

[REDACTED]

From: Monika Jain [REDACTED]
Sent: 07 July 2026 16:46
To: Local Plan
Cc: [REDACTED]
Subject: FW: 1 week to go - consultation on the Proposed Main Modifications to the Newham Local Plan
Attachments: Newham Main Mods July 2026 - TfL response final.pdf
Importance: High

Hi Lily and Antonia,

Thanks for taking the time for discussions yesterday.
Please find TfL's response to the proposed main mods consultation.

Let us know if you have any questions or clarifications regarding our response.
Best,

Monika Jain MRTPI

Principal City Planner | TfL Local Plan Programme Lead
Spatial Planning | [REDACTED]



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS



From: Planning Policy Team <localplan@newham.gov.uk>
Sent: 30 June 2026 14:32
To: Spatial Planning [REDACTED]
Subject: 1 week to go - consultation on the Proposed Main Modifications to the Newham Local Plan

[fwdd Anne/Gio/Monika/Ashley/GLA/Places]

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Final opportunity to have your say on the Proposed Main Modifications to the Newham Local Plan

Hello,

A reminder that Newham Council is inviting representations on the Proposed Main Modifications to the Newham Local Plan, which can be found [on our website here](#).

The Local Plan was submitted for examination in July 2025. Following examination hearings held between December 2025 and February 2026, the Inspector identified a series of Main Modifications required to ensure the Plan meets the tests of legal compliance and soundness.

The consultation ends next week at 5pm on **Tuesday 7 July 2026**. Please note that comments received after the deadline cannot be accepted.

How to Respond

Representations should be submitted via the Council's [Co-create consultation platform](#).

Newham Co-Create

Alternatively, you may complete the [Council's representation form](#) and return it by email or post:

- **Email:** localplan@newham.gov.uk
- **Post:** Planning Policy Team
London Borough of Newham
Newham Dockside
1000 Dockside Road
London E16 2QU

For more details and information on how to respond, please refer to our [Statement of Representations Procedure](#).

Documents Subject to Consultation

- [ED030 - Schedule of Main Modifications to the Newham Local Plan](#)
- [ED031 - Proposed changes to the Local Plan Policies Map](#)
- [ED032 - Integrated Impact Assessment \(IIA\) Addendum](#)
- [ED033 - Habitats Regulations Assessment \(HRA\) Addendum](#)
- [ED034 - Schedule of Additional Modifications to the Newham Local Plan](#)
 - *Comments on these will be considered by the Council but will not be sent to the Inspector.*

Documents Published for Information Only

- [ED035 - Local Plan tracked changes \(including additional modifications\)](#)

Kind regards,
Ellie Kuper Thomas
Planning Policy Manager



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Transport for London
Spatial Planning

8th Floor
5 Endeavour Square
London E20 1JN

Phone 07891 986 623
tfl.gov.uk

7 July 2026

Consultation on Newham local plan Main Modifications

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a 'without prejudice' basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this matter. The comments are made from TfL's role as a transport operator and highway authority in the area. These comments do not necessarily represent the views of the Greater London Authority (GLA). A separate response has been prepared by Places for London to reflect TfL's interests as a landowner and potential developer.

Thank you for giving TfL the opportunity to comment on the Proposed Main Modifications (MM) to the Newham Local Plan.

The London Plan was published in March 2021. Local plan policies and site allocations should be developed in line with relevant London Plan policy and TfL's aims as set out in the Mayor's Transport Strategy. In particular, it is important that local plans support the Healthy Streets Approach, Vision Zero and the overarching aim of enabling more people to travel by walking, cycling and public transport rather than by car. This is crucial to achieving sustainable growth, as in years to come more people and goods will need to travel on a relatively fixed road network.

We welcome the positive changes incorporated throughout the plan that were suggested through Reg 19 and discussions recorded in the Statements of Common Ground.

However, there are two outstanding issues related to MM15 and MM221 that we believe need to be addressed to ensure consistency with the London Plan and a few additions for clarity in other main modifications.

