



## **Statement of Common Ground**

**Between**

**London Borough of Newham,**

**Transport for London (TfL),**

**Aberdeen,**

**and**

**St William LLP**

**Stage: R22 Local Plan N17.SA1 Beckton Riverside**

**13 February 2026**

## **1. Introduction**

- 1.1. This Statement of Common Ground (SoCG) addresses the key matters agreed between the London Borough of Newham, Transport for London (TfL), Aberdeen Investments, and St William LLP. It has been prepared in response to Action Point 10 issued by the Inspector during the Examination in Public of the London Borough of Newham Local Plan.
- 1.2. Transport for London (TfL) is the integrated transport authority and strategic highway authority for Greater London and is responsible for the delivery of the Mayor's Transport Strategy. TfL has a key role in the Beckton Riverside area, including as the promoter of the proposed Docklands Light Railway (DLR) extension from Gallions Reach to Beckton Riverside.
  - 1.1. Aberdeen Investments are the investment manager for Inhoco 3107 Limited & Gallions Reach Shopping Park (Nominee) Limited, which have owned and managed Gallions Reach Shopping Park since August 2006.
- 1.3. St William LLP is a major landowner and development partner at Beckton Riverside, with ownership interests including the former Beckton Gasworks site. The company is actively involved in the regeneration of the area and has secured outline planning permission for the first phase of development, comprising approximately 2,900 new homes.
- 1.4. This Statement of Common Ground sets out the areas of agreement between the London Borough of Newham, TfL, Aberdeen Investments, and St William LLP in relation to Policy N17 Gallions Reach and Policy N17.SA1 Beckton Riverside, and identifies the resulting modifications to the Submission Local Plan that have been agreed by all parties.

## **2. Background**

- 2.1. Beckton Riverside is an emerging strategic site allocation within the London Borough of Newham's Submission Local Plan. It is identified for comprehensive, residential-led mixed-use regeneration within the Royal Docks and Beckton Riverside Opportunity Area.
- 2.2. The allocation includes the phased redevelopment of former industrial land, most notably the Beckton Gasworks site, to deliver new housing, commercial, community, and public realm uses. Outline planning permission has been granted for the first phase, comprising approximately 2,900 new homes.
- 2.3. The proposed extension of the Docklands Light Railway (DLR) from Gallions Reach to Beckton Riverside, with the potential for onward extension towards Thamesmead, is a key infrastructure priority. The scheme is intended to support regeneration, improve public transport connectivity, and enable the long-term delivery of significant levels of housing and employment growth.
- 2.4. Transport for London, the Greater London Authority, and Government have progressed development work on the DLR extension, including public consultation and early business case preparation. Government funding support has now been confirmed, addressing previous uncertainties regarding delivery and private sector commitment.

## **3. Examination in Public**

- 3.1. The Examination in Public hearing session relating to Policy N17 Gallions Reach and Policy N17.SA1 Beckton Riverside took place on 3<sup>rd</sup> December 2025.

3.2. Following the hearing, the Inspector issued the following Action Point:

**AP10.** Council to prepare a statement of common ground with St William Homes, Aberdeen Investments and TfL to address Q4.2 parts (a), (b) and (c) relating to the DLR extension and the nature and timing of development on the allocation. The SOCG should include potential modifications (and consider whether the deletion of “or similarly transformative public transport intervention such as a new river crossing” is necessary), and identify areas of agreement and, if applicable, any outstanding areas of disagreement.

3.3. This Statement of Common Ground has been prepared in response to Action Point 10 and addresses the matters identified by the Inspector.

### Proposed modifications

3.4. Proposed modifications to Policies N17, N17.SA1, and HS1 have been agreed between the London Borough of Newham, St William LLP, Aberdeen Investments, and TfL. These agreed modifications are set out in Appendix 1.

3.5. It is noted that there remain a few items raised by St William Homes LLP which are not agreed. In summary these relate to the policies or site allocations below.

