

MAYOR OF LONDON

Royal Docks and Beckton Riverside

OPPORTUNITY AREA PLANNING FRAMEWORK

MAY 2023

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Royal Docks and Beckton Riverside

OPPORTUNITY AREA PLANNING FRAMEWORK

Appendix A



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SUPPORTING MATERIAL

Background material and further reading to the Royal Docks and Beckton Riverside Opportunity Area Planning Framework:

APPENDIX B: Engagement and Consultation Summary provides a summary of the consultation and engagement with the public and stakeholders, which has informed this OAPF.

APPENDIX C: Local Connections Strategy is concerned with assessing and overcoming the barriers to active and sustainable travel across the area and to support a shift towards an environment that encourages people to walk, cycle and use public transport over the car.

APPENDIX D: Transport Strategy explores the current transport challenges facing the OA and considers potential transport and connectivity options to support the growth scenarios presented in this OAPF.

APPENDIX E: Integrated Impact Assessment (IIA)

APPENDIX F: Habitats Regulation Assessment Screening

Mayor of London - Foreword



The Royal Docks and Beckton Riverside is **London's largest Opportunity Area** (OA) and the only Enterprise Zone in the capital. It is also the location of the new **City Hall** and home to **diverse residential and industrial communities**.

The OA has **unique access to the docks and the river Thames** and is a key part of the Thames Estuary growth corridor. Change is already visible in many parts of the area, including Canning Town, Royal Albert Wharf, and Royal Wharf. There are also ambitious plans for Silvertown Quays and Thames Wharf, where we have formed development partnerships with Grainger and Lendlease.

Whilst the industrial legacy of the Royal Docks continues through the area's rich business ecosystem, there is an opportunity to lay the foundations for **new residential and mixed-use neighbourhoods**. As set out in this framework, these neighbourhoods would demonstrate the principles of co-design, be supported by new infrastructure, complement existing town and local centres – such as Canning Town, North Woolwich, and Custom House – and act as the catalyst for new ones at Silvertown and Beckton Riverside.

The **opening of the Elizabeth line** vastly improves connections, with faster journey times into central London.

However, the transformational opportunity for **a new town centre and mixed-use neighbourhood at Beckton Riverside** is dependent on further improvements. To address this, I have made a commitment to investigate the **potential of extending the DLR** from Gallions Reach station to Thamesmead via a new station at Beckton Riverside.

This Opportunity Area Planning Framework (OAPF) shows that if the DLR is extended, alongside **better local connections**, over **36,000 new homes and 55,000 new jobs** could be delivered. Importantly, this framework promotes Good Growth. This means growth that is inclusive and benefits all Londoners. **Managing growth requires a plan** to guide its impact and establish a structure for future delivery. The framework also shows how change in the area could benefit the rest of the borough, through new social infrastructure, green spaces, and water management provision.

The prospect of rapid development also means **we must ensure local people have a meaningful say in the future of their area**. I am delighted that this OAPF has been the result of close working with the London Borough of Newham, other stakeholders, and most importantly, local communities. Together, we can create a vision for the future that matches the aspirations of people who live and work in the Royal Docks and Beckton Riverside.

Our work in the Royal Docks and Beckton Riverside is part of our **wider ambition to build a better London for everyone**. I am proud it is home to the new City Hall, hugely encouraged by the progress made and excited by what lies ahead for the area and its communities.



Sadiq Khan
Mayor of London

Mayor of Newham - Foreword



Rokhsana Fiaz Mayor of Newham

Newham is a borough **redefining London**. We have been driving an agenda since May 2018 of building a **fairer Newham** that is inclusive for all our residents. We believe that **inclusive growth** must support the health, wellbeing and happiness of our people and ensure that no one is left behind. It must also enable us to accelerate our **Climate Emergency** response.

The Royal Docks and Beckton Riverside Opportunity Area, which we have been working on since 2019, marks a renaissance moment for our majestic docks. It will support our inclusive growth agenda as well as **new homes in vibrant neighbourhoods and jobs** for our residents.

Evoking the Royal Docks golden age as a place for industries and commerce, it is being reimagined to become **the heart of London's green economy** with businesses spanning the data, technology and engineering sectors; fused with exciting cultural activity driven by the creative industries and creating high-skilled jobs.

It's already **London's first London Living Wage Zone** and will be home to new residential neighbourhoods with local shops, community facilities, green spaces and breath-taking waterscape for people to enjoy.

The Royal Docks is **London's only Enterprise Zone**, now home to **City Hall**; and the new **Elizabeth Line** Station at Custom House zips you into town in what feels like the blink of an eye. Plans are also underway with a £300million investment by Newham Council in Freemasons Road leading to 734 residential homes where 50 percent will be at **social rent levels**. Combined with a new **Health Centre**, nursery and enhanced **green spaces**, including an accessible and open route into Cundy Park, there will be new **retail and commercial** space to transform the local high street into a vibrant commercial hub.

This Royal Docks and Beckton Riverside Opportunity Planning Framework will support the Council's ambitions for this part of Newham, including **vital transport infrastructure** such as the extension of the Docklands Light Railway with new stations at Beckton Riverside and Thames Wharf.

As part of our **people-powered agenda** in Newham, this Planning Framework has been prepared jointly with Newham residents, reflecting the diversity of our communities who have deep connections to the area. That's why we will continue to champion their involvement as we progress with shaping the Royal Docks and Beckton Riverside.



Rokhsana Fiaz OBE
Mayor of Newham

Aims of this OAPF

The Royal Docks and Beckton Riverside (RD+BR) Opportunity Area Planning Framework (RD+BR OAPF) is a long-term planning framework to support and guide emerging and ongoing development in the Royal Docks and Beckton Riverside Opportunity Area (FIG 1.2). The RD+BR OAPF has been prepared jointly by the London Borough of Newham (LBN), Greater London Authority (GLA), GLA Royal Docks team, and Transport for London (TfL). It will be adopted as London Plan Guidance (LPG).

Public Engagement and Consultation

Preparing this framework jointly with **key stakeholders and communities** helps to ensure that strategic and local issues in the Royal Docks and Beckton Riverside OA are addressed in a way that is coordinated and balanced with local aspirations.

During the summer of 2019, **early engagement** was undertaken with local communities and key stakeholders to understand the key priorities and challenges in the Royal Docks and Beckton Riverside OA. This was followed by **public engagement** on draft OAPF Vision and Principles (V+P) in Autumn 2020.

The draft OAPF underwent **public consultation** from February 2022 to March 2022. Feedback gathered from this consultation round informed the preparation of the present and final adopted version of the OAPF.

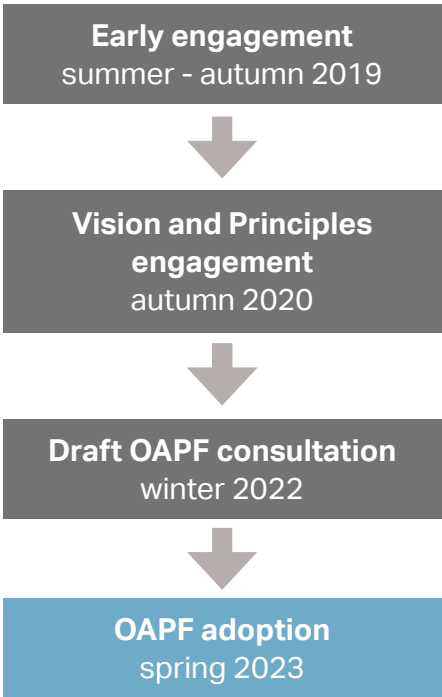


FIG 1.1 Indicative OAPF timeline

What is an Opportunity Area?

London's Opportunity Areas are identified in the Mayor of London's London Plan as the city's most significant locations with development capacity to accommodate new housing, commercial development and infrastructure, linked to existing or potential improvements to public transport capacity and connectivity.

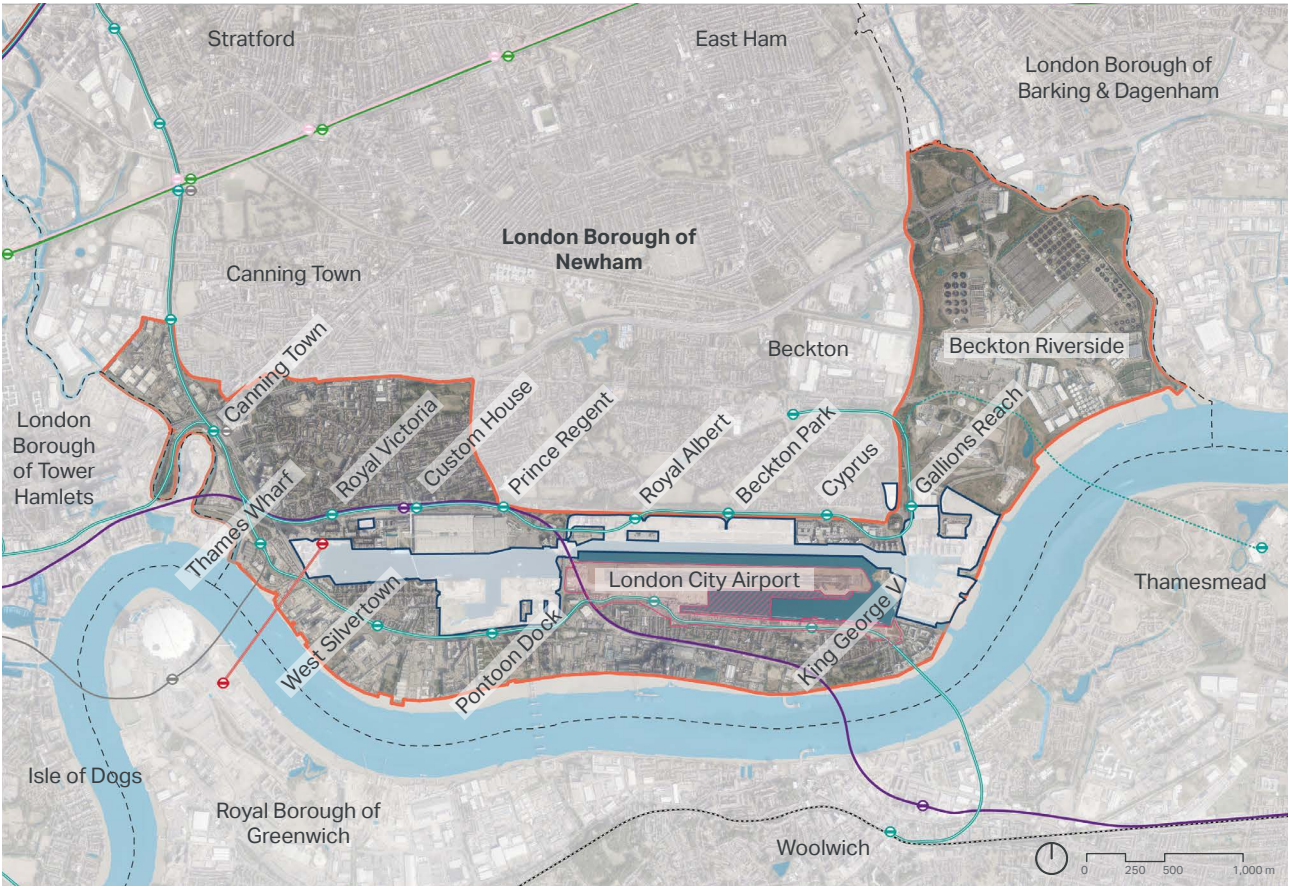


FIG 1.2 The Royal Docks and Beckton Riverside Opportunity Area

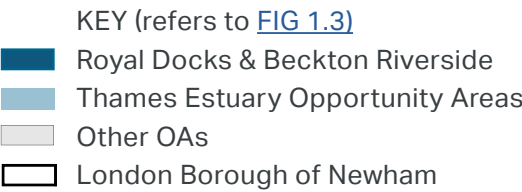
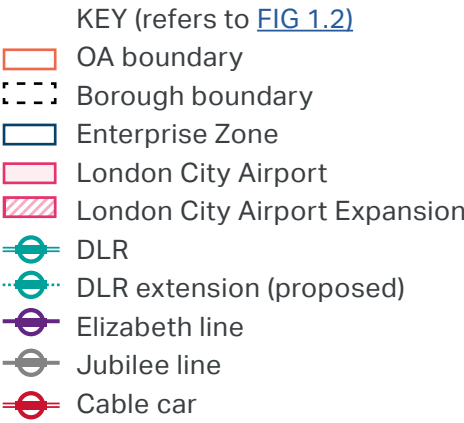


FIG 1.3 The Royal Docks and Beckton Riverside Opportunity Area in the London context

Executive Summary

Purpose of this OAPF

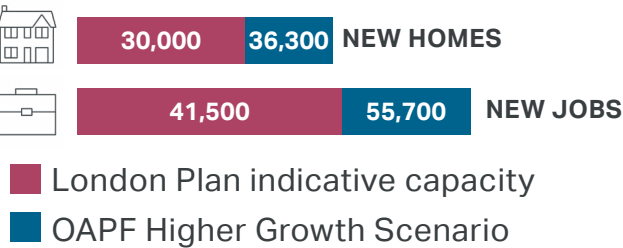
This OAPF sets a 20 year planning strategy for the Royal Docks and Beckton Riverside OA up to 2041. It aims to:

- review the **development opportunity** in areas with good transport accessibility ensuring development reflects Good Growth principles
- present **a strategy for industrial land**
- outline the opportunities associated with a **future DLR extension** to Beckton Riverside and how these could be supported. **Key transport investment** like a new DLR station at Thames Wharf, and improvements to DLR services and local connections, are also considered.

The Royal Docks and Beckton Riverside Opportunity Area (RD+BR OA) is one of the largest regeneration areas in London, is at the centre of an expanding east London, and the Thames Gateway. There is the potential to share the benefits arising from change in the OA, across LB Newham, and London. The London Plan estimates an indicative capacity of 30,000 new homes, and 41,500 new jobs.

An **OAPF development capacity study** was undertaken for sites within the OA allocated in the LB Newham Local Plan (2018). A design-led methodology was used to illustrate the potential for new homes on former industrial sites, as well as more jobs on retained employment sites.

This study helps understand **how many jobs and homes** have already been delivered up to 2020 and how much opportunity remains. This includes the infrastructure needed to support further growth, and possible phasing of future development. With these transport improvements, the OA has the potential to provide **36,300 new homes**, and **55,700 new jobs**.



Industry and other commercial activities remain vital ingredients shaping the role and heritage of the area. This character is visible in particular along the River Lea, and south and northeast of the Royal Docks. These industrial areas complement regional economic assets such as ExCeL London, Tate & Lyle Sugars, the University of East London, City Hall, and London City Airport. The planning system needs to balance and optimise the benefits of these assets as surrounding land uses change.

Parts of the OA and the Royal Docks in particular have seen significant recent investment, supported by the designation of the area as London’s only **Enterprise Zone**. There are also committed increases in DLR capacity, including some additional trains funded by Government via the **Housing Infrastructure Fund (HIF)**, as well as planned station improvements.

Existing centres like **Canning Town** are already changing, with new development supported by the Elizabeth line, and connections across the River Lea and to **Custom House**. **Silvertown** will continue to grow and evolve as a centre to meet the diverse needs of the increasing local population. It will provide opportunities for current and future communities to meet and feel part of a single neighbourhood. The area to the east of Beckton, becoming known as **Beckton Riverside**, has the potential to become a major town centre around a new DLR station, with a mix of uses, spaces, and new connections.

Improved transport is fundamental to achieving Good Growth. This includes providing high quality transport connections like an extension and new stations to the **DLR network** alongside enhancements to existing stations. Improving **bus services**, along with providing safe and attractive walking and cycling routes, such as extensions to the Thames Path and a Docks Loop, will promote **active travel**. This also supports new homes and jobs for Londoners.

This OAPF supports the London Plan’s proposal to extend the Docklands Light Railway (DLR) from Gallions Reach station via Beckton Riverside to Thamesmead and beyond.



FIG 1.4 Major transport infrastructure investment. Image credit: Sam Bush

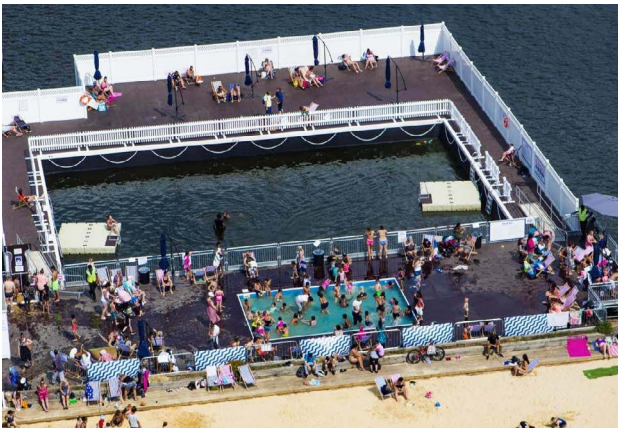


FIG 1.5 A vital waterfront to play, work and live. Image credit: Sam Bush, Tian Khee Siong

For further details on how the DLR extension could be an opportunity to unlock homes and Good Growth in the wider area, please refer to [Thamesmead and Abbey Wood OAPF](#).

Executive Summary

Strategic Vision

The Royal Docks and Beckton Riverside will realise its potential as one of the largest regeneration opportunities in London. This includes realising the [Mayor’s Economic Framework for London](#) and LB [Newham’s Recovery Strategy](#). The area will be a **vibrant location for culture (including cultural production), business and industry**. It will become known for its distinctive, well-designed and inclusive neighbourhoods, and as the home of City Hall.

New transport links will include a DLR Extension to Thamesmead via Beckton Riverside. Local connections will be transformed, allowing all of the Royal Docks to be accessed easily and safely on foot and by bicycle. These changes will bring residents closer to central London.

Industrial, commercial, and water-related uses will co-exist and grow across the OA, in line with site designations. The Enterprise Zone will help guide this evolution, with a premium placed on encouraging innovation, and in particular in urban and green tech. The OA will see growth in the **creative** and **cultural sectors**. This will include both business activity and events. The area will form part of the Mayor’s aspiration for a [Thames Estuary Production Corridor](#).

New neighbourhoods will emerge in **Silvertown, West Silvertown and Thameside West**. These will deliver good quality genuinely affordable homes and meet a growing need for supporting infrastructure.

Canning Town and Custom House will be gateways into the Royal Docks, with new development supported by connections across the River Lea and to Custom House.

New centres will be established, with **Silvertown, West Silvertown, and Thames Wharf** serving existing and future residents, workers, and visitors. **Beckton Riverside** will become a significant new centre. It will feature a mix of commercial and residential uses including retail, leisure, homes, night-time economy uses, last mile industrial, green and public spaces. There will also be a focus on improving natural capital and supporting biodiversity net gain.

New social infrastructure will be key to support this **Good Growth** and continue the area’s success. The [‘Towards a Better Newham’](#) strategy and the [‘Building a Fairer Newham’](#) will be realised across the area, with everyone benefiting.

Delivering ‘Good Growth’

[The London Plan](#) sets out a vision for ‘Good Growth’ across all Opportunity Areas. This means planning for growth in a way that improves the health and quality of life for all Londoners, reduces inequalities and makes the city a better place to live, work and visit. The six Good Growth objectives are:

- Building strong and inclusive communities
- Making the best use of land
- Creating a healthy city
- Delivering the homes Londoners need
- Growing a good economy
- Increasing efficiency and resilience

For further details on the Vision, and how it delivers Good Growth refer to **Chapter 2 The Plan**.

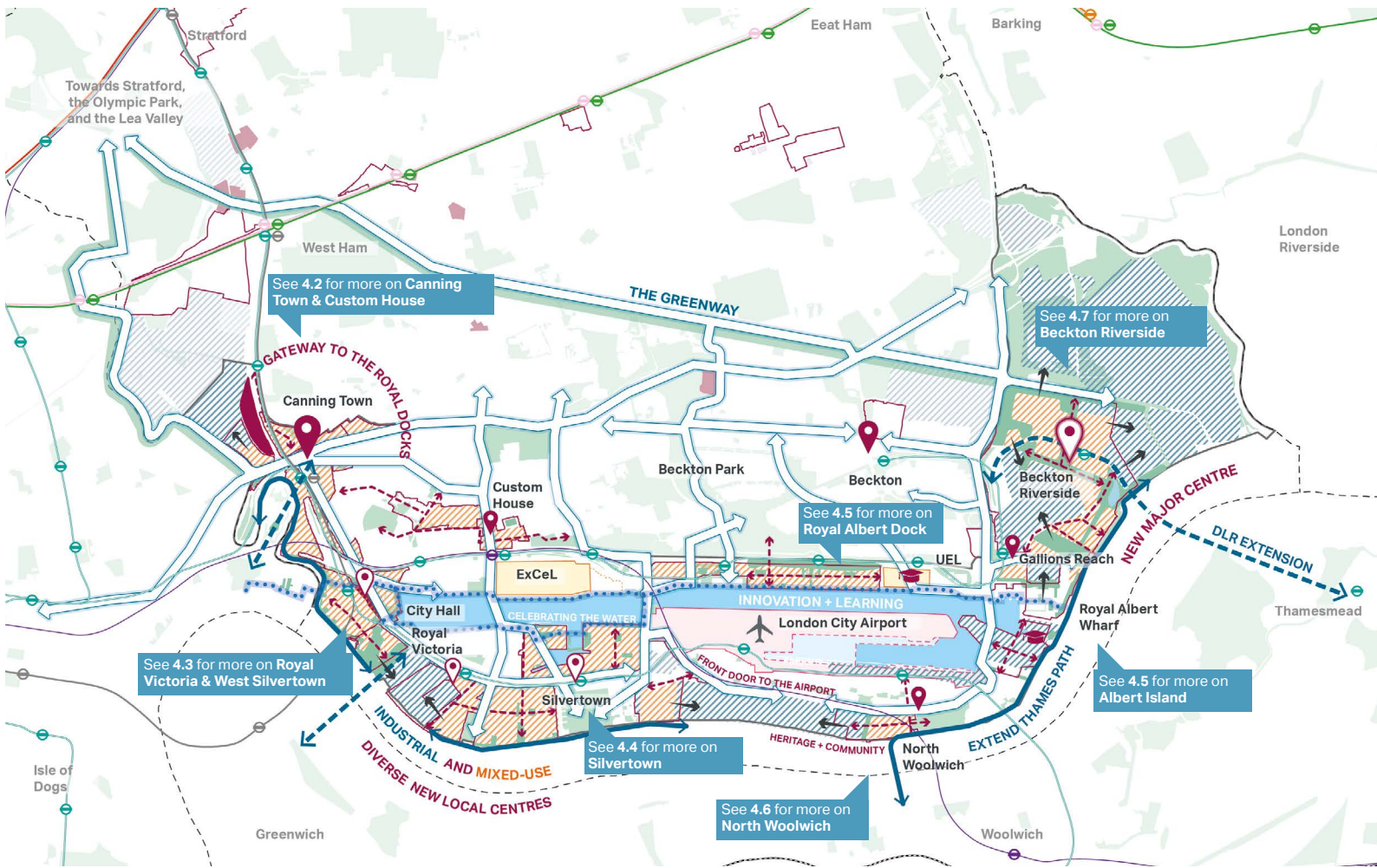


FIG 1.6 Strategic vision for RD+BR OA

KEY

- Borough boundary
- OA boundary
- Development sites in OA (allocated in LBN Local Plan)
- Existing open space
- Proposed open space
- Proposed mixed- use
- Proposed industrial intensification
- Mixed- use area (Local Plan allocation)
- Agent of change

- New or improved strategic connection
- New or improved cross - river link
- New or improved local connection
- Improved dock water accessibility
- DLR
- Elizabeth line
- Existing centre (district, town, local)
- Proposed centre (district, town, local)



1 Introduction to this document

This chapter provides insight to the spatial context in the OA, identifies issues and opportunities, and details the existing policy context.

Chapter contents

- 1.1 Spatial context
- 1.2 Issues and constraints
- 1.3 Policy context

Spatial Context

What is the Royal Docks and Beckton Riverside Opportunity Area?


Facts & figures

The Royal Docks and Beckton Riverside Opportunity Area (RD+BR OA) is one of the largest regeneration areas in London and is in the heart of the Thames Gateway.

The London Plan estimates an indicative capacity of:


 **30,000** NEW HOMES


 **41,500** NEW JOBS


 **95,000** people live in the OA³

 UEL has had a campus in the OA since 1999, is home to 19,000 students

 **22%** of the residents are within the **10% most deprived** wards in the country

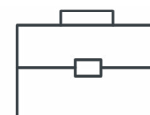
 The Royal Docks is one of the largest areas of impounded water in the world; with **91** ha of water, and **12** miles of waterfront¹

 **Industrial heritage** and activity is evident in the area, particularly along the River Lea, and south and northeast of the Royal Docks.

 City Airport is serving an important role for London in providing connections to many of Europe's leading business hubs. Over **4.5 million** passengers pass through the airport every year, and it is a key local employer with over **2,300 staff on site**.

