussion on issues, milestones and activities and progressing on the planning applications.

Local Plan

Reviewing the existing plan: <ul style="list-style-type: none">✓ Collating and developing evidence✓ Considering policy options✓ Draft 'Issues and Options' document✓ Engagement and Call for Sites	2020 – Dec 2021
Developing the Draft Local Plan: <ul style="list-style-type: none">➤ Consider consultation feedback➤ Developing evidence base documents• Draft Local Plan and Cabinet approval (October)• Engagement	Jan 2022 – Nov 2022
Developing the Submission Local Plan: <ul style="list-style-type: none">• Consider consultation feedback• Draft submission Local Plan• Engagement	Winter 2022/23 – Spring 2023
Submission	Winter 2023
Examination	Winter – Summer 2024
Adoption	Autumn 2024

WE ARE NEWHAM.

Evidence Base

- Strategic Housing Market Assessment (SHMA) and Gypsy and Traveller Accommodation Assessment (GTAA)
- Town Centres and retail assessment
- Employment Land Review and Community Wealth Building
- Carbon Reduction Evidence Base
- Community Infrastructure
- Leisure Needs Assessment
- Green Infrastructure Study
- Transport and Movement Study
- Strategic Flood Risk Assessment

People at the Heart of Everything We Do



What can development at Beckton Riverside unlock for Newham?

✓

✓

✓

✓

✓

!

Achieving housing delivery through the largest development site in the borough / strategic site allocation in the Local Plan / RDBR Opportunity Area

Leveling up an identified priority area and across East London and unlocking growth through the Thames Estuary and UK Innovation Corridor

Creating a great place for people to live, work and play and which addresses climate change and other strategic ambitions

Opportunity to realise Community Wealth Building through development and economic strategy

A new major town centre for Newham (a new East Ham) with economic opportunities for jobs, skills, and new sectors

The importance of DLR extension to unlocking benefits and enabling connected development

WE ARE NEWHAM.

People at the Heart of Everything We Do



6.3 Demonstration of Landowner & Stakeholder Engagement

Beckton Riverside Opportunity Area
Spring 2023

Following extensive consultation with the GLA OAPF team, the document was issued in 2023. It had many similarities and alignments to the masterplan framework St William and Aberdeen had presented over the previous years.



High-level Strategy Map taken from Royal Docks & Beckton Riverside - Opportunity Area Planning Framework 2023

6.3 Demonstration of Landowner & Stakeholder Engagement

Design Review Panel 01 May 2023

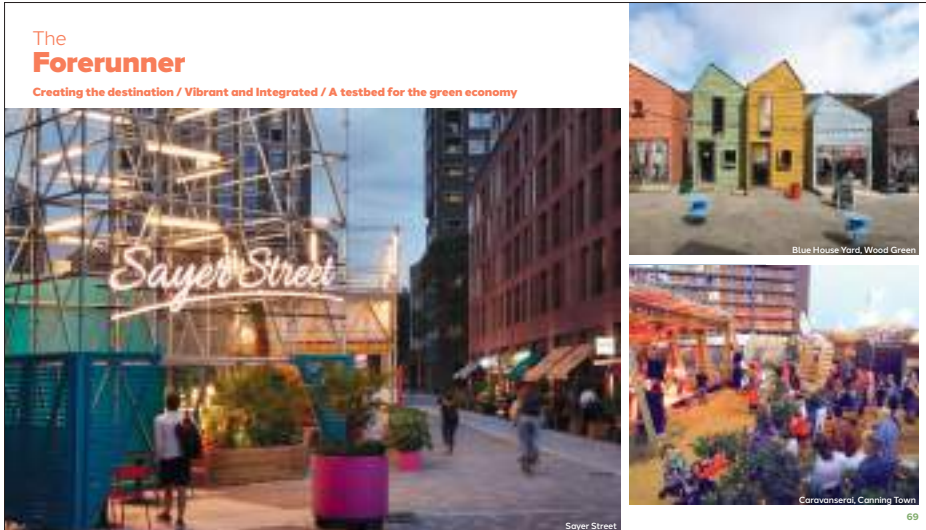
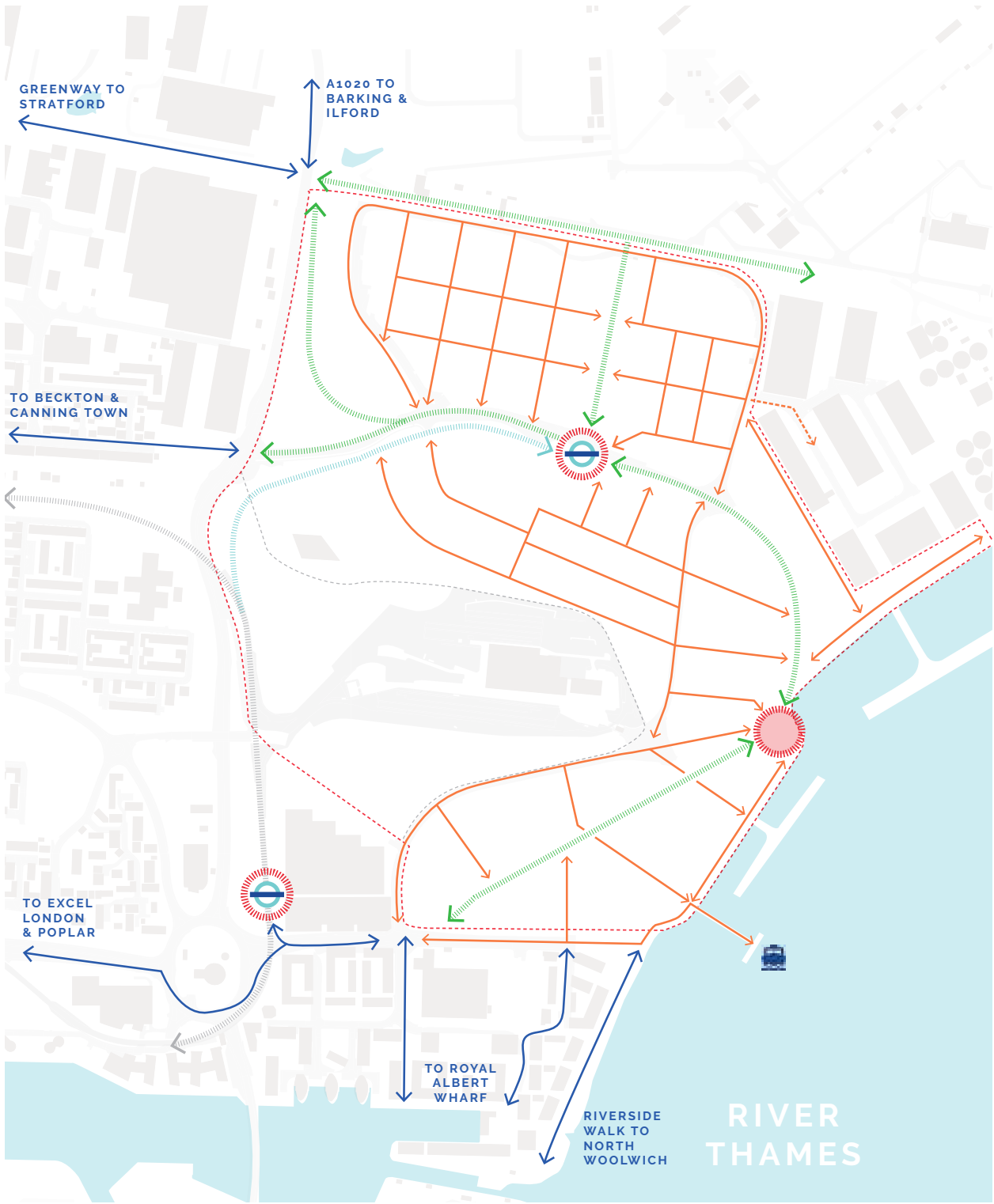
Attendees included LB Newham, St William, SLR, HTA, Quod, JTP and the DRP team.

The Newham Design Review Panel(DRP) is made up of independent experts from the design and built environment industry and aims to help to improve the quality of buildings and places through the planning process as a non-statutory consultee

The team presented the Beckton Riverside ‘Four Fores’ vision with Phase 1 will becoming a placemaking exemplar in the fields of sustainability, culture, landscape and industry.

Feedback from the meeting highlighted Phase 1 and GLA site should be viewed together, such that strategic connections can be formed collaboratively. The masterplan should be developed across the various sites to form an agreed framework of connections, uses and open spaces.

Challenges in viability are likely to significantly impact the schemes density and scale, which will need to be resolved. A significant open space should be provided in the first phase of development.



Appendix

6.3 Demonstration of Landowner & Stakeholder Engagement

Design Committee Members Forums
Presentation
June 2023

Attendees included LB Newham, St William, SLR, HTA, Quod, JTP and the DRP chair.

LB Newham highlighted their desire for affordable housing and meanwhile uses, whilst highlighted potential issues with a car dominated existing community and the odour issues in relation to the Sewage Treatment Works.

The DRP highlighted 4 main challenges with the proposal : 1. Thames Gateway Bridge Safeguarding; 2. GLA Land; 3. Armada Way hostility and; 4. Vision for density

Key Benefits



UNLOCKING AN
INACCESSIBLE SITE



PROMOTING
SUSTAINABLE TRANSPORT



NEW & IMPROVED RIVERSIDE
AND PUBLIC SPACES



PROVIDE SAFE,
QUALITY HOMES FOR ALL



CELEBRATING THE UNIQUE
HISTORY OF BECKTON



COMMUNITY-LED
APPROACH



RESTORING
LAND QUALITY



COMMUNITY, HEALTH
& WELLBEING



A VIBRANT
NEIGHBOURHOOD PARADE



COVID RECOVERY
IN NEWHAM



CATALYST OF WIDER
REGENERATION



PROVIDING LOCAL
OPPORTUNITIES

Beckton Riverside - Development Committee Member's Forum

Local Plan Strategy



Newham Local Plan 2018



Emerging Newham Local Plan 2022

THE VISION

- "Gallions Reach will be transformed into a new neighbourhood."
- "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."

DEVELOPMENT PRINCIPLES

- "Residential development, industrial and employment uses, community and education uses, leisure uses, open space and town centre uses."
- In the first phase: "Development activity should be concentrated in the south-east section of the site."

DESIGN PRINCIPLES

- "Routes through and to and from the site should improve access and connectivity to the new residential neighbourhoods at Gallions Reach, Gallions Reach DLR Station, along the edge of the River Thames and with existing residential neighbourhoods at Beckton."

Beckton Riverside - Development Committee Member's Forum

Development Quantum

c.2,000 Homes
subject to further design development and consultation

Range of Heights up to 16 storeys
Phase 1 maximum for London City Airport OLS height restrictions

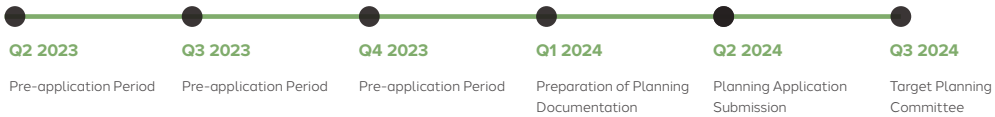
"A retail and community facilities cluster consistent with a Neighbourhood Parade designation should be provided at a point between the new District Centre and Albert Basin Local Centre"

LB Newham Local Plan 2022 Emerging Site Allocation



Beckton Riverside - Development Committee Member's Forum

Next Steps



- Preapplication Period to include :-
- Local community consultation
 - Local stakeholder consultation
 - LB Newham Pre-application meetings
 - LB Newham Design Review Panels
 - GLA pre-application meetings
 - TfL pre-application meetings
 - Environment Agency Meetings
 - Further DCMF meetings
 - Consultation Events
 - LB Newham Draft Local Plan (Regulation 19) representations

Beckton Riverside - Development Committee Member's Forum

Appendix

6.3 Demonstration of Landowner & Stakeholder Engagement

Design Review Panel 02

July 2023

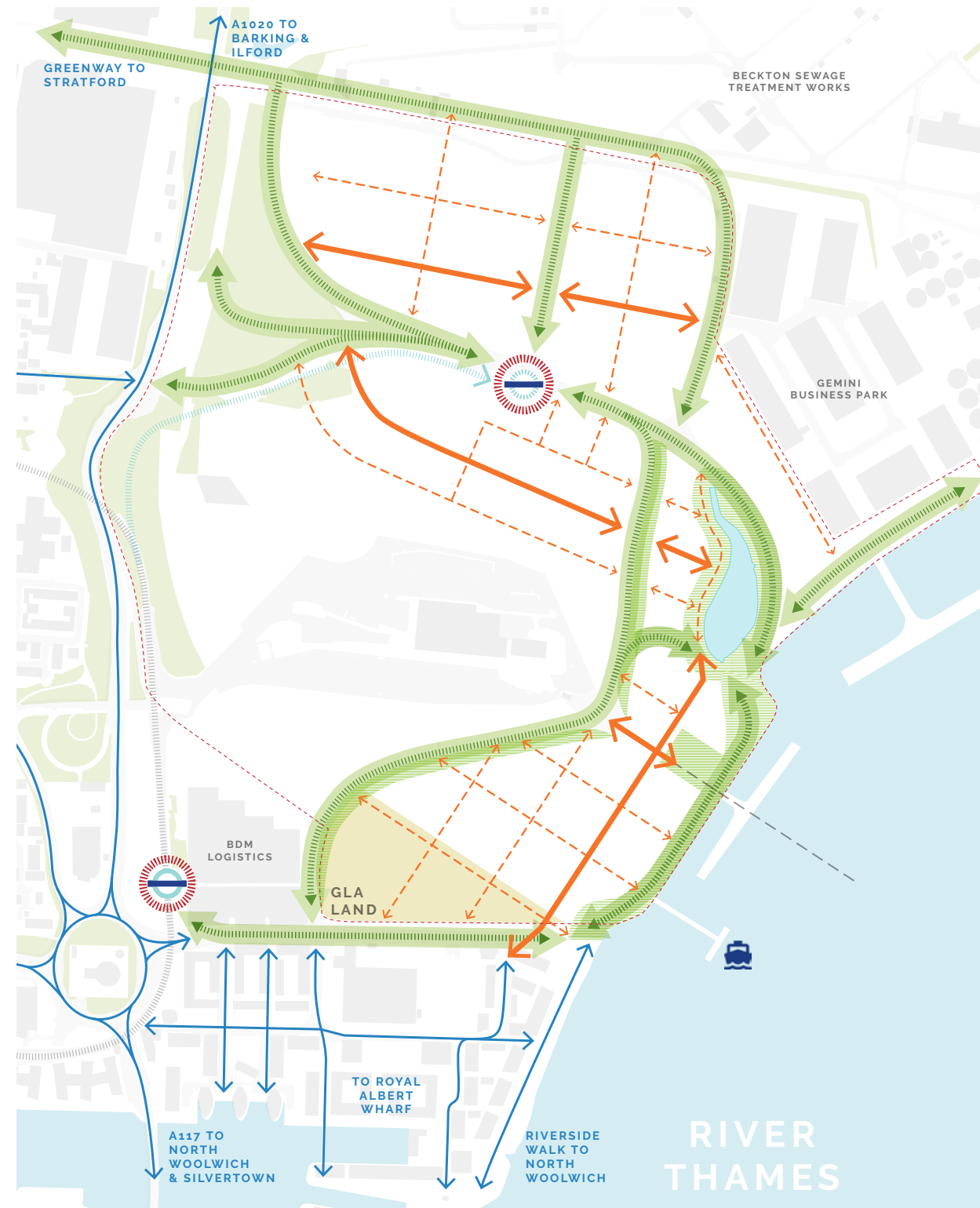
Attendees included LB Newham, St William, SLR, HTA, Quod, JTP and the DRP team.

At PreApp 2 (June 2023), with LB Newham and GLA the key moves for the Beckton Riverside Masterplan Framework were shared and it was agreed that the future presentations would focus on the Phase 1 Outline Application in more detail.

DRP 02 explored a more detailed analysis of the masterplan, understanding placemaking principles, key spaces, street hierarchy and building typologies.

Feedback indicated it was positive to create a grid with an omission of the diagonal, however there was discussion on how to distinguish the primary route against secondary with this hierarchy.

Additional green space is needed centrally in the site to break down the grid and meet public space provisions. There was discussion on the opportunity to introduce some more compact streets and blocks in places should be explored to break up the homogeneity and provide variation and a clearer movement hierarchy.



Community

- Integration of existing and new communities.
- Indoor and outdoor spaces for community events.
- Early delivery of public spaces.
- Creation of large riverside park (Foreshore Park) and creation of a Nature & Wellbeing Network for the benefit of the community.
- Creation of a bespoke Community Plan to engage communities in the long term stewardship of their neighbourhood.



Creating the Destination

- Create a unique destination that celebrates the area's industrial heritage.
- Activate the area by giving people a reason to visit Beckton for work and leisure.
- Create an interesting offering of ground floor uses from essential services, amenities and community uses to flexible workspaces.
- Incubation of temporary meanwhile uses into permanent features within the scheme.
- Flexible workspace to encourage local enterprise, small businesses and start-ups to stay and grow in Beckton.
- Partner with local education providers to provide appropriate facilities such as 'Move On Space'.



Vibrant and Integrated

- Exciting Neighbourhood Parade with essential services and amenities.
- Active travel will be encouraged with new and enhanced routes that are safe and accessible.
- Providing much needed services and amenities that are lacking in the area.