Policy / Section / Paragraph	Issues stated by St William Homes LLP
N17.SA1 Natural environment designations	Proposed SINC designations – to be addressed by St William at the Matter 12 Hearing Session on the 4 <sup>th</sup> February.
N17.SA1 Design principles	The building heights do not align with the extant permission secured.
Proposed Beckton Riverside Town Centre boundary	Oppose the Beckton Riverside Town Centre boundary including St William owned land on the basis the Phase 1 proposals are delivering the neighbourhood parade, a number of other significant obligations and the town centre will be facilitated through the evolution on the existing shopping park.

3.6. It is noted that there remain the following items raised by TfL which are not agreed. In summary these relate to the policies or site allocations below.

Policy / Section / Paragraph	Issues stated by TfL
N17.SA1 Design Principles	<p>[...]  <b>The retention of existing retail warehouses in Gallions Reach Shopping Park is also considered as an appropriate buffer.</b>            [...]</p> <p>TfL is seeking to maximise the opportunity of the DLR investment for the future town centre to be underpinned by placemaking principles while recognising that there will be a transition from the current shopping park</p>

over time. As per London Plan Policy H1 B encourages mixed-use redevelopment of car parks and low-density retail parks and supermarkets. As per Policy SD7 and SD8, future potential town centres should include policies to redevelop low-density town centre buildings and secure a broader mix of store sizes and formats and a variety of town centre uses including retail, leisure, employment and social infrastructure and reduce reliance on car travel, create attractive and welcoming places that encourage and enable walking, cycling and the use of public transport, and facilitate new housing. Therefore, TfL disagrees that the proposed modification above should be inserted within the design principles. This insertion does not align with the principle of transformational, phased land use change outlined in the vision related to the DLR. Further points on TfL's position are below.

- TfL supports a more flexible, design-led policy approach that ensures all partners work collaboratively toward the long-term vision for this site allocation. Inserting a firm policy position on retaining existing retail warehouses goes against the desired approach that the policy is seeking.
- Retaining existing retail sheds does not effectively support the transition to a car free, pedestrian friendly, vibrant town centre; while we support retail use as part of the mixed use redevelopment of the site, the long term retention of the retail warehouses could constrain a comprehensive design led masterplan approach.
- TfL supports the phased approach to a managed transition of the existing retail warehouses, however there is no evidence that the retention of the warehouses can be successfully integrated with a compact new development. This typology of development has been widely shown to create places where active travel is unattractive.
- Retaining significant levels of car parking risks suppressing mode shift and perpetuating car use across the wider area undermining the intention and effectiveness of investment in public transport and active travel.
- TfL views the proposed approach as a risk: although viability challenges are recognised, it remains uncertain whether the policy's implications have been fully assessed in the context of whole site viability, long term regeneration objectives, and the delivery of housing and other uses.
- It is unclear whether the low-density typology is an appropriate buffer to mitigate odour. At this stage, more flexibility in the policy is supported to explore the most suitable option, depending on the odour impacts.

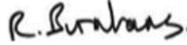
Our view is that the following suggested modification provides sufficient flexibility without specifying the acceptability and retention of retail warehouses as appropriate buffer.

A buffer of **well-designed preferably employment or retail uses and other design measures that support/complement the future town centre and residential development** should be provided between residential uses and the Strategic Industrial Location both within and adjacent to the site

	<p>allocation. <del>Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. The retention of existing retail warehouses in Gallions Reach Shopping Park is also considered as an appropriate buffer.</del> The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses.</p> <p>Further, the future town centre boundary, including an indicative one, should enable redevelopment of low-density, car-oriented development retail warehouses in line with London Plan Policy SD7 so the investment in the DLR is optimised across the site allocation.</p>
--	---

#### 4. Signatories

4.1. We confirm that all parties consider that this statement reflects the agreed position of the Submission Newham Local Plan.