In MM15 for Policy BFN4 Part 3, while we recognise the additional phrasing in the leading paragraph, this is not sufficient to ensure consistency with London Plan Policy DF1D which specifically identifies necessary public transport improvements as a priority alongside affordable housing. As stated in the SoCG (SD053) and our response to Q14.6a of Matter 14 (EWS063), we recommend that part a is amended to include '**necessary public transport improvements**'.

MM 15 BFN 4 (3)

Where substantiated financial viability constraints remain, applicants should deliver the maximum viable level of obligations, **taking account of site specific considerations and the need to provide any new or improved infrastructure or other mitigation necessary to make the proposal acceptable in planning terms**. It is expected that the Plan's objectives will be prioritised as follows:

- a. **necessary public transport improvements**, affordable and family housing
- b. local access to employment and training
- c. delivery of ~~required~~ infrastructure.

In MM221 the below inclusion within Design Principles of N17.SA1 undermines the case for DLR investment as this implies continued retention of low-density retail and associated car parking without any timescales associated with such retention. This insertion does not align with the principle of transformational, phased land use change outlined in the vision related to the DLR and fails to make the best use of land in a location where significant investment is planned.

MM221 – 'The retention of existing retail warehouses in Gallions Reach Shopping Park is also considered as an appropriate buffer'.

Adequate flexibility for proposals for asset management is provided through various main mods (eg MM26 Policy HS1 Part 2, MM28 HS1.2 Implementation text, and MM29 HS3.1 implementation text) to address the transition stage of the phased transformation of existing retail park into a district town centre.

As stated in the combined SoCG with Newham, Aberdeen, St Williams and TfL (ED022a - attached as Appendix A), this addition is not consistent with the London Plan policies H1B, SD7 and SD8. This addition also appears to be inconsistent with MM26 HS1 Part 2b that requires '**Proposals demonstrate the**

transition from a car-dependent retail park format to an integrated, accessible, welcoming environment within and adjacent the new town centre,..'

Given the above reasons, the inclusion of MM221 specific clause regarding retention of existing retail warehouses is unnecessary. Locking in existing retail warehouses as buffer in the policy risks the ambition of better design and placemaking – design best practices for buffer can be part of the masterplanning and design discussions. We recommend the following proposed modification for a robust policy that provides the flexibility during transition phase:

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 allocation. ~~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.~~ The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses.

For MM146, since West Ham has Network Rail services and they have responsibility for part of the station, the text could be modified to include engagement with Network Rail alongside TfL. This engagement will be more useful ahead of any application.

Development should contribute to active and public transport upgrades, including access to and capacity at West Ham and/or Abbey Road Stations. **The applicant should engage with TfL and Network Rail at the point ahead of any future application to see if land is required to enable station upgrades at West Ham station.**

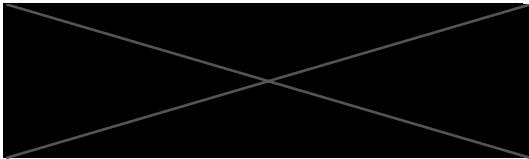
A minor point in MM214 (N17 Gallions Reach: Vision), **'station'** to be added back in the proposed modification below.

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.

We hope these comments inform the final stages of the LBN's Local Plan examination and we look forward to continuing to work with you.

Yours faithfully



Josephine Vos

London Plan and Planning Obligations Manager

Email: 



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 3rd 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 th 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

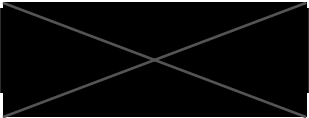
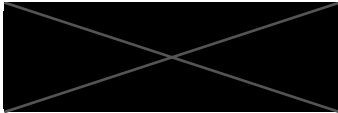
N17.SA1 Design Principles	[...] The retention of existing retail warehouses in Gallions Reach Shopping Park is also considered as an appropriate buffer. [...] TfL is seeking to maximise the opportunity of the DLR investment for the future town centre to be underpinned by placemaking principles while recognising that there will be a transition from the current shopping park 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
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	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 allocation. 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. The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses. 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.
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4. Signatories

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

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