Appendix

6.3 Demonstration of Landowner & Stakeholder Engagement

Community Planning Weekend November 2023

The Beckton community was invited to take part in a range of workshops over two days to understand local issues and concerns as well as be a part of the design process gaining insights into their aspirations for Beckton how this could influence the masterplan. These ideas along with an updated proposal were then presented back to workshop attendees on Tuesday 7 November.

There was a range of activities and workshops over the long weekend: Community Site Tours, Talking Workshop (discussing problems, dreams and solutions), Hands-on-Planning Workshop and Young Peoples Workshop including pupils of the Kingsford Community School.

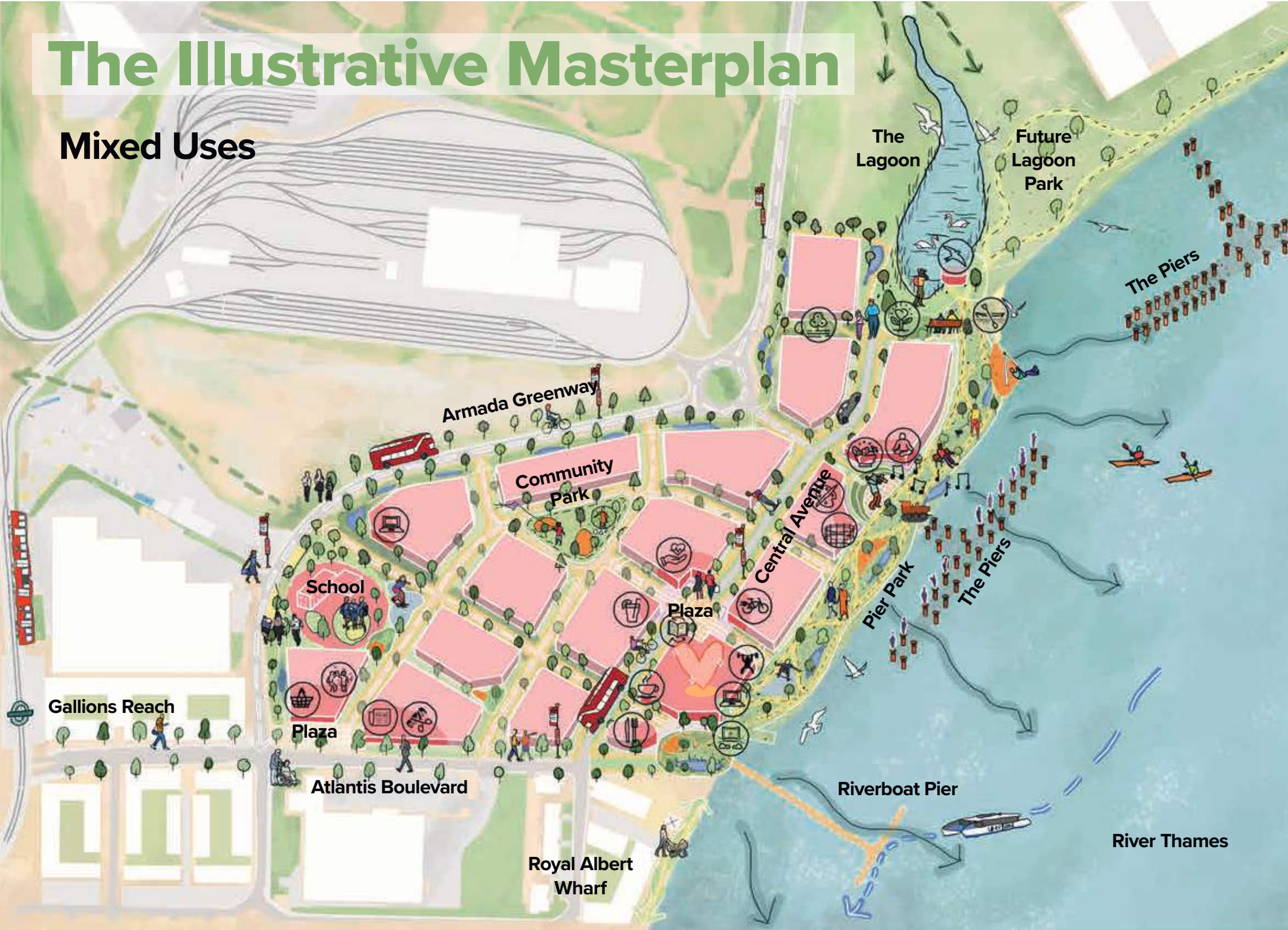
Some emerging themes which can be read in more detail in the DAS are:

- Connecting the Dots, Connecting the Docks
- Image & Identity
- A Village on the River
- Riverside Park “Wow Factor”
- Getting Around - Better Connectivity
- A Place for Everyone
- Building Civic Pride & Positivity
- Continuing Community Engagement & Early Wins

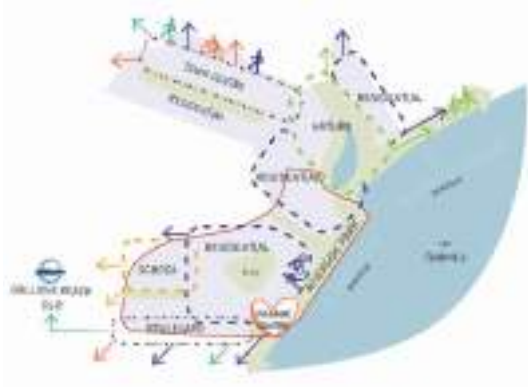
With the help of the local community, the design team have collectively formulated an illustrative masterplan framework that reflects the conversations and work produced at the Community Planning Weekend.



6.3 Demonstration of Landowner & Stakeholder Engagement



To Joined up and Integrated
Beckton Riverside will place appropriate mixed uses to create a connected walkable neighbourhood.



6.3 Demonstration of Landowner & Stakeholder Engagement

Beckton Riverside Phase 1 Outline Application

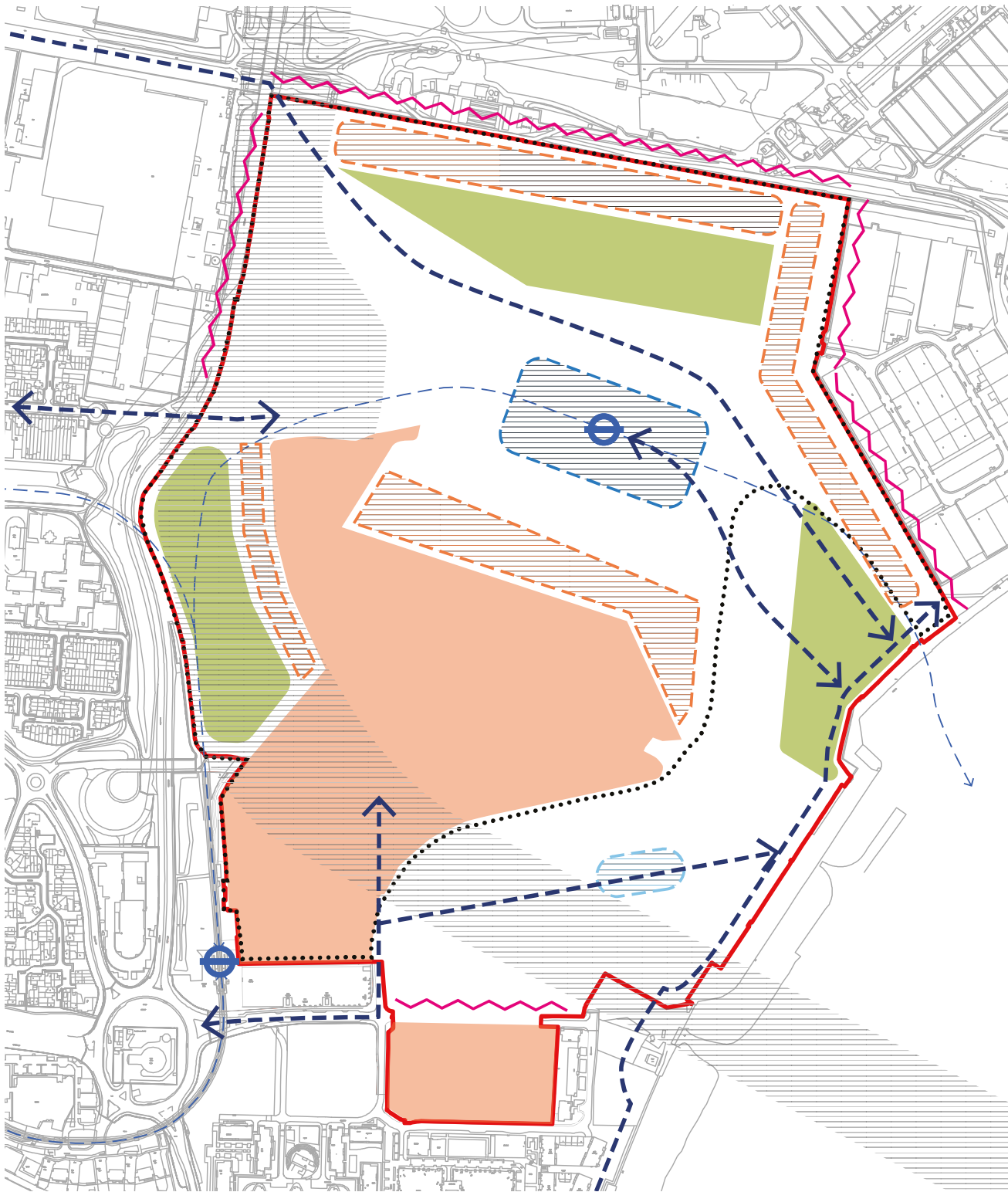
Submitted May 2024



6.3 Demonstration of Landowner & Stakeholder Engagement

LB Newham Draft Local Plan June 2024

Post the Outline Planning submission, the LB Newham Draft Local Plan was released. This provided the team with more detail than the previous plan and more akin the OAPF policy wording. The diagrammatic map provided greater context regarding LB Newham’s suggested use areas and key desire lines and also aligned with the Phase 1 boundary from the Outline Application.



NEWHAM LOCAL PLAN: NEIGHBOURHOODS

NP1 SAI Becton Riverside

Development principles
Residential development, employment uses, open space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre.

The scale and nature of development on this site is contingent on the proposed changes to transport infrastructure on this site, including:

- 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).

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.

Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:

- 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 H51.
- The employment uses should be consistent with Local Plan Policy I1 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 be for light industrial uses.
- 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 H51.
- 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 S12 and S13.
- 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.
- Development should deliver the Local Park, the continuation of the Thames Path through the site, an enhanced route to Gallions Reach DLR station and the extension of the Greenway into the site at the earliest opportunity.

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

- 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 H52.

Key:

- Site boundary
- Key route
- Sensitive edge (noise - pollution - infrastructure)
- Opportunity for green space
- Location of industrial buffering
- Strategic Industrial Location (SIL)
- Opportunity for district centre
- Opportunity for neighbourhood parade
- Phase 2
- Safeguarding route
- DLR extension
- Proposed DLR station

DLR Thamesmead Extension Programme Update- TfL & LBN

30th April 2025

MAYOR OF LONDON

Newham London

ROYAL borough of
GREENWICH

abrdrn St William
Investments Designed for life

THAMESMEAD
WATERFRONT


Homes
England


Ministry of Housing,
Communities &
Local Government



Agenda

1. Introductions
2. Current Status of DLR Thamesmead Extension
3. Overview of scheme development and Preferred option at Beckton Riverside
4. Public Consultation
5. Forward Programme
6. AOB



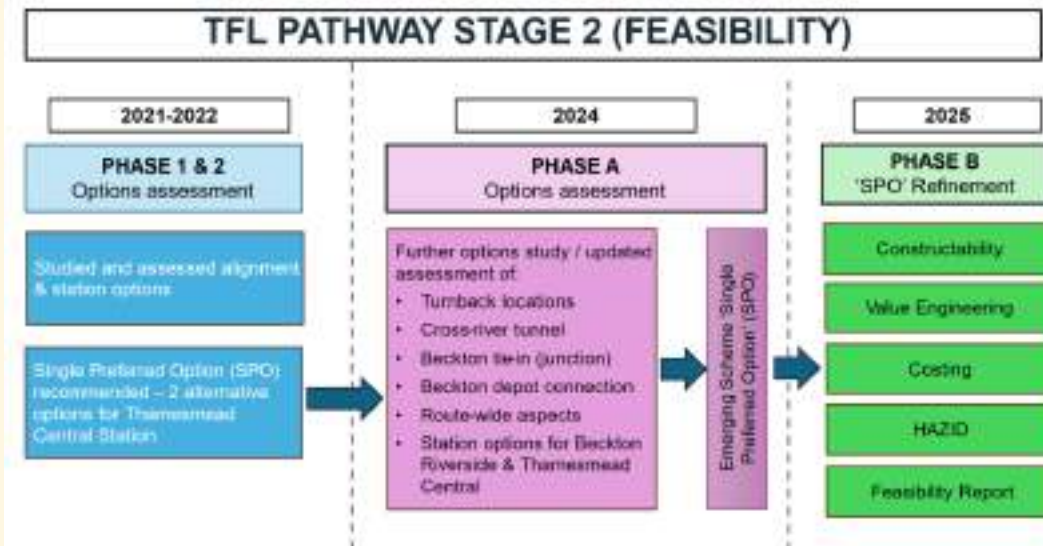
DLR Thamesmead Extension (TEx)

- Proposed 3km extension of the DLR from Gallions Reach to Beckton Riverside and Thamesmead. Estimated cost of c£1.5bn and could be operational by the early 2030's, subject to funding.
- £5m of TfL funding made available in 25 / 26 to progress the development of Transport & Works Act Order application for the scheme. Target submission date of Autumn 2026
- In December 2024, TfL included a capital funding ask for DLR TEx in Spending Review submission to DfT to enable delivery in the next SR period.
- Intense engagement between TfL, GLA, HMT, and DfT ongoing, with expectation of funding decision shortly before Spending Review in June.
- TfL progressing design and business case development of the scheme. Current priority is wrap up of Feasibility Stage / Optioneering, ahead of public consultation on TfL's preferred option planned to launch in June 2025.
- Focussed engagement between TfL and LBN potential funding options and planning interfaces.



Overview of Scheme Development

- Since 2021, TfL has been working with a partnership of Arup-Atkins to progress the design and environmental appraisal of options for the DLR Thamesmead Extension.
- Scheme comprises of a number of components including the alignment and station at Beckton Riverside and turnback options which are situated elsewhere in Newham (locations at Royal Victoria and Canning Town under consideration).
- Multi-criteria assessment (MCA) has been applied to sift options and used as a tool to support the definition of the preferred option for the scheme. Criteria focussed on assessing feasibility, environmental impacts, connectivity impacts and fit with existing place and planned development of Beckton Riverside.
- Other material considerations to option selection includes feedback from LBN, as well as St William and Abrdn Investments.



Phase I - Alignment Optioneering (2021)



Emerging Masterplan

Both the alignment and station location / typology optioneering have been based on the emerging masterplans.



Key drivers for Station Location

- St William and Abrdn Investments have jointly produced an indicative development masterplan for the Beckton Riverside area and identified two potential corridors for the DLR to pass through, along the southern edge of Armada Way and along the route of an existing access track between the former gasholders.
- Station options north of Armada Way or in Gallions Reach Park were assessed but deemed to impact the existing retail park, including the Tesco supermarket, attract additional costs to the scheme and remove existing community facilities.
- A station location north of Armada Way or in Gallions Reach Park would also position the DLR station further away from the centre of the proposed developments than other options, or in one of the sites earmarked for early development.



BECKTON RIVERSIDE



PHASE 1

HORIZONTAL ALIGNMENT OPTIONS ASSESSMENT CRITERIA APPLIED - LONGLIST

- OPTION 1
(Calfions Reach retail park)
- OPTION 2
(North of Armada Way)
- OPTION 3
(South side of Armada Way)
- OPTION 4
(South of Armada Way - between
garholders)
- OPTION 5
(North side of DLR depot)

VERTICAL ALIGNMENT / STATION TYPOLOGY

OPTIONS ASSESSMENT CRITERIA APPLIED - SHORTLIST

- OPTION 3A
(Sub-surface station)
- OPTION 3B
(At-grade station)
- OPTION 3C
(Elevated station)
- OPTION 4A
(Elevated station)
- OPTION 4B
(At-grade station, assumed that
development land would be built up
to SM ADD to match Armada Way)
- OPTION 4C
(Sub-surface station)

SPRINT STUDY

COST BENCHMARKING / REFINEMENT

- 3A 'parked' (not progressed) to Sprint
Study because purpose of 'sprint' was
to identify 'lower cost' option
- 3B progressed for further costing /
refinement on basis this would be the
lowest cost alternative (relative to
elevated) sub-surface structure
- 3C 'parked' (not progressed) to Sprint
Study because purpose of 'sprint' was
to identify 'lower cost' option
- 4A 'parked' (not progressed) to Sprint
Study because location not favoured
by developer as away from
masterplan 'town centre' and also
deemed to have higher cost than 3B

OPTION 3B
(At-grade station) - further
costing but no engineering
development at this stage

PHASE 2

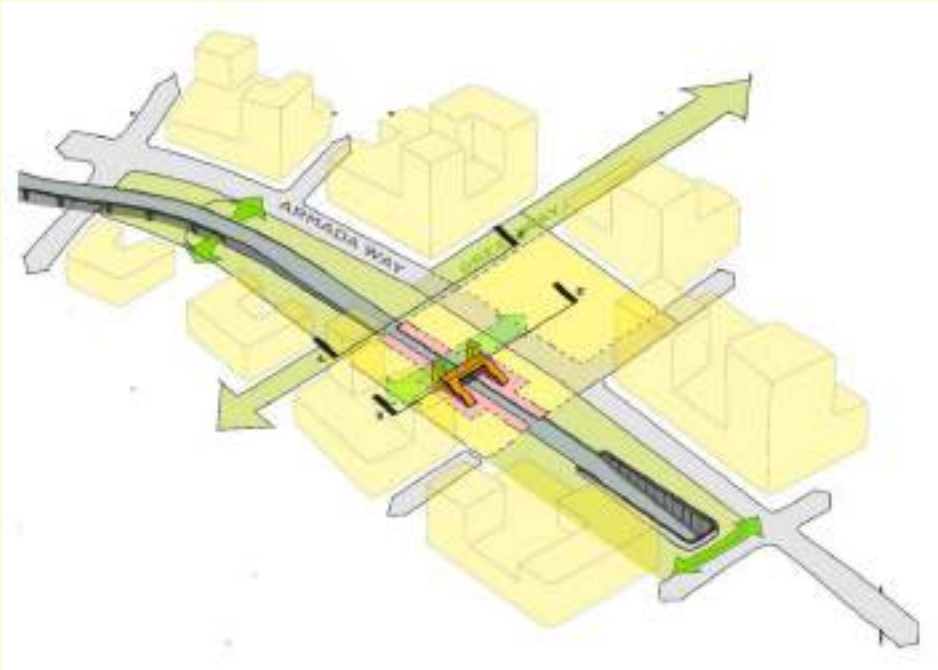
OVERALL SCHEME COSTING & REPORTING (EMERGING 'SPD')

3B progressed to Phase
2 for costing & emerging
SPD reporting



Phase 2 – Single Preferred Option (2022)

After a multi-criteria assessment of options with TfL, AADT and input from the Beckton Riverside developers in Phase 1 and some additional studies on the Thamesmead side (Sprint Study), the emerging preferred option taken forward to Phase 2 in Beckton Riverside was an at-grade station (Option 3B) with a tunnel alignment that was avoiding the existing pier foundations.