<p><b>Signed on behalf of London Borough of Newham:</b></p>  <p><b>Name: Danalee Edmunds</b></p> <p><b>Date: 29/01/2026</b></p> <p><b>Position: Interim Planning Policy Manager, Planning &amp; Development Directorate</b></p>	<p><b>Signed on behalf of St William Homes LLP:</b></p>  <p><b>Name: Rebecca Burnhams (obo St Williams Homes LLP)</b></p> <p><b>Date: 29/01/2026</b></p> <p><b>Position: Director at Quod</b></p>
<p><b>Signed on behalf of Aberdeen:</b></p>  <p><b>Name: JULIAN STEPHENSON</b></p> <p><b>Date: 28/1/26</b></p> <p><b>Position: PARTNER, MONTAGU EVANS</b></p>	<p><b>Signed on behalf of Transport for London:</b></p>  <p><b>Name: Josephine Vos</b></p> <p><b>Date: 13 February 2026</b></p> <p><b>Position: Manager, London Plan &amp; Planning Obligations</b></p>

## Appendix 1 – Proposed modifications to Policy Text

### N17 Gallions Reach

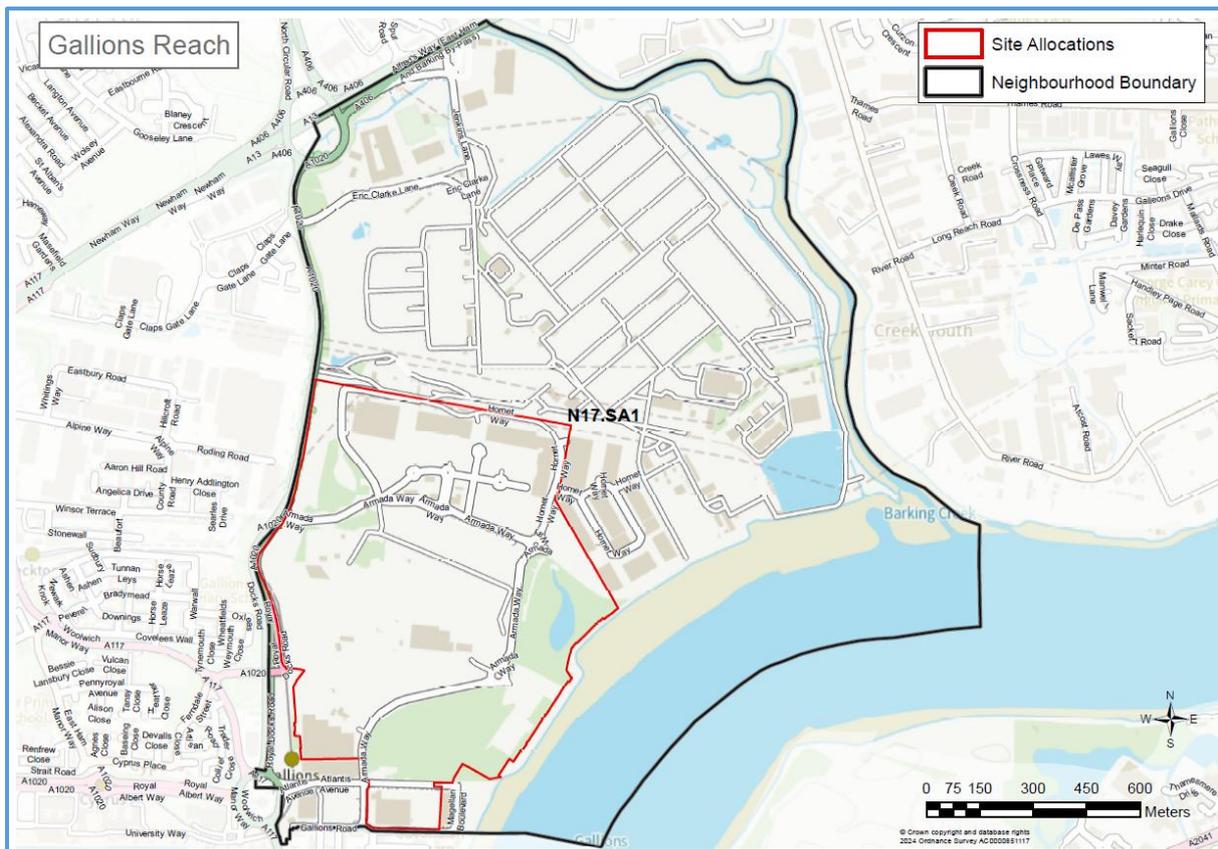
#### Neighbourhood profile

The Gallions Reach neighbourhood is located in south east of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by the A13 to the north, the River Roding to the east and Royal Docks Road to the west.

The north of the neighbourhood is occupied by large-scale infrastructure, including the Beckton Sewage Treatment Works which is the largest sewage treatment works in Europe. Gallions Reach Retail Park, with its extensive car parking, is located to the south of this infrastructure, along with the Strategic Industrial Location, the former Beckton Gas Works and the DLR depot. The industrial land plays an important role serving London's industrial needs particularly for warehousing, due to its good links to the strategic road network. Housing is being developed around Gallions Reach DLR station, including the formation of a new local centre with local shops and facilities. Given its industrial character and current population, the neighbourhood has few community facilities and has below the Newham average number of community facilities per km<sup>2</sup>, with PowerLeague playing pitches providing sports and leisure facilities for the neighbourhood.