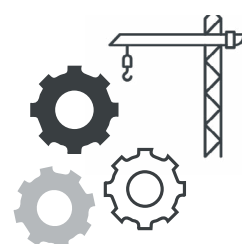
ExCeL is now established as London's largest international convention centre, and estimated to support

 **25%** of the city's inbound business tourism, hosting over 400 events annually, attracting 40,000 exhibiting companies

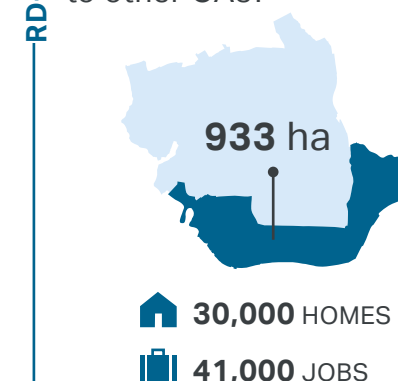
 The OA is **home to** 1,000 businesses, and currently provides **34,000** jobs, accounting for

30% of Newham's economy. 

Between 2019-21 there were **4,084 residential approvals**. Work on **3,524** homes has started, **3,086** homes were **completed**²

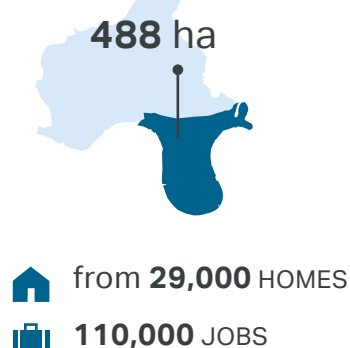


How does **Royal Docks and Beckton Riverside** compare to other OAs?



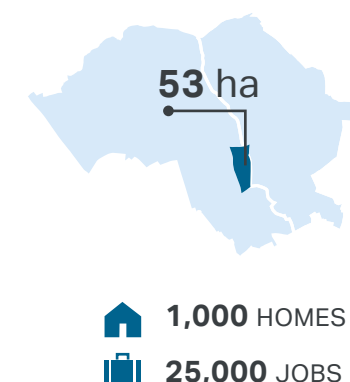
...RD+BR covers an area almost **2x** Isle of dogs

ISLE OF DOGS OA



...RD+BR covers an area almost **17x** King's Cross

KING'S CROSS OA



See more on OA monitoring and compare OAs on [Opportunity Areas website at gov.uk](https://www.gov.uk/opportunity-areas).

¹ Royal Docks Public Realm Framework (2019)

² [Opportunity Areas Greater London Authority website](https://www.planningdatahub.org/), using data from [Planning Data Hub](https://www.planningdatahub.org/), status of schemes are as per the summer 2019 starts and completions checks.

³ [London Population Explorer](https://londonpopulationexplorer.org/); Population for the wards that comprise the Opportunity Area

*all other data from Royal Docks Economic Purpose (2019)

Spatial Context

What is the Royal Docks and Beckton Riverside Opportunity Area?

This figure illustrates the different places/ areas in the OA and gives a brief introduction to their existing situation. To see more on the actions for each area see **Chapter 4 Places**.

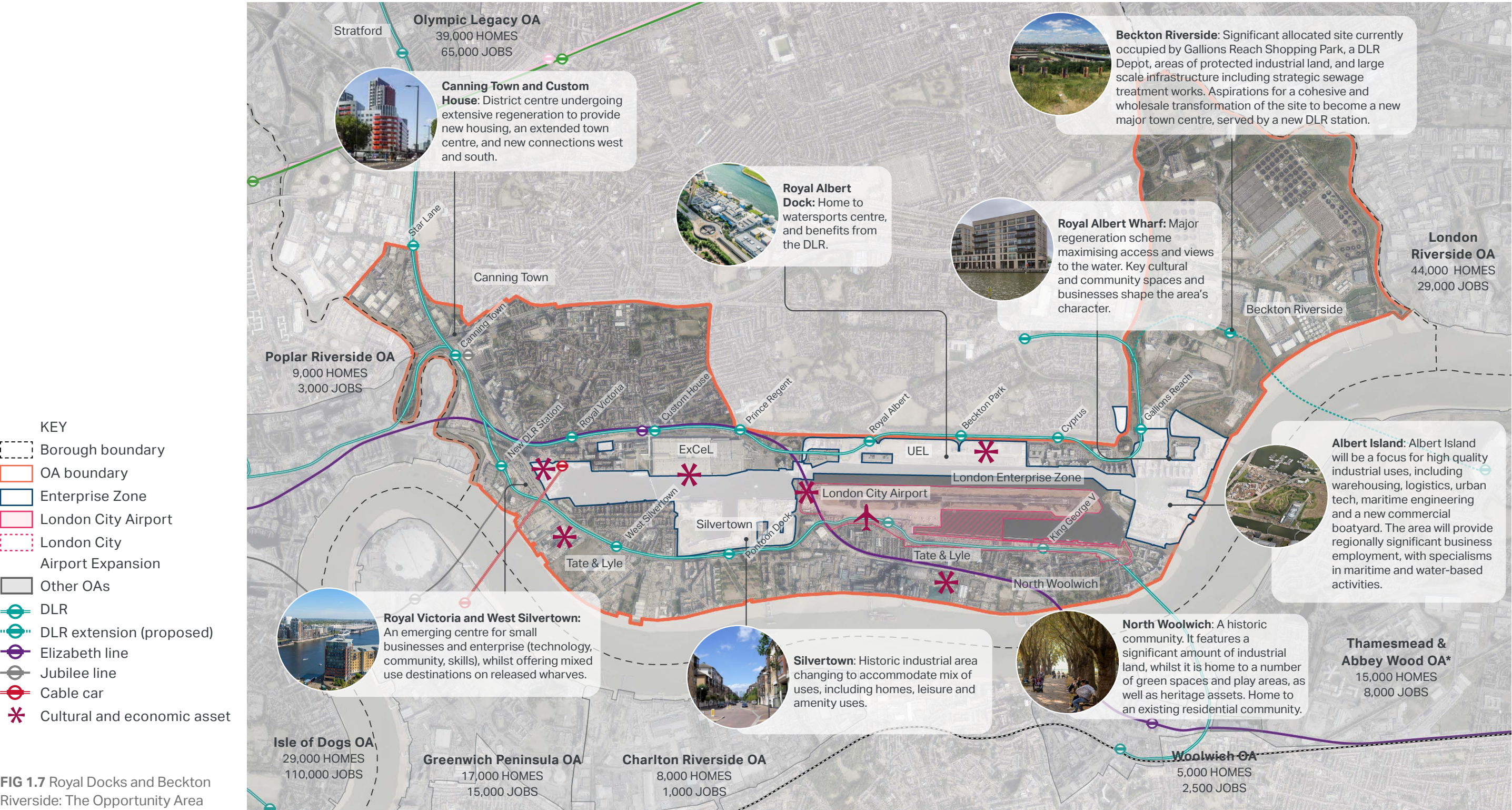


FIG 1.7 Royal Docks and Beckton Riverside: The Opportunity Area

*Figure based on the [Thamesmead & Abbey Wood Adopted OAPF \(2020\)](#)

Spatial Context

The East London Context

The Royal Docks and Beckton Riverside OA is part of a cluster of Opportunity Areas in east London. These OAs can accommodate large scale development, with mixed and intensive land-uses, assisted by good connections.

The Royal Docks and Beckton Riverside Opportunity Area has a key role at the epicentre of this growth.

- 1 Lea Valley OA:** Significant housing development on former industrial sites with rail links to deliver major town centre at Meridian Water.
- 2 Poplar Riverside OA:** Significant housing development on former industrial sites, supported by Leaside Park and new local links including bridges across the Lea to LB Newham and RD+BR.
- 3 Thamesmead + Abbey Wood OA:** Wholesale redevelopment with new homes, industrial uses, and DLR extension supporting new town centre at Thamesmead
- 4 Isle of Dogs and South Poplar OA:** High density housing alongside thriving commercial and flexible land uses.
- 5 Olympic Legacy OA:** A new cultural and sporting destination for London, including the Queen Elizabeth II Park, extensive mixed-use development, and significant investment in new river crossings.
- 6 London Riverside OA:** Significant housing development at Barking Riverside, alongside industrial intensification, supported by an extension to the London Overground.

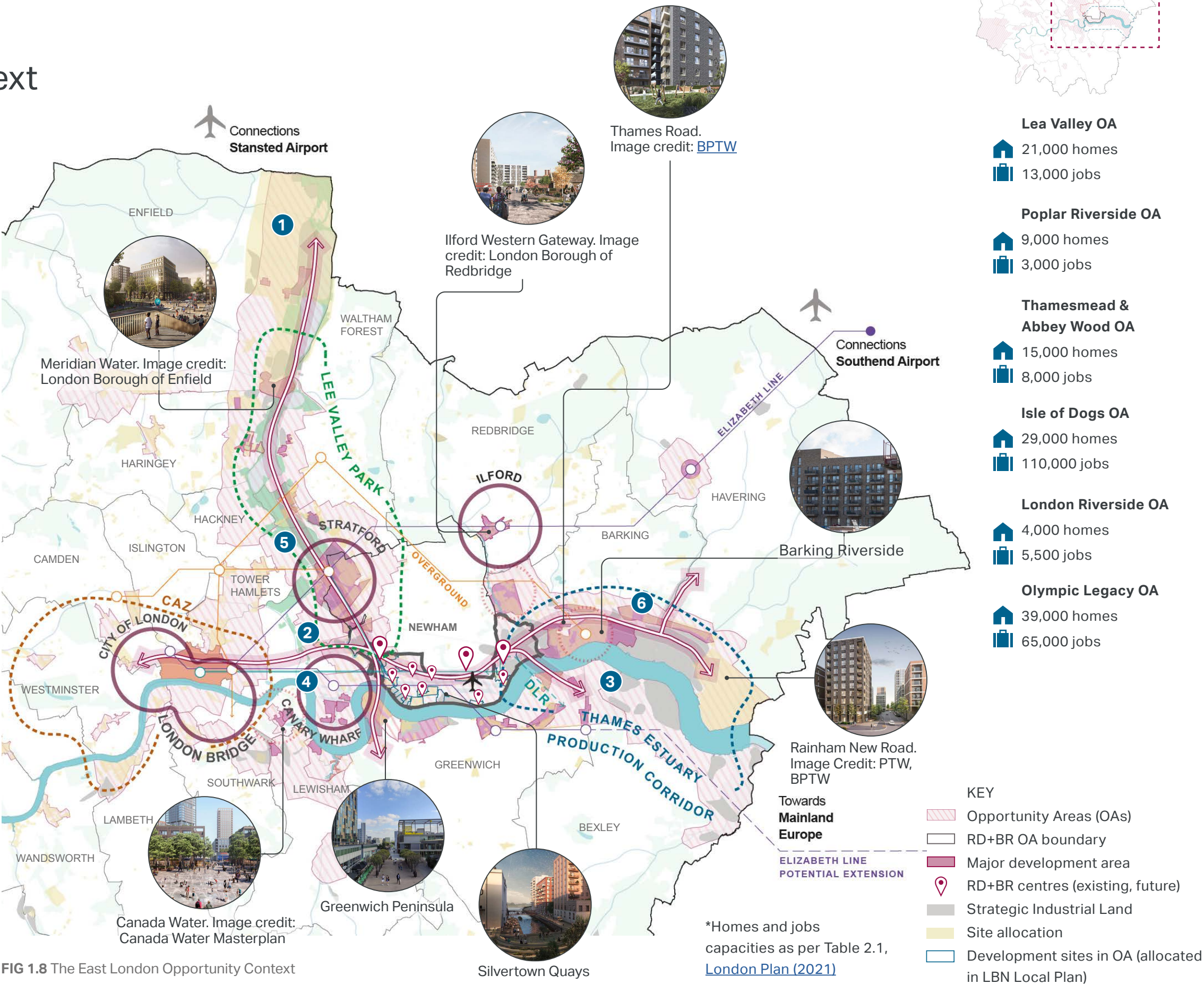


FIG 1.8 The East London Opportunity Context

P.1
1.1

Spatial Context

Economic Overview of the OA

The RD+BR OA is defined by the scale of its industrial sites, existing employment base, and potential to accommodate 41,500 jobs up to 2041(See [FIG 1.12](#)). The OA contains London’s only **Enterprise Zone**. This status has enabled a dedicated team to be setup and funded by borrowing against future business rate income. The aim is to shape and co-ordinate local economic activity, including business support, skills and affordable workspace.

The OA possesses **anchor economic assets** at London City Airport (LCA), Tate & Lyle (T&L), and ExCeL of both regional and international importance. T&L originally, and more recently LCA and ExCeL, emerged due to the strength of the relatively isolated nature of the industrial Docks’ location. All continue to bring important economic benefits to the area. The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities, or uses on the proposed new noise-sensitive development. For example, green space, or light industrial uses that can act as a buffer between residential and industrial uses (See [FIG 1.10](#)).

The OA retains significant **Strategic Industrial Land (SIL)** sites and uses. These include the safeguarded Peruvian, Thames Refinery, Royal Primrose Wharves, Tate & Lyle, aggregates and large-scale distribution/ logistics.



FIG 1.9 London City Airport. Image credits: Tian Khee Siong



FIG 1.11 Tate & Lyle



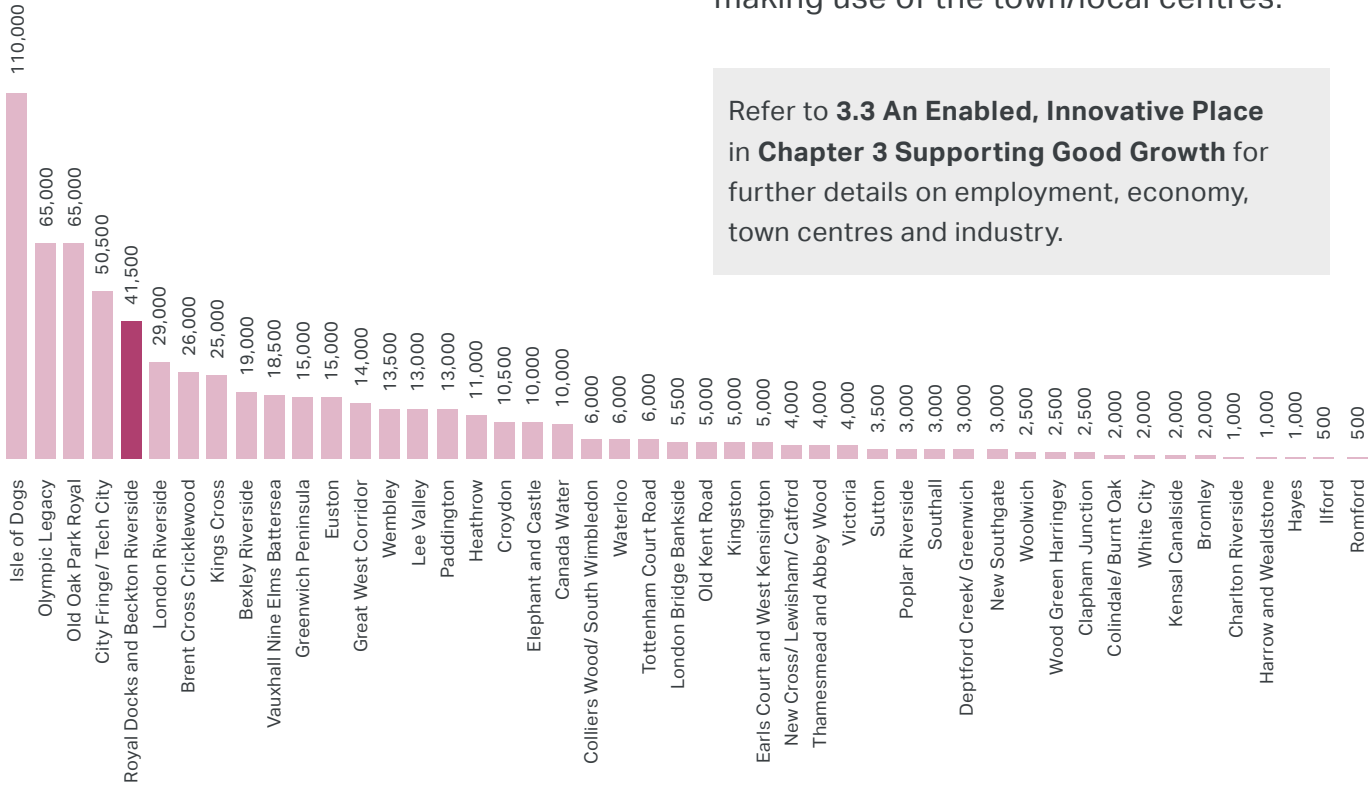
FIG 1.10 Example of Agent of Change treatment; Minnesota Street Warehouse: Light industrial uses can function as a buffer between industrial locations and residential uses. Such treatment can ensure active ground floors that enhance visual permeability and street experience. Image credit: Jensen Architects

Peruvian Wharf and Royal Primrose Wharves will seek to consolidate activities from Manhattan, Sunshine and Thames Wharf, which were de-designated by the Secretary of State in 2021 (See more in **Chapter 3 Supporting Good Growth**).

Cody Road/British Gas SIL is designated as SIL and is a major source of employment for the local area. Some former SIL is subject to some Managed Release process in the Local Plan. There is the potential for **industrial intensification** following a plan-led process to create a more inclusive economy.

There is a growing and thriving small and medium **enterprises (SME)** presence in the area. This is increasingly concentrated around Royal Victoria and Silvertown, with developments like The Expressway providing popular accommodation for a range of businesses.

There is significant **hotel provision** at Connaught North, Custom House, and Silvertown/North Woolwich. This takes advantage of proximity of LCA/ExCeL for commercial travellers and offers reduced price alternatives for tourists. However, poor local connections mean these are relatively isolated enclaves, and there is little evidence of guests making use of the town/local centres.



Refer to **3.3 An Enabled, Innovative Place** in **Chapter 3 Supporting Good Growth** for further details on employment, economy, town centres and industry.

FIG 1.12 Indicative Employment Capacities in Opportunity Areas as per London Plan 2021

Spatial Context

The Enterprise Zone

The Royal Docks area is London’s only ‘Enterprise Zone’. The OA will serve as a leading economic destination and anchor the considerable housing development that is coming forward, as London moves east.

The Enterprise Zone (EZ) **delivery plan** proposes an integrated and catalytic package of infrastructure and projects. This includes transport infrastructure, connectivity, economic development, placemaking, estate management and creative programming projects. It will deliver the cohesive transformation of the Royal Docks and accelerate the delivery of EZ commercial space.

KEY THEME 1- PLACE
A place of immense scale and opportunity; with sustainable and cohesive neighbourhoods; high-quality public spaces; and an active waterscape that provide opportunity and experiences for all.

KEY THEME 2- CONNECTIVITY
An area that is resilient, smart and connected; with transport options and infrastructure that support the Royal Docks to be a greener, healthier and more prosperous place, with both local and global reach.

KEY THEME 3- ECONOMY
An internationally significant hub of enterprise and employment; a pioneering and progressive place, committed to responsible growth and the wellbeing and prosperity of local people.

By borrowing against future business rate income, and through a dedicated team, the **Royal Docks Enterprise Zone designation** offers a unique opportunity and vehicle to shape and coordinate placemaking in the Royal Docks. The OAPF integrates the [Royal Docks Public Realm Framework](#), which builds on an understanding of the spatial objectives set out in the EZ Delivery Plan.

The [EZ Delivery Plan 2018-2028](#) sets out key themes: Place, Connectivity, Economy, Culture, Identity:

KEY THEME 4 - CULTURE
Reviving the Royal Docks culturally and socially is a priority. This will help ensure that the OA becomes an attractive, enticing and liveable place. The [Royal Docks Cultural and Placemaking Strategy](#) includes a consistent, high quality and varied cultural programme. The programme aims at attracting local and international audiences; energising the visitor and night-time economy and ensuring communities and businesses can thrive. Large scale development sites in the Royal Docks present opportunities for city scale meanwhile uses and events.

KEY THEME 5: IDENTITY
An area that is shaped by the pride and participation of local people. A place that sets new standards for sustainable and responsible growth. A growth that supports London to be a more open and inclusive global city.

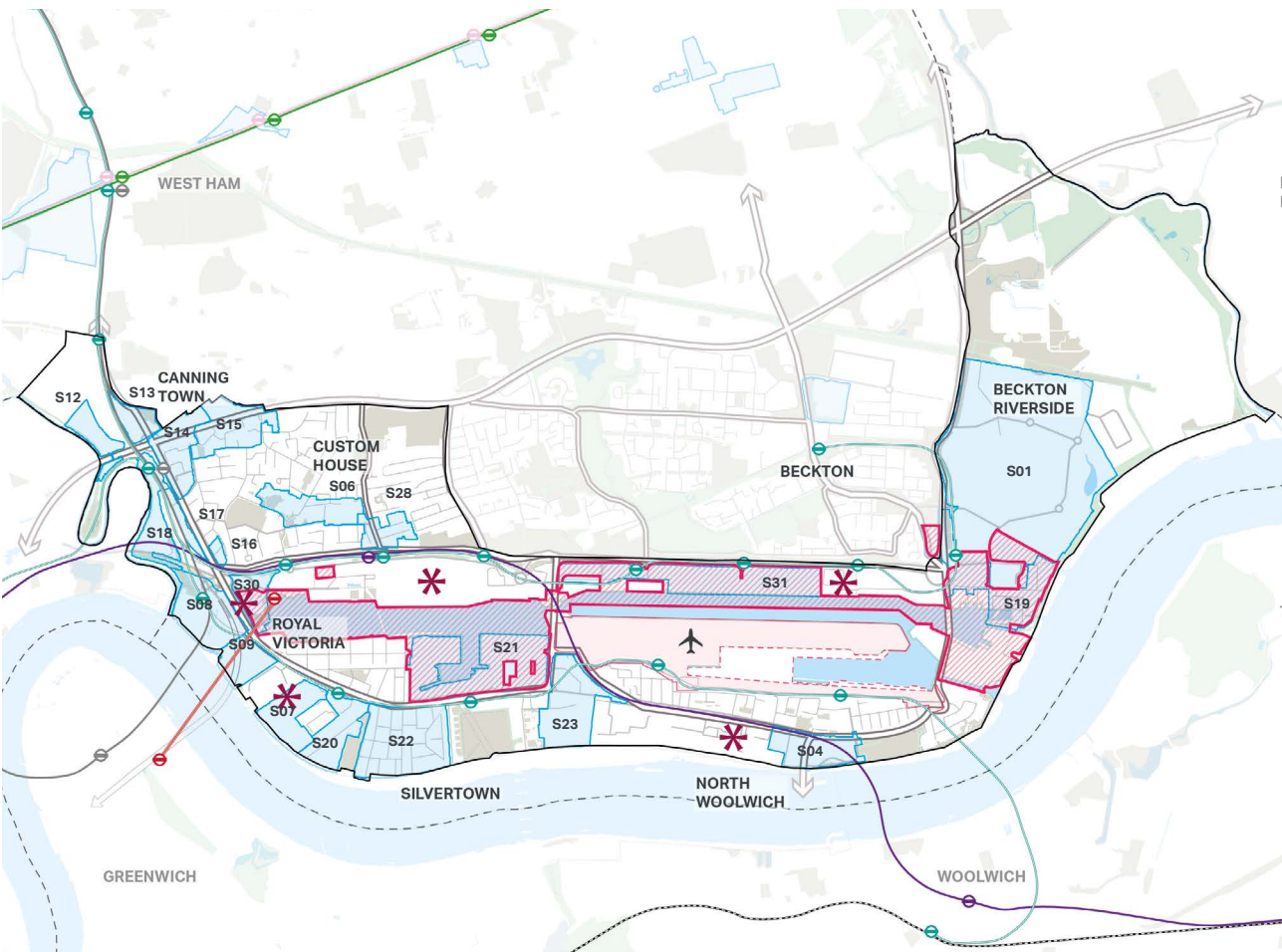


FIG 1.14 Royal Docks Enterprise Zone



FIG 1.13 Event at ExCeL centre. Image credit: Tian Khee Siong


- KEY**
- Borough boundary
 - OA boundary
 - Development sites in OA (allocated in LBN Local Plan)
 - London City Airport
 - London City Airport Expansion
 - Enterprise Zone
 - DLR
 - Elizabeth line
 - Jubilee line
 - Cable car
 - * Cultural and economic asset

Issues and Constraints


Strengths, Weaknesses, Opportunities, Threats

The OA strengths, weaknesses, opportunities and threats are presented in the SWOT analysis below. Following that spatial constraints and opportunities are mapped on p.30-31.


STRENGTHS (S)




Established Communities: The area is home to many long standing residential communities. Those have an important role to play in guiding change in the OA. Established communities are made up from diverse and relatively young population with nearly half of all residents born outside the UK and a third of residents not having English as a first language (Royal Docks Economic Purpose, 2019).



Water: The historic docks are a vital part of the area’s character, and act as an important public open space. Planning policy encourages use of the water, whilst also requiring its retention. A defined strategy for use of the water, including its role as a transport opportunity and biodiversity asset, will be produced.




ExCeL/UEL/LCA: Many local and international visitors to the area are attracted by unique assets like LCA, UEL and the ExCeL. Whilst these should be valued in their own right, their integration into the wider area could be improved. The OA would become ‘more than the sum of its parts’ if visitors stayed longer at more than one place, and locals made more use of these assets.




The Royal Docks Enterprise Zone: 450 acres at the centre of the Royal Docks is under public sector ownership - and the Royal Docks team is a joint initiative from the Mayor of London and Mayor of Newham working collaboratively with key stakeholders and local communities to ensure the area’s successful transformation. This offers a rare opportunity to ensure that regeneration delivers genuine benefits to the local area. Over the whole of the Royal Docks, this includes thousands of new and affordable homes, new jobs, new workspaces for SMEs and growing businesses. It also includes social, education, sports and culture infrastructure, such as schools, surgeries, parks, leisure facilities, cultural programming and community initiatives.