Phase A – Additional Optioneering

Prior work had provided a good indication of an emerging design concept for the DLR Thamesmead Extension, however there were some key outstanding design questions that needed further assessment.

Phase A involved further design work to develop and complete a comprehensive range of options. The drivers for generation of new options have included:

- Refinement of the Programme and System Requirements
- Availability of additional data on existing conditions such as historic land use, ground investigation data, and environmental data
- Evolving understanding of how the scheme will function as it is studied by the multi-disciplinary TfL and AADT schemes.

Phase A was intended to complete all outstanding scheme optioneering and enable the selection of an emerging SPO which could be taken forward for public consultation.



Phase A – Refinement of tunnel alignment

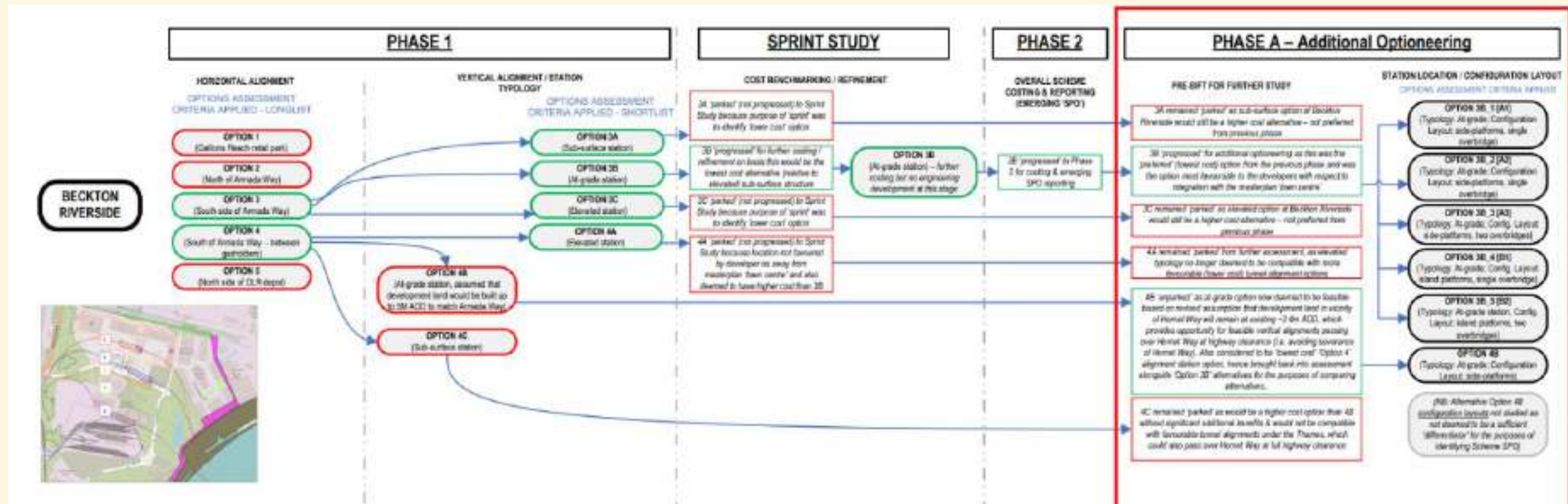


Blue / magenta – Phase 2 emerging tunnel alignment

Orange – Phase A emerging tunnel alignment



Phase A – Beckton Riverside station typology study



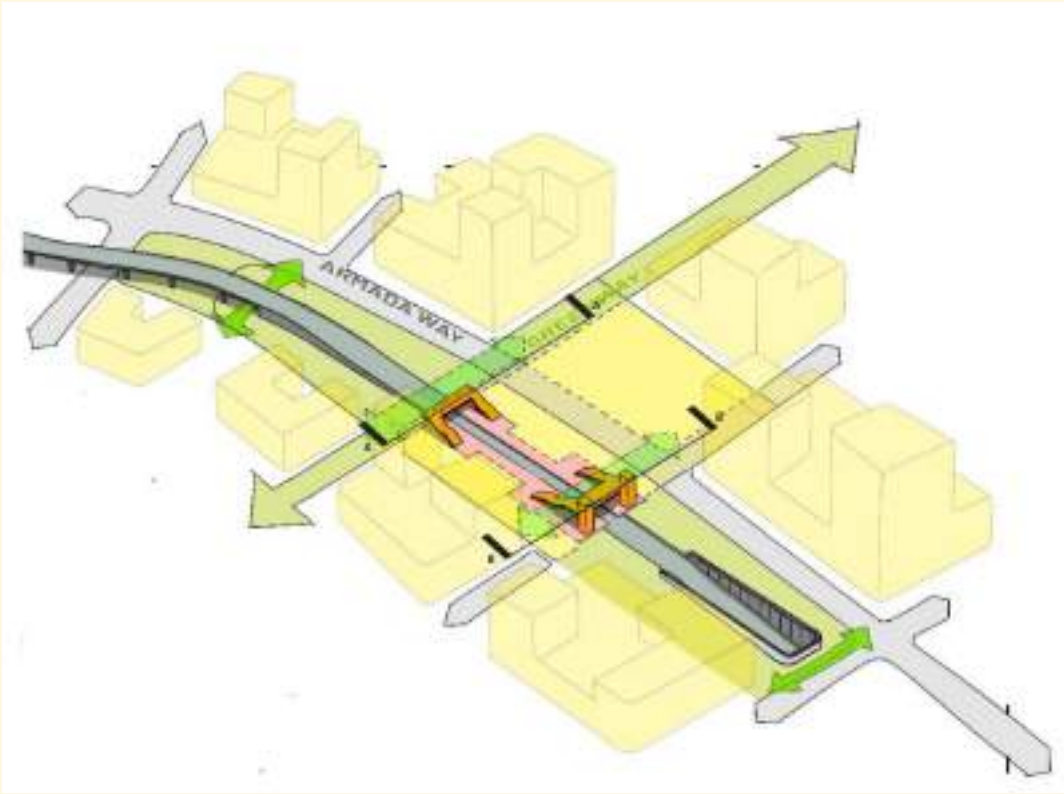
Side platform – one overbridge



- At grade station with 2 single faces platforms.
- 1 overbridge positioned centrally to the platforms.
- As well as staircases, the overbridge provides lifts to facilitate step free access to passengers crossing between platforms and the wider area (in one option, the overbridge is open during station operational hours only)



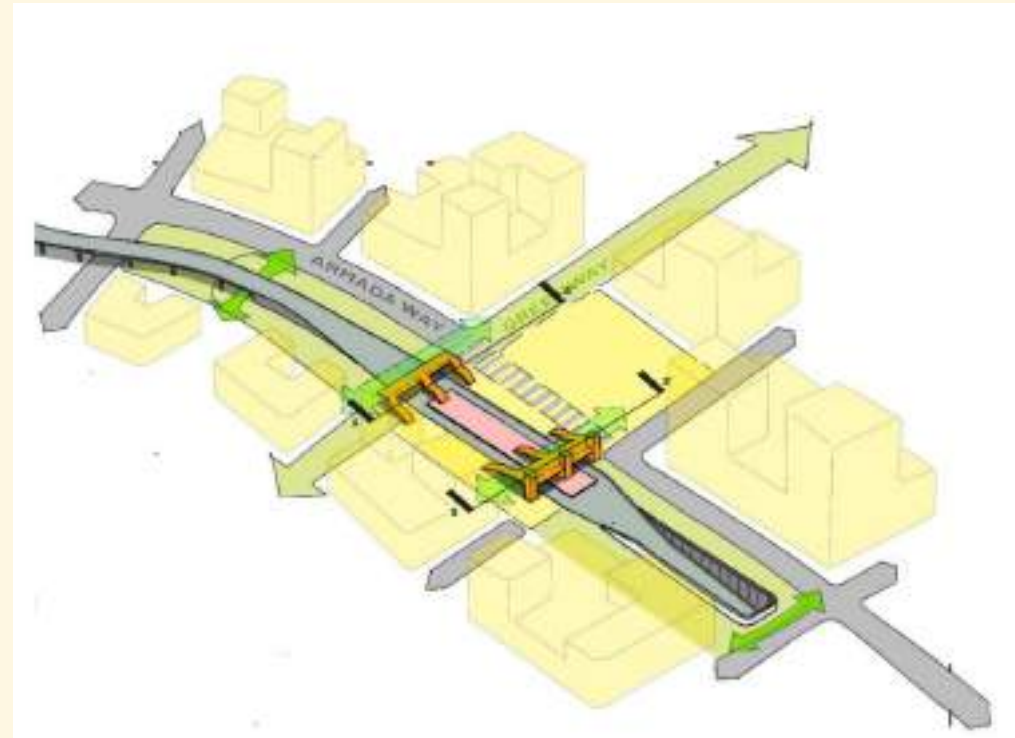
Side platform – two overbridges



- At grade station with 2 single faces platforms.
- 2 overbridge positioned towards the platform ends.
- As well as staircases, the overbridge provides lifts to facilitate step free access to passengers crossing between platforms and the wider area.



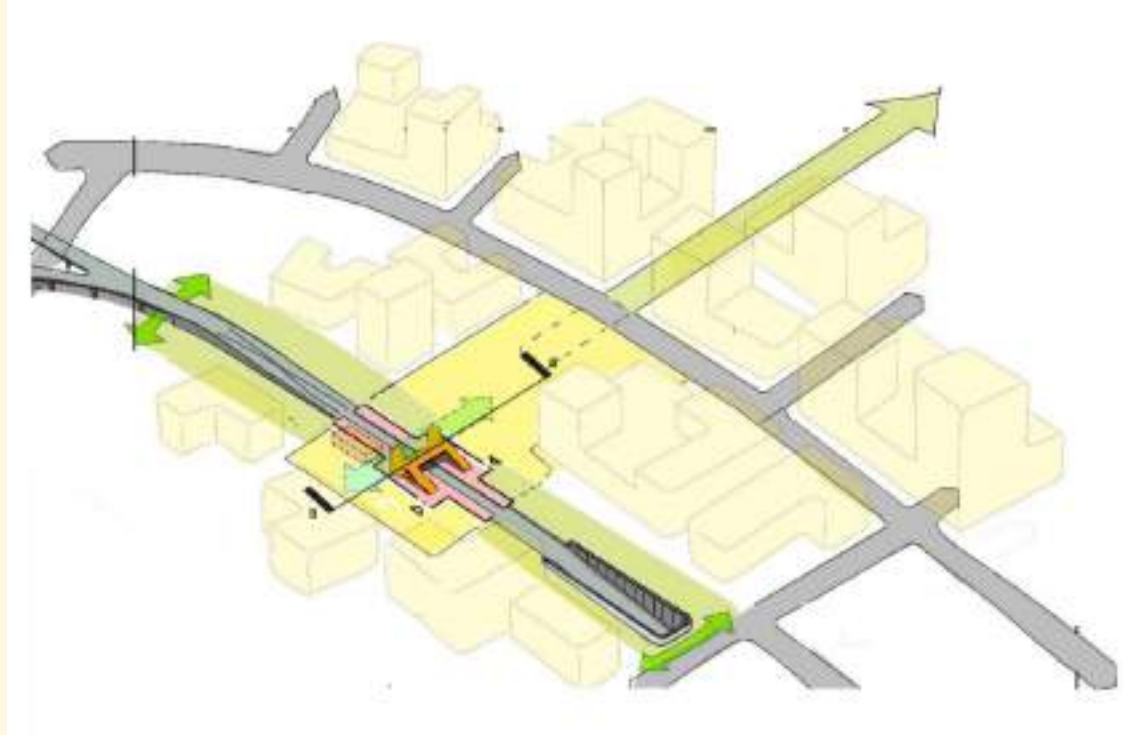
Island platforms



- Station with island platform
- In this station option, the island platform sits below the level of the surrounding area.
- Option with 1 or 2 overbridges.
- As well as staircases, the overbridge provides lifts to facilitate step free access to passengers.



Station located between the two rows of the former gasworks.



- At grade station with 2 single faces platforms.
- 1 overbridge positioned centrally to the platforms.
- Town square situated to the north of the station by the Armada Way.



Phase A – Multi-criteria scoring

Scoring Result

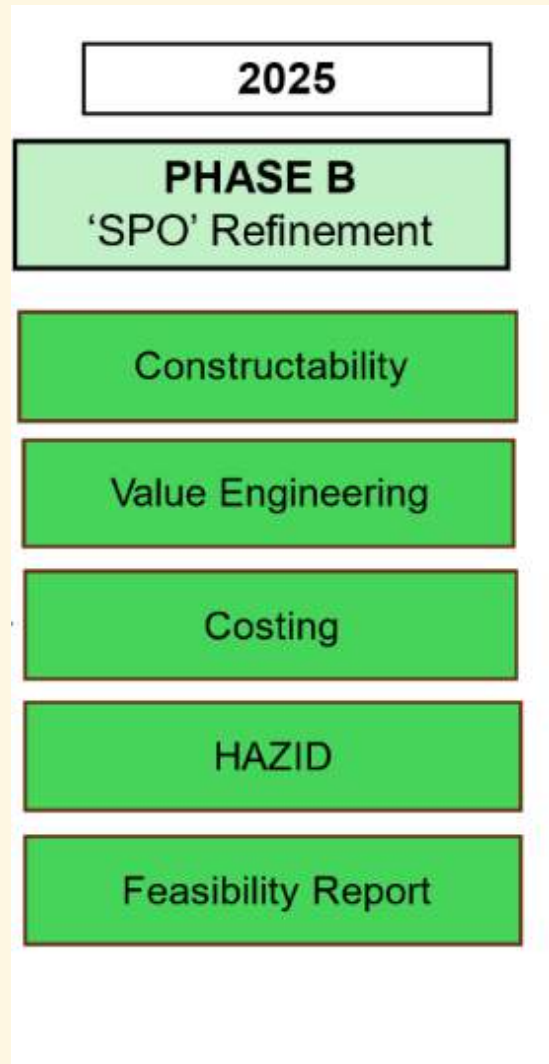
Beckton Riverside Station



- In development terms, option performance broadly comparative though side platform / dual overbridge access option would maximise integration. Alternative corridor more challenging in land use terms than scoring currently suggests.
- Environmental impacts broadly comparative, though side-platform options likely to have a lower embodied carbon intensity given c40% smaller footprint than island platform layouts.
- All options considered deliverable, though added complexity to options adjoining Armada Way given requirement for relocation of HP Gas Main and other utilities.
- Connectivity / operational impacts broadly comparative. Island platform layout would maximise future interchange opportunities associated with any future extension towards Barking.
- Propose to discount Option 4B, but could represent a viable alternative if utilities diversions at Armada Way prove infeasible.



Phase B –Preferred Option development



- Constructability and Value Engineering workshops with TfL Subject Matter Experts, BAM Nuttal and AADT.
- Cost estimates undertaken by AADT and reviewed by TfL Quantity Surveyor.
- HAZID workshop with TfL System Engineers.
- Inter Disciplinary Design Check (IDC) / Inter Disciplinary Design Review (IDR) attended by TfL Subject Matter Experts and AADT.



Phase B - Preferred Option



Key Features – 3B_2

- Station comprising 2 single faced platforms with 1 overbridge positioned centrally to the platforms.
- As well as staircases, the overbridge provides lifts to facilitate step free access to passengers.
- Both platforms are level with their surroundings – Armada Way and the town centre area.
- Opportunity that the overbridge is designed to encourage transitions between town centre areas.