The neighbourhood contains large areas of open land that attract birds and other wildlife, meaning it has various sites that are protected for their nature and biodiversity significance, including along the River Roding and the Beckton Creekside Nature Reserve. Open space in the north of the neighbourhood is designated as Metropolitan Open Land, but much of this has limited public access. The Barking Creek Barrier, located where the River Roding meets the River Thames, is a landmark along the riverside and provides flood protection. The neighbourhood falls within the Roding, Beam and Ingrebourne Catchment Partnership area which focuses on river and floodplain management, land management and investment in the Roding, Beam and Ingrebourne catchments. Beckton and Beckton Sewage Works Archaeological Priority Areas are in the neighbourhood.

The neighbourhood has very limited access to public transport, with a moderate level of public transport access to the south west of the neighbourhood near Gallions Reach DLR station. The council, Greater London Authority, Transport for London, Homes England, St William, ABRDN, the Thamesmead Waterfront Joint Venture and the ~~London Borough of Greenwich~~ **Royal Borough of Greenwich** are proposing to extend the DLR through the neighbourhood and deliver a new DLR station at Beckton Riverside. The DLR would continue over the river to another new DLR station at Thamesmead Central in the ~~London Borough of Greenwich~~ **Royal Borough of Greenwich**. The neighbourhood has limited connectivity to the wider network of neighbourhoods, particularly to Beckton and Royal Albert North, and a poor quality network of pedestrian and cycling routes, with the Greenway ending before it reaches the neighbourhood.



## N17: Gallions Reach

### Vision

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

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

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

The vision for Gallions Reach will be achieved through the extension of the DLR and the creation of a new DLR station at Beckton Riverside **and complementary transport infrastructure** ~~or a similarly transformative (as confirmed by Transport for London) public transport intervention~~, along with improved capacity at Gallions Reach station, to enable an uplift in housing density and the creation of a new town centre and by:

1. supporting the creation of a new neighbourhood character through the phased transformation of N17.SA1 Beckton Riverside, in accordance with the Gallions Reach Tall Building Zone and Local Plan Policy D4;
2. encouraging development to integrate and reflect the historic uses of the site such as the former gasholders and Victorian river piers, as features of the neighbourhood's character;
3. reducing any physical, townscape, landscape and perceived barriers to enable seamless integration between sites;
4. appropriate mitigation and buffering between residential and industrial uses;
5. ~~reconfiguring~~ **the phased reconfiguration of the existing out-of-centre retail Gallions Reach Shopping Park** offer to create a new town centre **in line with Policies HS1 and HS2** by:
  - a. requiring significantly reduced car parking, a high-quality and animated public realm, town square, and quality walking and cycling links to public transport and the wider neighbourhood;
  - b. supporting a diverse mix of main town centre uses, including offices, **as well as temporary and pop-up uses such as markets**, by retaining the overall quantity of comparison retail floorspace and creating and expanded offer ~~of convenience and retail services floorspace~~, to meet local catchment needs **and demonstrated market demand** for retail, leisure, services, **workspace** and community uses, ~~as well as temporary and pop-up uses such as markets~~;
6. requiring a new neighbourhood parade and supporting the role of the Albert Basin Local Centre to meet local catchment needs for retail, leisure, services and community uses;
7. optimising and intensifying the Strategic Industrial Location and supporting demand for warehousing and distribution, utilities and transport needs;
8. requiring developments in the Royal Docks Enterprise Zone that deliver new employment floor space to support the London Living Wage designation;
9. supporting the extension of the DLR depot;
- ~~10. supporting the removal of the Thames Gateway Bridge Safeguarding (by the Secretary of State, following recommendation by Transport for London and the Mayor of London);~~
11. improving conditions for walking, cycling and public transport by:
  - a. radically reducing existing car parking capacity and the dominance of road infrastructure across the neighbourhood;
  - b. mitigating any severance caused by new train tracks, including through the provision of new bridges for walking and cycling;
  - c. supporting the provision of a Thames Clipper Pier;
  - d. improving Armada Way, Gallions Road and Atlantis Avenue to enhance conditions for walking, cycling and public transport and to improve links to Gallions Reach station;
  - e. providing new crossings at Royal Docks Road, Gallions Reach Roundabout, Alfred's Way and across the River Roding (**including the Lower Roding Crossing**) to reduce severance and to improve connectivity to Beckton and the wider network of neighbourhoods **and to neighbouring boroughs**;

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

## Sites

- N17.SA1 Beckton Riverside

<h2>N17.SA1 Beckton Riverside</h2>	
Site address	Gallions Reach <del>Retail</del> <b>Shopping</b> Park and Beckton Gas Works, Beckton, E6
Neighbourhood	Gallions Reach
Site area	84.66 hectares
Public Transport Accessibility Level	0 – 3

Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead Transmission Line route  On-site sewer
Heritage Designations	Beckton Archaeological Priority Area (Tier 3) Royal Docks Archaeological Priority Area (Tier 3)  In the vicinity of: Gallions Hotel (Grade II* listed) The Royal Standard (Locally listed) Pumping Station Gallions Roundabout, Royal Albert Way, Beckton, London, Newham, E6 6FZ (Locally listed) The Ferndale Public House (Locally listed) 2-100 Winsor Terrace, Beckton, London (Locally listed)
Natural environment Designations	In an area of deficiency of access to all parks.  <del>Site contains the Thames Gateway Bridge Safeguarded Land and Beckton Riverside two</del> Sites of Importance for Nature Conservation (SINCs) <b>and is adjacent to the River Thames and tidal tributaries SINC.</b> Air Quality Management Area
<del>Map</del> <b>Indicative diagram</b>	
Existing uses	The site contains remnants of the former Beckton gas works, the Gallions Reach shopping park and associated car parking and the Beckton DLR depot, which sits to the south of the former Beckon Gas works site, within retained Strategic Industrial Land.  The site contains a range of industrial uses in the south west corner of the site also designated as a Strategic Industrial Location. The site also contains larger areas of open space adjacent to the River Thames and the A1020, including <del>an</del> areas designated as SINC, which includes an attenuation pond serving Gallions Reach.
Development principles	Residential development, employment uses, <del>open</del> <b>green</b> 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 <b>new DLR station and track crossing the river in accordance with Local Plan Policy T1.1(c).</b> :- <ul style="list-style-type: none"> <li>— a new DLR station and track; and/or</li> <li>— delivery of a river crossing; or</li> </ul>