WEAKNESSES (W)



Deliverability: Viability challenges in parts of the OA, especially the east, restrict the development of full range of land uses. Low potential land value uplift and funding gaps also make it difficult to fund necessary infrastructure ahead of new development. Successful case-making for infrastructure investment, which is often lacking due to the industrial history, is vital. This would help avoid fragmented development. Moreover, a comprehensive approach to phasing could enhance a sense of place and contribute to ‘stitch’ existing and new communities.



Local Connections: The area is made up of a series of separate and distinct places and land uses. Moving between these areas is often difficult, especially on foot, due to barriers, overscaled road infrastructure, and distances between places. Measures such as walking/cycling improved access, restoration of natural environment and green/ blue infrastructure networks to improve climate resilience can turn weaknesses into opportunities.



Lack of accessible/green space: There is a current deficiency in public open space in the OA. There are two areas that are subject to an acute lack of access to both small and medium open spaces, which are:

- Tidal Basin and the site of the Thameside West development; and
- The eastern end of the docks around Albert Island and Beckton Riverside.

At the same time, the dock water is underused, and could become the area’s biggest asset in terms of public space.




FIG 1.16 Dock2Dock Swim. Image credit: Tian Khee Siong




FIG 1.15 Existing communities, Big Lunch Drop. Image credit: Tian Khee Siong




FIG 1.18 View from ExCeL Centre. Image credit: Tian Khee Siong




FIG 1.17 Existing character. Image credit: Sam Tian Khee Siong

Issues and Constraints

Strengths, Weaknesses, Opportunities, Threats

P.1
1.2

OPPORTUNITIES (O)

Industrial Land: Designated industrial land, including SIL, Local Industrial (LIL) Locations, Local Mixed Use Areas (LMUAs), and Safeguarded Wharves*, are vital to the economies of London and Newham.

Safeguarded Wharves are vital to enable the sustainable movement of waste and of the aggregates and materials needed to build new development in the OA. Recent Managed Release of SIL and consolidation of Safeguarded Wharves places greater emphasis on these remaining designated areas. Intensification of industrial land uses could deliver more jobs on smaller sites. Relationships between land uses will need careful management, as will ensuring industrial uses complement streets and people.

Developable Sites: The 21 allocated sites in the OA have the potential to deliver 36,300 new homes, and 55,700 new jobs. Sites like Beckton Riverside and Silvertown Quays are some of London's largest brownfield sites. They offer a unique opportunity to comprehensively deliver new uses, homes and infrastructure at scale, including community and health facilities. Transport investment plays a key role in unlocking the sites' potential and enabling this change.

History: The industrial legacy of the Royal Docks is visible in protected heritage assets, which should inform the design and development of new places. The legacy of very large industrial sites with limited access does however make it harder to navigate the area as a pedestrian or cyclist.

City Hall: The relocation of the Mayor of London to the Royal Docks could be significant in raising awareness of the new activities and land uses in the area. It will also be key in attracting new workers and visitors. The City Hall can act as a catalyst for the regeneration of the OA, similarly to what happened in London Bridge, when The Mayor of London was located in the area.

Culture: The scale, character, and location of the Royal Docks lends itself to new cultural uses. This potential is being realised with a rapidly expanding cultural offer supported by the work of the Royal Docks Team. There is also the opportunity for city scale meanwhile uses as part of cultural programming.



FIG 1.20 Making space art walk. Jessie Brennan. Image credit: Thierry Bal



FIG 1.19 Millennium Mills. Image credit: Sam Bush

*Safeguarded Wharves include: Peruvian, Thames Refinery, Royal Primrose.

THREATS (T)

Strategic Transport Links: Parts of the OA have good public transport links via DLR, Jubilee line, and the Elizabeth line. LCA extends this reach to over 25 destinations globally. LCA also connects the OA and London to another 15 destinations on a seasonal base. This strategic connectivity is compromised, however, by poor local connections, which can make it difficult to reach public transport. In addition, a new DLR Extension is required to support high levels of growth at Beckton Riverside and create cross-river connectivity.

Environmental Quality: The area has good natural assets like the Thames, the River Lea, the Greenway, but access is often challenging due to a lack of local connectivity, the industrial legacy, or strategic infrastructure like the A13 or at-grade DLR track. Though the orientation of the Royal Docks provides good access to day/sunlight, local air and noise quality can be poor. Large highways, aircraft noise, and industrial uses can contribute to this. However, a changing pattern of land uses may help improve this situation. New developments should respond to environmental challenges delivering improvements for the OA; there is opportunity to enhance the natural environment through improved soil quality, and enhanced groundwater.

New Infrastructure: The delivery of new homes and jobs across the OA is often reliant on the planning and construction of new infrastructure. This includes physical, digital, and utilities infrastructure. Clear and coordinated work between developers, utilities providers, and planning authorities, will be required to ensure infrastructure keeps pace with development activity.

Fragmented development: There is a risk of developments being insular. This would mean that they would seek to deliver individual facilities, rather than connecting and collaborating with adjoining sites and existing centres to create more vibrant and diverse neighbourhoods.

Climate change (increasing sea levels, air quality): Most of the OA is designated by the Environment Agency as Flood Zone 2-3. This means it is particularly vulnerable to tidal and fluvial flooding, and required to manage risk - flood defences, resilience measures, and emergency evacuation routes. Water flooding is a significant challenge given the limited green spaces and the requirement to improved measures via development to mitigate on and off-site flood risk.



FIG 1.22 Investment on major infrastructure. Image credit: Tian Khee Siong



FIG 1.21 Existing connections. Image credit: Tian Khee Siong

Issues and Constraints

Constraints and opportunities

- P.1
1.2
- CONSTRAINTS
- 1

Legacy of large industrial sites and structures with limited access.
- 2

London City Airport Public Safety Zone* limits development, including building heights and landscape design.
- 3

Poor air and noise quality.
- 4

Lack of local connections and reliance on over-scaled strategic roads for local journeys.
- 5

Natural and constructed barriers between OA and rest of LB Newham, Blackwall/Poplar, and Barking & Dagenham.
- 6

Unresolved relationships between land uses for example commercial servicing and new high-density housing.
- 7

Relatively low population density can make service and facilities provision challenging.
- 8

Thames Barrier access requirements and security considerations.
- OPPORTUNITIES
- 9

Strengthen network of distinctive places across the area by directing and phasing development.
- 10

Existing and new centres to consider local identity and need to deliver sustainable uses and function for the economy and people.
- 11

Unlock new opportunities with transport investment at Beckton Riverside. Develop a vision for a major town centre, with new homes, jobs and services supported by a new DLR station.
- 12

Promoting the emerging vision for a new local centre at Silvertown, supported by neighbouring assets like City Hall, ExCeL and the docks.
- 13

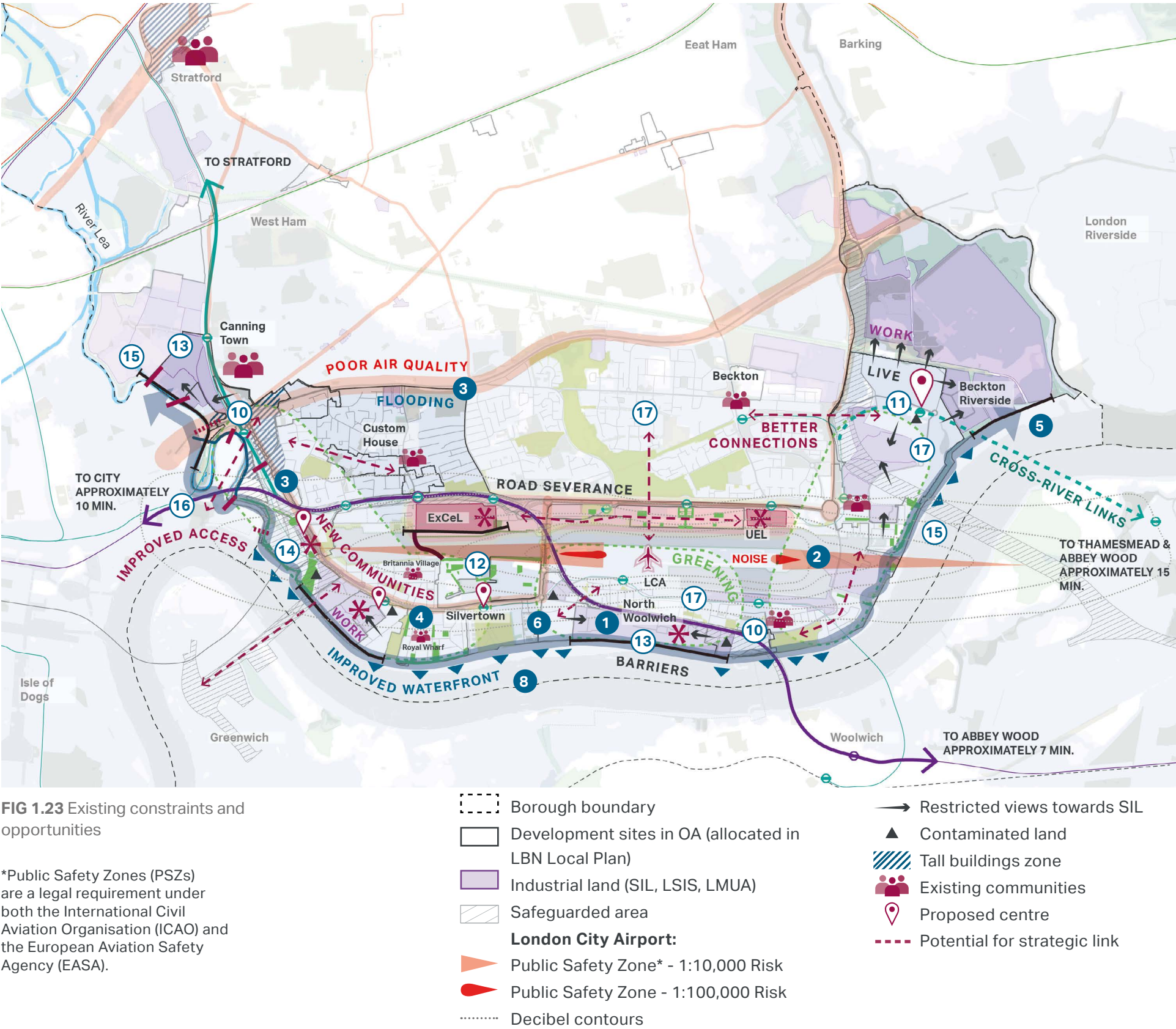
Intensify industrial uses on designated SIL and LIL sites to create new jobs and opportunities for local people. Optimisation and modernisation of land uses in strategic sites.
- 14

New centre of activity at Royal Victoria West, featuring City Hall, Thameside West, and emerging business cluster at Expressway.
- 15

Thames Path additions secured wherever possible, with improved water accessibility.
- 16

Canning Town Transport Interchange expanded via new accesses and bridges across Lea.
- 17

New green spaces within new development addressing current deficiencies.



Policy Context

How will this OAPF be used?

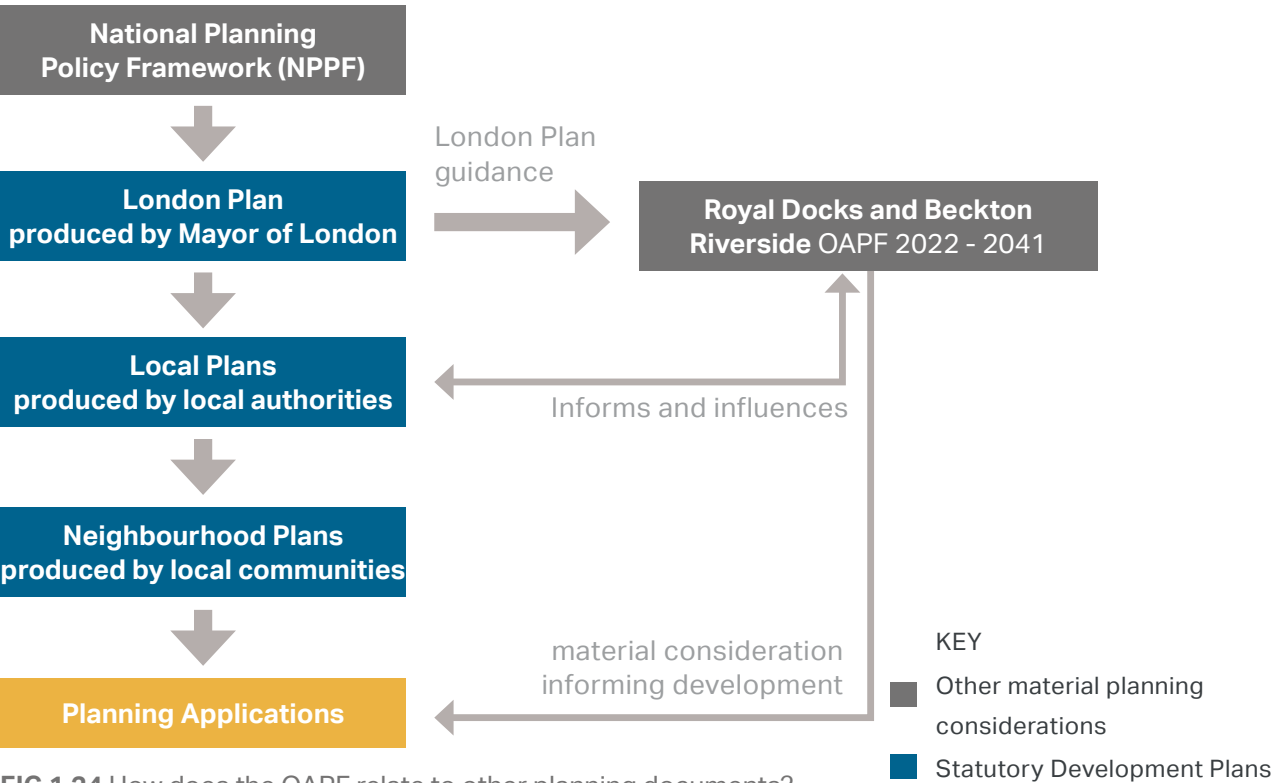


FIG 1.24 How does the OAPF relate to other planning documents?

What is an Opportunity Area Planning Framework?

Opportunity Area Planning Frameworks (OAPFs) are strategic planning frameworks that set out planning, regeneration and design guidance for Opportunity Areas (OAs). OAPFs are informed by policy and guidance from the national to local level.

Through the OAPF process, the GLA and TfL work with London boroughs to define, support and deliver Good Growth in London’s OAs, offering strategic planning design input. Working in partnership with stakeholders and local communities,

OAPFs complement local, regional and national strategic planning policies in addressing the challenges and opportunities in OAs. They also help in identifying the necessary physical and social infrastructure to support growth.

What is an Opportunity Area?

London’s Opportunity Areas are identified in the London Plan as the city’s most significant locations with development capacity to accommodate new housing, commercial development and infrastructure, linked to existing or potential improvements to public transport capacity and connectivity.

Royal Docks & Beckton Riverside OAPF

The Royal Docks and Beckton Riverside OAPF sets a vision for the area up to 2041, adopts a boundary for the OA, and considers in detail what London Plan and LB Newham policies mean for the Opportunity Area.

This OAPF focuses on strategic issues and opportunities. The London Plan requires the OAPF to:

- review the **development opportunity** in areas with good transport accessibility ensuring development reflects Good Growth principles
- present **a strategy for industrial land**
- outline the opportunities associated with a **future DLR extension** to Beckton Riverside and how these could be supported. **Key transport investment** like a new DLR station at Thames Wharf, and improvements to DLR services and local connections, are also considered.

OAPFs are London Plan Guidance (LPG), and are adopted by the Mayor of London as such. While an OAPF does not establish new policies, the framework provides a direction of travel for the Local Plan review (underway) and policy reviews at both regional and local level, as well as parameters for the area. It will also be a material consideration in planning decisions, the plan making process and Section 106 negotiations. An OAPF can also be adopted by a local planning authority as a Supplementary Planning Document (SPD).

The OAPF sits alongside the London Plan’s strategic policies and the more detailed policies of London Borough of Newham’s Local Plan. It must be read in the context of the relevant statutory planning policy which applies to development proposals in the OAPF area.

Refer to [The Mayor’s Transport Strategy](#) to see more about the DLR extension and how it is supported in the context of London.

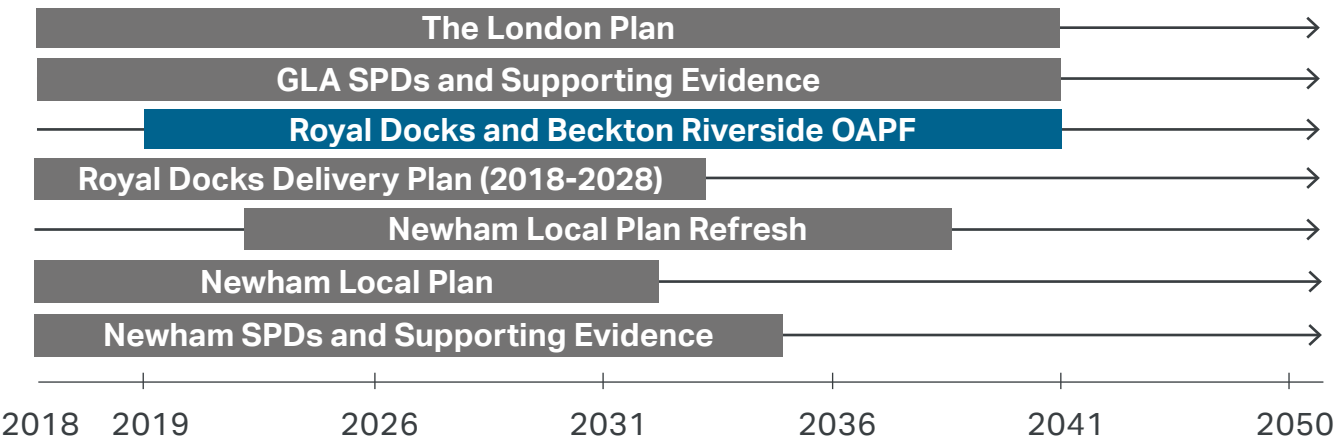


FIG 1.25 Timeline for the Royal Docks and Beckton Riverside OAPF

P.1
1.3

Policy Context

Planning Overview

The policy context for the OAPF comprises national and strategic policy through the National Planning Policy Framework (NPPF) and the London Plan (LP). The LB Newham Local Plan was adopted in 2018.

LB Newham have started a review of their Local Plan, consulting on Issues + Options in late 2021. The OAPF provides further guidance on the implementation of the NPPF, the London Plan and current Newham Local Plan. It also supports in setting a high level direction for the forthcoming LB Newham Local Plan review.

National Planning Policy Framework

The National Planning Policy Framework para 2.11 a) requires that all plans should promote a sustainable pattern of development. They should aim to achieve healthy, inclusive and safe places which foster social interaction through mixed-use developments, strong neighbourhood centres and street layouts.

London Plan 2021

The London Plan 2021 sets the strategic policy direction for the OA in Para 2.1. An indicative employment capacity of 41,500 new jobs, supported by 30,000 new homes is planned for the OA up to 2041.

Mayor's Transport Strategy

The key principle of the Mayor's Transport Strategy is to tackle dominance of traffic and create better streets for people. Better streets should encourage active, efficient, and sustainable modes of travel. The central aim is that of 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. New cross river connections will unlock growth potential in Newham, Greenwich and Bexley improving connectivity and access to employment opportunities.

Newham Local Plan 2018

The LB Newham Local Plan 2018 plans for 43,000 homes new homes between 2018-2033. Canning Town, Custom House and Beckton are identified as strategic areas. There is a focus on new job creation, infrastructure development, new town and local centres, and carefully located tall buildings at public transport nodes. These areas could deliver a significant amount of the borough's housing needs.

The plan envisages significant Managed Release of SIL in the Royal Docks from traditional industrial activities towards high technology, creative industries, retail, leisure, cultural economy, business and financial services.

Heavier industrial uses, warehouses and utilities will be retained in the area. However, these will evolve and intensify on Strategic Industrial Locations (SIL) in Beckton, Thameside East, and smaller, locally significant industrial areas (LILs) elsewhere.

They need to be supported by environmental enhancements, buffering, and active but consolidated wharves.

LB Newham Local Plan Issue + Options 2021

LB Newham Local Plan Issue + Options 2021 acknowledges the Royal Docks as one of the borough's key opportunities. The OAPF is identified as key to guiding future development of the area, and will support the review of the Local Plan.

The Royal Docks are considered in the Issues + Options:

- A potential centre for Newham's emerging Green Economy
- A place with potential to offer improved shopping and retail
- A place which needs more community and social spaces for all ages and meanwhile uses for vacant sites to test ideas and new models of community investment.
- A testbed for innovation in the fast-growing data and digital sector, with infrastructure needs requiring further investigation.



FIG 1.26 Towards a Better Newham - 8 Pillars

Towards a Better Newham - Community Wealth Building

Towards a Better Newham sets out LB Newham's response to COVID-19 recovery. The strategy also establishes principles for Community Wealth Building across the borough.

This OAPF acknowledges and integrates the pillars, and embeds Community Wealth Building in its recommendations, delivery, and monitoring sections.

Royal Docks Guidance (non-statutory)

The Royal Docks Team have produced a series of strategies and studies that consider the future of the Enterprise Zone. These include: **Royal Docks EZ Delivery Plan 2018-28, Royal Docks Public Realm Framework, Royal Docks Design Guides, Royal Docks Economic Purpose and Royal Docks Cultural Strategy**. Though non-statutory, these studies provide valuable insights into how the EZ might change in the future. They can be used to guide investment, development, and infrastructure funding.

Policy Context

The story so far

Since designation (2004), 13,000 homes have been completed in the OA, whilst more than 400,000 sqm. of non - residential (net) floorspace has been delivered. It is estimated that 3,600 homes, and approximately 70,020 sqm. of non - residential floorspace have been completed since 2019*.

Key **constructed developments** include:

- 1 Royal Albert Dock (Phase 1) 2018
- 2 Royal Wharf 2020
- 3 Brunel Street Works 2021
- 4 Caxton Works 2018

Key **permitted developments** include:

- 1 Thameside West 2021
- 2 Silvertown Quays (Outline) 2017, Detailed (2020)
- 3 Albert Island 2021

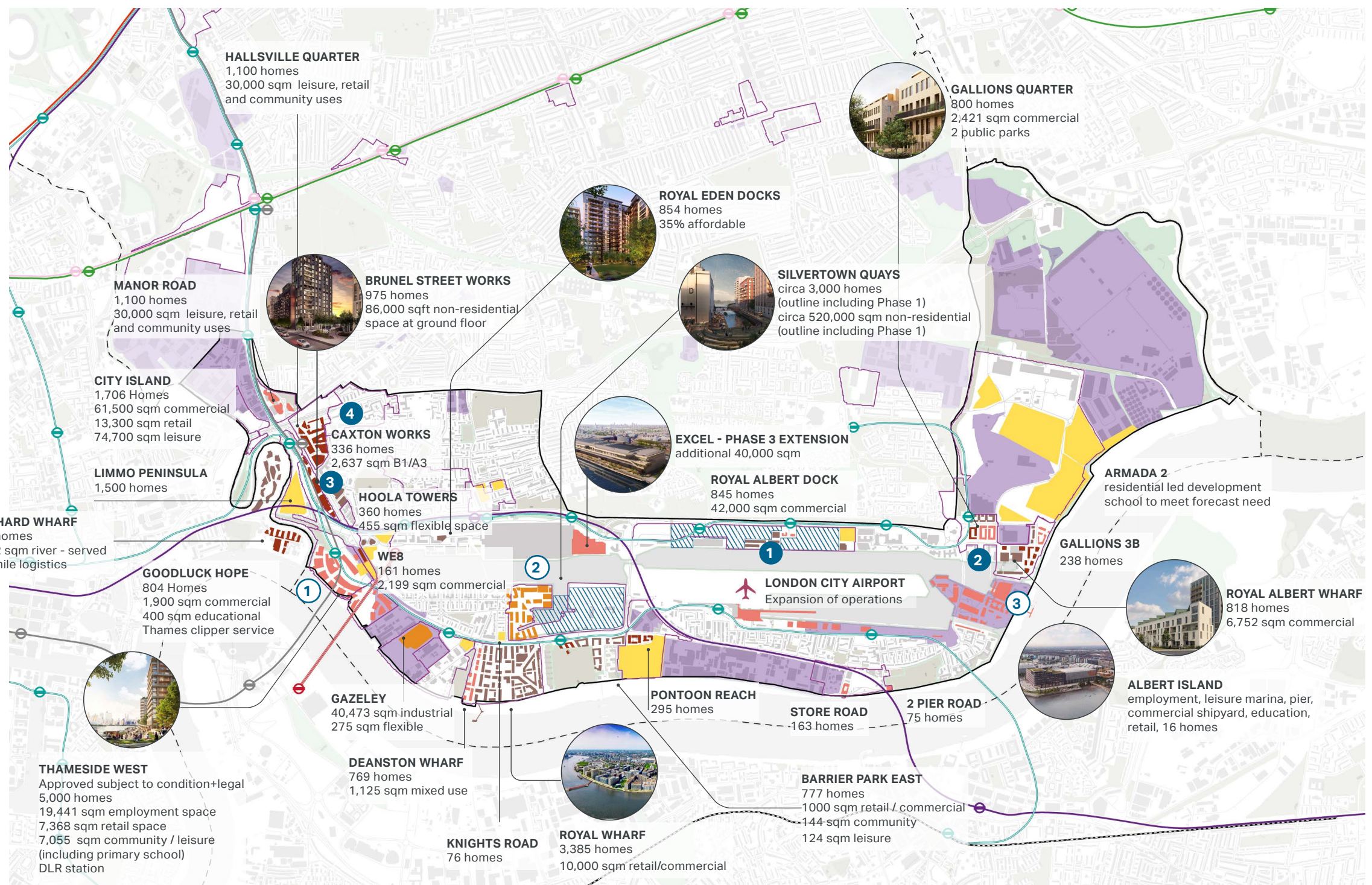
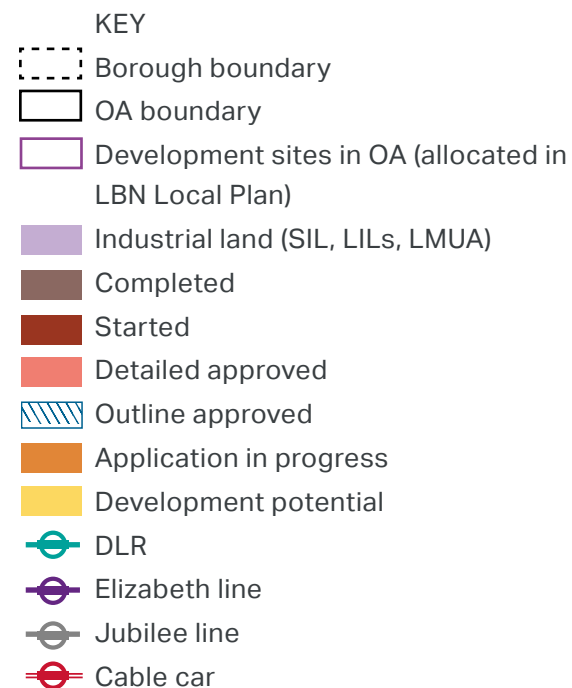


FIG 1.27 Development in the OA. The diagram contains images available in RDT (September 2021), Transforming the Royal Docks: A guide to our developments.