Public consultation

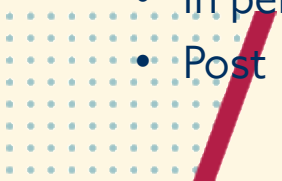
- We now intend to undertake a further public consultation to share details of our proposed option for the DLR Extension. This is a critical step in progressing the scheme towards a Transport & Works Act Order application, which is planned for Autumn 2026.
- We are planning to run the second public consultation in **late June** (date to be confirmed closer to time)
- The consultation will ask for feedback on:
 - Station locations and form
 - Turnback location options
 - Service frequency and wider impacts on the DLR network
 - Our initial work looking at environmental impacts and construction
- The consultation materials will be hosted on our Have Your Say website and will include:
 - Web text
 - Factsheets
 - Two technical documents (the case for the scheme, and the options selection process)
 - FAQs
 - Consultation survey
 - Maps and images
 - Explainer video



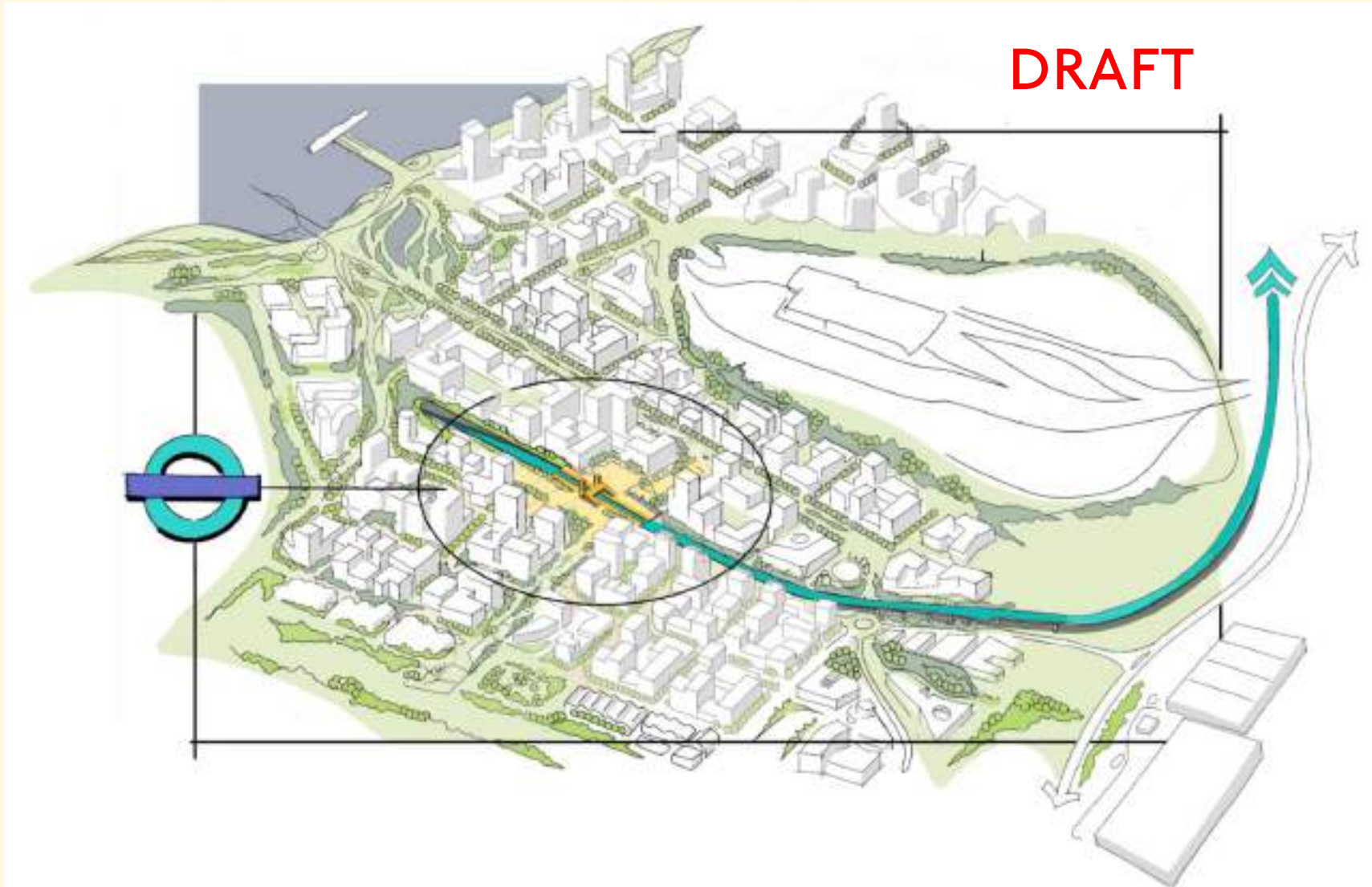
Public consultation



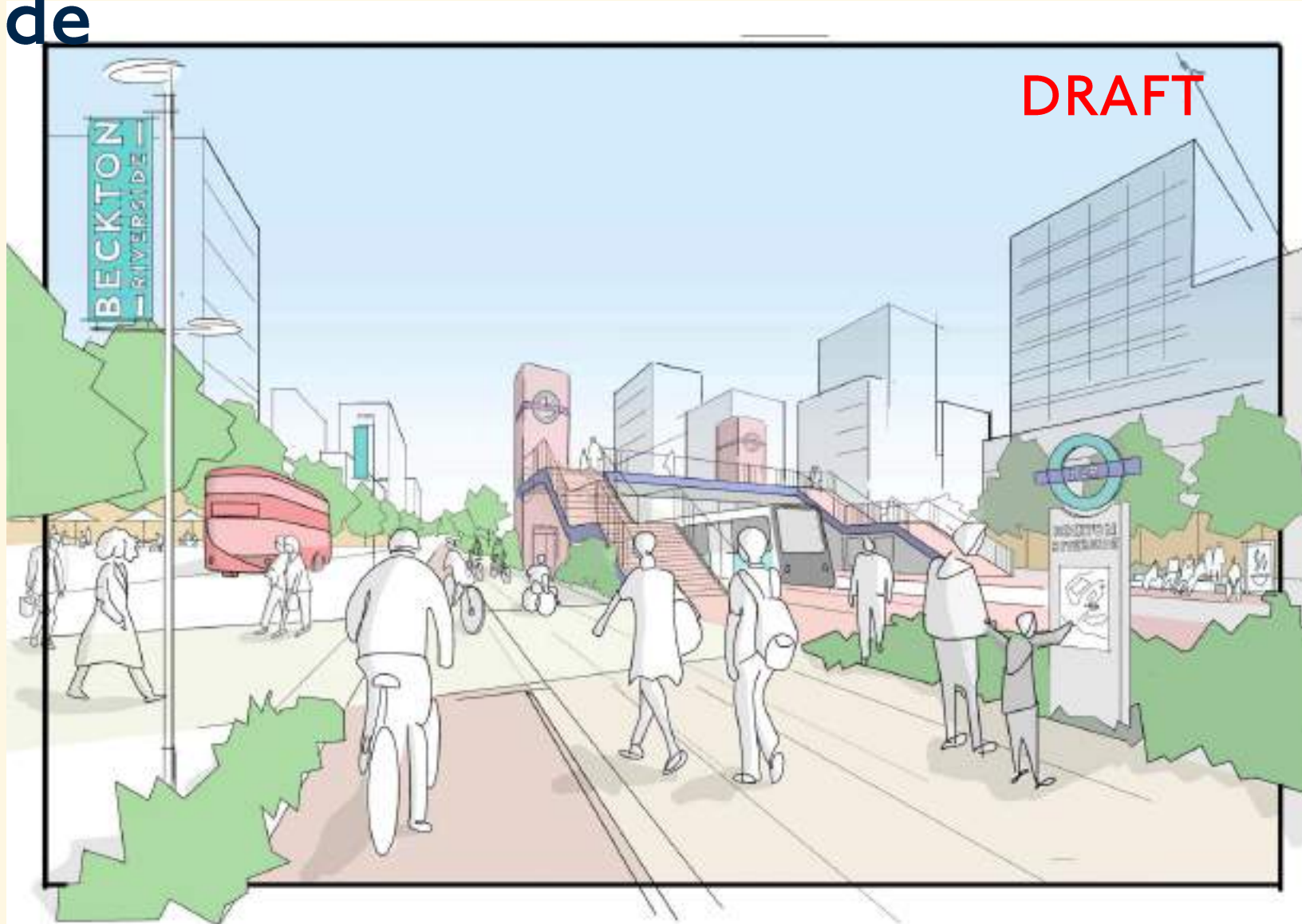
- We will publicise the consultation in a variety of ways (both digital and non-digital):
 - Press release on day of launch
 - Email from TfL database to customers registered as using the DLR, in affected postcodes, using local bus routes
 - Email to local, pan-London and national stakeholders
 - Letters to property owners within affected land-take
 - Letters to adjacent and local properties
 - Flyering in Beckton, Gallions Reach, Beckton Riverside and Thamesmead
 - 4x drop in events (2x Beckton Riverside, 2x Thamesmead) – venues and dates TBC
 - Posters at bus stops, DLR stations and Abbey Wood Elizabeth line station
 - On-street signage ('Toblerones')
 - Social media posts
 - Local publications (to be discussed with partners)
- The public and stakeholders will be able to give us their feedback in the following ways:
 - Online survey
 - Email
 - Over the phone
 - In person at drop in events
 - Post



Consultation Materials- Station at Beckton Riverside



Consultation Materials- Station at Beckton Riverside



Forward Programme

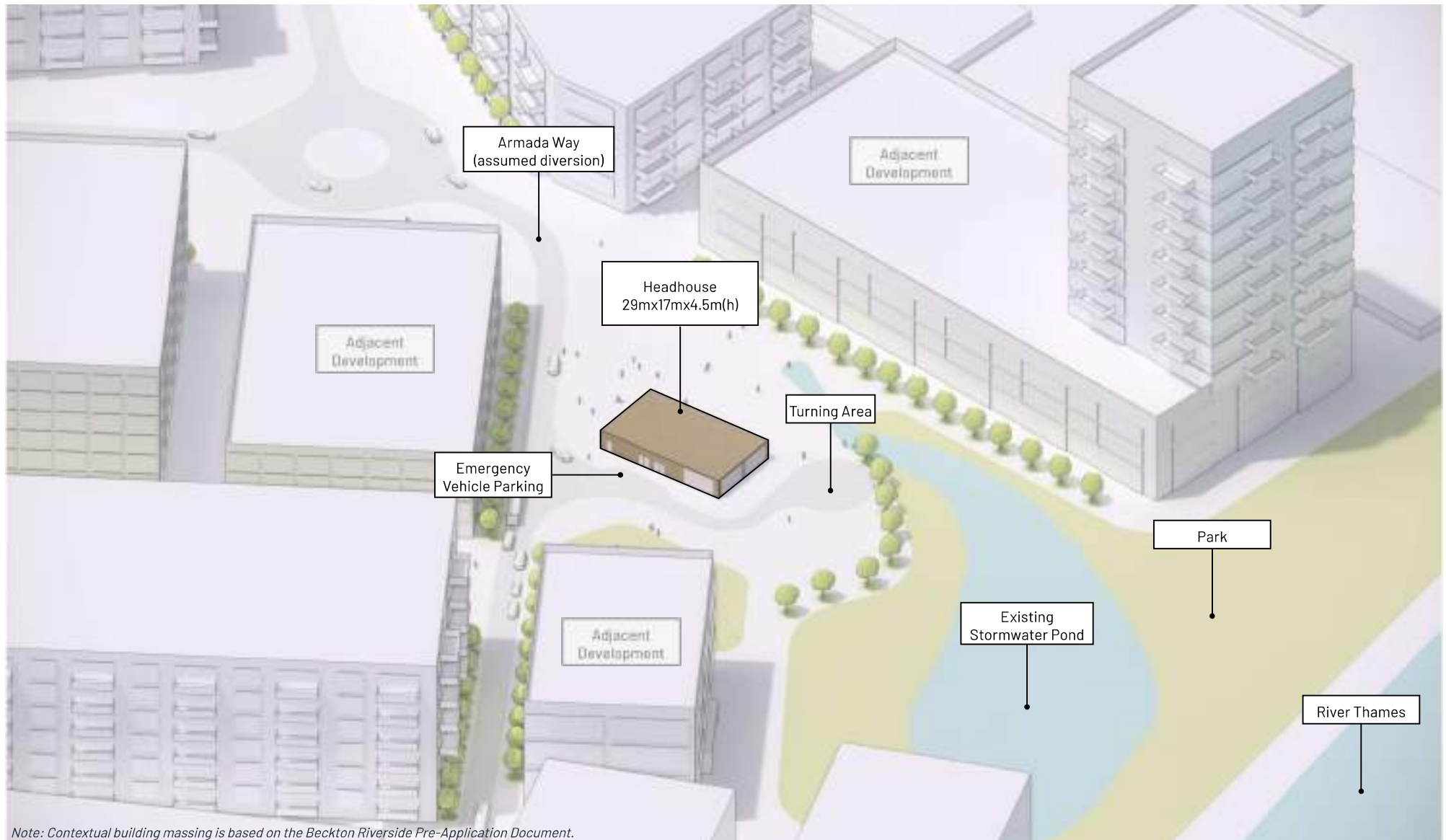
Milestone	Date
Conclude Feasibility Design	May 2025
Public Consultation	June-August 2025
‘Hard’ Market Engagement- Delivery options	Summer 2025
Kick off TWAO Reference Design and EIA Scoping	July / August 2025
Design Freeze (for Transport & Works Act Order submission)	December 2025
Final Public consultation/engagement	Early 2026
TWAO Submission	Autumn 2026
Potential ‘pre TWAO’ Start on Site	From mid 2026
Public Inquiry	Spring 2027
TWAO Decision	Late 2027/Early 2028
Full Start on Site	Spring 2028
Scheme Opening	2032



Beckton Riverside Ventilation/ Intervention Shaft Headhouse Studies

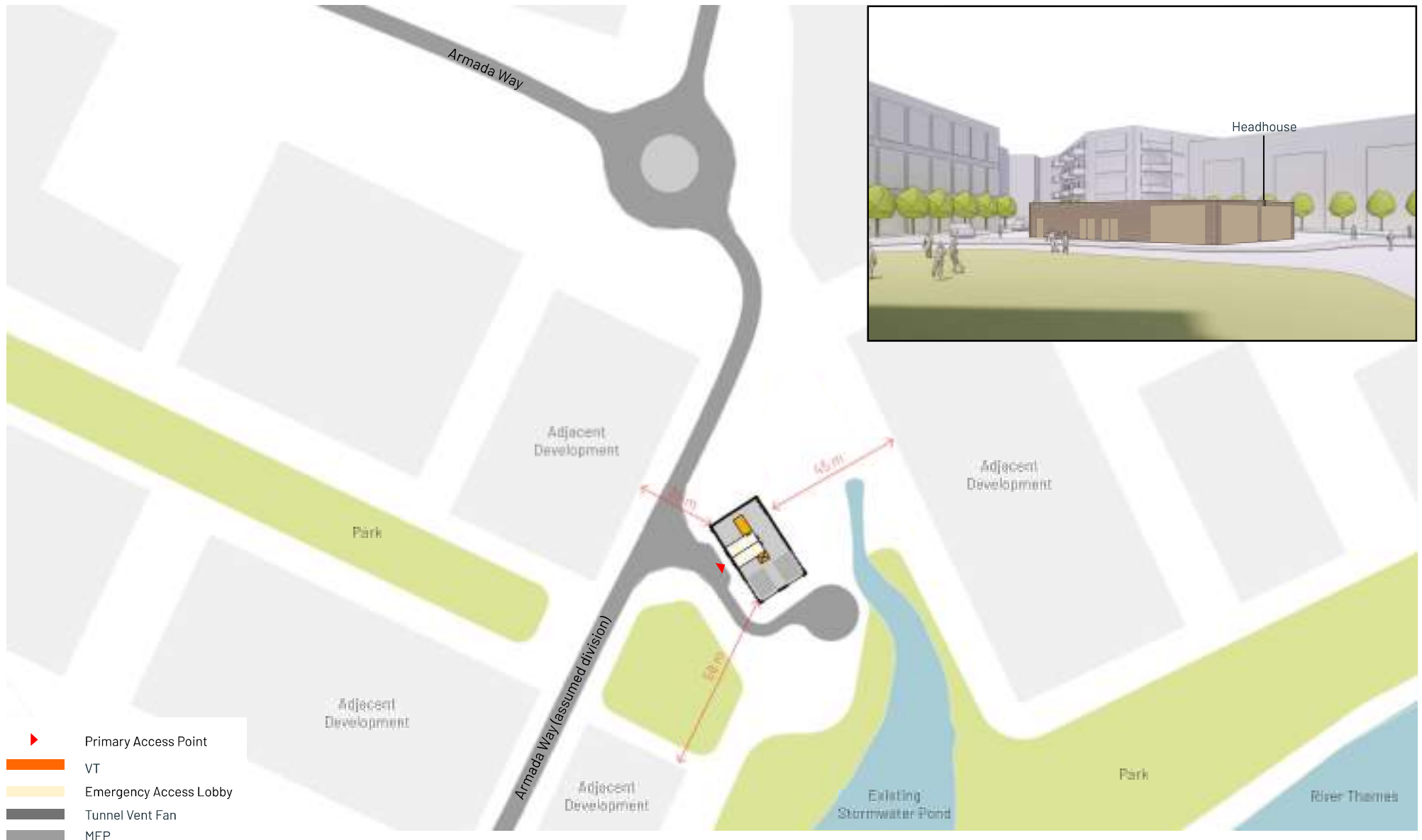
Scenario 1 - Flexible Masterplan

Stand-alone headhouse (assumes masterplan can be designed around the headhouse)