	<p><del>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).</del></p> <p>Applications for the development of this site, and their phasing, should consider and relate to the range of potential transport infrastructure changes on this site, in line with the principles outlined below.</p> <p><b>Development should be phased to maximise transport connectivity and capacity</b> <del>Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</del></p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- <b>In line with Policy HS1, Significant development of main town centre uses at and redesign of Gallions Reach Retail Shopping Park should help deliver significant phased reduction in car parking and support complementary transport measures ahead of the DLR station completion.</b> <del>not occur and applications on that part of the site will be assessed in accordance with Local Plan Policy HS1.</del></li> <li>- <b>Where proposals do not contribute to the sustainable modal shift of the site, these will be assessed as asset management applications in accordance with Local Plan Policy HS3.</b></li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- <del>The health centre should be located in the neighbourhood parade and</del> <b>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.</b></li> <li>- 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.</li> </ul>
--	--

	<p><b>Following funding commitment<sup>1</sup> to the DLR extension, in line with the wider masterplan and delivery of transport, development should deliver:</b> <del>Once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</del></p> <ul style="list-style-type: none"> <li>- <b>Transformative activity of the remainder of the site in line with transport delivery</b> <del>Transformative development activity on the remainder of the site can commence, of a scale which reflects the improved transport access.</del></li> <li>- A new town centre <del>should be delivered,</del> <b>focused on the area mapped on the policies map</b>, 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 <b>and Impact Assessment</b>, in line with the requirements in Local Plan <del>Policy</del> <b>Policies HS1 and HS2</b>.</li> <li><del>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.</del></li> <li>- <b>The phased development of the new town centre shall be supported by information of how early phases of the town centre will be sited and managed alongside the existing Shopping Park and the delivery of the new DLR station and track.</b></li> <li>- 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.</li> <li>- 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.</li> <li>- <del>Any expanded health hub or</del> <b>The health centre and</b> sports and recreation uses 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.</li> </ul> <p>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 <del>(2023)</del> <b>(2025)</b>.</p>
--	---

<sup>1</sup> Government confirmed funding to the scheme through the Autumn Budget in 2025; TfL with partners are working towards the Transport Works Act Order to enable the delivery of the DLR by early 2030s.

Design principles	<p>The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. The masterplan must demonstrate that the proposed development is designed with suitable flexibility to accommodate the full range of transport options under consideration by Transport for London at the time of application and is phased to ensure sufficient transport infrastructure will be in place to support the development as it is occupied.</p> <p>In the southern part of the site, building heights should <b>generally</b> range between 21-32m (ca.7-10 storeys) with taller elements <b>of approximately up to</b> 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.</p> <p>In the northern part of the site, <b>unlocked by the DLR extension and transport connectivity and once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding</b>, building heights should <b>generally</b> range between 21-32m (ca.7-10 storeys) with taller elements <b>of approximately up to</b> 50m (ca. 16 storeys) in limited locations at the new town centre and DLR station.</p> <p>Buildings should set back from <del>the watercourse</del> <b>water spaces</b> to avoid overshadowing impact.</p> <p>A buffer of <b>preferably</b> 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. <b>The retention of existing retail warehouses in Gallions Reach Shopping Park is also considered as an appropriate buffer.</b> The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGV and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the buffer building.</p> <p>The new town centre should be designed to significantly increase accessibility by public transport and walking and cycle routes in order to reduce car dependency and parking. The new town centre should provide active frontages and quality public realm, including a new public square.</p> <p>Proposals should preserve the green link between the river and green infrastructure along Royal Docks Road. Links from the site to the Sites of Importance for Nature Conservation to the north of Atlantis Avenue and to the north of Armada Way should be developed.</p> <p>Design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through, and to and from, the site should improve access and connectivity to the existing residential neighbourhoods within Beckton, the new residential neighbourhood at Gallions Reach, Gallions Reach DLR Station and the banks of the River Thames.</p>
-------------------	--