* All data from [Planning Data Hub](#)

For further information please see below:

- [Developments in and around the Royal Docks](#)
- [Planning Data Hub - Heatmap of residential completions](#)
- [Royal Docks and Beckton Riverside Opportunity Area webpage](#)



2 The Plan

This chapter builds on the analysis presented earlier to illustrate a deliverable future vision for the Royal Docks and Beckton Riverside OA up to 2041. Whilst the plan complies with the NPPF, London Plan, and the LB Newham Local Plan 2018, it also strives to be aspirational and up-to-date. It does so through acknowledging issues like COVID-19, and relevant responses such as the [Mayor's Economic Framework for London](#). The OAPF is informed by the Mayor's Good Growth objectives, and LB Newham's strategy '[Towards a Better Newham](#)', as well as the '[Building a Fairer Newham](#)' strategy.

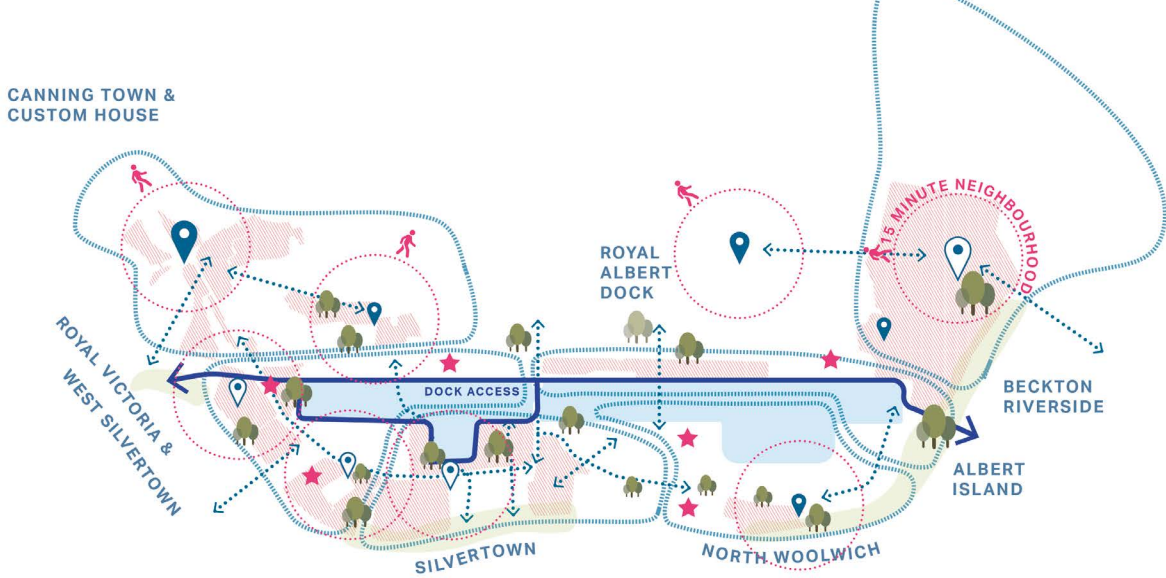
'The Plan' is structured around the following elements:

- The Vision(s) and Principles: The Vision(s) describes the OA in 2041. The Principles explain briefly how the Vision will be achieved.
- A Strategic Vision: This illustrates the Vision and Principles on a map, showing where change may happen across the OA including development, intensification, and new connections.
- Baseline and Higher Growth development capacity scenarios are presented in this OAPF. These describe a potential scale of growth across the OA up to 2041.

Chapter contents

- 2.1 Vision and Principles
- 2.2 Strategic Vision
- 2.3 Growth

Vision and Principles



A LIVELY, HEALTHY PLACE

As a lively, healthy place, the Royal Docks and Beckton Riverside OA will prioritise quality of life, health, and personal wellbeing. Residents and employees will benefit from quality mixed use development and genuinely affordable, accessible new homes. New and improved streets and spaces will make use of unique assets like the Royal Docks water, River Thames, and industrial heritage to encourage active lifestyles inspired by the place qualities of the area.

Refer to **3.1 A Lively, Healthy Place** in **Chapter 3 Supporting Good Growth** for further details on what this theme could mean for Royal Docks and Beckton Riverside.

PRINCIPLES

- 01 Support the delivery of 36,300 homes on allocated sites to create mixed and inclusive places.
- 02 Improve local and strategic connections, including a new DLR Extension to Thamesmead via Beckton Riverside to improve access to opportunities in and around the OA and anchor development on good public transport infrastructure with low car use.
- 03 Contribute to a healthier Royal Docks and Beckton Riverside OA
- 04 Phase development across the OA to create lively, active neighbourhoods and facilities, with connections to the rest of the Docks and LB Newham.
- 05 Make optimum use of, and increase access to, the water.
- 06 Where appropriate replace industrial scale sites with urban 'human-scale' development.
- 07 Support the establishment of walkable neighbourhoods in the OA.



A CONNECTED, RESILIENT PLACE

The Royal Docks and Beckton Riverside OA will be well-connected and easy to move around on foot, by cycle and using public transport. A network of local and strategic connections in the OA will also facilitate reaching other places in London. Existing green and open spaces, and the water in the Royal Docks will be popular and easy to reach and use. New green and open spaces will be a guiding principle in future developments. As a resilient and sustainable place, the area will be able to face and recover from social, economic and environmental challenges and respond to the climate emergency.

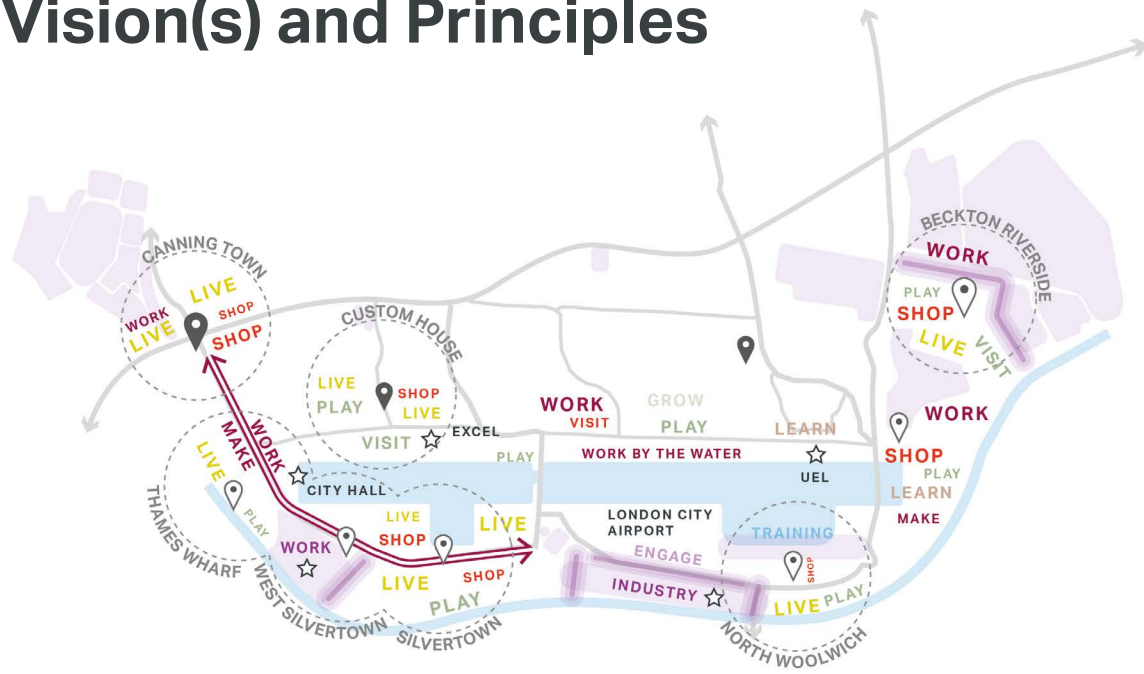
Refer to **3.2 A Connected, Resilient Place** in **Chapter 3 Supporting Good Growth** for further details on what this theme could mean for Royal Docks and Beckton Riverside.

PRINCIPLES

- 01 Promote safe, accessible routes for sustainable travel.
- 02 Green/blue infrastructure to strengthen ecological resilience and biodiversity, including aquatic biodiversity.
- 03 Enhance access to green and open spaces. Open the Royal Victoria Dock Loop as a continuous route.
- 04 New bridges across waterways to enable access to neighbouring places and boroughs.
- 05 New green spaces within and around new development to address deficit in green space.
- 06 Invest in public transport, including new DLR stations, and local connections. These will unlock sites, promote active travel, and create Healthy Streets.

Vision(s) and Principles

P.2
2.1



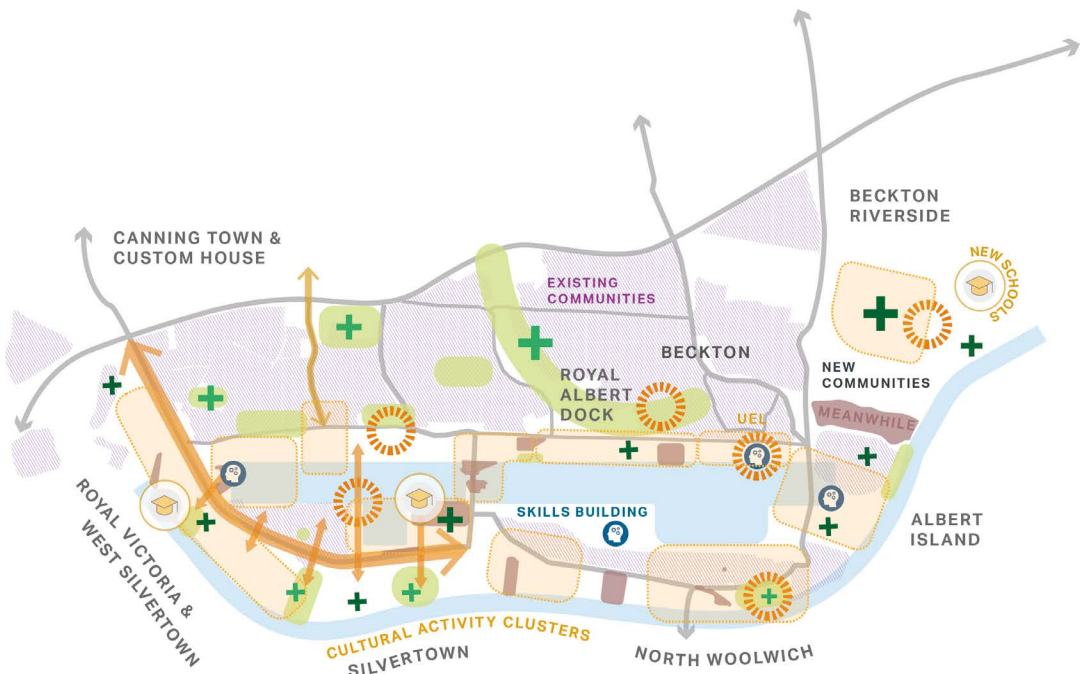
AN ENABLED, INNOVATIVE PLACE

The Royal Docks and Beckton Riverside OA will be a nationally significant centre of enterprise, employment and culture. It will be the established home of City Hall. The area will promote an inclusive economy with access to jobs and training. It will also be recognised as a test-bed for social, environmental and technological innovation.

Refer to **3.3 An Enabled, Innovative Place** in **Chapter 3 Supporting Good Growth** for further details on what this theme could mean for Royal Docks and Beckton Riverside.

PRINCIPLES

- 01 Plan for 55,700 new jobs across the OA, with a focus on emerging sectors like urban tech, creative and cultural, digital/data, and modern industrial activity.
- 02 Establish a network of vibrant, well connected identifiable town and local centres. These should serve locals and visitors alike, providing diverse and flexible land-uses.
- 03 Protect and intensify use of designated industrial land.
- 04 Increase opportunities for young people.
- 05 Establish a new major centre at Beckton Riverside.
- 06 Improve links between OA assets like UEL, ExCeL and London City Airport, and with new and existing centres.



AN EMPOWERED, DIVERSE PLACE

The Royal Docks and Beckton Riverside OA will be an international place, harnessing the benefits of civic participation, co-design, and Newham's diverse communities. The OAPF will look to protect community based social networks of care and support. This will strengthen the character and identity of the area, following LBN's community wealth building strategies, such as 'Towards a Better Newham', as well as 'Building a Fairer Newham'.

Refer to **3.4 An Empowered, Diverse Place** in **Chapter 3 Supporting Good Growth** for further details on what this theme could mean for Royal Docks and Beckton Riverside.

PRINCIPLES

- 01 Plan for five new schools alongside network of health and emergency service provision to support growing population.
- 02 Strengthen local character and support existing communities
- 03 A Royal Docks that feels safe to live, work and travel around.
- 04 Ensure social and community infrastructure support growth
- 05 Integrate rich history of the Royal Docks into new development, including local character, listed structures, conservation areas and archaeological heritage.
- 06 Place LB Newham Community Wealth Building and Co-Design criteria at the heart of future development.
- 07 Realise the vision for the Royal Docks as a world class cultural destination set out in the Royal Docks Cultural Strategy.

Strategic Vision

Land Use

- 1 Local Plan led SIL release at West Silvertown, Silvertown, and Beckton Riverside to provide new mixed-use neighbourhoods.
- 2 Allocated mixed-use sites at Silvertown Quays and Silvertown have potential to create new mixed-use neighbourhoods.
- 3 A network of centres of all sizes offering a mix of uses and places for new and existing communities to enjoy 24/7.
- 4 Strengthen the offer of town and local centres, ensuring access to diverse uses and essential services within a 15-minute walk or cycle, or short bus journey.
- 5 New major town centre and mixed-use neighbourhood at Beckton Riverside, supported by DLR Extension.
- 6 Social infrastructure provision, health, education and sports and play on allocated sites, including Beckton Riverside, Silvertown Quays, Thameside West and Connaught Riverside.

Connections

- 7 The DLR extension is the preferred method for river crossings and is a mayoral priority in the Mayor's Transport Strategy.
- 8 Improve local connections through walking and cycling measures, low-traffic neighbourhoods (LTNs), improved bus and DLR services, high quality public realm and new bridges over the Lea.

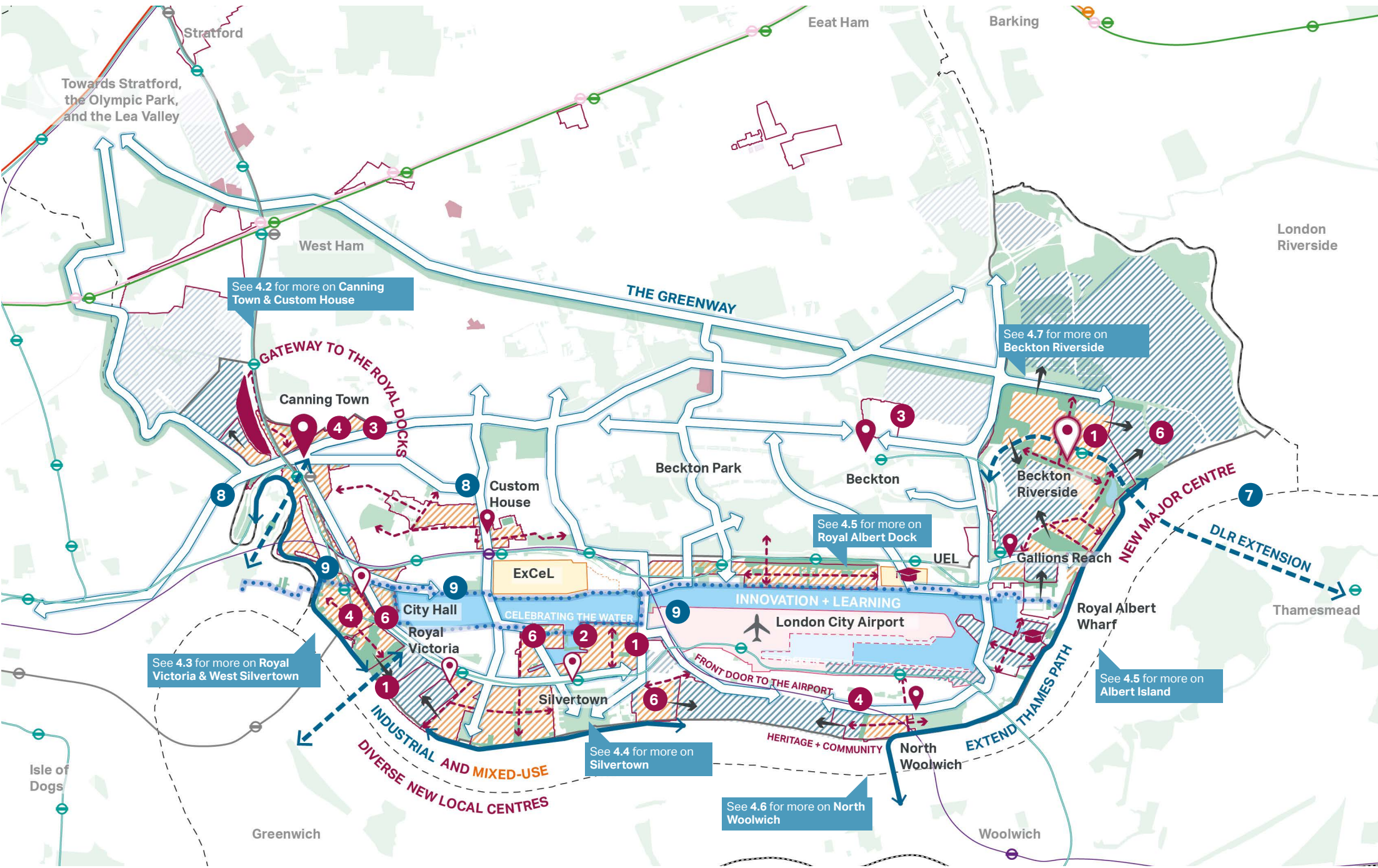


FIG 2.29 Strategic vision for RD+BR OA

- 9 Maximise the accessibility and capacity of existing assets (UEL, ExCeL, City Hall) through sustainable links and enhancements at DLR stations, for example Pontoon Dock.

KEY

Borough boundary

OA boundary

Development sites in OA (allocated in LBN Local Plan)

Existing open space

Proposed open space

Proposed mixed- use

Proposed industrial intensification

Mixed- use area (Local Plan allocation)

Agent of change

New or improved strategic active travel connection

New or improved cross - river link

New or improved local connection

Improved dock water accessibility

DLR

Elizabeth line

Existing centre (district, town, local)

Proposed centre (district, town, local)

Growth

What is the scope for growth in this OA?

Growth Scenarios

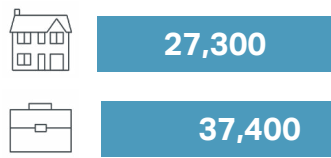
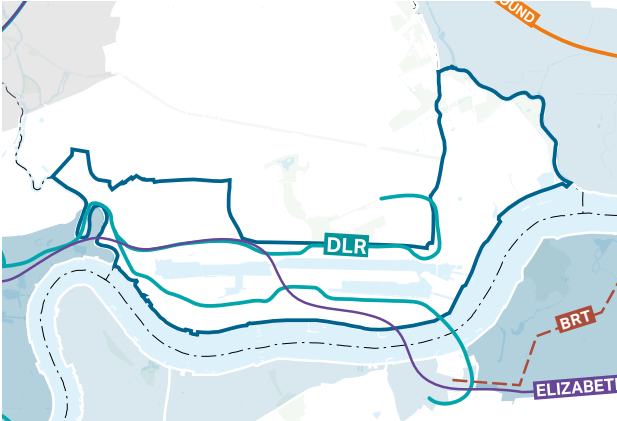
The London Plan 2021 has a development capacity for the OA of 30,000 new homes and 41,500 new jobs up to 2041.

This OAPF updates this indicative capacity with two development scenarios: Baseline Growth and Higher Growth. These consider development opportunity sites allocated for development in LB Newham Local Plan 2018.

These growth scenarios will shape the future of the Opportunity Area in a variety of ways:

- They will inform **further studies**, including the new LB Newham Local Plan and transport business cases.
- The growth scenarios are already making a contribution to **funding bids**, including HM Government Levelling Up fund.
- They provide valuable context for **infrastructure and utilities providers** planning for future demand.

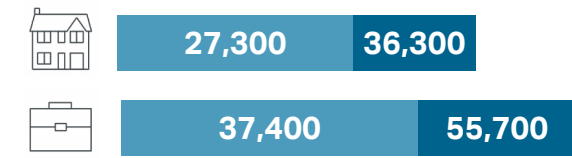
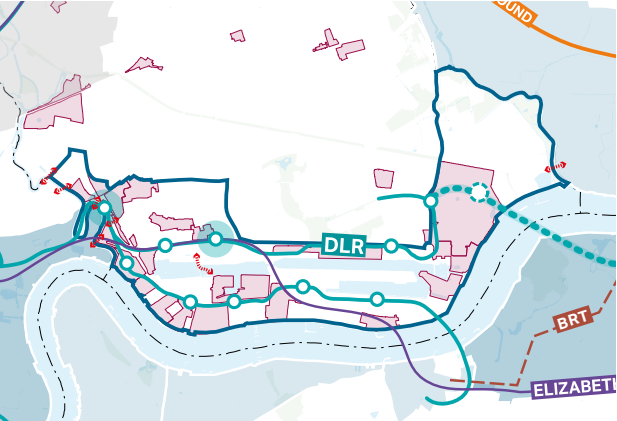
BASELINE GROWTH SCENARIO



The Baseline Growth scenario uses LBN Local Plan and SHLAA growth assumptions. These capacity assumptions have been updated to incorporate planning permissions and discount completions up to March 2020.

The Baseline Growth scenario would be supported by infrastructure that is either funded, or identified within the LB Newham Local Plan 2018. This includes a new Thames Wharf DLR station, and improvements to North Woolwich Road.

HIGHER GROWTH SCENARIO



The Higher Growth scenario is derived from a **design-led capacity study**. This assumes increased densities, and new land uses.

The Higher Growth scenario would have to be supported by currently unfunded public transport, local connections, expanded bus capacity, and relevant infrastructure.

The Higher Growth scenario includes new bridges, a DLR Extension to Thamesmead via Beckton Riverside, and new local connections.

The **DLR Extension** would enable the development of a major town centre at Beckton Riverside, as well as unlocking a significant quantity of new housing on adjacent sites, including in the Thamesmead and Abbey Wood OA. Realising the full potential at Beckton Riverside is reliant on a DLR Extension.

Funding Transport

Transport associated with the Higher Growth scenario is currently unfunded. Delivering major new public transport schemes in the area will partly depend on the scale of new growth to make a strong case for investment.

Major public transport improvements like the DLR will require contributions from developers. These would also help fund local connection improvements.

Growth should be **design-led** and meet all the other aspirations laid out in the OAPF and relevant planning policy.

In the **absence of a DLR**, an alternative strategy for Beckton Riverside may include a retail park, some mixed-use development and industrial intensification. This would be supported by new active travel and bus routes.

Refer to **3.1 A Lively, Healthy Place** in **Chapter 3 Supporting Good Growth** for further details on new homes for both growth scenarios.

Refer to **3.4 An Empowered, Diverse Place** in **Chapter 3 Supporting Good Growth** for further details on new jobs for both growth scenarios.