Scenario 1 - Flexible Masterplan

Stand-alone headhouse (assumes masterplan can be designed around the headhouse)



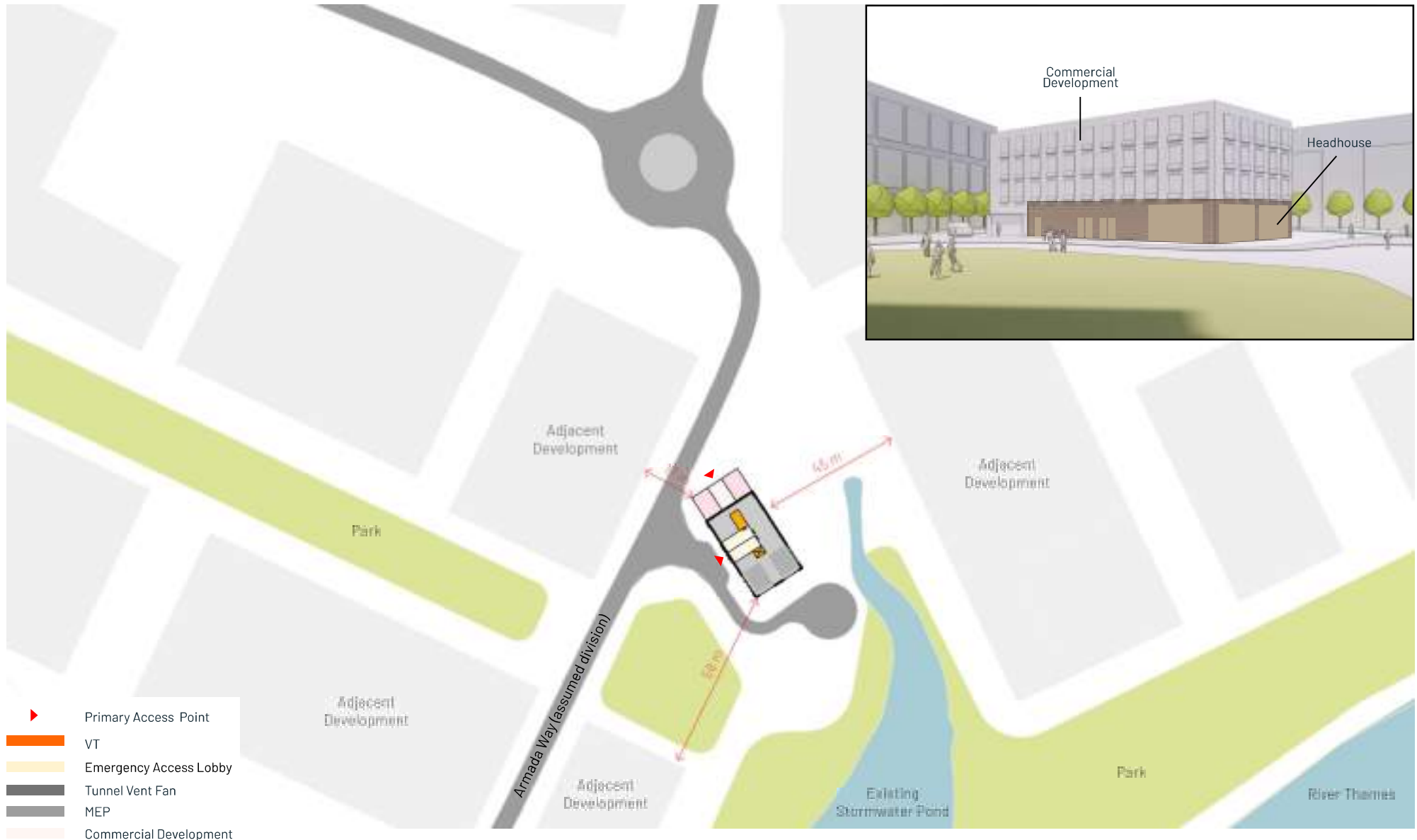
Scenario 2 - Constrained by Masterplan / Integrated with Development

Integrated Headhouse (Assumes development required above/fully integrated)



Scenario 2 - Constrained by Masterplan / Integrated with Development

Integrated Headhouse (Assumes development required above/fully integrated)





St William
Designed for life

Appendix 2 – Masterplan Landowner Agreement

The land facilitating residential-led mixed use development in Newham's Beckton Riverside Strategic Site Allocation is controlled by three parties, St William Homes, Aberdeen Investments and GLA Land & Property (overseen by the Royal Docks Team), there is regular discussions between these parties and with various key stakeholders including Newham Officers and TfL. The significant engagement that has taken place between these parties and various key stakeholders is demonstrated by the Beckton Riverside Strategic Site Masterplan Framework, which has been submitted to Newham alongside this letter, and each of the parties have agreed (with the exception of the image titled "Extract from LB Newham Draft Local Plan – 2024 showing Beckton Riverside Allocation Area on Page 11) to the illustrative principles of future development that are set out within this document which will deliver the vision of the allocation at both a local and strategic level.

Future planning applications will be brought forward using the principles set out within Section 3 of the Beckton Riverside Masterplan Framework as an illustrative guide to ensure a comprehensive approach to development is achieved and as a result, this will satisfy requirements of adopted Policy S1 and emerging Policy BFN2.

A key objective of the above-mentioned policies is avoiding piecemeal development of strategic sites within the borough. It is considered that the comprehensive approach to masterplanning undertaken by all landowners, demonstrated by the jointly produced Masterplan Framework, would result in applications coming forward for future phases within the Beckton Riverside Site Allocation not being considered as piecemeal development by the local planning authority and any other relevant stakeholders.

There are various policy objectives that can only be demonstrated through detail that will be part of future planning applications, in these instances, the Masterplan Framework demonstrates these policy objectives are facilitated and not prejudiced in being achieved as part of future planning applications.

Given the scale, complexity and timescales involved with bringing forward major applications within this allocation, the right is reserved by landowners (and any other party as appropriate) to deviate from the illustrative principles within the Masterplan Framework subject to justification and discussions with Newham Officers considering the context at the time.

Where development is proposed within the ownership boundaries of Gallions Reach Shopping Park, to ensure the asset remains vibrant and serves the local community and wider catchment it should not be considered as piecemeal development if the development is outwith immediate phased delivery plots of the wider masterplan. Such conditions should only apply once the entire DLR extension contract has been let, and phasing agreed. Until such time development and changes to Gallions Reach Shopping Park should continue to be managed as an out of centre destination.

St William, Aberdeen Investments and the Royal Docks Team commit to continue working together to ensure there is a comprehensive approach to development within the Beckton Riverside Strategic Site Allocation when future phases of development are brought forward.



Ryan James
Head of Development
on behalf of St William Homes



Brian Kelly
Senior Development Manager
on behalf of Aberdeen Investments



Paul Creed
Head of Development & Placemaking
on behalf of the Royal Docks Team
and GLA Land & Property

Appendix 3 – Policy BFN2 Tracked Changes

BFN2: Co-designed masterplanning

1. Sites should be designed and developed comprehensively. ~~Piecemeal delivery development will be resisted, particularly where it would prejudice the realisation of the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles or where the timing of delivery would be unsupported by infrastructure.~~
2. All major applications and applications on site allocations must undertake co-designed site masterplanning, through engagement with different stakeholders. This masterplanning must consider all of the following:
 - a. how the required land uses and infrastructure provision on the site will be delivered;
 - b. relevant neighbourhood and/or site allocation design principles;
 - c. integration of the scheme with its wider surroundings, including any effects on the historic environment;
 - d. delivery of key walking and cycling connections within the site and to and from key local facilities;
 - e. layout of the site to ensure neighbourliness; and
 - f. how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and appropriate mitigation for environmental harm made.
3. All masterplans should demonstrate how the site will support the delivery of all of the following objectives:
 - a. increased opportunities for social interaction;
 - b. mixed, inclusive and stable communities;
 - c. environments which support good physical and mental health;
 - d. spaces young people can thrive in;
 - e. zero carbon, climate resilient neighbourhoods;
 - f. Inclusive design, with buildings and public spaces whose use and design reflects and meets the needs of Newham's diverse population; and
 - g. Community Wealth Building.
4. All phased sites, where parts of the site will remain vacant or underused for more than three years, must ~~seek to provide meanwhile uses~~submit a Meanwhile Use Strategy which will ~~activate~~outline how vacant and underused plots ~~will be activated~~.
5. ~~All developments on site allocations are expected to undertake post-occupancy surveys and share the results with the Council.~~

Planning obligations

- The implementation of Meanwhile Use Strategies for phased sites, where parts of the site will remain vacant or underused for more than three years.
- Post-occupancy surveys for all developments on site allocations.

Justification

Masterplanning and co-design are two crucial tools to ensure the delivery of Newham's key objectives. Significant levels of development in Newham are occurring on site allocations, which when complete will form whole new neighbourhoods and parts of the borough. Such sites must be well planned to deliver multiple mutually supporting objectives on the site itself, as well as create benefits for the wider area. Of equal importance are the smaller, more incremental changes, in well-established neighbourhoods, where masterplanning is necessary to ensure the best use of land and neighbourliness.

New development in Newham must meet the needs of Newham's residents. The policies in this Plan ensure this by requiring developments deliver on our key objectives – all of which can be influenced by the design, use and management of any scale of new developments. However, each part of the borough is different and the detailed requirements of local communities will change with time. Co-design, at the earliest opportunity, will therefore complement these policies, giving residents a genuine opportunity to shape the development of their neighbourhoods and applicants a vital resource to help understand the neighbourhood they are building in and create somewhere special and valued.

Post occupancy surveys provide an invaluable source of information on the occupancy of new developments, as well as the design and function of the development. This will help shape the Council's service delivery and infrastructure planning, as well as to help guide future policy and approaches to design.

Implementation

BFN2.1	<p>Developments of all scales should be designed and developed comprehensively. Masterplanning enables this by establishing an agreed site or scheme design which considers an optimum approach to address all the factors outlined in part 2.</p> <p>For small sites (developments of under 0.25 ha), it is expected that when multiple small sites form part of an applicant's pipeline and are due to be developed in close proximity to each other and within a similar timeframe, these should be considered comprehensively. Submission documents should demonstrate a coherent design, amenity and delivery strategy. This is particularly the case when undertaking multiple infills on a single housing estate.</p> <p>For major applications and site allocations, compliance with this part of the policy will, in part, be demonstrated by a successful masterplan which delivers against the criteria in parts 2 and 3, including how this relates to any proposed phasing of the site. Where relevant, sites should be supported by a realistic phasing plan.</p>
BFN2.2	<p>It is expected that co-designed masterplanning should take place in advance of, and alongside, pre-application discussions. Early engagement with local communities in the creation of the site brief is strongly encouraged for all developments, as proportionate to the scale and type of development and its potential impacts (positive or negative). Such engagement should also complement work being undertaken on any Social Value and Health Impact Assessment (for more information see policy BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing).</p> <p>Newham considers that the most effective and inclusive method to undertake this engagement is by using a co-design process through which the masterplan can be developed and key aspects of the scheme can be designed. Participants in the process should include landowners, developers, residents in the surrounding area, local</p>

	<p>community organisations, local businesses, prospective users or managers of any social or community infrastructure provision and relevant statutory consultees. An engagement strategy should be submitted outlining how engagement has and will be carried out. This should identify which specific groups have and will be engaged, including a focus on engaging young people and a range of residents as diverse as the local population across all protected characteristics, and how they will be engaged. The strategy should be underpinned by the engagement principles contained within Newham's Statement of Community Involvement, be fully accessible, and include offline and online activities, the use of existing local events, innovative and fun activities and allow for long term engagement. A review of Newham's Statement of Community Involvement will be undertaken to provide more details regarding a definition of co-production in the context of masterplanning and best practice examples.</p> <p>For developments proposing meanwhile uses and for major development, the use of exploratory walks or participatory site assessments as part of the engagement with local community is strongly encouraged. To be most effective, these should seek to provide a range of opportunities targeted at different sections of the community that may have particular knowledge and concerns about the area (e.g. women and girls focus group or disability walking tour), alongside mixed group engagement.</p> <p>The masterplan must consider and provide a strategy for how the required land uses and infrastructure will be delivered across the whole allocation or site, as well as appropriate phasing to ensure infrastructure is provided as it will be needed. For complex sites with the need for transport improvements or new transport provision, the applicant should evidence how an integrated approach to the delivery of transport infrastructure has been considered and outline the arrangements in place to ensure its timely delivery to benefit the existing and future population.</p> <p>The masterplan must demonstrate compliance with the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles provided in section 4. It should also evidence how the site's existing natural features, including trees, green spaces and water spaces have been incorporated into the design while appropriate mitigation for environmental factors such as noise, odour, air quality and flood risk have been incorporated, paying particular consideration to those land uses and users most vulnerable to these factors. Finally, the masterplan must demonstrate that the layout will optimise quality of life for residents in the new development, as well as those living alongside it, while protecting the economic function of any new and existing employment uses.</p> <p>The considerations listed in the policy are applicable to developments containing all land uses. Developments must consider all aspects listed in the policy and apply them, alongside any site or use specific constraints, taking into account the context of the site and its surroundings, both current and planned.</p>
BFN2.3	<p>Delivering opportunities for social interaction can include well-designed communal amenity spaces and internal circulation space, as well as larger interventions such as the provision of community facilities or community growing spaces.</p> <p>Mixed, inclusive and stable communities will be achieved when an appropriate mix of tenures and sizes of home are provided (including specialist housing, where appropriate), enabling Newham's diverse community to live in suitable, long-term and</p>

	<p>secure housing in locations across the borough. Ensuring that developments meet the needs of, and do not exclude or displace existing, and especially disadvantaged, local communities is also key to achieving this objective.</p> <p>Incorporating active travel, active design and healthy streets principles, as well as providing green and tranquil spaces and well-designed homes all benefit physical and mental wellbeing.</p> <p>Recent engagement with young people in Newham has highlighted that young people often feel unsafe and unwelcome in public spaces in Newham. Masterplans must therefore demonstrate how the needs of children and young people will be met in and around the development.</p> <p>Masterplans should consider how a changing climate will be managed within their development, such as through layouts to reduce overheating, provisions of cool zones, sustainable urban drainage systems and/or flood prevention measures. In addition, whole life carbon considerations should be factored into masterplanning, by considering the possibility for, and benefits of, retrofitting existing buildings and the reuse of any existing materials on site.</p> <p>Newham is the most diverse borough in London, our buildings and public spaces must be designed to accommodate variation in family and social lives as well as considering different groups' feelings of safety and welcome. This could include larger homes for multigenerational living, variation and flexibility in the design of private amenity space and internal home layouts, facilities in the public realm for different types of games, festivals or socialising and the use of design features which incorporate global design practices and aesthetics.</p> <p>Finally, the masterplan must demonstrate how the scheme will deliver Community Wealth Benefits, such as creating spaces for local businesses, complementing, not undermining the vitality and viability of local retail and community facilities, and creating opportunities for community ownership and management. Further guidance can be found in the Borough Wide Design Principles chapter of the Characterisation Study.</p> <p>Specific interventions to deliver these objectives must be informed by the co-design process and respond to local needs. The masterplan document should evidence how these objectives have been delivered.</p> <p>The objectives listed in the policy are applicable to developments containing all land uses. Developments must consider all aspects listed in the policy and apply them, alongside any site or use specific constraints, taking into account the context of the site and its surroundings, both current and planned.</p>
BFN2.4	<p>As part of a phasing plan, applicants should identify parts of the site which will remain vacant or which will be underused for more than three years as the development is delivered. Underused parts of the site include those where existing uses may be continuing but which do not use the entirety of any existing buildings or plots.</p> <p>The Meanwhile uses Strategy should be encouraged on these sites with the aim to activate the site, establish connections with the wider community and build the identity of new developments and neighbourhoods.</p>

	<p>Appropriate meanwhile uses should be identified through co-design approaches so they reflect local needs, but could include homes (where the relevant policies in the Homes chapter are complied with), pocket parks, community garden, spaces for nature, including habitat creation, community facilities, pop up shops or markets, affordable workspace or makerspace. Meanwhile projects can help to engage on the permanent use of the site and test strategies for elements of the wider masterplan design such as wayfinding, lighting and local identity. Spaces can also be used as nurseries for plants which will be used in the final landscaping of the site.</p> <p>The provision of meanwhile uses on the site should not prejudice the delivery of the final scheme, including the need to secure land for remediation or preparatory works.</p> <p>The Meanwhile Strategy should be provided on submission of the planning application. Meanwhile uses will be subject to their own planning processes and must comply with Local Plan Policy BFN1.8.</p>
BFN2.5	<p>Surveys should be completed more than 12 months and less than 24 months after full occupancy of the phase. It is expected that the survey should be conducted by an independent third party and achieve a proportionate response rate have a response rate of at least 40 per cent to ensure sufficient data quality and anonymity.</p> <p>The Council will develop a series of standard questions which can be supplemented should the developer or management company so wish.</p>

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Evidence base

- Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)

Policy Links

Local Plan:

- BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing
- CE7: Managing flood risk
- J4: Delivering Community Wealth Building and inclusive growth
- T1: Strategic transport
- T2: Local transport
- CE1: Environmental design and delivery
- CE2: Zero Carbon development
- HS1: Newham's Town Centres Network
- D1: Design standards
- D2: Public realm net gain
- D3: Design-led residential site capacity optimisation
- D6: Neighbourliness
- GWS1: Green spaces
- GWS2: Water spaces
- GWS3: Biodiversity, urban greening, and access to nature
- GWS5: Play and informal recreation for all ages