	<p>Development should enable the continuation of the Thames Path through the site, the extension of the Greenway into the site and should aid connectivity between the Greenway and the River Thames.</p> <p>Development should ensure legibility and connectivity across the new rail line.</p> <p>Design measures should minimise exposure to odour from Beckton Sewage Treatment Works and poor air quality on Royal Docks Road.</p> <p>The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.</p> <p>The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.</p> <p>Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.</p> <p>The design and layout of the site should take account of the existing on-site sewer and overhead transmission line route.</p>
<p>Infrastructure requirements</p>	<p>Development should support and enable the delivery of a new DLR route and station <b>at Beckton Riverside</b>, through participating in a joint stakeholder approach with landowners, infrastructure providers and authorities, and improved capacity at Gallions Reach DLR.</p> <p><del>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.</del></p> <p>Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development <b>where viable</b>, in accordance with the requirements of Local Plan Policy W3.8.</p> <p><b>In line with the wider masterplan and delivery with transport, development should:</b> <del>Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</del></p> <ul style="list-style-type: none"> <li>- <del>Development should provide a</del> <b>Provide a</b> 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 <del>and a health centre designed to meet NHS needs and standards.</del></li> </ul>

	<p><del>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.</del></p> <ul style="list-style-type: none"> <li>- <del>Development should</del> Address existing <b>open green</b> space deficiency by providing a consolidated Local Park of a minimum of 2 hectares and Pocket Parks to service nearby residential neighbourhoods. The <del>open green</del> <b>open green</b> space provision should prioritise the provision of community growing opportunities. In addition to the <del>open green</del> <b>open green</b> 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.</li> <li>- <del>Development should P</del>provide a sports-lit MUGA, meeting the requirements of Local Plan Policy GWS5.</li> </ul> <p><b>Following funding commitment to the DLR extension</b> <del>Once the DLR construction contract is let, or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding,</del> development should deliver:</p> <ul style="list-style-type: none"> <li>- A new leisure centre in the district centre. Provision should meet the needs identified in the Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del> 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</li> <li>- A secondary school of the scale required to meet projected need for school places in accordance <b>with Local Plan Policy SI4</b>. 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</li> <li>- <b>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</b> <del>An expanded health hub designed to meet NHS needs and standards for the projected population;</del> and</li> <li>- safeguarded space for River Pier Landing Facilities and a River Pier.</li> </ul>
Phasing and implementation	<p>Medium to long term.</p> <p>Phasing of the site should reflect the development and design principles above and respond to the proposed changes to transport infrastructure.</p> <p>Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.</p>

	<p>The potential impact of the existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.</p> <p>Impact from the existing on-site sewer on design and layout should be taken into account in pre-application stage through early engagement with Thames Water.</p> <p><b>Any necessary mitigation to address odour impact from existing odorous uses in the vicinity, including the Beckton Sewage Treatment Works, should be completed ahead of the occupation of development.</b></p>
--	--

## HS1: Newham's Town Centres Network

2. ~~New development~~ Development for the provision of main town centre uses **towards the creation of a new town centre** within N17.SA1 Beckton Riverside, **within the boundaries mapped on the Policies Maps, must contribute to the masterplanned phased delivery of the centre by applying the following principles:** ~~must be accompanied and informed by masterplanning of the new town centre. This will be achieved through:~~
- a. ~~Not supporting incremental change to the composition of the existing out of centre Gallions Reach Shopping Park.~~
  - b. ~~The masterplanning of a legible new town centre environment that meets all of the following principles:~~
    - a. ~~i. The overall number, scale and mix of main town centre uses should reflect the intended district status in the town centre network, or up-to-date evidence justifying a major town centre function, and be supported by an Impact Assessment, a Marketing Strategy and a Vacancy Prevention Strategy; and~~
    - ii. ~~The primary shopping area is established on the part of the site with the highest planned PTAL, and a minimum of PTAL 3.~~
  - b. **Proposals demonstrate the transition from a car-dependent retail park format to an integrated, accessible, welcoming environment within and adjacent the new town centre, including:**
    - i. **Phasing demonstrates how significant reductions in car parking will be expediated, including through any complementary transport measures and meanwhile use strategy, in line with polices N17 and BFN2; and**
    - ii. ~~iii. Main town centre uses within the intended primary shopping area should create~~ **maximise** continuous shopfront frontages along the key footfall route(s) **linked to the new DLR station**, and be supported by quality public realm and by good permeability and connectivity.
    - iii. ~~iv. The phased delivery of the town centre uses ensures coordination with the delivery of new homes and the new DLR station and route level of need arising from housing delivery in its catchment and the delivery of new public transport.~~
  - c. **Where parts a. and b. are not met, development should represent asset management that does not intensify the existing retail park, in line with Policy HS3 and London Plan Policy SD7.**