Image credit: Sam Bush

3 Supporting Good Growth

The OAPF promotes the Mayor of London's approach to Good Growth as set out in the London Plan. This means growth that is inclusive and that benefits all Londoners. It also aligns with the Newham's recovery strategy; '[Towards a Better Newham](#)', and '[Building a Fairer Newham](#)' corporate plan; which sets out how Newham Council will help residents through tough times and live happy, health and well.

'Supporting Good Growth' presents the Vision(s) and Principles for the OA. Spatial Strategies and recommendations are put forward ensuring that the Royal Docks and Beckton Riverside becomes: a lively, healthy place, a connected resilient place, an enabled innovative place and an empowered diverse place.

The chapter is structured around the above four themes; elaborating on what each one could mean for the OA, including recommendations that could help deliver the themes.

Chapter contents

- 3.1 A Lively, Healthy Place: New homes; Health and Wellbeing
- 3.2 A Connected, Resilient Place: Local Connections and Environment
- 3.3 An Enabled, Innovative Place: Employment and Economy; Town Centres; Industry
- 3.4 An Empowered, Diverse Place: Social Infrastructure; Culture; Heritage



A Lively, Healthy Place: New homes; Health and wellbeing

A Lively, Healthy Place Vision and Principles



INTRODUCTION

The Royal Docks and Beckton Riverside has the potential to accommodate a **significant proportion of the housing needs of LB Newham and London** as a whole. Successful housing development on ex-industrial sites in a place with diverse land uses and communities, will need to be of quality, provide a mix of uses, and designed to complement surrounding neighbourhoods.

Public engagement identified the provision of new affordable homes and inclusive, accessible community spaces as top priorities for the OA. Environmental improvements are also needed to **support better health amongst local communities**. The creation of new parks and public spaces, connected by new and improved safe and secure local streets that prioritise walking and cycling, are amongst public priorities. Delivering this will require careful planning as parts of the OA face **significant challenges**. These include insufficient access to open space, flood vulnerability, and a street pattern designed to cater for industrial uses, not responding to the human scale.

Through this section the OAPF makes **recommendations** focused on new homes, high quality design, including land uses and mitigation measures, and health and wellbeing.

These recommendations are high-level and would be delivered over time by a range of groups including community groups, LB Newham, developers, the Mayor of London, and TfL.

This sub-section covers the following:

- Vision and Principles
- Need for Housing
- OAPF Growth Scenarios
- Water
- Physical and Mental Health
- Agent of Change
- Co-design and Community Wealth Building
- Recommendations
- Spatial Strategy

YOU SAID*:

- Need for basic amenities (post office, bank, public spaces).
- Too little open space for growing population.
- High amount of HGV traffic in the area.
- Lack of social and cultural venues (cinemas, concert halls, theatres, gyms, leisure centres, outdoor activity spaces).
- Better use of water spaces for community activities.
- High crime rates.
- More leisure centres. Balaam Street leisure centre (Plaistow) closed for years.
- Potential for City Hall relocation to initiate boost in local interest and services.

A Lively, Healthy Place

Vision and Principles



VISION

As a lively, healthy place, the Royal Docks and Beckton Riverside OA will prioritise quality of life, health, and personal wellbeing. Residents and employees will benefit from quality mixed use development and genuinely affordable, accessible new homes. New and improved streets and spaces will make use of unique assets like the Royal Docks water, River Thames, green spaces, and industrial heritage.

PRINCIPLES



FIG 3.30 Delivering new homes. Image credit: Sam Bush

Support the delivery of 36,300 homes on allocated sites to create mixed and inclusive places

This OA has the potential to accommodate approximately 36,300 new homes, including a range of **affordable homes**. This will be supported by local services, schools, health centres, green and open spaces within development sites like Silvertown Quays, Beckton Riverside, LIMMO, and Thameside West. Better public transport, walking and cycling connections are also key.

RD+BR OA is home to a diverse range of people. It is important that existing local communities and businesses share the benefits of future growth. This includes ensuring that they can all be part of **'building back better'** following transformational events like the COVID-19 pandemic. Development should therefore consider the **implications of the pandemic**, including demand for home working and green space.



FIG 3.31 Royal Victoria Dock West, public realm improvements. Image credit: 5th studio

Improve local and strategic connections and access to opportunities in and around the OA

New development in centres like Canning Town, Silvertown, Beckton Riverside, Custom House, and North Woolwich should combine new homes, commercial space, services and public spaces. This will support the creating of **active neighbourhoods** and local centres, capable of hosting a range of inclusive activities and land uses. This will deliver **community wealth building**, and make the OA a more attractive and inclusive place, connecting it to the rest of London.

A DLR extension to Thamesmead via Beckton Riverside could unlock new town centres in both locations. Benefits include **access to employment and training opportunities**.



FIG 3.32 Royal Wharf Summer Fete. Image credit: Sam Bush, Tian Khee Siong

Contribute to a healthier Royal Docks and Beckton Riverside OA

A healthier environment would see **cleaner air** and **water**, **accessible new and improved green spaces**, and **optimum use of water** across the OA. This would improve accessibility, promote natural flood management, address the local deficit in green space, and diversify local ecology. **Investment in sustainable transport**, including public transport and more local connections, creates better places that connect with local centres without the need to use a car. This makes it easier for people to live more active, healthier lives. Creating **economic opportunities from new development** would also improve people's quality of life and subsequently health.

A Lively, Healthy Place Vision and Principles



PRINCIPLES



FIG 3.33 Phased delivery and meanwhile activation. Image credit: 5th studio

Phase development across the OA to create lively, active neighbourhoods with a similar mix of facilities as more established parts of the docks and Newham

Phased development should test interim opportunities for placemaking and economic benefit, whilst bringing communities together. On large or complex sites, meanwhile uses can enhance the existing local offer, and bring new and existing communities together. Street and walking routes are an important consideration in phasing development. Safety, permeability and mitigation of pollution (air and sound) during the construction phase should be carefully considered. Site specific challenges will be recognised when considering phasing of developments across the OA.



FIG 3.34 Urban beach, Royal Docks. Image credit: Tian Khee Siong

Make optimum use of, and increase access to, the water

Water is one of the area’s defining and unique characteristics and is a local public open space of great significance.

Challenges associated with providing access to the water, include providing inclusive access (given the often significant level changes between existing land levels and the waters edge), water related industrial uses, and managing flood risk.

Future growth in the OA will emphasise views of the water and embrace a living-near-water lifestyle. Access to the water will be improved, and water-related activities will be supported in appropriate areas, such as Silvertown Quays. An extended Thames Path will bring communities closer to the water. Public spaces around water edges will amplify the sense of openness the water brings and make the most of the water/riverfront location.



FIG 3.35 'Human scale' development. Image credit: Tian Khee Siong

Where appropriate replace industrial scale sites with urban 'human-scale' development

A lively, healthier OA would be one that prioritises the creation of places for people. This includes appropriately scaled streets, spaces and buildings, and inclusive public spaces and community uses. Ensuring active street frontages, and a growing green economy will also be a key feature of the OA in the future.



FIG 3.36 Walking and cycling improvements to support sustainable neighbourhoods. Image credit: Tian Khee Siong

Support the establishment of walkable neighbourhoods in the OA

Walkable neighbourhoods will aim to provide people with shops, healthcare, schools, employment and other vital services within a 15-minute walk or cycle from their doorstep.

The new and improved walking and cycling links, together with the public transport enhancements will enable local communities to fulfil live - work functions locally. Solutions that could help reduce carbon emissions will be prioritised. This includes reducing car usage for short and medium distance journeys wherever possible.

A Lively, Healthy Place Need for Housing

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LB Newham is committed to delivering 43,000 homes between 2018-2033. This is equivalent to 3,850 homes per annum. **Historic strong demand for new homes** in LB Newham is expected to continue. The population is young, the borough and the OA occupy an attractive position within London with good transport links and access to jobs and services. In addition, there is **a pipeline of new homes** on brownfield sites that might appeal to new buyers.

However, completion of new homes has fallen **behind targets** for a number of reasons. These include:

- the characteristics of London's housing market, where schemes can often be reliant on cross subsidy and are capital intensive in early stages meaning a higher risk of delays;
- the complexity of the large-scale, dense and phased schemes that constitute the bulk of Newham's housing delivery;
- the complexities of developing public sector land;
- management of supply to maintain prices;
- the cost of remediating the brownfield sites on which so much of LB Newham's future housing is located; and
- associated issues of low land values.

Recently observed **supply-side shortages** associated with the factors such as the economic impact of COVID-19 pandemic, UK's withdrawal from the European Union, construction costs, may also affect the speed at which homes are delivered in future years.

Much of LB Newham's housing need is expected to be met through **delivery of homes within the OA** on large brownfield sites at Canning Town, Custom House, Beckton, and Silvertown. This OAPF can help address these challenges by supporting the case for an increase in the delivery of new homes.

Recent planning permissions of note include:

- Thameside West (5,000 homes),
- Silvertown Quays (Phase 1 permission 2020 - 1,000 homes)
- Brunel Street Works: West End Car Park (975 homes)

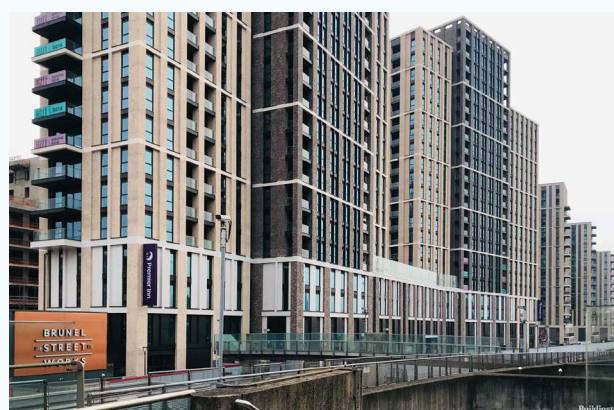


FIG 3.37 Brunel Street Works



Image credit: Tian Khee Siong

A Lively, Healthy Place

OAPF Growth Scenarios



Methodology

The OAPF development capacity exercise identifies the potential for the RD+BR OA to accommodate **36,300 new homes**. This represents an uplift of 6,300 homes on the indicative capacity contained within the London Plan. It also represents an increase of 9,000 homes/33 per cent on the baseline growth scenario.

Baseline Growth Scenario

The OAPF Baseline Growth scenario = 27,300 homes. This includes:

- London Plan SHLAA*
- Permissions/Completions up to March 2020

Higher Growth Scenario

The **largest increases** in homes are at Canning Town, Thameside West, Silvertown (Silvertown Quays/Unex-Thames Road Industrial Estate), and Beckton Riverside. These new homes will be on former industrial sites, and as part of the redevelopment of Gallions Reach Shopping Park. They will play an important role in the evolution of local centres, and the new major centre. The industrial legacy means that their development must contribute towards a new network of local streets and prioritise new green and open spaces within and between sites. Uses beyond individual site boundaries should be considered to ensure that ‘critical mass’ is achieved.

By locating homes in these locations, with delivery aligned to new transport and social infrastructure, a ‘**critical mass**’ of homes and population can be achieved across the OA. A ‘critical mass’ helps create demand for services and infrastructure, and also generates activity which makes for a safer and lively place. A critical mass is required if large-scale and long-term land-use change from industrial to residential and mixed-uses is to succeed.

The emphasis on **optimising identified development sites** aligns with [London Plan policies D1/2/3](#). Residential development should deliver this through careful masterplanning, for example buffering and design to ensure conflicting land uses are managed.

Strategic Housing Land Availability Assessment (SHLAA)*: A Strategic Housing Land Availability Assessment (SHLAA) is a technical exercise to determine the quantity and suitability of land potentially available for housing development. The Mayor is responsible for the London-wide SHLAA to inform the London Plan as it determines the borough housing targets that form a key part of the Plan.

Please refer to:
[LB Newham Local Plan: S1, J1](#)
[London Plan Policies: D1, D2, D3](#)

In particular, the OAPF growth strategy focuses housing growth in:

- 1 Canning Town** - high density ‘gateway’ to the OA, with mixed-use development taking advantage of the transport interchange and district centre. New bridges, streets and spaces and a new park at key sites like the LIMMO peninsula.
- 2 Custom House** - high quality, higher density development around expanded local centre that benefits from the Elizabeth line, and prioritises north/south connections. This includes supporting the enhancement and transformative impact of the new bridge. This will provide better connectivity between the existing and emerging communities. It will also connect to the emerging centre, and community hub at Custom House.
- 3 Thameside West / Royal Victoria** Transformational mixed-use development to complement the emerging local innovative employment uses (see [LBN Local Plan Policy J1](#)), the relocation of City Hall and rejuvenation of the west of the Royal Docks.
- 4 New residential-led communities at Silvertown**, including transformational change at Silvertown Quays, Lyle Park, and Unex-Thames Road Industrial Estate sites. These will accommodate housing with a mix of other uses and new networks of streets and spaces.

- 5 New homes at North Woolwich** will integrate with the existing community, providing facilities and spaces to benefit everyone. Innovative site layouts, local streets, and public realm design will ensure homes co-exist alongside industrial uses.
- 6 The new major town centre at Beckton Riverside** will include new homes, with mixed-use neighbourhoods on adjacent sites. A comprehensive masterplan will prioritise delivery of a new park, and will help coordinate sites to form a coherent place. This will be facilitated through excellent local links to Beckton and the rest of the OA, as well as links to the rest of London via a DLR extension.



FIG 3.38 Thameside West. Image credit: Foster + Partners

A Lively, Healthy Place Water

The **role of water** in the future evolution of the OA is critical. It is one of the area’s defining characteristics and is a local public open space of great significance.

The London Plan (see policies SI5, SI15, SI16, and SI17) requires development to protect and (where possible) enhance water-related cultural, sporting, educational and community facilities and events, and new facilities should be supported and promoted, but should take into consideration the protection and other uses of the waterways. This implies that development around the water should emphasise the role of the water in their underlying design concepts – it must play a central role. Proposals into the waterways should only be supported for **water-related uses** or that support enhancements to existing water-related uses.

Furthermore, it is essential that **development along waterways** protects and enhances inclusive public access to and along the waterway front and explore opportunities for new, extended, improved and inclusive access infrastructure to/from the waterways. This would include visual as well as physical connections, with massing and orientation offering long views to water wherever possible. This connectivity extends to the Thames Path, which should be enhanced as a walking route, with better linkages to the transport network.

As part of improving the public realm and access to the OA’s waterways, there is the need for the provision of essential Riparian Life Saving Equipment, (such as life buoys, escape ladders and grab chains) and suicide prevention measures as part of riverside development. This would be in line with the Port of London Authority (PLA) [A safer riverside guidance](#) for development alongside and on the tidal [Thames and the Drowning prevention strategy](#).



FIG 3.39 Round the World Clipper Race. Image credit: Clipper Race

The London Plan encourages development that respects local **character** and contributes to the **accessibility** and active water-related uses (water dependent uses). The role of the Royal Docks as environmental, social and economic assets is an important consideration. It is important for development to protect and promote the vitality, attractiveness and historical interest of London’s remaining **dock areas**.

LB Newham Local Plan promotes a package of **river crossings, accessible bridges** over the docks to the ExCeL London and over the rail corridor between London City airport and Connaught Riverside, and new riverboat services. These would help provide strategic and local access for residents and visitors.

The Docks and the river provide significant **habitats for wildlife**, including the Royal Victoria Dock Site of Importance for Nature Conservation (SINC). Their role as a unique visual amenity also give this part of Newham a specific identity. There are also opportunities for leisure uses and activities both on and around the water. These different uses need to be balanced.



CASE STUDY



FIG 3.40 A 'toybox' activating the East River at Brooklyn Bridge Park including basketball courts, handball courts, an inline skating rink, swings, chess tables, and picnic areas. Image credit: From left to right: Flickr; Eliza Perkins, [Mathison Architects](#)

Please refer to:
[LB Newham Local Plan](#)
[London Plan Policies](#): SI5, SI15, SI16, and SI17

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A Lively, Healthy Place

Physical and Mental Health

Overview

The local population has higher rates of **mental and physical health challenges** due to environmental conditions. For example, LB Newham has the highest death rate attributable to air pollution in England.

Since declaring a Climate emergency in 2019 LB Newham has formulated a range of measures to **address climate change and poor air quality**, improving the health of the local population. To address climate change, development - as directed by the OAPF and LB Newham Local Plan Review - needs to focus growth in locations that are easily accessed by public transport, walking and cycling. It will also need to consider the **provision of and access to green space** and how development can contribute to the building of a **green economy**, particularly at the Royal Docks.

Policies that address climate change can also promote **active travel** and environmental improvements that contribute towards improved physical and mental health.

Please refer to:
LBN: [Air Quality Action Plan 2019 – 2024](#)
[Climate Emergency Action Plan](#)

Engagement with local communities identified that **building a strong and inclusive community** with access to places and activities that support active lifestyles and improve mental and physical health is a top priority for people in the OA. There is currently **a lack of social, play and sports activities** that bring people together, including places for youth and the elderly. Affordability and accessibility were highlighted as key concerns.



CASE STUDY

FIG 3.42 Programming of public realm to cater for various needs. For example, Swing Time is an interactive playspace of illuminated swings. Image credit: [Höweler+Yoon](#)



CASE STUDY

FIG 3.41 Sports and play areas can be an opportunity for placemaking and community building. An example in Denmark, where the space is large enough to accommodate very different events and activities, often at the same time. Image source: Danish Design Review



Image credit: Sam Bush

A Lively, Healthy Place

Physical and Mental Health



Healthcare

The North East London (NEL) NHS long term plan outlines a change to the way healthcare is delivered. One of its key elements is the move towards a more integrated service which will provide support and treatments that meet the changing needs of the local population.

Over the next years it is anticipated that there will be **a considerable population increase** in north east London. This Opportunity Area is one of the areas delivering a high level of growth.

An important strand of the NEL NHS long term plan includes an improved focus on **preventative healthcare** and delivering more care in the community, rather than in hospitals. This would support people to be independent in their own homes.

Using the traditional model of delivery, a large expansion of **acute care facilities** would be required. However, as services will be provided in more integrated local healthcare sites, there will be a demand for more space on these sites to support the shift of patients to and out of acute hospital settings. This approach is based on principles outlined in the NEL Estates Strategy.

For **healthcare centres**, this would mean considering the physical buildings that will be needed within the OA, how the NHS plans to integrate services, and existing facilities that could be expanded.

The NHS has a joint venture with LB Newham, called Health and Care Space Newham (HCSN), which is working together to plan, design and deliver the new health and care space required in Newham, including in the OA.

Below are proposals to build and expand healthcare centres in the OA to help accommodate the expected growth:

- Pontoon Dock - Open, optimise utilisation
- Custom House Health Centre – New currently in active planning
- Hallsville Quarter Health Centre (Canning Town) – New, currently in active planning
- Tollgate Health Centre (Beckton) – GP led expansion of existing site (not HCSN project)
- Beckton Riverside (Beckton) – New, preliminary planning only
- New Albert Road Health Centre (North Woolwich) – New, preliminary planning only

The GLA continue to work with LB Newham and NEL CCG, who organise the delivery of NHS services, to further understand the **new healthcare centres** that will be needed to accommodate growth. This work will be taken forward through the Newham Local Plan process, including an update to the infrastructure delivery plan which will identify project timetables, costs and funding sources.

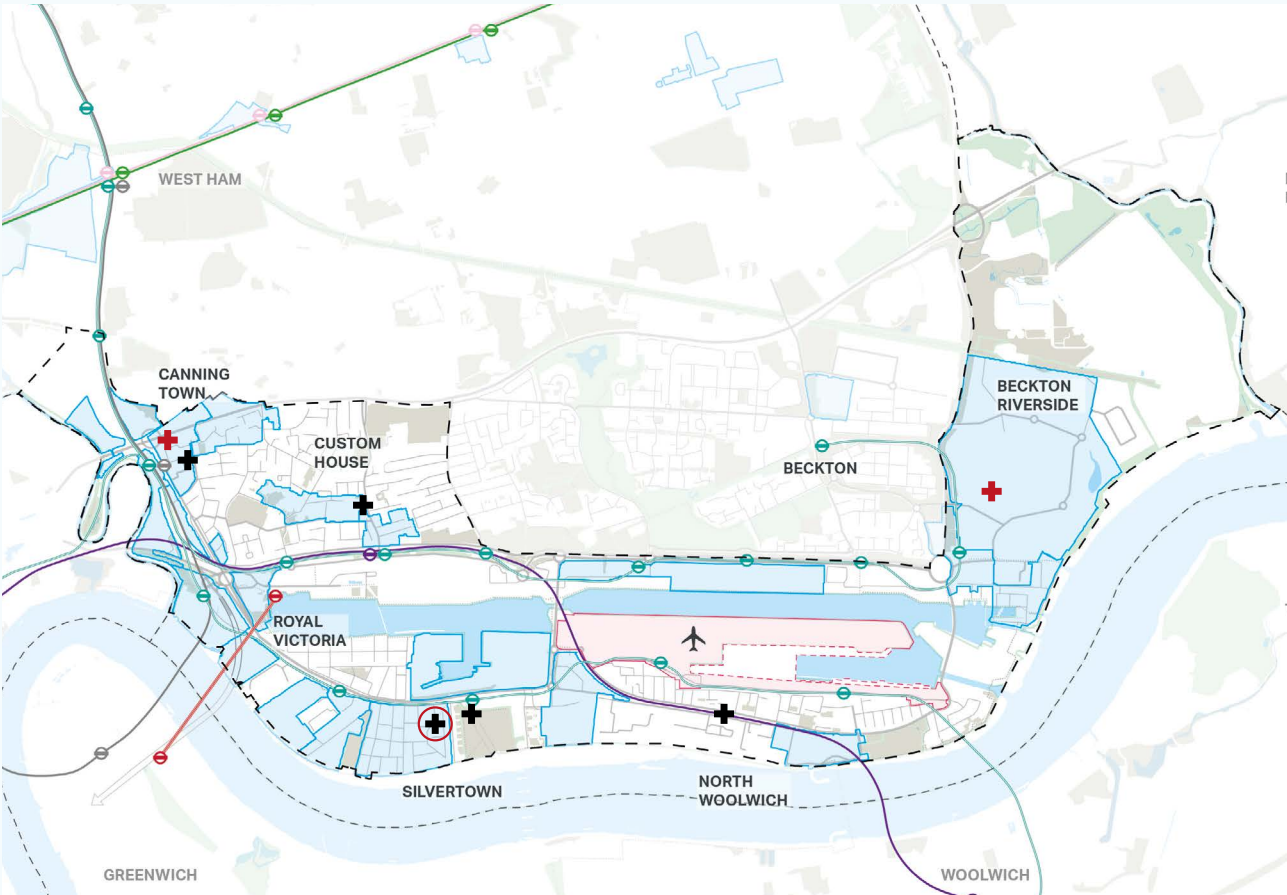


FIG 3.43 Existing health infrastructure

KEY

Borough boundary

OA boundary

Development sites in OA (allocated in LBN Local Plan)

London City Airport

London City Airport expansion

Existing healthcare centre

Optimisation/expansion of existing centre

Proposed healthcare centre

DLR

Elizabeth line

Jubilee line

Cable car

Please note that this is a high-level assessment of social infrastructure requirements in the OA. The figures and maps are indicative and will require detailed work by LB Newham in collaboration with the relevant stakeholders and local community.

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A Lively, Healthy Place

Physical and Mental Health

Sports and Play

Sports makes a huge contribution to the lives of individuals, to the economy and to society. It can provide jobs, improve health and education, reduce youth crime, bring environmental benefits, stimulate regeneration and community development and provide benefits to the individual and wider society through volunteering.

It is important that **existing sport facilities** within the OA are protected and enhanced, such as the playing fields of Canning Town Recreation Ground and Lyle Park, East London Cycle Speedway Club, various Multi-Use Games Areas (MUGA), a motocross venue and other indoor and outdoor facilities.

[LB Newham's Strategic Leisure Facility Needs Assessment \(2017\)](#) covers swimming pools, indoor sports hall, and health and fitness provision. The assessment identified the need for: Sports Hall, Health & fitness facilities, Swimming pools. Whilst there is a deficit of open spaces and sports in the OA, many of the existing open spaces tend to be underused, poorly maintained, inaccessible or seen as unsafe during certain times of the day.

There are opportunities to improve the **usability of green and blue spaces**, and to ensure provision is located in areas that benefit from natural assets, like the water. It is also important to ensure that any such spaces are accessible by public transport, walking and cycling, they cater for different users, and they are safe and inclusive in their design.

Through engagement with residents, it is clear that access to **affordable sports activities** that bring people together is important. Many feel that improved access to facilities (including the realisation of proposed bridges) that can provide a variety of physical activities for children and young people - including swimming pools is a priority as the area develops and the population increases.

Accessible sporting infrastructure could be provided in the new major town centre in **Beckton Riverside**, in **Silvertown Quays**, and in the south of the OA; in **North Woolwich**.