- Section 4: Neighbourhoods

London Plan 2021:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- D3 Optimising site capacity through the design-led approach
- D5 Inclusive design

Appendix 4 – Policy D1 Tracked Changes

D1: Design standards

1. All developments should have regard to the Newham Characterisation Study (2024) and any further, ~~relevant Council-led~~ **adopted** design guidance/ ~~code or guidance supported by the Council, and/or code~~ and apply all of the following qualities of good design where applicable:
 - a. Create welcoming buildings and spaces that are well integrated socially, ecologically and physically into their neighbourhoods. Avoid creating isolated and disconnected places that are not easy to move through and around.
 - b. Be of an appropriate scale, height, mass and form for its site, context and neighbourhood.
 - c. In public realm and communal spaces, ensure clear sight lines and visual permeability to help feelings of safety, legibility and wayfinding.
 - d. Be of human scale, with the relationship between streets and buildings supporting a comfortable pedestrian microclimate (in line with policies D2 and D4) and a positive, sociable threshold between public realm and private spaces.
 - e. Integrate natural features and 'living-building elements' throughout the built environment (in line with Local Plan Policy GWS3).
 - f. Promote a sense of enclosure and definition that supports the role of the public and communal space(s).
 - g. Provide natural surveillance for public and communal spaces through overlooking from neighbouring buildings and/or activities taking place within the space.
 - h. Design facades with a coherent rhythm of vertical elements (entrances, windows, balconies, building breaks) and clearly identifiable horizontal elements (bottom, middle and top).
 - i. Integrate mechanical and electrical plant into the form and design of the building, or screened and integrated into the landscaping.
 - j. Use high quality detailing and materials which are robust, help create a sense of place and ownership, reflects the intended function of the development and complements and enhances local context and character. Highway facing lower levels should be designed with a finer level of architectural detailing.
2. All developments should enhance the existing positive elements of local character and carefully consider opportunities to improve less successful urban forms, movement barriers and other local challenges.
3. Safety and security features of buildings should be well integrated into the overall design, and complement and not impede delivery of quality public and communal spaces. Major developments should achieve Secured by Design accreditation for the physical security of buildings ~~(Silver award)~~.
4. Temporary buildings that are likely to be used for three years or more (including years already in use) should be designed to a high standard, ~~with particular attention to enabling accessibility, promoting active travel, providing high quality landscaping, and mitigating amenity impacts in line with the principles in part 1.~~ The structure and materials should be designed for disassembly and reuse to support green and circular economy principles. The extension of a temporary permission will only be permissible ~~in exceptional circumstances and~~ where the quality of design and materials used is maintained over the extended timeframe.
5. The quality of design should be clearly demonstrated at application stage. Major developments fitting the terms of reference of the Newham Design Review Panel should be assessed by the

panel ~~and any community and/or youth design review panel appointed by the Local Planning Authority.~~

Planning Obligations:

- ~~Retention of architect, or architect oversight, to project completion will be secured where it is important to preserve the vision of the original masterplanned design quality in phased developments.~~

Justification:

Good quality design, alongside comprehensive development and masterplanning, will help achieve successful human scale place-making that delivers new, distinctive, yet integrated and well-connected places. Research⁷ shows that the cost of good design is minimal compared to the financial and other benefits that can be achieved through its delivery.

This policy imbeds the key principles of good design to make sure that they are addressed by every application, as proportionate to the development proposed. A wide range of best practice guidance and design research is available and has helped inform the policy. To complement these and help apply the key placemaking principles in the Newham context, the Characterisation Study (2024) provides additional information about what makes Newham's built environment special, its challenges and opportunities, and way in which design can contribute to protect, improve or redefine places in a way that creates inclusive, happy, healthy and sustainable network of well-connected neighbourhoods.

Design should not be 'off-the-shelf' but respond to an analysis of the local context so that it has the best impact and is sensitive to the positives and negatives of local character (natural, physical, social and cultural) and addresses the specific constraints and opportunities of the site. It should resolve and not repeat past mistakes. It should accentuate and integrate with high quality elements of the surrounding context without simply replicating it. This process must include consideration of aspects of sensitivity, including historic or heritage value as well as social value, and capacity for change and innovation as set out in Local Plan Policy D3.

The basic principles of good design are applicable as much to proposals for meanwhile uses, as more permanent ones. This is because temporary developments often prevail, and therefore have a significant impact on local townscapes and the realisation of wider community objectives.

It will also be important to establish a locally-responsive design by engaging early and repeatedly with local residents, participating in design review processes, and incorporating technical and financial details as suitable for the type of development and planning application. Loss of design quality through variation of design details after planning permission is granted must be avoided, including by considering early on the impacts of building method choices, and through provision for continuity of oversight of the project architect where relevant.

⁷ Bartlett School of Planning (2002), [the Value of Good Design](#); RIBA (2011), [Good Design - it all adds up](#)

Implementation:

D1.1	<p>Applicants should explain and justify their response to the components of good design set out in this policy within the Design and Access Statement where applicable (or pre-app documentation). The Design and Access Statement should demonstrate a thorough understanding of local character and how this has been imbedded in the design brief (design principles) for the site. The design guidance listed below should be a starting point in identifying aspects to address in scheme design. However, more detailed site based analysis, including public engagement and engagement with relevant Council services as relevant to the proposal (and highlighted through policies of this Plan), will also be important.</p> <p>Employment-led developments are also expected to demonstrate how all design standards have been optimised in the context of the site and its surrounding current context and planned neighbourhood change.</p> <p>Developments should be designed with regard to design guidance prepared by the Council, the Greater London Authority or other public sector partners. Currently this includes:</p> <ul style="list-style-type: none">• Newham Characterisation Study (2024) – borough wide design principles, neighbourhood principles, and sites recommendations.• Conservation Area Appraisal and Management Plans.• For proposals including residential development: Greater London Authority (2023), Good Quality Homes for All Londoners London Plan Guidance – small site design codes, optimising site capacity: a design-led approach, Housing design standards (external design).• For proposals within the Royal Docks and Beckton Riverside Opportunity Area (designated by the London Plan 2021), Royal Docks and Beckton Riverside Opportunity Area Planning Framework (2023) and associated documents.• National Design Guide (2019)• National Model Design Code (2021) <p>Further guidance in relation to the sub-parts of this policy are provided below, and complement the provisions of the above.</p> <p><u>Social, ecological and physical integration:</u></p> <p>Avoiding the creation of isolated or segregated communities is imperative. Design can aid social interaction and integration by addressing public realm safety concerns; ensuring positive public/private space relationships; and providing well located and designed non-residential uses and communal and public spaces that help facilitate social interaction. This also means developments should demonstrate:</p> <ul style="list-style-type: none">• Understanding of the character of the wider neighbourhood, starting with the detailed assessment of the Newham Characterisation Study (2024) and undertaking further site analysis and public engagement as set out above.• Assessment of the needs of different local people and application of inclusive design guidance such as (but not limited to):
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	<ul style="list-style-type: none"> ○ LLDC, Inclusive Design Standards (2019). ○ The British Standards Institution, PAS 6463:2022 Design for the mind – Neurodiversity and the built environment. Guide. ○ The British Standards Institution, BS 8300-1:2018, Design of an accessible and inclusive built environment Part 1: external environment. <ul style="list-style-type: none"> • Where the scale of the site permits, provision of connectivity and permeability through the site that enhances the functioning of the neighbourhood (in line with Local Plan Policy D2) while retaining secure access to communal and private facilities for residents of the development is expected. The use of gates (including timed gates), walls/fences, bollards and other hard barriers in the public realm will generally not be supported. Exceptions may apply for security reasons in the case of parks and sites requiring hostile vehicle mitigation measures, and these should be integrated into the design of the scheme in line with guidance set out in Local Plan Policies D2 and/or GWS1. • Where it aligns with the spatial strategy of this Plan, the provision of non-residential uses that respond to wider neighbourhood aspirations and need will be required. The location of non-residential uses and public spaces should be carefully chosen to ensure they are legible and inviting to the wider neighbourhood. In line with Local Plan Policy HS1.4 and the Characterisation Study (2024) section 9.2.1 ‘Provide Local Uses That Support 15-Minute Neighbourhoods’ recommendations, non-residential uses should be clustered together and supported by adequate public realm to create hubs of local activity. <p><u>Mechanical and electrical plant:</u></p> <p>Mechanical and electrical plant (excluding solar panels) should be satisfactorily integrated into the form and design of the building. Where excavation takes place, such plant should be located below ground. If separated from the main building, it should be enclosed and integrated with the landscaping scheme to protect the appearance of the building and the street scene, and avoid being overbearing on neighbouring uses, with careful attention to not generate extensive inactive frontages at ground level. Where combustion flues are necessary, having regard to Local Plan Policy Policies CE2 and CE6, these should normally terminate above the roof height of the tallest building in the development and the immediately surrounding area to ensure maximum dispersion of pollutants. Where this is not possible, alternative measures to prevent nuisance fumes entering nearby buildings should be agreed by the Council.</p> <p><u>Extensions and outbuildings:</u></p> <p>Extensions should be subservient to and complement the scale and massing of the host building, and preserve amenity, in accordance with Local Plan Policy D6. Key features of façade detailing should be retained and continued, with the potential for innovation where the quality of design, materials and amenity is to a high standard.</p> <p><u>Site-specific design codes:</u></p> <p>Where the scope of the proposed scheme submitted to the Council is limited to the principle of development (i.e. – Outline parts of an applications, Permission-in-Principle Applications, or principle only pre-applications), the basic considerations of design in</p>
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	<p>terms of masterplanning criteria must be addressed and safeguarded. An applicant may reasonably submit a design code for the site to fulfil this requirement where it:</p> <ul style="list-style-type: none"> • Addresses the basic design requirements in relation to the proposed parameter plans, including being co-designed with local communities in line with Local Plan Policy BFN2. • Follows the process of the National Model Design Code (2021). • Is in line with the design guidance prepared by the Council, the Greater London Authority or other public sector partners (as set out above).
D1.2	<p>The Newham Characterisation Study (2024) has identified parts of the borough where the built environment is of a lesser quality, and areas with successful urban forms – see Chapters 3 (Functional Character), 7 (Opportunities for Change) and the relevant neighbourhood(s) in Chapter 8 (Neighbourhood Design Principles). This means that a detailed consideration of local context is required by new development proposals, with a careful scrutiny of elements that should be integrated and elements of context that should be improved (and not exacerbated or ignored).</p>
D1.3	<p>When developing the scheme’s design, careful consideration should be given to security features so that they do not onerously impact on opportunities for creating quality public realm, including seating, shelter and greenery which contribute to the promotion of healthy, active lifestyles and social integration.</p> <p>Where anti-terrorism features are required, they should be considered from the outset as part of the wider landscape design and follow the latest design guidance published by the National Protective Security Authority (formerly the Centre for the Protection of National Infrastructure). Secured by Design accreditation for the physical security features for buildings will be expected for all major developments (i.e. over 10 residential units and/or 1000sqm of non-residential uses). Developments should aim to achieve Silver Award level. Early and on-going engagement with the Metropolitan Police Service’s Designing Out Crime Officers (DOCOs) is encouraged to ensure the proposal can meet this level of accreditation, and to understand what other teams should be engaged in the design and delivery processes - e.g. Counter Terrorism Security Advisors (CTSAs), the Traffic Management Unit (TMU) and/or the British Transport Police (BTP).</p> <p>Where anti-terrorism features are required, they should be considered from the outset as part of the wider landscape design and follow the latest design guidance published by the National Protective Security Authority (formerly the Centre for the Protection of National Infrastructure).</p>
D1.4	<p>Temporary buildings may display a transient materiality, but the quality of the overall design should remain of a high standard. The choice of construction methods, landscaping, materials and finish should take into account the character of the local context and the impact on the public realm and amenity, balanced against the expected timeframe of the development. Meeting highest possible accessibility standards, as set out in the implementation text of part 1 of this policy (Social, ecological and physical integration subsection), will be particularly important when the building is intended for public access or primarily services a section of the population with special needs.</p>

	<p>The Design and Access Statement should provide information on the lifespan of materials used, including maintenance considerations, accounting for the possibility that the temporary use may persist for longer than three years. This detail will also need to be provided in support of applications to extend temporary permissions, including where the original permission pre-dates this Plan or where cumulatively the development would persist for longer than three years. This is to ensure that the quality of development is suitable for the intended duration. Nevertheless, it will rarely be justifiable to grant a second temporary permission, except in cases where changing circumstances provide a clear rationale.</p> <p>An end-of-life action plan should be submitted to indicate the disassembly technique required and potential options for reuse of materials or the entire structure. The end-of-life action plan should demonstrate that there is a reasonably good chance for reuse of materials and/or structure by addressing the following sections of the Circular Economy Supplementary Guidance (2022) of the London Plan (2021):</p> <ul style="list-style-type: none"> • A Circular Economy design approach statement (part 2.5); and • A Bill of Materials (part 4.7) <p>Reflecting the short lifespan of the development, partnerships/agreements with other businesses or organisations to support reuse following decommissioning of the temporary building will be strongly supported.</p>
D1.5	<p>Proposals not accompanied by adequately detailed drawings or design codes coordinated with parameter plans will not be supported.</p> <p>Developments must ensure commitment to maintaining the quality of the development through future phases and detailed delivery. Loss of quality through variations, non-material amendments or approval of detail applications will be strongly resisted, having regard to the importance of preserving good design in order to create successful people-focused place-making that communities can trust will be delivered for and with them.</p> <p>The Newham Design Review Panel will generally review proposals for major new development that meets at least one of the following selection criteria:</p> <ul style="list-style-type: none"> • Development of 0.5 hectares or more. • Development involving 50 or more new homes. • Development of 1,000 m² floor space or more. • Significant public realm schemes. • Major infrastructure schemes such as bridges or tunnels. • Development with a significant impact on a town centre. • Development in a historically/environmentally sensitive area (e.g. the setting of conservation areas or other heritage assets, or affecting SINCs, or along waterways). • Development with a particular importance to an area or community. <p>The design review process (including co-designing with communities) is most effective when it starts at an early stage in the planning process (RIBA project planning level 0-1), to identify and challenge strategic design assumptions, before design proposals become too fixed.</p>

	<p>The Newham Design Review Panel will need to be satisfied that the design options presented highlight the process of assessing and imbedding the views of the community regarding local needs/challenges, as expressed through early engagement and/or the community panel review.</p> <p>As and when a community and/or youth design review panel is established by the Council, all major proposals will also need to be reviewed by this panel before progressing to the Newham Design Review Panel (where relevant).</p>
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Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)
- [Building for a Healthy Life](#), Birkbeck et al (2020)
- [Green Infrastructure Planning and Design Guide](#), Natural England (2023)
- [Active Design Guidance](#), Sports England (2023)
- Inclusive Design Standards, LLDC (2019)
- [The principles of inclusive design. \(They include you.\)](#), Design Council (2006),

Policy links

Local Plan:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- D3: Design-led site capacity optimisation
- H11: Housing design quality
- CE5: Retrofit and the circular economy
- T4: Servicing a development
- GWS3: Biodiversity, urban greening, and access to nature

London Plan 2021:

- D4: Delivering good design
- D5: Inclusive design
- D11: Safety, security and resilience to emergency

Appendix 5 – Policy D2 Tracked Changes

D2: Public realm net gain

1. All new and refurbished public realm should be designed, managed and maintained to fulfil all of the below criteria:
 - a. Reflect and complement the built, archaeological and natural character, and the history and culture of the site's immediate context and wider neighbourhood.
 - b. Be inclusive, accessible, multi-functional, welcoming and interesting, promoting active travel and fostering community ownership and social integration.
 - c. Support comfortable pedestrian movement of people through space, and be scaled appropriately to support any additional proposed landscaping and activation.
 - d. Promote a feeling of safety through good design for all times of day and night. Surveillance solutions, such as CCTV, should be included only where necessary.
 - e. Contribute to good local environmental standards, including by delivering biodiversity net gain and addressing urban cooling and flood risk.
2. All new-build developments and developments for a change of use that are either on sites with a street-facing boundary of at least 25m, or that are major residential developments, should make positive qualitative contributions to the public realm through the following:
 - a. creating well considered access points and routes through the site, based on an understanding of how the public realm in an area functions and how the access, layout, uses, scale and massing of the development can positively integrate with or enhance existing and foreseeable movement patterns; and
 - b. including in the site design process the context of existing and planned highways and public rights of way network directly adjacent the site, so it can be assessed and adapted together, through application of the Active Travel Zone Assessment (TfL) and London Plan (2021) Policy D8 and any relevant local design guidance and code; and
 - c. maximising green infrastructure within or abutting the public realm, including street trees; and
 - d. in areas of deficiency of access to children's play space, major developments that generate an over-5s child yield at ten or above are strongly encouraged to deliver part of their formal playspace requirements within the public realm, ~~and/or provide additional formal or informal playspace in the public realm that is over and above the floorspace requirements set out in Local Plan Policy H11 and/or the site allocation;~~ and
 - e. in areas with high footfall such as major routes, public transport nodes and town and local centres, provision of public art and wayfinding installations are encouraged. The art/wayfinding installations should be designed to optimise safe, comfortable access to them during the day and at night.
- ~~3. All major developments referable to the Mayor of London are required to make a proportionate contribution towards public realm enhancement and maintenance beyond the site, as informed by an Active Travel Zone Assessment (TfL).~~
- 4.3. Non-referable major developments and minor residential developments of five or more gross new build units are also encouraged to make improvements to the wider public realm network within their neighbourhood.