[...]

## Implementation

HS1.2	<p>As part of the delivery of Beckton Riverside allocation (N17.SA1) and through a co-designed masterplan process, the offer of Gallions Reach Shopping Centre should be reconfigured into a modern town centre. The Retail and Leisure Assessment (2022) recommended that the retail capacity of the area should be retained and that the centre should target a District level centre, unless up-to-date and robust evidence justifies the delivery of a Major centre scale, in line with the London Plan (2021). See also the detailed principles set out in site allocation N17.SA1 Beckton Riverside.</p> <p>The location, scale, <b>phasing</b>, nature and mix of uses for the new town centre will need to be considered through the masterplanning and the planning application process, and</p>
-------	---

**should focus on the boundary identified on the policies map** ~~may not reflect the location of the current retail park.~~ **Any changes to the boundary should be justified by the evidence submitted as part of an application, including masterplanning, and should not impede the strategic principles set out by this policy, Policy N17 and the site allocation principles.** To inform this process, evidence will need to be provided in the form of an Impact Assessment, a Marketing Strategy and a Vacancy Prevention Strategy, in accordance with Local Plan Policy HS2.

The submitted Impact Assessment will follow national planning guidance on scope and methodology. It should demonstrate that the scale of main town centre uses proposed help fill identified needs in the network and/or is a re-provision of floorspace from the Beckton area retail park(s) to within the centre, without significantly drawing trade away from established town centres, or jeopardising existing retail and leisure commitments (including within local centres in the catchment). For clarity, ~~the catchment of the centre is primarily the Beckton sub-area~~ **the overall retail and leisure floorspace capacity of the new town centre should respond to the residential increases in the Beckton area, but also more widely across the borough reflecting the percentages of trade draw achieved by the existing retail park** as identified by the Retail and Leisure Study (2022).

**Phasing of the transformation from a retail park to a town centre will need to be carefully managed, evidenced and approved by the council through planning application(s).** The intention will be to align the delivery of the town centre with the public transport transformation of the site, so that they can progress alongside and result in a substantial modal shift to sustainable travel. In line with the NPPF and London Plan (2021) policy SD7, this means managing the phasing of intensification of main town centre uses floorspace to align with the growth of the new neighbourhood and the public transport accessibility improvement of the site. Further, where proposals for main town centre uses at Gallions Reach Shopping Park are not paired with measures for the significant reduction in car trips to the site through reduction in car parking and complementary transport measures ahead of the DLR station completion, the council will continue to assess such proposals as asset management for an out of centre destination initially, or edge of centre location as development delivery progresses, in line with Policy HS3. ~~In the interim, while key masterplanning decisions are outstanding and particularly until commitment to the new DLR station is known, changes to Gallions Reach Shopping Centre will continue to be managed as an out of centre destination. In line with the NPPF and London Plan (2021), this means resisting piecemeal intensification of main town centre uses floorspace. Changes in composition towards convenience or leisure offer will also not be supported, protecting the effectiveness of planning conditions imposed on the site as part of the original approval (as varied), that help limit its impact on Newham's Town Centres Network.~~