Methodology

Based on the delivery of 50% affordable housing across developments, a high-level estimation of demand arising from the OAPF Higher Growth scenario suggests:

- **Indoor sports hall:** 0.3 courts per 1,000 residents²
- **Swimming pools:** 11.48 sqm per 1,000 people. 1 community pool is 212.5 sqm³
- **Children's play space:** 10 sqm of playspace per child in new residential developments⁴

Source:
²Sport Facility Calculator (SFC) - Sport England
³Sport England Swimming Pools: Updated Guidance for 2013; Appendix 1 Pool types and technical design issues.
⁴London Plan (based on delivery of 50% affordable housing across the development)

PLAY. SPORTS AND RECREATION (POTENTIAL)

- Children's play space up to 61,300 sqm in new developments
- 8 Sports Courts
- 2 Sports Halls
- 2 Community pools (or equivalent)

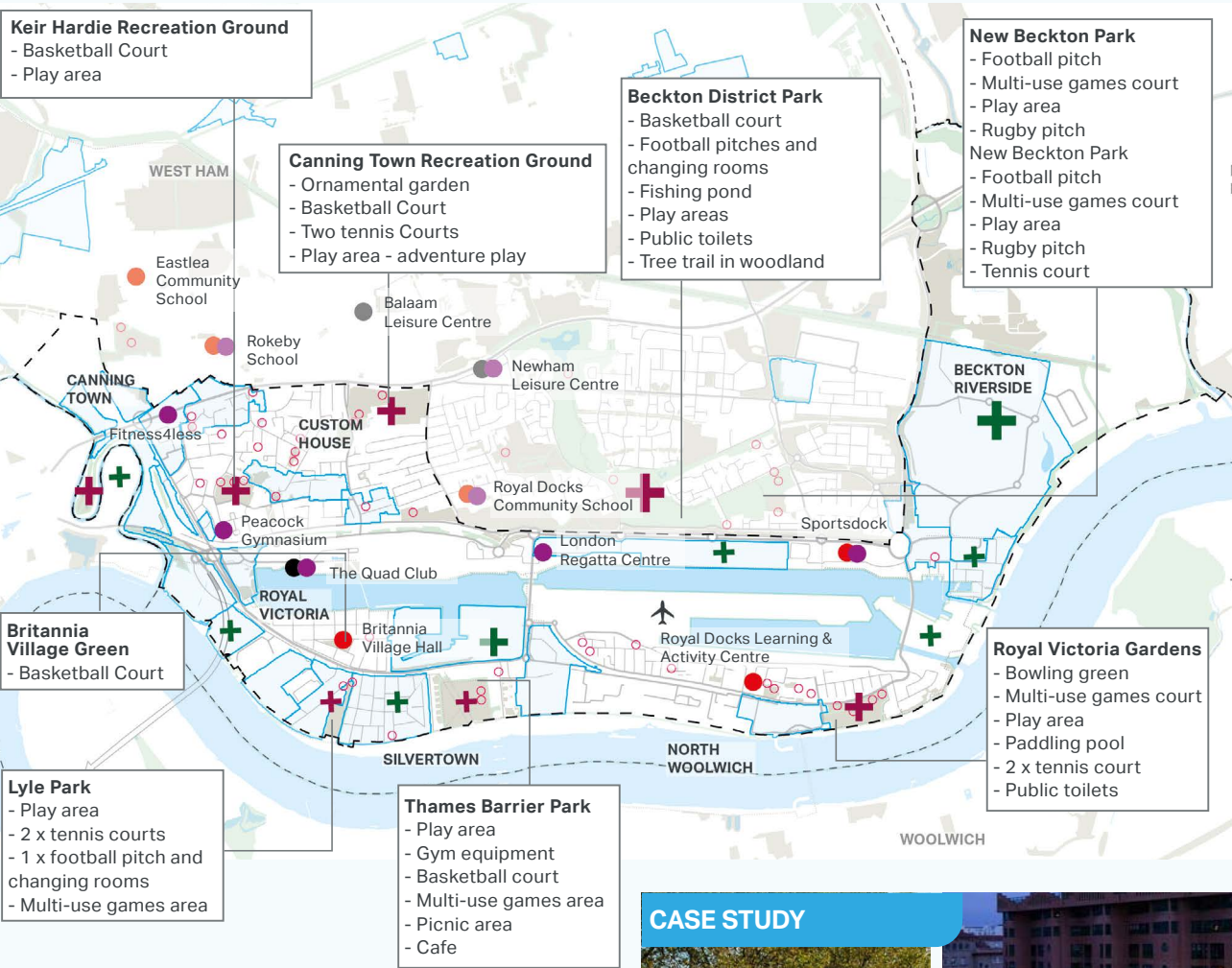


FIG 3.44 Existing sports infrastructure
KEY
Borough boundary
OA boundary
Development sites in OA (allocated in LBN Local Plan)
Sports Centres
Health & Fitness
Pools
Play spaces
Existing / improved open or green space
Proposed new open or space



FIG 3.45 MUGA and other sporting infrastructure could be designed as inclusive spaces ensuring safe accessibility and providing space to the community for social interactions. From left to right: The Social MUGA; a ball games area with extended functionality - LB Newham, MUF architecture. Image credit: [MUF architecture/art](#). Elevated sports cage and 'creative' playground in Zaragoza, Spain, Image credit: [Guzmán de Yarza Blache](#)

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A Lively, Healthy Place Agent of Change

Please refer to:
[London Plan Policies: D13](#)
[GLA Industrial Land Primer](#) and [Industrial Intensification Guidance](#)

This OAPF promotes the evolution of a mixed-use OA, with an accessible and complementary mix of land-uses. The development of new residential and mixed-use neighbourhoods within an area like the Royal Docks and Beckton Riverside, which has a legacy and continued role as an industrial centre will require mitigation measures. These measures are aimed at ensuring different land-uses complement one another. These mitigation measures, which are most relevant to adjacent sites with contrasting land-uses, or to large development sites which combine contrasting land-uses, are considered by London Plan Policy D13 Agent of Change.

Such conditions can be found on and around the allocated sites in the west of the OA at **West Silvertown** and **Silvertown**, where new neighbourhoods are planned near retained SIL, Safeguarded Wharves, and infrastructure. Mitigation would also be required in new development at **Beckton Riverside** against the impact of the sewage treatment works, and potentially in North Woolwich to off-set the impact of London City Airport and retained SIL.

The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development.

The **new sensitive development** should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them. Conversely, new noise and other nuisance-generating development proposed close to other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

Reconciling the access, servicing, and external yard requirements of new and existing land uses will be an important consideration as new residential and mixed-use neighbourhoods emerge in the OA near existing industrial uses. The access and servicing requirements of existing and new industrial businesses should be met, with mitigation undertaken to ensure a high-quality and safe environment for new residents.



FIG 3.46 UNEX - Thames Road Quarter introduces an **acoustic buffer**, designing the transition between new residential and employment spaces. This comprises a new school, and community/ leisure facilities, including swimming pool). Image credit: Glenn Howells Architects Ltd - UNEX Design and Access Statement

Co-design and Community Wealth Building



This OAPF promotes the involvement of local communities – existing and new – in the co-design of major developments.

It is the Council's intention that all new development and regeneration projects and initiatives should incorporate the 8 pillars of the 'Towards a Better Newham' strategy. Pillar 7 of 'Towards a Better Newham' states that the Council *'will deliver genuinely high-quality and affordable homes for Newham...this will involve making sure 'housing in Newham works for residents... we will work to develop greater involvement from local people to help them shape services relevant to their locality.'*

Pillar 8 states that the Council *'will only welcome investment that secures a Fair Deal and a Fair Economy for Newham. There is a need to continue to sell and bring new investment into Newham but doing so in a way which aligns with Newham's social and environmental objectives.'*

Within the [Royal Docks Enterprise Zone](#), a [Good Growth Fund](#) will support new projects where they can demonstrate benefits across the borough. Alongside this, the Council will invite business across Newham to develop business pledges to publicly show how they will tangibly support the council in delivering community wealth building objectives.

Every opportunity should be taken for **early and meaningful engagement** between developers, infrastructure providers and communities. This process of transparent and rigorous discussion means people have a real impact in shaping the future of the OA. This is also a requirement of LB Newham Local Plan Policy S1, in relation to the development of allocated strategic sites.

Please refer to:
[LB Newham Local Plan Policies: S1](#)
[Towards a Better Newham](#)
[London Plan Policies: Good Growth Objective 1](#)
[Mayor of London - Social Integration Design Lab](#)



FIG 3.47 Co-design example; experiments using crates to test out adding benches in different areas of Feltham Green and Pond. Image credit: Caf Fean, Studio Weave / 00

A Lively, Healthy Place

Recommendations



FIG 3.48 Wild Kingdom Playspace. Image credit: [We Made That](#)



FIG 3.49 Increasing natural surveillance. Phase 1: Thamesmead regeneration. Image credit: Mecanoo



FIG 3.50 Brentford Lock contributing positively to the skyline and integrating to the wharf architecture typology. Image credit: Mae architects

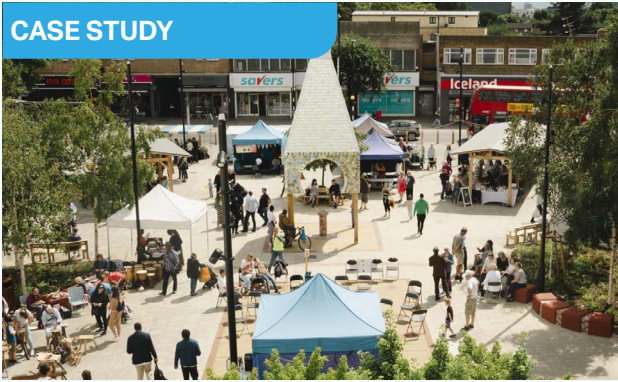


FIG 3.51 Blue Market Square Bermondsey; public realm interventions boosting local character and businesses. Image credit: Hannah Thual

Land uses

- New development should include inclusive spaces. These should be inclusive and accessible regardless of age, mobility, gender or ability. Spaces could include activation of liminal spaces, co-locating community facilities, adaptable and flexible design of public realm, active frontages, step free access; sufficient and appropriate rest spaces. The Specific locations and character of Inclusive Spaces is to be considered during LB Newham Local Plan Review.
- Delivery of new homes across the OA should be phased to create critical mass that supports delivery of infrastructure, and the viability of new services and uses. Conflicts between uses should be minimised.

Please refer to:
[London Plan Policies](#): D8
[Public London Charter LPG](#)

Types of homes

- Sites within the OA could represent an opportunity to provide specialist housing, including inter-generational and innovative forms of family housing. Further research could establish this potential, enabling the OA to accommodate a wider variety of housing types.
- The OA could offer opportunities to consider innovative forms of ownership and development funding. This could align with LB Newham Community Wealth Building and Green Economy aspirations.

Please refer to:
[LB Newham Local Plan](#): H1, H2
[London Plan Policies](#): H4

Optimising development

- At a strategic OA-wide scale, individual development sites should complement one another, town and local centres, and high streets to connect the OA with Newham and surrounding boroughs.
- All buildings should contribute individually and collectively towards a cohesive and coordinated Royal Docks and Beckton Riverside OA skyline.
- Key streets, spaces and town and local centres could be identified by tall buildings where appropriate as defined by the LBN Character Study.

Please refer to:
[Towards a Better Newham](#): Pillar 5, 7
[London Plan Policies](#): D1, D2, D3, D4, D9

Please refer to:
[LB Newham Local Plan Policies](#): S1
[Towards a Better Newham](#)
[London Plan Policies](#): Good Growth Objective 1a

Co-design

- Redevelopment projects at Custom House and Canning Town will allow the Council to pilot new approaches to co-production, linking to the 'Towards a Better Newham' strategy and 'Building a Fairer Newham'.
- Ongoing need for the council to raise expectations and communicate the need for enhanced engagement and commitment from investors and businesses.

Walkable neighbourhood

- Future planning applications for mixed-use development to consider how they can contribute towards creation of walkable places in the OA. This may include identifying gaps or over provision in specific services or land uses.

A Lively, Healthy Place

Recommendations

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Public Realm

- Encourage those delivering projects in the OA to consult the Royal Docks Design Guides, including the Public Realm Framework and Cycling and Walking Action Plan.
- Use distinctive, good quality public realm in accordance with London Plan policy D8, to enhance the special characteristics of each neighbourhood and make the Royal Docks into a varied and integrated piece of city.
- Landowners and stakeholders across the OA should sign up to the [Public London Charter](#).

CASE STUDY

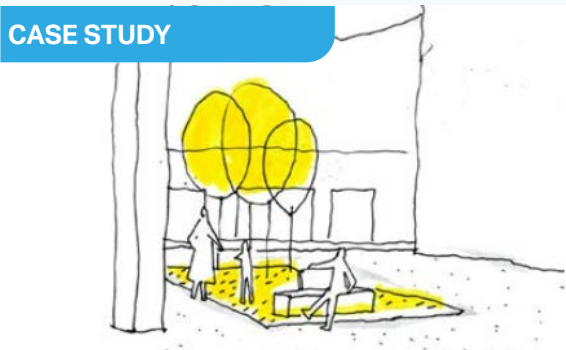


FIG 3.52 Mitigate 'edges' and create well designed public spaces and meeting places and avoid creating new low quality green space at the edge of an industrial site, or 'industrial scrub'. Image credit: We Made That; Industrial Intensification & Co - location LPG

Agent of change

- Development Plans, masterplans, and planning decisions in the OA should acknowledge the Agent of Change principle at an early stage. This includes considering existing noise and other nuisance-generating uses – such as industry, infrastructure, or dust/emissions - when new development is proposed.
- Good design at all scales – from strategic urban design to detailed design – should mitigate and minimise existing and potential nuisances generated by existing uses and activities located in the area. Reference should be made to the GLA Industrial Land Primer and Industrial Intensification Guidance
- Housing and other noise-sensitive development proposed near to an existing noise-generating use should include necessary acoustic design measures. These may include new green spaces, site layout, building orientation, uses and materials, and presenting active uses at ground floor that contribute to the public realm.

Please refer to:
[London Plan Policies: D13](#)
[GLA Industrial Land Primer](#) and [Industrial Intensification Guidance](#)

CASE STUDY

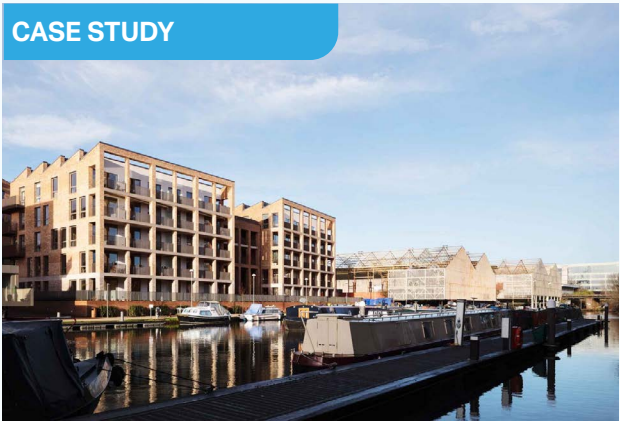


FIG 3.53 Brentford Lock West is a development providing views to water and high-quality public realm establishing the canal-side as a desirable place to live and visit. Image credit: Mae architects

Water

- The OA is 'severely water stressed'. This condition should be attached as standard to all planning approvals for new residential development in order to help ensure that the standard is effectively delivered through the building regulations.
- New development should emphasise views of the water and embrace a living-near-water lifestyle. This includes organising development on sites north of the Thames to create long-views towards the river.
- New public spaces around water edges should amplify the sense of openness the water brings and make the most of the water/riverfront location, for example at Silvertown Quays and Royal Victoria.

- Green and blue spaces in and around the Docks water should incorporate co-design and improve the biodiversity value as much as possible.
- New development and public realm should use innovative design to manage flood risk, in particular at ground floor level.

Physical and mental health

- Outdoor gyms, inclusive leisure and sports facilities can improve mental and physical health, especially in areas with a deficit in provision.
- New development should celebrate and prioritise play space, with good-quality, accessible play provision for children of all ages.
- Opportunities for informal and designated play space should be identified, for example, incidental play spaces along routes to school.
- Green Infrastructure networks can structure an OA-wide network of small green spaces and planting. These can have significant benefits to everyday life, helping the transition from industrial to mixed-use environment.
- Opportunities for economic activities, including home working, should be identified in new developments. These can support improved health and wellbeing and enhanced quality of life.

Please refer to:
[LB Newham Local Plan](#)
[London Plan Policies: S15, S115, S116, and S117](#)
Building Regulations: 'Fittings Approach' in Table 2.2 of Part G

A Lively, Healthy Place

Spatial Strategy

ACTIONS

- 1

The OAPF will support the implementation of LBN’s [Community Wealth Building agenda](#), [Health and Wellbeing Strategy](#) and [Building a Fairer Newham](#) plan to create a healthier place for Newham residents. This could be achieved for example through encouraging facilities that can improve mental and physical health, and responding to the relationship between health and wealth.
- 2

Optimise development in well connected places like Canning Town and Silvertown to provide new homes and jobs.
- 3

Encourage development that responds to economic, social and environmental justice. For example high streets that support healthier communities and deliver a range of activity.
- 4

Improve air quality in the OA and reduce exposure to air pollution on routes like North Woolwich Road and Silvertown Way. Achieve an air quality positive approach through [Newham’s Air Quality Action Plan](#), and in accordance with [Air Quality Positive](#) LPG.
- 5

Identify future development sites to realise the potential of the RD+BR OA.
- 6

Take advantage of significant public sector land in the area to deliver significant amount of diverse, high quality, accessible homes, aiming for a target of 50% genuinely affordable homes.
- 7

Support high quality tall buildings in Taller Building Zone in Canning Town.
- 8

As a new town centre, parts of Beckton Riverside could be identified as a ‘Tall Buildings Zone’ subject to the height constraints of City Airport.
- 9

Improve accessibility of isolated sites and connectivity for all communities by new and upgraded public transport links, enhanced walking and cycling networks and active travel links to the wider area.
- 10

New homes to be located and designed to complement, and avoid limiting, existing industrial activity and jobs.
- 11

Streets and public spaces to be well designed, prioritising active travel and access to public transport. Opportunities to provide high quality, inclusive public spaces, in accordance with LP Policy T2 on healthy streets, and D8 on public realm should be maximised.
- 12

[Active Design](#) elements to be incorporated in the design and maintenance of public realm, including:
 - free Wifi in parks/ open space
 - co-location of community facilities
 - appropriate supporting infrastructure that would help all engage in physical activity, for example benches, water fountains, cycle storage, lockers etc.
 - designing buildings with activity at the forefront
 - consider links outside the OA. For example, safe and accessible links to the Healthy New Town at Barking Riverside.

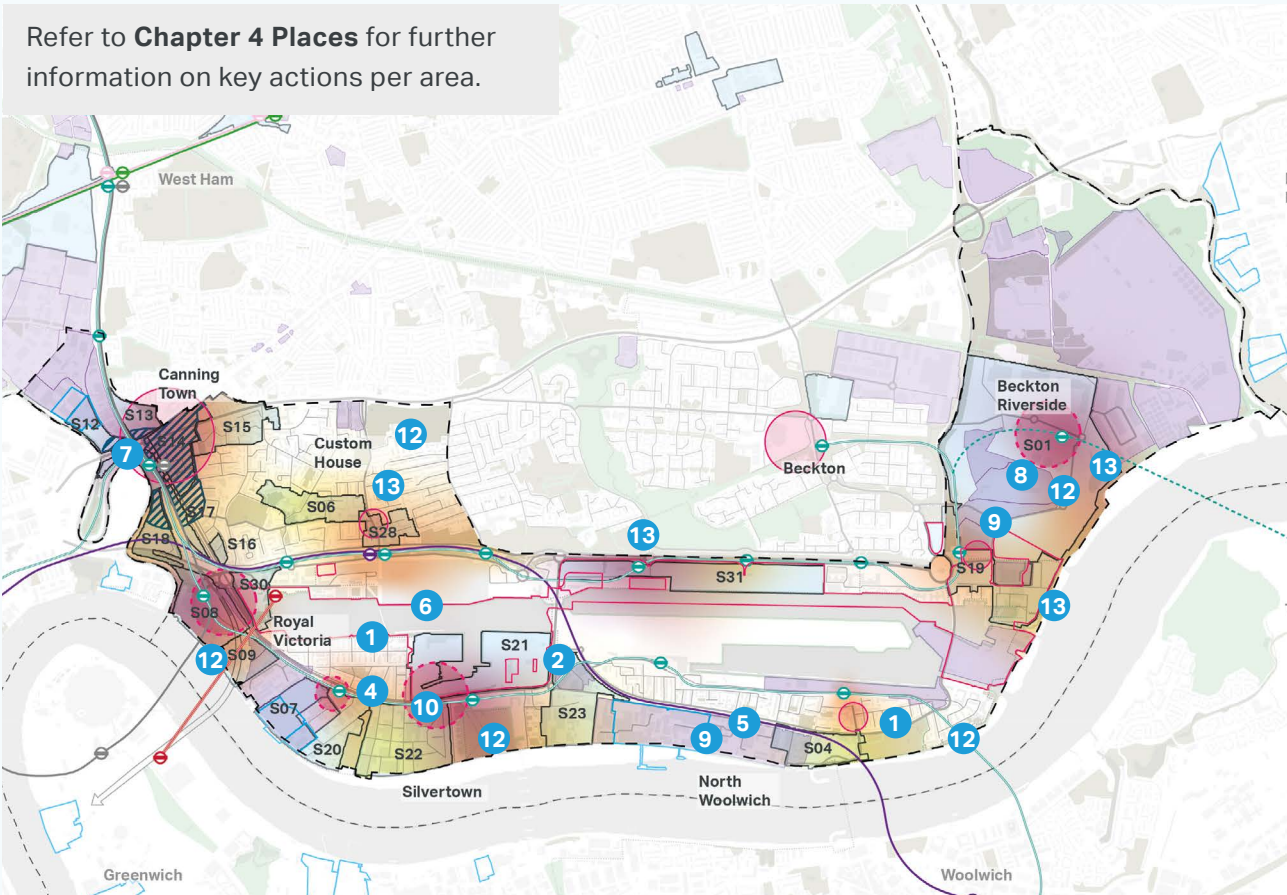
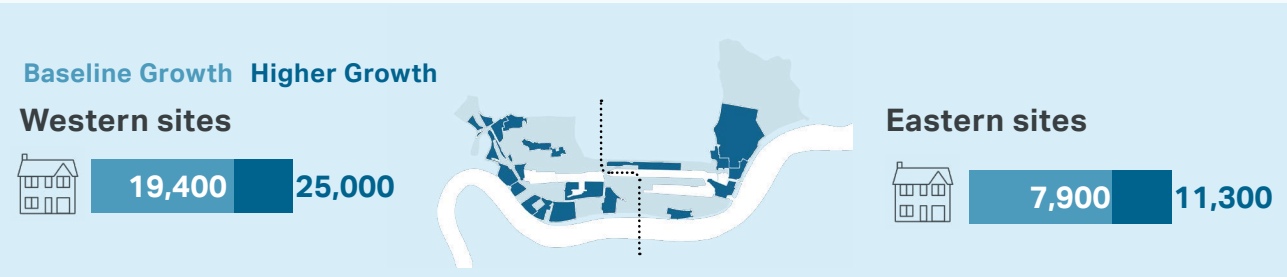
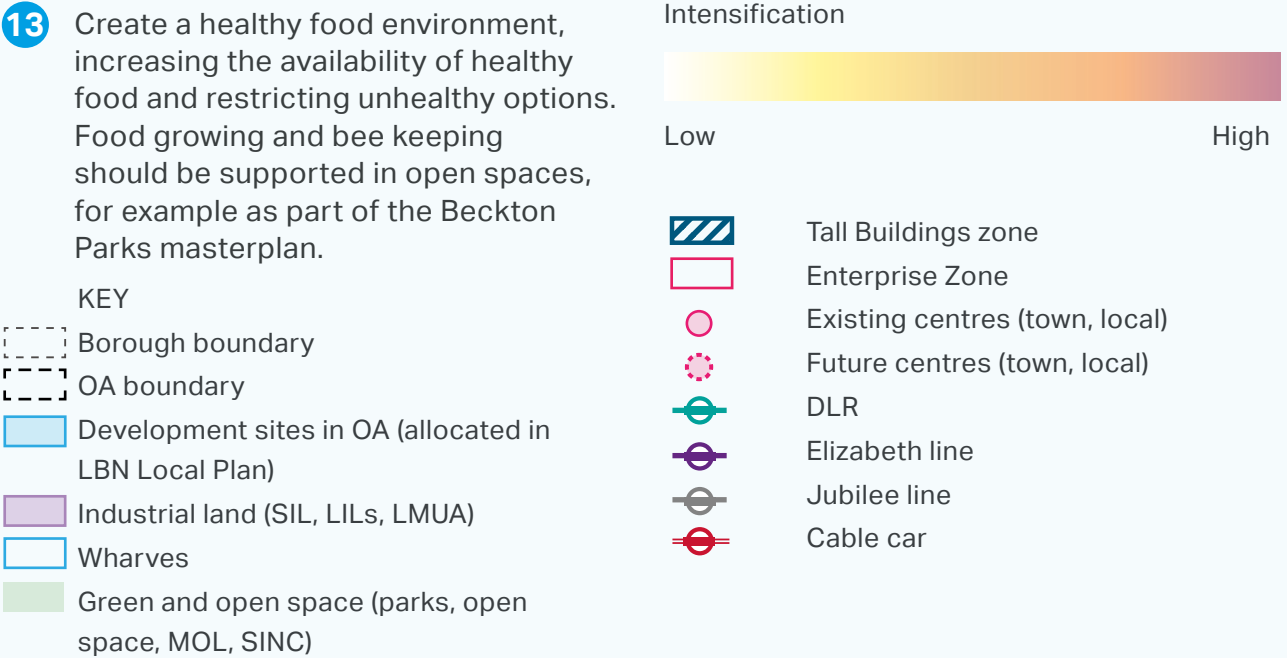


FIG 3.54 A Lively, and Healthy Place





A Connected, Resilient Place: Local Connections and Environment

A Connected, Resilient Place Vision and Principles



INTRODUCTION

London Borough of Newham has pledged to become **carbon neutral by 2030 and carbon zero by 2045**. Further more, LBN has put together an ambitious [Climate Emergency Action Plan](#) to address climate change and the health emergency. This includes supporting actions that target sustainable transport schemes, greening the borough and improving air quality measures. In this context, a mosaic of interconnected green and blue infrastructure of different scale and character across the OA is a top priority to meet carbon targets, ensure high-quality living environments, and restore biodiversity.