5. ~~A Public Realm Management Plan~~ Development proposals must ensure appropriate management and maintenance of public realm ~~should be submitted for all applications providing qualitative and quantitative public realm net gains on privately owned land. This will be secured implemented~~ through legal agreement or planning condition for major developments to secure appropriate management. ~~This e-management plan~~ should address:
 - a. the timescale and phasing for completion of the public realm relative to the delivery of the overall site; and
 - b. all maintenance and management requirements of the public realm; and
 - c. for new or retained public spaces in private ownership, how the function of the space is optimised in response to the full range of activities and user types, at different times of the day and night and different times of the year, implementing the principles of the Public London Charter.

Planning Obligations

- Development contributions will be secured from relevant developments towards the enhancement of the public realm. When enhancements of the public realm are to be delivered on-site, delivery timeframe(s) may be tied to the phasing of the overall development.
- Financial contributions towards maintenance of public realm enhancements on Highways land will be calculated in line with the Newham Highways the Net Present Value methodology – typically with a whole life cycle of 60 years for roads and 120 years for bridges and other highway structures. The maintenance obligation is calculated as follows:

$$\text{COMMUTED SUM} = \text{Mp} / (1 + \text{D} / 100)^t$$

Mp = the periodic maintenance cost

D = the Discount Rate (effective annual interest rate) %

t = the design life of the development roads / structures.

- Security and safety contributions identified as a requirement via consultation with the Newham Community Safety Team and/or the Metropolitan Police Service and where linked to the nature of the development may be required.

Justification

Public realm is a common resource, but its quality can vary significantly between streets and neighbourhoods. For many people public realm is a key affordable space for social interaction and leisure and is therefore essential for health and wellbeing. Given the geographic spread of land available for development and in line with Community Wealth Building aspirations we want public realm investment to go beyond the boundaries of development sites and reach further into established neighbourhoods. By helping improve the public environment more widely, more people should feel comfortable, safe and included, broadening access to what their neighbourhoods have to offer.

The public realm has multiple roles. People rightly expect to be able to move freely and easily within an extended area, and the quality of public routes and public spaces should support a range of

movement needs and options. This is a key issue in the borough, with physical barriers and urban structures designed for vehicle movements and industrial uses contributing to the creation of confusing or threatening environments and harsh 'edges'. Public spaces and streets should provide logical, clear, pleasant, safe and interesting connections between places for use by pedestrians and cyclists with a range of abilities, to encourage these more active and sociable travel modes. This will also require the relationship of such spaces to vehicle travel to be well managed, ensuring that car parking and road traffic does not dominate.

Within a sizeable, ethnically diverse and young borough such as Newham, it is also reasonable to expect a diverse range of public spaces that people can use in their day-to-day lives. Ease of access for all, features of interest and flexibility of use, including playability, de-cluttering of unnecessary street furniture and provision of seating, shade and shelter will be important design considerations.

Play space and green space are referenced in this policy because the way these are integrated into the site layout and their detailed design can make the difference between spaces feeling communal rather than publicly accessible, even in instances where wider access is intended as part of the scheme.

Well placed and designed green spaces will also add to sustainability (including flood risk mitigation) and health benefits (see also ~~Chapter 8:~~ **the Green and Water Spaces policies of this Plan**). However, Newham has less green space than neighbouring boroughs (and 30% of it is of poor or fair quality), while experiencing higher population growth projections. While policies in ~~Chapter 8~~ **the Green and Water Spaces chapter** and site allocations in the **Neighbourhoods section** ~~Chapter 12~~ seek to retain the current level of access to green space per capita, this policy is complementary, by promoting greening of streets and squares, as well as the private and communal open spaces facing onto the public realm. This approach will also provide biodiversity benefits by joining up habitats across the Borough.

Incidental social and play spaces should also be designed in. Independent mobility is vital for the physical, social and mental development and health of young people. It is also intrinsically connected to equality and the everyday freedoms to access and occupy public space. In Newham, the quality of public realm close to home is even more important when our young people feel excluded due to affordability and distance barriers, compounded by low access to green space and playspace.

The Green and Water Infrastructure Study (2023) has identified that Newham has a significant shortfall in publicly accessible playgrounds compared with a rate of provision based on the 'Guidance for Outdoor Sport and Play' standard (which would equate to 91 Ha). Some of this shortfall can be addressed by creating additional provision on existing greenspace and some through the creation of new playgrounds in new developments. While requirements set out in the Green and Water Spaces chapter and site allocations in ~~Section 4:~~ **the Neighbourhoods section** seek to retain the current rate of provision, this policy encourages the creation of additional playspace in the public realm to help address the shortfall compared to the Fields in Trust standard.

Safety and security considerations are vitally important for local people, and designers must look to understand the range of experiences shaping the perception of safety of local people and community groups, alongside designing in security measures to deter crime. Where safety is not well-considered and proactively and sensitively implemented, the end design can deter people from using the public realm, public transport and particular buildings, as well as affecting how

comfortable they feel in their own homes and places of work. Some groups are particularly affected, such as women and girls, older people and people with a disability.

Art can contribute significantly to the quality of the environment, particularly where it enhances a sense of place and local identity and is a form of community infrastructure. Public art includes temporary installations and non-physical works such as soundscapes. Where appropriate, artworks can be incorporated into street furniture or other landscaping features so that a variety of community needs can be met. Artworks may provide shelter from the weather, include sensory elements and provide play opportunities.

Implementation

ALL	<p>For the purposes of this policy, public realm is defined as including:</p> <ul style="list-style-type: none"> • The network of highways and public rights of way, whether on land that is publicly or privately owned, and including planned commitments. For the purposes of quantitative net gain, the carriageway space of highways is excluded. • The network of green space that are or will be publicly accessible, whether on land that is publicly or privately owned – where green space (existing or proposed) are part of the site, Local Plan Policies D2 and GWS1 are complementary and must be considered together. • The network of open or covered/indoor spaces that are, or will be, publicly accessible, whether on land that is publicly or privately owned. This includes: public squares, commercial or community premise forecourts, bus stops, and station concourses. • Highways facing frontages and curtilage of listed and locally listed buildings. <p>A public space is the part of the public realm intended to have more varied functions, beyond facilitating movement and connectivity– e.g. green spaces, squares, playspace, street markets.</p> <p>Where new green spaces are proposed that meet the size requirements set in site allocations or that meet locally identified deficiencies (see Green and Water Infrastructure Strategy (2025)), these will count towards fulfilling quantitative public realm net gain requirements of the site.</p> <p>Where new streets are proposed, space should be prioritised for active travel in line with Low Traffic Neighbourhood and child-friendly design principles, and should connect to and be a legible part of the wider hierarchy of streets. The carriageway and on-street car parking will not be considered towards quantitative public realm net gain. Pavements should be at least 3m wide and otherwise optimised for pedestrian comfort.</p>
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D2.1	<p>Qualitative measures that enhance the function of existing public realm also count towards public realm net gain, and should help integrate existing and new communities.</p> <p><u>Public realm character</u></p> <p>The public realm in various parts of Newham reflects the character of the time they were constructed, and a number of areas in Newham have a long history of human activity dating back to Roman times (e.g. Romford Road route). Interventions should be sensitive to local character, including archaeology, while enhancing functionality and appearance. The Newham Characterisation Study (2024) provides further guidance on the character of major routes through the borough – see Chapter 3 (Functional Character) and relevant neighbourhood(s) in Chapter 8 (Neighbourhood Design Principles).</p> <p><u>Public realm functions</u></p> <p>Good public realm facilitates the inclusive movement of people, and it should be designed to be interesting, welcoming and provide opportunities for social interaction for a multitude of groups. In the context of this policy, emphasis is placed on pavements and pedestrian movement, and on cyclist movement, as well as the network of green spaces and other public spaces such as squares.</p> <p>Supporting active design through public realm interventions should be achieved by applying the principles of Healthy Streets (TfL), as indicated through the Active Travel Zone Assessment for the development proposed. Additional guidance that applies to both residential, mixed use and non-residential developments may be found in Sports England’s ‘Active Design: Creating Active Environments Through Planning and Design’ (2023).</p> <p><u>Public realm scale</u></p> <p>When public realm is intended to cater a range of functions beyond just the movement of people – such as rest, play, outdoor events, public transport access – the space should be appropriately scaled and integrated into the wider movement network to allow for ease of access, legibility, inclusivity and comfortable enjoyment of the additional landscaped feature(s). Design solutions should:</p> <ul style="list-style-type: none"> • Integrate movement desire lines and a sufficient movement ‘lane’ width (at least 2 meters, and preferably more), which should be kept free of obstructions. Together with, • Sufficient space for the comfortable functioning of each additional type of public realm activation proposed, and adequate consideration of the interrelationships between activity types to allow for either clustering or appropriate transitions between these functions. <p>The Characterisation Study (2024) Chapter 9 Borough Wide Design Principles for foster ownership of the public realm highlight the importance of public square and green spaces of various scales within neighbourhoods. Developments which contribute to enhancement of existing squares in the borough, or creation of new ones (including through activation where the size of existing public realm allows) will be supported.</p>
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Public realm safety and inclusivity

The arrangement of buildings and other features within a development should be organised so that inclusivity and safety are promoted from the outset of the design process. Design can have a significant impact of creating environments that discourage crime and help people to feel safe. Design solutions should be optimised first and foremost before any additional security interventions are considered. Features of good design that promote safety and comfort include: imbedding the knowledge gained through local engagement (particularly with focus on under-represented groups such as women, young people, and people with disabilities); designing for multi-group activation (i.e. welcoming to and usable by a range of different demographics); good permeability and connectivity (i.e. creating choice of routes, while avoiding unnecessary connections such as back alleys); clear sight lines along key routes; adequate enclosure and natural surveillance from neighbouring buildings; and good quality context-sensitive lighting.

The British Standards Institute's [BS 5489-1:2020 'Code of practice for the design of road lighting – Part 1 Lighting of roads and public amenity areas'](#) should be considered.

Lighting uniformity, coverage and consistency for longer distances should be balanced with the need to mitigate light pollution in line with Local Plan Policy D6.

Inclusive design guidance that can be used in the development of the scheme, in addition to those referred to under Local Plan Policy D1, include:

- [Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure](#), Department for Transport (2021), which provides detailed guidance of public realm design for inclusive access for people with physical disabilities.
- [PAS 6463:2022 Design for the mind – Neurodiversity and the built environment. Guide](#), British Standards (2022), which provides principles and guidance for public realm design for inclusive access for people who are neurodivergent.
- Handbook for Creating Places that Work for Women and Girls, LLDC (2024), which provides principles and guidance for public realm design to create inclusive environments for women and girls.
- [Making London Child-Friendly guidance, Greater London Authority \(2021\)](#), which sets out design processes that lead to inclusive, high quality formal and informal playspace.

Early engagement with London Borough of Newham Community Safety Team and the Metropolitan Police Service in relation to major schemes will identify known safety concerns in relation to the site, and any need for security infrastructure. Where CCTV is proposed, a Data Protection Impact Assessment should be undertaken and form part of the site's Public Realm Management Plan (see Part 5 of this policy).

Public realm environment and microclimate

The presence of greenery should be optimised in line with ~~Local the Plan's Policies~~ **policies on under Chapter 8: Green and Water Spaces**. The creation or enhancement of green corridors along streets, in line with the recommendations of the Green and Water Infrastructure Study (2024), is strongly encouraged.

In addition to green infrastructure solutions, and especially where site constraints limit

	<p>the ability to introduce planting on parts of the site's public realm, the choice of materials used should respond to environmental and microclimate conditions. This should include the consideration of thermal mass (minimising cumulative impact on heat island effects), permeability (to mitigate flood risk and surface water flooding in line with Local Plan Policy CE8), and air pollution sequestration, alongside durability and maintenance requirements.</p>
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D2.2	<p>The policy application will apply in the following circumstances:</p> <ul style="list-style-type: none"> • All major developments for mixed use or non-residential uses, on sites of any size where at least one highway-facing side is 25m or longer, or on corner sites of any size where one highway-facing side is 20m or longer. • All major residential developments (at least 10 homes), irrespective of the size and location of the site (i.e. including backland sites) • Minor developments for any type of use/mixed use on sites above 0.25ha where at least one highway-facing side is 25m or longer, and it is proportionate to do so. <p>In designing on-site public realm interventions, each of the design features below should be prioritised as relevant to the context of the site:</p> <ul style="list-style-type: none"> • Greening (including through Sustainable Urban Drainage Systems): should be optimised everywhere. See also Local Plan Policies in Green and Water Space and Neighbourhoods section (and site allocations), as relevant to the proposed scheme. • Public secure short-stay cycle parking: should respond to local demand and primarily be directed to town and local centres and along other sections of major roads. See also Local Plan Policies T2 and T3. • Seating and shelter: should be addressed in line with Healthy Streets principle and the Active Travel Zone Assessment for the development proposed. • Play equipment or features, including play streets: should be directed to green spaces, within low traffic neighbourhoods, and public spaces/squares in town and local centres. Publicly accessible play space should be in a part of the public realm on site that is visible and easily accessible from the wider neighbourhood public realm. It should be designed to be welcoming, and avoid creating a feeling that the play space is intended only for the new residents. See further design criteria and guidance set out in Local Plan Policy GWS5. • Art installations (including murals): should be directed to town and local centres, along other sections of major roads that demonstrate high footfall, and in the setting of cultural or physical heritage (including known archaeological assets). Opportunities for public art in open spaces should be considered at an
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early stage to ensure that it is satisfactorily integrated into the design of development and applicants should work with artists and consult the local community at an early stage of design. Where possible, artists should be local to or have a connection to Newham or to East London. These should be designed and positioned so as not to obstruct pedestrian or cycle movements, and to make a positive contribution to the character of the local area, including recognition of local cultural or built heritage assets. Where works of public art are sited in the public realm, their appropriate maintenance must be secured in perpetuity.

- Creative/interactive public lighting: should be prioritised in town and local centres, along major roads with high footfall (including underpasses and bridges), along public rights of way (including along waterways) and in the setting of cultural or physical heritage where it would protect and enhance its significance. The interactive/creative lighting should ensure it complements and broadly retains lighting uniformity, coverage and consistency for longer distances/routes.

The following set of guidance documents (or their subsequent updates) may be used to support the design of public realm interventions, alongside feedback received via representative consultation with local communities. These are in addition to the use of the guidance set out in Part 1 of this policy, Local Plan Policy D1.1 and Local Plan Policies GWS1-4.

As and when any conflicts arise from the set of guidance, priority should be given to addressing inclusivity and accessibility (which includes consideration of feeling safe), while also recognising and balancing the different, sometimes conflicting needs of a range of people. Engagement with local focus groups on these matters may help identify the optimal solutions. Learning from post-occupation surveys on previous phases (or from comparable sites) may also provide valuable information for optimising design.

Guidance document	When could it be useful	Description
Expanding London's Public Realm Design Guide , Greater London Authority (2020)	For all developments providing public realm net gains.	Provides principles and case studies for the integration of the public realm across a range of space types/functions. Advice on clutter, materials and maintenance.
Active Design Guidance , Sports England (2023)	For all developments providing public realm net gains.	Provides principles of landscaping and site layout that can support people to lead more active lives.
Streets for All: Advice for Highway and Public Realm Works in Historic	For public realm interventions in the setting of heritage assets	Guidance for implementing highways and other public realm

	Places , Historic England (2018)	or within their curtilage. This broad guidance should be supplemented by any available locally specific guidance such as a Conservation Area Appraisal and Management Plan.	works in sensitive historic locations.
	Royal Docks Design Guides for Wayfinding, Lighting, Landscaping, Accessibility and Inclusivity, Royal Docks Team (2020).	For developments in the Royal Docks area – North Woolwich, Royal Victoria, and Royal Albert North neighbourhoods.	Locally-specific design considerations, and identification of local opportunities for art interventions.
	Approach to Street Art Projects , London Borough of Newham (2023)	For developments incorporating art installations.	Guidance for council-led/managed projects that is recommended be adopted by all applicants. Sets out preferred methods of co-design with residents and criteria to demonstrate that the proposal reflects resident aspirations and cultural identity.
	Public Realm Design Guide for Hostile Vehicle Mitigation , National Protective Security Authority (formerly the Centre for the Protection of National Infrastructure)(2023)	When the site includes a use that requires hostile vehicle mitigation.	Guidance on successfully integrating Hostile Vehicle Mitigation features into a comprehensive landscaping strategy for the wider public realm.