The OA has the potential to become a **connected, resilient place**, where good local connections and placemaking can unlock development opportunities and transform the built and natural environment. The provision of new green and blue spaces will make the OA a popular place to live, play and work, bringing together existing and new communities. This includes new and improved connections to existing open spaces, that promote walking, cycling and public transport use.

This section focuses on the **green infrastructure and connections** needed to support the proposed growth. It presents the overall principles and spatial strategy to guide and enable those connections and improvements.

Using **mapping of local places and destinations**, an understanding of how people move around the area and emerging plans from new developments, a strategy has been developed for how RD+BR can be a connected, resilient place.

Recommendations and actions are based on the analysis of existing transport and local and strategic connections (see more in **Chapter 5 Supporting Good Growth with Transport**).

This sub-section covers the following:

- Vision and Principles
- Green Infrastructure
- Flood Risk, Drainage and Sustainable Water Management
- Contaminated Land
- Recommendations
- Spatial Strategy

YOU SAID*:

- Need for improving walking and cycling localised networks: north/south connections and access to water
- Safer streets and open spaces
- More investment on sustainable transport, and need for safer cycling networks and facilities
- Make the most of green blue spaces (address space deficiency, safety and poorly used spaces)
- Need for climate adaptation; reduce pollution, invest more in green space

* Summarises the most frequently raised comments from public engagement

A Connected, Resilient Place

Vision and Principles

VISION

The Royal Docks and Beckton Riverside OA will be well - connected and easy to move around on foot, by cycle and using public transport. It will be easier to reach the rest of London via a network of local and strategic connections. Existing green and open spaces, and the water in the Royal Docks, will be easy to reach and use. New green and open spaces will be a guiding principle in future developments. As a resilient and sustainable place, the area will be able to face and recover from social, economic and environmental challenges and respond to the climate emergency.

Taking the London Plan and LBN Local Plan as starting points to deliver low carbon development, the OA will aim at achieving higher standard mixed-use neighbourhoods to meet Newham, London and the UK's carbon targets.

PRINCIPLES

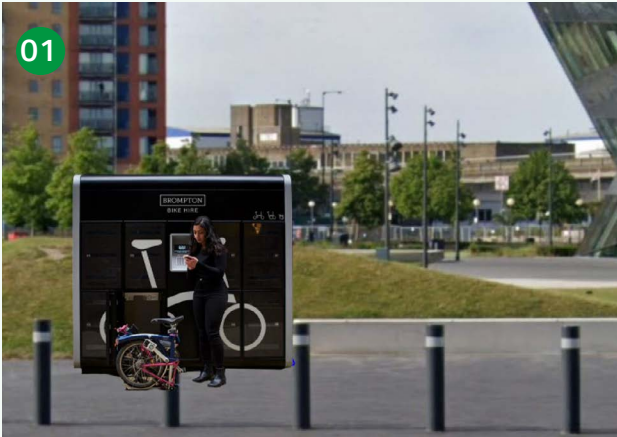


FIG 3.55 Cycling and walking across the area. Image credit: Sam Bush, Tian Khee Siong

Promote safe, accessible routes for sustainable travel

TfL's [Healthy Streets](#) approach puts people and public health at the heart of local planning, helping people to be more active and healthy. In this area, having a well planned network of **healthy streets** is particularly important, given the current extent of severance, the poor quality of much of the walking and cycling environment, the isolation of many neighbourhoods from one another and the difficulties faced by assisted mobility users and children, among others. Connecting to **local services** and **public transport** through well designed, attractive, safe streets and public spaces is essential to achieving better places for local people.

[continues on facing page]



FIG 3.57 Walkable neighbourhoods. Image credit: Tian Khee Siong

Many of the inhospitable major roads can be transformed into walkable, **cyclable, active and inclusive streets**. Some locations will need **new bridges** or **remodelled junctions** to overcome existing barriers. Residential streets can be improved for local people by **trailing innovative measures** to reduce domination by parked and moving motor vehicles. **Low Traffic Neighbourhoods** (LTNs) are one effective way of achieving this, by minimising through-traffic and enabling public realm improvements, children's play and community-led projects.



FIG 3.56 Royal Victoria Gardens. Image credit: Sam Bush

Green/blue infrastructure to strengthen ecological resilience and biodiversity, including aquatic biodiversity

The Mayor of London has set out aspirations for London to become a **zero carbon city by 2030**, with energy efficient buildings, clean transport and energy. LBN has pledged to be carbon neutral by 2030 and carbon zero by 2045. The RD+BR OAPF can illustrate a holistic approach to managing the impacts of climate change. This can be achieved through improving air quality, reducing waste, and prioritising the environment as the OA evolves. Development activity, infrastructure projects and green space management will prioritise achieving **biodiversity improvements**.

Planting and maintenance will support ecological resilience in the OA. This will ensure the robustness of the area's **green-blue corridors** and its open spaces. Measures addressing ecological resilience can also to contribute to biodiversity gains.



A Connected, Resilient Place

Vision and Principles

PRINCIPLES

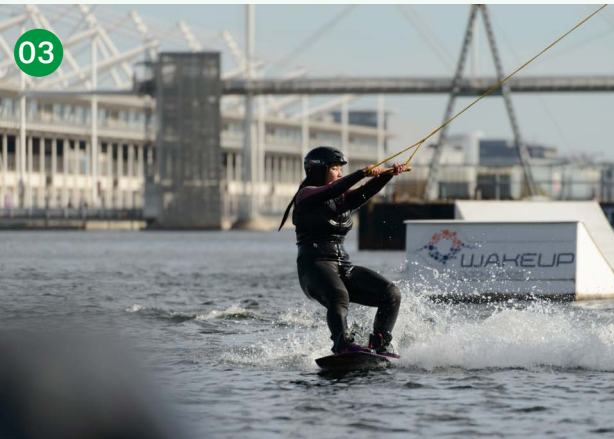


FIG 3.58 Water activities in the Royal Docks. Image credit: Tian Khee Siong

Enhance access to green and open spaces; open the Royal Victoria Dock Loop as a continuous route

The area has some valuable green spaces, as well as access to water around the Docks themselves and the Thames. Many of these could be improved and better connected to the places where people live and work to address deficit in green space. Together with new and improved parks and public spaces provided through new development, these could form a **rich network of green spaces** throughout and beyond the OA. In addition, **new bridges across the Lea** can improve access to LB Tower Hamlets.

Such an extensive, joined-up open space network offers places for people to enjoy, exercise and socialise. It is also essential for **flora and fauna** and can help manage the **flood risk** that affects much of the OA.



FIG 3.59 Studio Curiosity - Ribbon Rainbow installation at Royal Albert Wharf bridge

New bridges across waterways to enable access to neighbouring places and boroughs

New bridges will connect the OA to the neighbouring boroughs, and improve connections over the River Lea and Roding. This will maximise **access to destinations and vital natural assets**, such as the river. Walking/ cycling bridges will unlock new development and also benefit the mental and physical health of local people. Bridges will also support **sustainable goods deliveries**.

Roding bridge proposals should avoid any **risks to the security and operation** of the Barking Barrier. An appropriate 'stand-off' distance should be maintained between any new bridge and the barrier.



FIG 3.60 Enhancing existing, and providing new green space. Image credit: Tian Khee Siong

New green spaces within and around new development to address deficit in green space

There is an overall deficit in green and open space across the RD+BR OA, in particular of open and medium sized open spaces. This is often observed at the eastern and western side of the OA. A lack of smaller open spaces has been identified closer to London City Airport and North Woolwich

Improvements should be made to improve accessibility, amenity value, biodiversity and management of open spaces and natural assets. These include the **River Thames**, access to the **Docks** and **existing parks**. New developments should seek to improve **air quality** and reduce exposure to air pollution. **New accessible and inclusive green spaces** will form part of new developments.



FIG 3.61 Improved local connections around Connaught bridge. Image credit: 5th studio

Invest in public transport, including new DLR stations, and local connections. These will unlock sites, promote active travel, and create Healthy Streets

New development will prioritise safe and inclusive walking and cycling links to connect local destinations, minimise car use and help alleviate air pollution in the OA. Streets will be safe, inviting places to walk, cycle and access public transport, with **active street frontages, tree planting and sustainable urban drainage**. They will connect up existing networks of streets and paths and help break down barriers between communities. Investment in new public transport will include **enhancements to public spaces around stations and bus stops, corridor improvements along bus routes, and better local accessibility to the stops**.



A Connected, Resilient Place

Green Infrastructure

One of the key priorities of this OAPF is to encourage a network of green spaces and green infrastructure, improving the accessibility of existing spaces, like Beckton Park and Thames Barrier Park, and enabling connections with new spaces, whilst supporting ecological resilience and greening strategies where possible.

Challenges

A Lack of Public Space Accessibility

A key challenge within the Royal Docks is the need to overcome inequalities in the access to open space – as illustrated in the diagram alongside. Improving access to open space is captured within both Borough and London Mayoral planning policies and strategies, including the LB Newham Local Plan and the All London Green Grid. The measuring of access to open space within the Newham Local Plan is based on ‘as the crow flies’ distances, meaning that the reality is worse.

The lack of direct routes to medium size parks means that most of the southern part of the study area will still have poor access to medium-sized open spaces.

There are two areas within the docks that are subject to an acute lack of access to both small and medium open spaces, which are:

- Royal Victoria Dock West and the site of the Thameside West development; and,



FIG 3.62 Thames Barrier Park.
Image credit: Tian Khee Siong

- The eastern end of the docks around Albert Island and Beckton Riverside.

Limited Active Programming

Active programming of open spaces and, in particular water surfaces and front is another key issue in the OA. Active water uses which range from destination experiences to club sports could be encouraged, whilst also maintaining moments for the public to get close to the water, pause, and freely enjoy its expansiveness and natural qualities.

Discontinuous Dock Edge

A publicly accessible and continuous dock edge should be developed which is coherent and legible across the various land ownerships that the dock edges sit within. Access to the dock edge will be supported by a network of routes with utility and recreational value – connecting communities and green spaces.

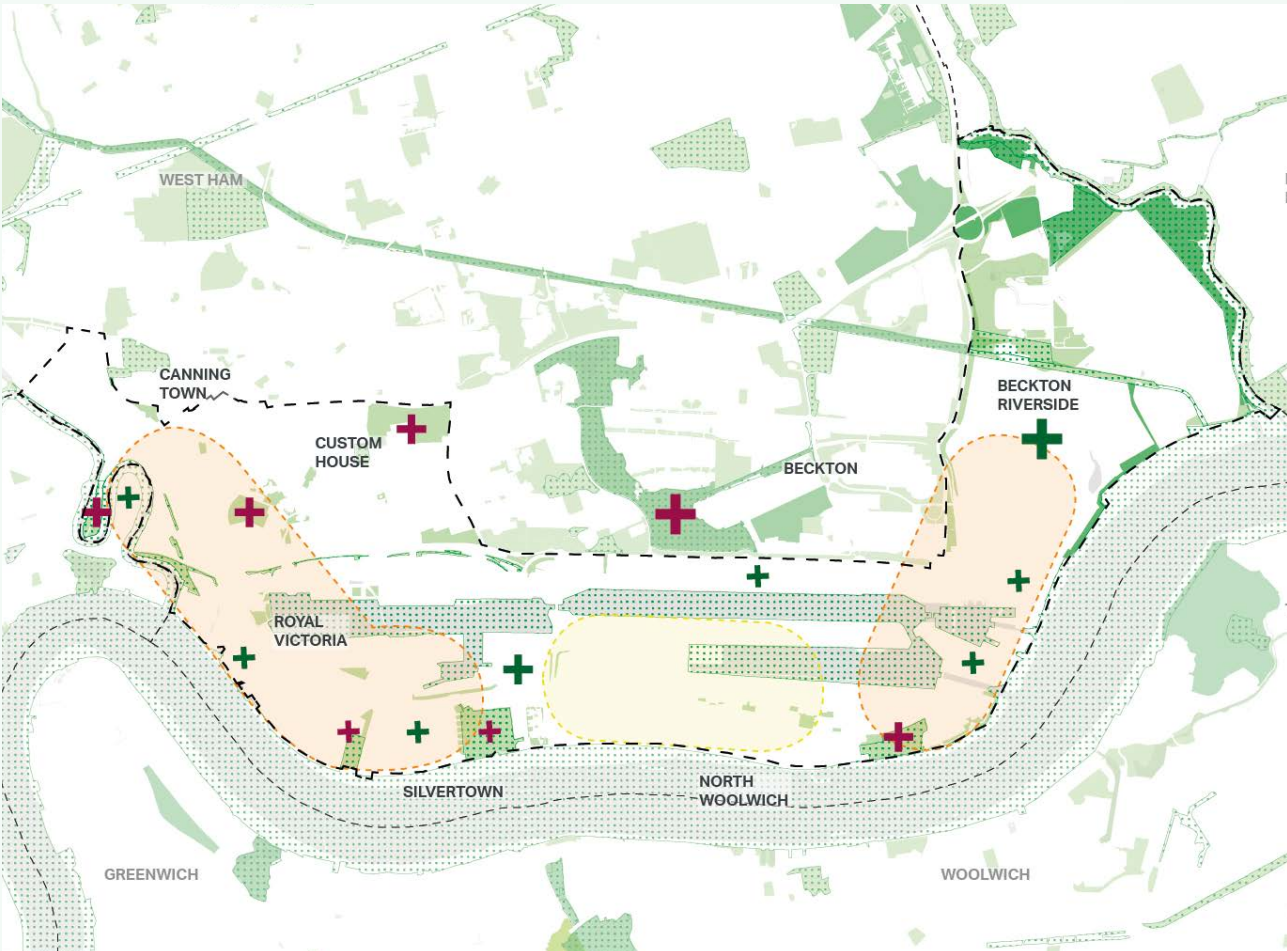


FIG 3.63 Open Space Deficiency

- KEY
- Borough boundary
 - OA boundary
 - Metropolitan open land (MOL)
 - Site of importance for nature conservation (SINC)
 - Sites of special scientific interest (SSSI)
 - Designated Open Space
 - Lack of access to medium open spaces
 - Lack of access to small open spaces
 - + Existing / improved open or green space
 - + Proposed new open or space

At the dock edge there will be a focus on evidence of the area’s cultural heritage, embracing the unique cultural and heritage setting of the Docks, including visible maritime objects, and projects such as illuminating the dockside cranes.

A Connected, Resilient Place

Green Infrastructure

Opportunities

To address the above mentioned deficiency and lack of accessibility, and or permeability, whilst also responding to the post-COVID-19 realities, it is key for places to be greener with an economy that is environmentally responsible. This includes creating opportunities to enable residents and communities to develop their skills. The key objectives for the Green Infrastructure in the OA are as follows:

- integrate existing and new green infrastructure
- ensure that open spaces can perform a range of functions, including for example, sport, biodiversity, leisure and play. This can help the OA become more resilient to climate crisis.
- take opportunities to use sustainable urban drainage to enhance green spaces
- through development activity, infrastructure projects and green space management, prioritise achieving biodiversity improvements
- plan and design streets as multi-functional public spaces that can perform water management, play and social space functions

Serviced Infrastructure to Support Uses, Including Moorings, and Water Sports

This includes infrastructure to support moorings, water sports, commercial uses, public art and culture, and leisure uses aimed at maximising the benefits of a healthy city.

New Routes

New routes including a continuous route around Royal Victoria Dock, would enhance the amenity for local communities. Improved access to the dock edges with walking and cycling routes could provide health and social benefits. Furthermore, continuous green and blue corridors will enhance local biodiversity and strategic green links for natural environments and local species (flaura and fauna) could also help activate waterside uses and neighbourhoods.



FIG 3.64 Vegetated rain-gardens form part of new road improvements in White Hart Lane, Tottenham. Image credit: [Robert Bray Associates](#)

CASE STUDY



FIG 3.65 Creation of safe and inclusive routes and spaces - Sheffield riverside business district

Creation of Safe, Active, Popular and Inclusive Spaces

The [Royal Docks Public Realm Framework](#) supports the creation of active, popular and inclusive spaces in and around the Docks which can also generate revenue, supporting the broader business case for investing in the public realm. There is an opportunity for uses around the dock edges to cement the reputation of the Royal Docks as a place which is enterprising and industrious, supporting education and training for LB Newham residents.



CASE STUDY



FIG 3.66 Royal Docks floating garden increases access to water and supports local biodiversity

Enhancing the Dock Landscape

The docks remain underutilised but are key to the area’s sense of place and permeability. In 2021, RDT will be developing a comprehensive strategy for the water to build on the Public Realm Framework and set out the role and purpose of the water, demonstrating how it can support the area’s overall growth and sustainability.

CASE STUDY

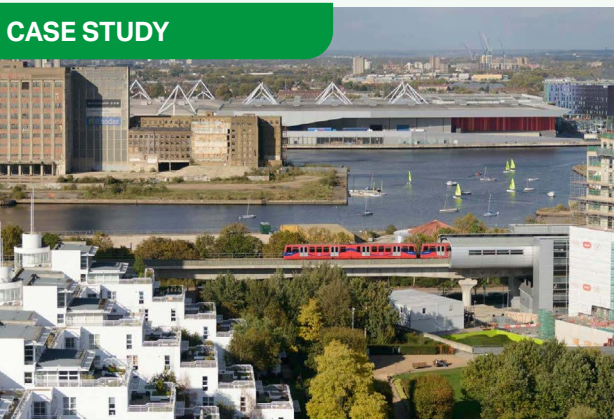


FIG 3.67 Planting trees and promoting a greener dock landscape; RDT tree planting programme delivered over 320 trees; the Royal Docks Corridor project will also be increasing tree planting along the road, wherever possible

A Connected, Resilient Place

Flood Risk, Drainage and Sustainable Water Management

P.3
3.2

One of the main priorities for the OA is to address flood risk, water use and wastewater infrastructure in a holistic and sustainable way. Flood mitigation and water management should be a key design consideration of new development and green spaces, reflecting the [Newham Local Flood Risk Management Strategy](#), and in line with the [Thames Estuary 2100 Plan \(TE2100\)](#).

Flood Risk

A majority of the OA is designated by the Environment Agency as Flood Zone 2-3. This means it is particularly vulnerable to tidal and fluvial flooding, whilst also limiting habitable spaces provision on the ground floor. The RD+BR OA benefits from flood defences, including the Thames Barrier, but would be very vulnerable to tidal flooding in case the network of defences fail.

Defence measures were originally put in place to minimise the impacts of flooding. These measures however have created a physical divide from the river that has, in part, contributed to poor visual and physical access to the Thames.

Many buildings have raised habitable rooms above flood levels, with parking, non-habitable rooms, and servicing at ground floor.



FIG 3.68 Thames Barrier . Image credits: Tian Khee Siong

This has resulted in distinctive features of high level walkways designed to allow people to safely escape flooded areas, but also creates large areas with inactive or blank frontages.

While the River Thames is closely tied to the character of the area, there are limited opportunities for access and enjoyment of the river bank. Buildings and spaces along the river are poorly integrated with inland areas, with concrete flood defences limiting access to the water edge.

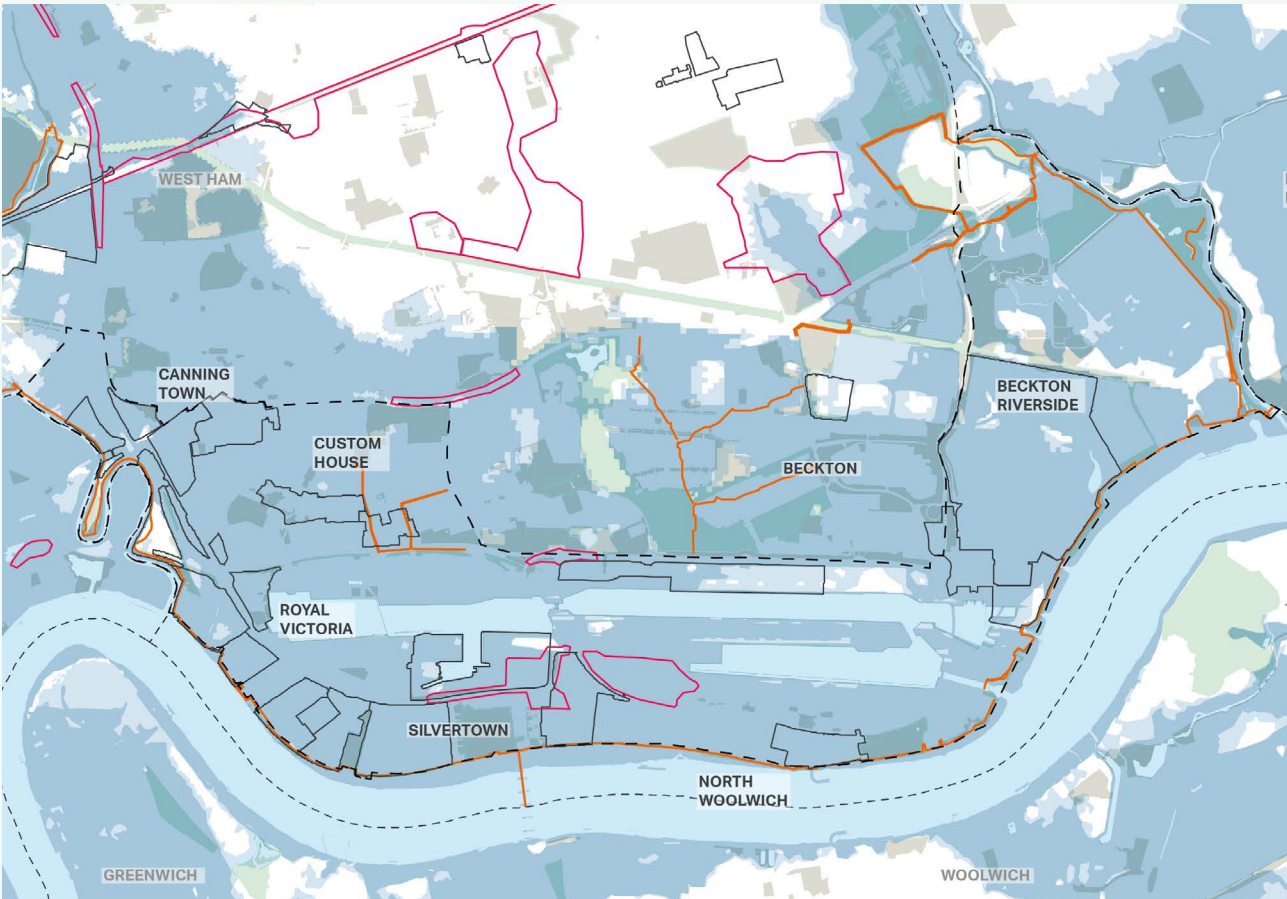


FIG 3.69 Flood risk

- KEY
- Borough boundary
 - - - OA boundary
 - Development sites in OA (allocated in LBN local plan)
 - Light blue Flood zone 2
 - Dark blue Flood zone 3
 - Orange line Indicative flood defence
 - Pink outline Critical drainage area
 - Blue Water (River Thames & Docks)

A Connected, Resilient Place

Flood Risk, Drainage and Sustainable Water Management

P.3
3.2

[Thames Estuary 2100 Plan](#) (EA, 2012) sets out an action plan for tidal flood risk management in the OA. This plan identifies that development should improve flood risk management, including floodplain management and defences that enhance the waterfront environment.

The Port of London Authority (PLA) has produced [Estuary Edges guidance](#) with **design guidance and case studies** on ecological design of riverside areas.

The EA and GLA are supporting local authorities to develop Riverside Strategies. The development of such an approach is considered particularly important given the flood risk within the OA.

It is important that future updates to **defences** are designed into waterfront development plans and local masterplans to adapt to increased flood risk and a higher Thames as a result of climate change. Even with good flood defences there remains a residual risk that those defences could fail. It is therefore important that developments factor in future defence-raising requirements and flood resilience measures that mitigate this risk.

Considering the flooding challenges and **sustainable water management** opportunities, the OA should be aiming at water neutrality.

This includes the expectation that water will be reused as much as possible. Apart from SuDs and raingardens, examples may include attenuation tanks to store rainwater.



FIG 3.70 Climate adaptation for public spaces; Watersquare in Rotterdam. Image credit: De Urbanisten



FIG 3.71 One of the key actions to adapt to climate change and flood risks is to support the integration of SUDs in the OA. LB Newham and RDT have put forward [a strategy for key corridors in the Royal Docks](#): In Britannia Village movement corridors could be redesigned to accommodate low level planted areas with sustainable drainage systems to collect run-off rainwater into the raingardens.

Contaminated Land

A number of sites within the OA have been identified as potentially having soil contamination, partly due to its history as a munitions storage and landfill site. **Contaminated land assessments** and associated remedial strategies will be needed to assess development suitability.

There is a considerable opportunity for the OA to test various approaches on **remediation**; ranging from more passive, such as phytoremediation or 'let nature work' approaches to more 'designed', where through innovative typologies contaminated sites can be opened up for a series of land uses oriented towards clean tech, or circular testing beds. This approach also applies to remediation of water contamination, and the protection of water quality during construction and operation.