D2.3 and D2.4	<p>Step by step guidance on undertaking an Active Travel Zone Assessment is published by TfL, here.</p> <p>Interventions which promote active travel will be prioritised, including safety interventions, activation of public spaces, and the creation of a coherent and consistent network of child-friendly routes – see guidance on public realm safety and inclusivity set out in Part 1 above.</p> <p>Early engagement with London Borough of Newham Highways team should be conducted as early as possible to help identify suitable local projects for public realm net gain, including where contributions can be used to add value to existing programmes such as:</p> <ul style="list-style-type: none"> • Low Traffic Neighbourhoods public realm enhancements (Low Traffic Neighbourhoods include those by-design as well as those created through highways interventions). • Child-friendly routes enhancement (including wayfinding) or creation, supporting (emerging) London Borough of Newham Highways ‘Healthy Streets’/School Streets programme. The routes should make use of less busy, less polluted streets linking homes to schools, play spaces and other relevant social infrastructure in the area. • Safety improvements, including passive design interventions to improve the perception of safety in a space, or supporting softer (non-physical) interventions. • Bus stop accessibility measures.
D2.5	<p>A Public Realm Management Plan must be submitted with the planning application. The management plan should outline:</p> <ul style="list-style-type: none"> • Any quantitative net gains in public realm floorspace, including through opening up access to previously inaccessible land, or delivering new streets, square and green spaces as part of the masterplan of a larger brownfield site. • The qualitative net gains, including as part of relevant improvements to the network of highways adjacent the site. • The proposed timescale and phasing for completion of the public realm interventions, relative to the delivery of the overall site. • The maintenance and management requirements for highways retained in private ownership. The methodology for calculating the cost of upkeep, and including a suitable management budget for delivering the management plan, will be set out and agreed with the Council. It is recommended that maintenance costs should reflect the Newham Highways and/or Parks methodologies (as relevant to the public realm provided) – see relevant planning obligations section for methodology. • Where public spaces are retained or proposed in private ownership, set out how the requirements of the Greater London Authority’s Public London Charter are met and will allow for accreditation post-completion. <p>At pre-application stage, where relevant, a summary content for the plan should be submitted.</p>

	<p><u>Planning contributions and/or legal agreements may be used to secure the appropriate management of the public realm.</u></p> <p>It is expected that the provisions of the management plan will be applied <u>secured</u> for the life of the development. If there are any changes, the local planning authority will need to be notified in writing. Any changes to management plans may require further consultation with relevant stakeholders.</p>
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Evidence base

- Newham Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)
- [Place Value Wiki](#) (research database), Place Alliance
- [Putting Health into Place: design, deliver and manage](#), Public Health England and Town and Country Planning Association (2019)
- [Healthy Streets Explained](#), Transport for London

Policy links

Local Plan:

- T2: Local transport
- T3: Transport behaviour change
- GWS1: Green spaces
- GWS3: Biodiversity, urban greening, and access to nature
- GWS4: Trees and hedgerows
- GWS5: Play and informal recreation for all ages
- HS2: Managing change within Town and Local Centres

London Plan 2021:

- D8: Public realm
- D5: Inclusive design
- T2: Healthy Streets

Appendix 6 – Policy D6 Tracked Changes

D6: Neighbourliness

1. All development is expected to achieve good neighbourliness from the outset by avoiding negative, and maximising positive, social and environmental impacts of its design and function on neighbours on and off the site. This includes a requirement to:
 - a. create a safe and secure environment by reducing the likelihood of antisocial behaviour, promoting public safety (including road safety), improving security and lessening the fear of crime; and
 - b. avoid unacceptable exposure to light pollution (including light spillage), odour, dust, noise, disturbance, vibration, radiation and other amenity or health impacting pollutants; and
 - c. ensure adequate access to daylight and sunlight; and
 - d. minimise impacts of overlooking and loss of privacy, overshadowing, and overbearing massing on neighbouring residential properties; and
 - e. mitigate the impact of construction and industrial operations – dust, mud, noise, vibration, traffic and hours of operation.
2. In line with the Agent of Change principle, development for new or re-provided uses that are sensitive to noise and other nuisance must include suitable mitigation for managing the amenity impacts generated by existing lawful neighbours and established land uses. Conversely, new, re-provided or intensified noise and other nuisance generating uses within primarily residential neighbourhoods should minimise and mitigate its own amenity impacts. This is of particular importance in the following contexts:
 - a. New residential developments within or adjacent to the Evening and Night Time Economy Zones, which should be carefully located, designed and buffered so as to not impede the development of a successful evening and night time economy.
 - b. New development on or adjacent to designated and non-designated employment locations, which should demonstrate neighbourliness in design and layout and to ensure they do not compromise current operational functions of employment uses and the viability of industrial intensification on any employment designated land.
 - c. New and re-provided community facilities outside of town centres, which should demonstrate neighbourliness in design and layout.
3. Developments should seek compliance with best practice standards and technical guidance, as set out in Table 2, where they are relevant to the development proposals.
- ~~4. A Plant Maintenance Plan should be submitted where mechanical solutions are proposed to mitigate identified amenity impacts. This applies irrespective of whether:~~
 - ~~a. the mechanical solutions are necessary to mitigate impacts generated by the site on neighbouring uses; or~~
 - ~~b. the mechanical solutions are necessary to mitigate amenity constraints on-site generated by lawful neighbouring uses.~~

Justification

All scales of development (including domestic extensions, or conversions and changes of use), have the potential to impact upon neighbours and the neighbourhood from the start of construction through to the on-going operation of a site. This policy addresses a range of neighbourliness issues and sets out appropriate responses in order for development to contribute positively to neighbourliness.

Newham is a mixed use borough, with many dense neighbourhoods. In parts of the borough, further change is planned, including introduction of residential uses in areas previously focused on more industrial uses. These are positive elements that offer opportunities for economic and social interaction, and are basic requirements of successful network of well-connected neighbourhoods. Nevertheless, this can give rise to amenity and Agent of Change impacts or concern that are linked to specific aspects of design. In order to fulfil the spatial strategy set out in this Local Plan, employment designations (set out in Local Plan Policy J1) and town centres designated as visitor-focused evening and night time economy zones (set out in Local Plan Policy HS5) will be protected under Agent of Change principles to achieve their potential for economic intensification. In these circumstances, new development within or adjacent that is not directly compatible with established and planned use patterns will need to mitigate the existing and likely amenity impacts using a reasonable worst-case scenario. For example, increasing housing in town and local centres can deliver much needed homes in accessible locations and help support the high street's vitality and viability. Despite this, it will be important to carefully design the residential environment and mitigate against the noise, safety, odour and other amenity impacts of a plan-led growth in the visitor focused evening and night time economy within the centre. At the same time, new evening and night time economy uses in centres will also be required to contribute to a positive environment in line with requirements set out in this Plan.

The Newham Community Facilities Needs Assessment has highlighted a need for allowing smaller scale social infrastructure (typically below 1000sqm) within otherwise residential neighbourhoods. In these cases, it will be important to protect residential amenity as part of the design of the community use.

While large scale mixed use developments allow for all interrelationships between existing and new uses to be considered through masterplanning, any poorly resolved detail can amplify to significant impact on the successfulness of the new development. The environmental standards and design guidance set out in the policy implementation should assist applicants in the creation of successful, healthy and safe places.

Implementation

D6.1	<p>The policy intention is that applicants should minimise the environmental, social and design based impacts of their proposals on neighbours. Neighbours also include those uses on-site that are retained, e.g. a restaurant is a neighbour in the case of a residential upwards extension on the same site.</p> <p>Early consideration of neighbourliness matters will be encouraged through pre-application advice/design review, and as part of masterplanning of large sites where detailed designs will be addressed at a later stage.</p> <p>Proposals should be accompanied by statements detailing their response to the components of neighbourly development as relevant to the scheme, and outline all design, mechanical and management practice mitigations. Information should be sufficient to make adequate assessment against the required guidance and standards.</p> <p style="text-align: center;"><u>Safety and Security</u></p> <p>Development has the potential to positively or adversely affect the level of lighting in the surrounding area, so the lighting scheme should be incorporated into the detailed design process at an early stage. Intensity, colour, scale and glare are all factors to be considered. Sensitively designed lighting schemes should improve accessibility for those with disabilities by reducing glare and excessive contrast. Lighting can support the prevention and detection of crime and anti-social behaviour and improve the perception of personal security, and this should be balanced with the need to avoid light spillage onto urban green spaces to protect biodiversity. Well-designed lighting schemes on commercial properties can help create an attractive night-time townscape and enhance the experience for visitors, whilst avoiding disturbance to residents.</p> <p>The temporary impact of construction works on perceptions of safety will also be important to address through the design of hoardings and the construction and logistics management plan.</p> <p style="text-align: center;"><u>Odour and smoke mitigation Emissions mitigation (including odour)</u></p> <p>Where combustion flues are necessary, having regard to Local Plan Policy Policies CE2 and CE6, these should normally terminate above the roof height of the tallest building in the development and the immediately surrounding area to ensure maximum dispersion of pollutants. Where this is not possible, alternative measures to prevent nuisance fumes entering nearby buildings should be agreed by the Council.</p> <p>Odour generation uses include, but are not limited to, premises for the preparation of hot food and drink that utilise an extraction flue.</p> <p>Ventilation systems in new build premises for extracting and dispersing any emissions and cooking smells should be discharged at roof level and must be designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent smells and emissions adversely affecting neighbours. For changes of use, applicants and/or occupiers should investigate the potential to vent emissions to the roof. Where it can be demonstrated that venting of such emissions to the roof is not practical, venting to an adjacent footway will only be acceptable where the extraction system is of</p>
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	<p>the highest specification for odour abatement and there is no adverse impact on neighbours by virtue of smells or other emissions. Other ventilation louvres should not be sited by adjoining footways.</p> <p>Developments should incorporate suitable off-street outdoor facilities for smokers wherever relevant to the use and possible, to avoid the need for smokers to congregate on the pavements.</p> <p><u>Noise mitigation</u></p> <p>Noise-generating uses and activities include, but are not limited to, schools, places of worship, sporting venues, offices, shops, industrial sites, waste sites, data centres, safeguarded wharves, rail and other transport infrastructure. In many cases, the operation of these premises can be 24 hours a day, 7 days a week, and a reasonable worst-case scenario should be factored into the assessment of their impacts.</p>
D6.2	<p>Agent of Change is defined in line with the London Plan (2021) Policy D13, as relating to the operational needs of lawful uses and including their amenity impacts (noise, odour/fumes, vibration, dust and other nuisances). The Agent of Change principle places the responsibility for mitigating impacts from existing noise or other nuisance generating activities or uses on the new development. Through the application of this principle existing land uses should not be unduly affected in their operation or their potential for intensification or expansion by the introduction of new sensitive uses.</p> <p>Nevertheless, the Agent of Change approach should not be interpreted as offering a licence to existing operators and occupiers for the unfettered intensification of disturbance-generating activity or other unreasonable behaviour. It is assumed that uses should be operating lawfully and reasonably, and that Local Plan standards proportionately apply to any application for further intensification of the use generating the amenity impacts.</p> <p>As part of the Agent of Change approach to new development, it is important that consultation takes place with existing operators/occupiers to ensure that new development is deliverable and that the two uses can operate alongside each other. It is important that not just the physical neighbours, but also the river, air and highway traffic regulated by the Port of London Authority, Civic Aviation Authority and Transport for London are also consulted.</p> <p><u>Designated Evening and Night Time Economy Zones</u></p> <p>Developments including residential uses on sites in town centres should identify the location of evening and night time economy uses (see implementation section of Local Plan Policy HS5.2) and likely night time footfall routes close to the site that will need to be buffered through application of Agent of Change and neighbourliness principles in accordance with this policy.</p> <p><u>Designated and non-designated employment locations</u></p> <p>To secure the long-term viability of new existing and future employment uses on employment land (including intensification in line with Policy J2) floorspace and compatibility of proposals close to designated employment land, the policy requires applicants to demonstrate that proposed vulnerable uses (such as residential uses or</p>

schools) exposed to the various amenity impacts generated by a range uses on employment land can successfully co-exist **long-term** in the context of their site, particularly when proposing uses that may be more vulnerable to the amenity impacts, such as residential uses or schools. **The area and intensity of amenity impacts will vary between different uses (e.g. a wharf vs. a paper recycling centre). The assessment and mitigations should reflect a reasonable worst case scenario for the baseline amenity impacts (see further in this section) as well as a proportional assessment of amenity impacts from potential future intensification of employment land as part of the lawful intensification of use on SILs and LILs, having regard to national regulatory context and the spatial strategy set out in this Plan.**

Attention to context, design and layout of schemes (including as part of a site wide masterplan) will need to be carefully considered. When industrial/employment and residential uses are to be co-located in the same site, or when residential uses are proposed adjacent to a Strategic Industrial Location or Local Industrial Location, a non-residential stacked light industrial/employment building is considered the most appropriate typology to provide a buffer for the heavier industrial uses and mitigate any impact on residential amenities. Separate heavy vehicle and pedestrian accesses should be designed to avoid conflicts between different uses. Public realm enhancements and landscaping can also be used as a buffer between industrial and residential uses. Layout measures could also mitigate the impact of industrial uses on residential uses, this includes avoiding habitable rooms and amenity space facing industrial sites. All buffer solutions should be demonstrated as effective mitigations on amenity (noise, odour, dust, light etc.) through testing against the technical standards set out in Part 4 of this policy.

Proposals incorporating and intensifying industrial uses, or schemes adjacent to industrial uses should respond to the principles and design guidance set out in Local Plan Policy D1 and within the Newham Characterisation Study (2024) Chapter 9 Borough-wide Design Principles, Section 4 Managing Industrial and Residential Relationships.

When assessing baseline amenity impact generated by existing uses, applicants should ensure that the testing undertaken reflects a reasonable worst-case scenario. Engagement with operators is strongly recommended to ascertain:

- The busiest times of the week/day to undertake monitoring (e.g. when a ship is unloading on the jetty, or when a large event is planned at a sporting or cultural venue), and whether more than one recording interval is recommended. And
- Any increases in intensity of operation that may reasonably take place within the margins of existing planning permissions, e.g. a shift to 24/7 operation.

Social infrastructure in out of centre locations

Where any new, intensified or re-provided social infrastructure use are acceptable in an out-of-centre location, in line with Local Plan policies of the Social Infrastructure section, the context of the site will determine how the Agent of Change principles should be addressed.

	<p>Where the site is within a prevailing residential use context, the residential amenity should be protected. Amenity considerations that should be minimised or mitigated include:</p> <ul style="list-style-type: none"> • Noise, which should be assessed on the basis of the highest possible intensity of use of the social facility, at different times of the day and week, and include the management of noise in outdoor spaces as part of servicing the site or social events. • Light spillage. • Noise and vibration generated by any mechanical or electrical plant necessary for the operation of the facility. • Odour, where hot food may be prepared and served on site. • Overlooking of living spaces or private rear gardens should be avoided. • Risk of antisocial behaviour. This should be mitigated by providing well managed and maintained facilities for users (e.g. visible and easily accessible bins to mitigate risk of fly tipping to neighbouring properties; staff visibility at key entrance points or easy to use help points). <p>Where the site is within an employment or industrial prevailing context, the implementation requirements set out above will apply (Designated and non-designated employment locations). Certain amenity impacts such as noise or dust may have particular impacts on the accessibility of the facility to certain more vulnerable user groups, such as neuro-divergent people, or people suffering from respiratory illnesses. The assessment and design of the site and its access arrangements should demonstrate how amenity impacts on user groups will be managed and mitigated, in line with requirements of Local Plan Policy SI2.7.</p> <p>Where the social infrastructure use is part of a wider cluster of similar uses, for example a healthcare cluster of buildings, a wider assessment of amenity constraints across the cluster is encouraged where feasible and proportionate. Measures that improve the neighbourliness of the wider cluster in the context of its neighbourhood, for example through landscaping and pedestrian and cycle access enhancement schemes, will be supported.</p>
D6.3	<p>Expert advice will be taken within the Council or from relevant partners to support these assessments and to ensure proposals are of the highest quality and address neighbourly development from the outset.</p> <p>The below benchmarks, standards and guidance documents are important to make that assessment. Where any of the guidance has been subsequently updated, the latest version should be used. Where guidance has been withdrawn, the Council's Environmental Health team should be consulted on the most appropriate approach to be taken.</p> <p>Where a development concerns an existing building (through conversion, extension, change of use) which does not meet such standards, this will be a consideration in itself when assessing its suitability for the proposed change.</p> <p>Table 2 – Policy: Environmental standards and guidance</p>

Issue	Standard or Guidance
Telecommunications	International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines
Radioactive sources and x-ray generators	National Radiological Protection Board (NRPB) guidelines
Light Spillage	<p>Institute of Lighting Professionals: Guidance notes for the reduction of obtrusive light.</p> <p>Institute of Lighting Professionals: The Brightness of Illuminated Advertisements</p>
Odour and Fumes	<p>DEFRA guidance manuals for regulation of businesses that produce pollution: Environmental Permitting: General Guidance Manual on Policy and Procedures for A2 and B Installations, and other business-specific guidance that may apply</p> <p>Environment Agency (EA), H4 Odour Management.</p> <p>EMAQ+, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems</p>
Dust	<p>Greater London Authority: Control of dust and emissions during construction SPG (2014)</p> <p>DEFRA: Noise Policy Statement for England</p> <p>Education Funding Agency: BB93 Acoustic design of schools: performance standards</p>
Noise	<p>DEFRA: Noise Policy Statement for England</p> <p>Education Funding Agency: BB93 Acoustic design of schools: performance standards</p> <p>British Standards:</p> <ul style="list-style-type: none"> • BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise • For plant noise on premises, BS 4142:2014 ‘Methods for rating and assessing industrial and commercial sound’. • For controlling internal and external noise within a development, BS 8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’.
Vibration	British Standards:

		<ul style="list-style-type: none"> • BS 7385-2:1993 Evaluation and measurement for vibrations in buildings • BS 6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting. • BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration
	Daylight/Sunlight	Building Research Establishment (BRE): Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition)
D6.4	<p>The Mechanical Plant Maintenance Plan should include a list of suitable technical solutions that can be reasonably implemented to address all aspects of amenity that are proposed to be mechanically managed. The maintenance plan should include information about the maintenance and lifespan of the equipment, and site management information. This information will be reviewed by Environmental Health team, who may require or suggest amendments to be made.</p>	

Evidence base

- Newham Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)

Policy links

Local Plan:

- D1: Design standards
- D4: Tall Buildings
- D5: Shopfronts and advertising
- J1: Employment and growth
- SI2: New and re-provided community facilities and health facilities

London Plan 2021:

- D13: Agent of Change
- D14: Noise