CASE STUDY



FIG 3.72 Remediation strategies can pilot and maximise investment in clean tech and social innovation, boosting transition to net zero and creating catalysts for transformation; De Ceuve - Cleantech playground in Amsterdam on contaminated land as part of remediation strategy. Image credit: .Flickr., creative commons - Adam Nowek

CASE STUDY



FIG 3.73 Peter Latz applied various methods in addressing contaminated land as part of the redevelopment of Duisburg-Nord Landscape Park in Germany. The main strategies involved either phytoremediation, where plants were used to eliminate pollutants through their routes and naturally reconstruct the biodiversity, or isolating the polluted soil in specific locations, making accessible other parts of the site. Image credit: Christa Panick

A Connected, Resilient Place

Recommendations

P.3
3.2

CASE STUDY



FIG 3.74 Improving health through play; Air Bubble in Poland by EcoLogic studio is a playground and outdoor classroom, which uses solar energy and kids playfulness to purify the air with algae. Image source: [ecoLogicStudio](#)

Environment

River Corridors

- Natural buffer zones around water courses, capable of increasing resilience, should be supported. A minimum of an 8-metre undeveloped buffer zone (measured from bank top) should be maintained around inland water courses and 15m around tidal waters.

Dock Landscape

- Riparian corridors in the OA could become effective habitat corridors. These could help wildlife adapt to climate change, whilst protecting and improving water quality. Development should not encroach on watercourses or impact on their ecological value.

Biodiversity gain

- Biodiversity gains to be achieved without increasing bird strike risk. Risks of bird strike arising from development need to be minimised and mitigated.

Air Quality

- Developments, in particular those adjacent to Air Quality Focus Areas and in areas that have been recorded to fail annual mean objectives of nitrogen dioxide (NO2), should demonstrate how they seek to improve local air quality and propose new methods of addressing this issue. Opportunities for air purification through maximising placemaking should be explored. For example, installations such as the 'AirBubble biotechnological playground', which helps purify the surrounding public realm.
- When planning for development, particular care should be given to the location of priority services, such as schools and health centres, to reduce the exposure of people to harmful pollution.
- There should be a coordinated approach to construction, freight and servicing across the OA to reduce disruptive vehicle movement, prevent congestion of roads and improve air quality. Capture and reuse of CO2 along with opportunities to achieve that creatively through placemaking, should be explored.

Please refer to:
[London Plan Policies: SI1, SI5](#)
LBN: [Air Quality Action Plan 2019 – 2024](#)
[Climate Emergency Action Plan](#)

CASE STUDY



FIG 3.75 Flood resilient design. Image credit: HafenCity Hamburg GmbH

Flood Risk, Drainage and Sustainable Water Management

- Minimise and mitigate flood risk in ways that do not compromise good urban design, including incorporating flood resilience measures in new development. In line with London Plan, Policy SI 12 new development be designed with flood resilience in mind, which:
 - Protects the integrity of flood defences and allows for their maintenance,
 - Enables tidal flood defences to be raised in future;
 - Allows for defences to be integrated with the surrounding landscape, including enhancement of biodiversity to create an improved riverside environment;
 - Provides high quality access to the river and better connections to surrounding areas via the Thames Path,

CASE STUDY



FIG 3.76 Rega Leuven - connecting green and blue infrastructure. Image credit: Ontwerpbureau Pauwels

- Contributes to a strong sense of place, and;
- Incorporates emergency evacuation routes.
- Maximises the use of SuDS within developments, prioritising rainwater harvesting and nature-based SuDS
- Employ flood management methods that contribute to increasing flood storage and creating recreational areas and habitat.
- Open spaces need to be designed to adapt to climate emergency and treat water as an opportunity for porous, resilient environments, (for example raingardens, sunken plazas, watersquares, SuDs).
- It is essential that the road access to the Thames Barrier is maintained throughout planned development and improved if opportunities allow.



A Connected, Resilient Place

Spatial Strategy

ACTIONS

- 1

Support the central aim of the [Mayor's Transport Strategy](#) for 80% of travel in London to be made on foot, cycle or public transport by 2041. As with other OAs, a specific sustainable target has been developed for RD+BR ranging from 85-90% to support this London-wide aim. The range reflects the size of the OA and characteristics of different areas within it.
- 2

Create a network of joined-up walking and cycling routes, including the Thames Path and links to the Lea Valley Park, Stratford and the Isle of Dogs. Support strategies including [LBN Cycling Strategy](#) and the [Royal Docks Cycling and Walking Action Plan](#).
- 3

Use the Royal Docks [Public Realm Framework](#) and [Design Guides](#) to embed inclusive design principles and best practice in the OA and new streets and spaces. Ensure that bridges and stations are fully accessible.
- 4

Improve citywide connectivity, for example improved and expanded DLR services, bus services and bus priority. Upgrade infrastructure including stations and stops.
- 5

Enhance access to local services by investing in healthier high streets, such as North Woolwich Road, infrastructure to overcome severance and improved local streets. This will need a combination of capital investment and improvements made through development.
- 6

Encourage a network of green spaces and green infrastructure, with existing spaces like Beckton Park and Thames Barrier Park connected to new spaces.
- 7

Support biodiversity and biodiversity net gain by design on new developments, and in particular riverside locations. Biodiversity enhancements may include swift bricks and bat boxes in alignment with the London Plan policy G6 B4, in addition to wildlife-friendly trees and planting. Aquatic biodiversity and nature-based solutions such as wetlands should be supported.
- 8

Address flood risk, water use and wastewater infrastructure in a holistic and sustainable way. Flood mitigation and water management to be a key design consideration of new development and green spaces.
- 9

Development in the OA should reduce waste, increase material re-use and support London's circular economy. Places designated for handling waste, and new development should be reconciled.
- 10

A contaminated land strategy should be prepared, in advance of individual sites coming forward for development.
- 11

Post-COVID-19 places to be greener with an economy that is environmentally responsible. This would mean that the jobs and homes created will provide opportunities for residents and communities to develop their skills. For example, supporting ideas such as bee keeping, and temporary use of spaces for community that were developed in the [vision for Beckton Parks masterplan](#),
- 12

Promote the use of underused spaces in between buildings and under the DLR for community growing (for example markets, food growing), and/or play. The use should not compromise access for TfL.



Refer to **Chapter 4 Places** for further information on key actions per area.

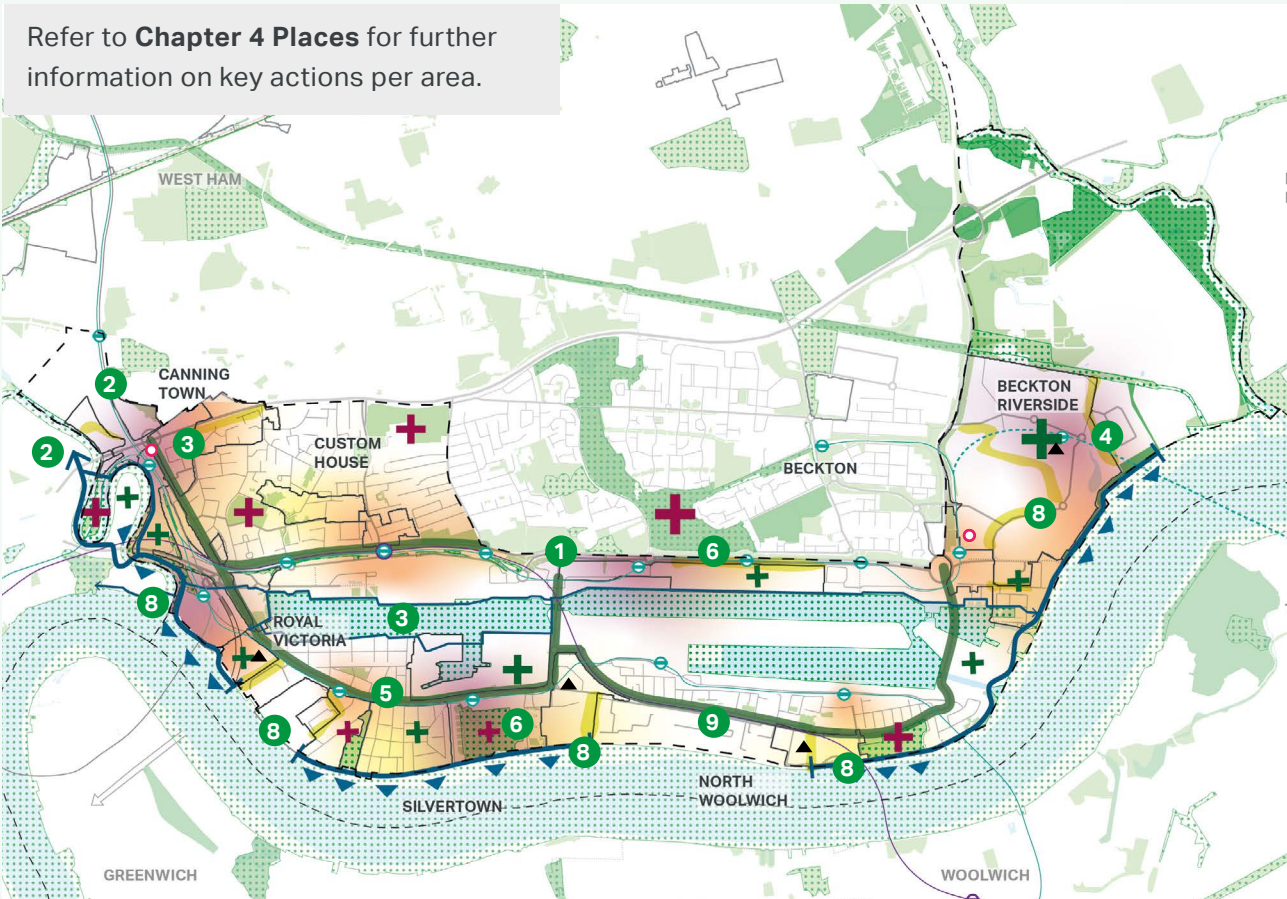
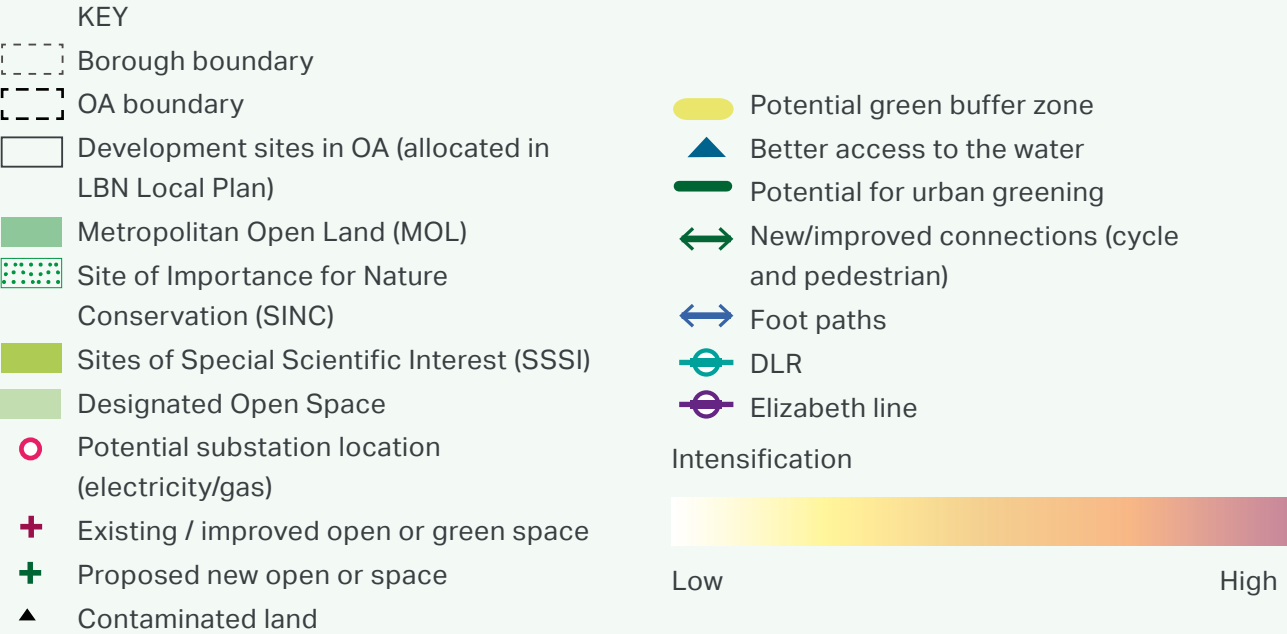


FIG 3.77 A Connected, Resilient Place





An Enabled, Innovative Place: Employment & Economy; Town Centres; Industry



Custom House Is Our House, 2019, Jessie Brennan (Part of the year-long series Making Space)
Commissioned by the Royal Docks Team, a joint initiative by the Mayor of London and the Mayor of Newham. Produced and curated by UP Projects. Image credit: Thierry Bal

An Enabled, Innovative Place Vision and Principles



INTRODUCTION

The Royal Docks and Beckton Riverside OA has an important role in both the **local and wider London economies**. This theme explores these roles to identify the existing and latent demand for employment space within the OA. It also discusses the character and function of the network of town and local centres within the OA. The chapter then puts forward actions to better **connect local people with jobs and skills** in the post-COVID-19 environment. **Actions** are facilitated through a set of principles and recommendations in relation to the design and location of employment-generating uses across the area. **Recommendations** consider the potential impacts of specific uses like heavy industry/logistics on an increasingly mixed-use area with an environmentally responsible economy.

This sub-section covers the following:

- Vision and Principles
- Need for Employment Space
- OAPF Jobs Growth Scenarios
- Affordable Workspaces
- Skills, Young People and Community Wealth Building
- Industrial Land and Wharves
- Town Centres
- Recommendations
- Spatial Strategy

YOU SAID*:

- Potential to attract SMEs, start-ups and low-cost co-working spaces
- More emphasis on education
- Better connections to UEL
- Potential for more 'blue sky thinking', water related proposals

* Summarises the most frequently raised comments from public engagement

An Enabled, Innovative Place

Vision and Principles

VISION

The Royal Docks and Beckton Riverside OA will be a centre of enterprise, employment and culture. It will be the established home of City Hall. The area will promote an inclusive economy with access to jobs and training, and will be recognised as a test-bed for social, environmental and technological innovation.

PRINCIPLES



FIG 3.78 Creative workspaces under the Silvertown Flyover. Image credit: Tian Khee Siong

Plan for 55,700 new jobs across the OA, with a focus on emerging sectors like urban tech, creative and cultural, digital/data, and modern industrial activity

There is the potential for the OA to deliver 55,000 new jobs. This is a major opportunity to deliver **employment training** and provide young people with access to jobs. Jobs will be created through **more intensive use of industrial sites**, and in **new and enhanced centres**, such as North Woolwich, Silvertown, and the new major town centre at Beckton Riverside.

More intensive and creative industrial uses will support a shift towards a greener economy in the OA. This will ensure that natural assets can deliver their full economic potential on a sustainable basis. The **water** will be a unique selling point.

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FIG 3.80 Artists outdoor performance in the Royal Docks. Image credit: Tian Khee Siong

The **data and digital sectors** are fast growing and should be explored in the Royal Docks in its role as a testbed for innovation and enterprise.

The OA is located at the heart of London's fastest growing sub-region for **culture**, and identified as a centre of cultural production. It is also situated at the gateway to the Thames Estuary Production Corridor. This can help the Royal Docks realise its potential as a destination for visitors to London.



FIG 3.79 Affordable workspace. Image credit: Tian Khee Siong

Establish a network of vibrant, well connected identifiable town and local centres

Town and local centres like Canning Town, Silvertown, and Beckton Riverside will be vital to the future social and civic life of the area. They will provide space for people to come together, and access services. Each centre will contain uses in line with its role and scale. These should serve locals and visitors alike, providing diverse and flexible land-uses

The **importance and functionality** of these places will increase as new connections, infrastructure, and development come forward, in particular reflecting the area's waterside location. Uses will include creative, industrial, cultural, retail, and family-friendly leisure activities.



An Enabled, Innovative Place

Vision and Principles

PRINCIPLES



FIG 3.82 Creative workspaces under the Silvertown Flyover.

Protect and intensify use of designated industrial land

There is a significant amount of **designated, protected industrial land** in the OA (Strategic (SIL), or Local Significant Industrial Land (LIL)). These sites play an important role in providing opportunities for local employment and sustaining London’s economic growth.

As new homes and jobs are created in the area, it is important to ensure industrial activity is supported and sustained on SIL/LIL sites, but that it is also able to **adapt to modern industrial need**, and **affectively integrated into mixed community contexts**.

There are opportunities to increase industrial floorspace by making **better use of underused or vacant sites**. Modernising existing industrial floorspace, alongside broadening the industrial identity of the area should also be considered.



FIG 3.81 Summer 2019 engagement events. Image credit: Sam Bush, Tian Khee Siong

Increase opportunities for young people

New commercial and job creating development at Canning Town, Silvertown, and Albert Island should support **good quality sustainable employment opportunities**. To enable local access to skills and the creation of affordable workspace, stronger links should be made between local businesses, the community, and education assets within the OA, especially UEL.

Innovation Districts are often founded on access to and generation of knowledge. The combination and scale of opportunity means the area has the potential to become an innovation district of regional significance.



FIG 3.83 Town centre in Canada Water. Image credit: Tim Crocker

Establish a new major centre at Beckton Riverside

Beckton Riverside will accommodate a new, **potentially major, town centre**. This will include a mix of commercial and residential uses, such as retail, leisure, homes, night-time economy uses, last mile, and industrial. New public space and better connections for everyone will support those uses.

A new major centre at Beckton Riverside will need to **acknowledge and mitigate local constraints**. This constraints include land **decontamination**, above and below ground utilities, and the proximity of the **Beckton Sewage Works**. Further studies will establish the extent and scope of necessary mitigation measures between new and existing land uses.

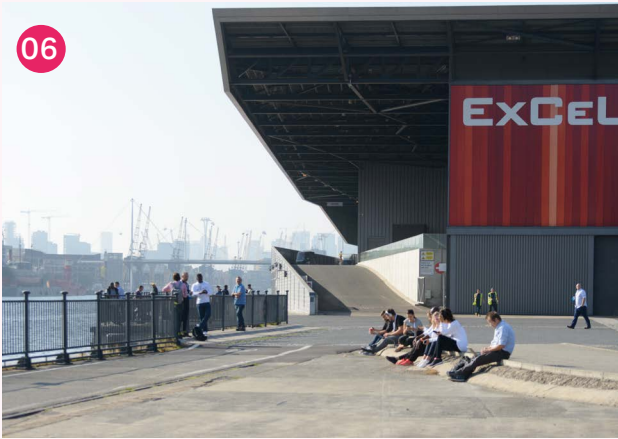


FIG 3.84 ExCeL. Image credit: Tian Khee Siong

Improve links between OA assets like UEL, ExCeL and London City Airport with new and existing centres

The OA benefits from a number of **distinctive assets** with local, strategic and sub-regional appeal. Though they are often well connected to public transport networks, places like UEL and ExCeL could be **easier to walk and cycle to**. This would increase their appeal and functionality for local people, and add further depth to the **local network of town and local centres**. Depth can be added through design configurations such as building typologies, active frontages, façade treatment and materiality as well as programming of spaces and land use strategies. This can **strengthen activity, providing or enhancing character areas and legibility**. The depth will also be supported via safe and inclusive routes for pedestrians and cyclists.



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An Enabled, Innovative Place Need for Employment Space

LB Newham is characterised by a **high number of small, local businesses**, but with a relatively low survival rate. This drives a demand for affordable space which is currently not being met. This demand could be partly met in the OA, making use of its land values, Enterprise Zone status, and available space. All other office floorspace provision consists of smaller scale ancillary floorspace supporting the functions of industrial premises.

Across the borough there has been a **recent increase in approvals and completions for industrial, storage and distribution floorspace**. This indicates continued demand for industrial uses in LB Newham on designated industrial sites. The quantity and accessibility of SIL/LIL land within the OA means that it is well placed to service this demand. The demands that the increasingly mixed-use nature of the OA make, as well as placemaking and Community Wealth Building priorities, mean that new industrial development in the OA should be **innovative in design, function, and access**.

The growing significance of **culture** and culture-related industry in the OA mean that this could be an area of specialism on parts of SIL/LIL sites. Good access to central London, local performance/ event spaces, and town centres will be required. Sites at Canning Town, Silvertown and North Woolwich are well suited to this role.

On SIL and LIL, the creative industries could be supported through appropriate **industrial and manufacturing uses**, as opposed to social or performance spaces.

Recent evidence suggests that across London there is less conversion of office to residential use (within Permitted Development Rights) outside of any designated employment land. This suggests the **demand for employment space is strong**. Further, the introduction of Class E suggests that a more market-led employment offer is likely to emerge. To respond, more flexible internal fit-outs, better service access, and higher floor-to-ceiling heights will be critical to ensuring Class E space is sustainable and can better meet future market demands.

The data and digital sectors are fast growing and should be explored in the Royal Docks in its role as a testbed for innovation and enterprise. Accommodating the data and digital sector may mean providing space for new infrastructure, including data centres and substations, as well as suitable business space (See **Chapter 6 Supporting Good Growth with Infrastructure** for more). Growth in the digital economy is also about the jobs it creates, particularly for young people. This sector can secure long-term economic opportunities for residents, and will continue to grow as part of sustainable growth in Newham.

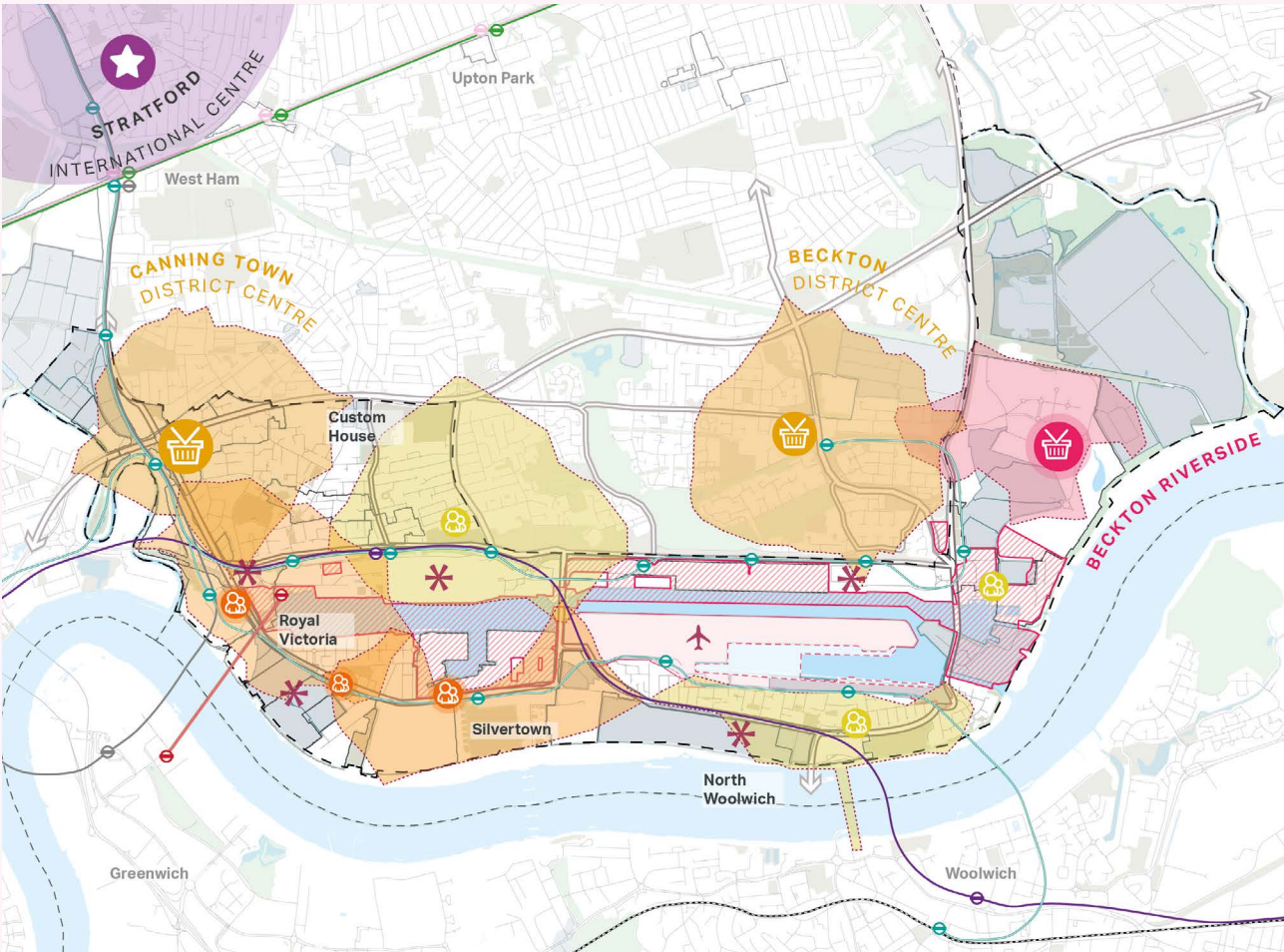


FIG 3.86 District, town and local centres with 15 - minute isochrones. Please note that the figure includes 15 - minute isochrones coloured as per centre hierarchy.

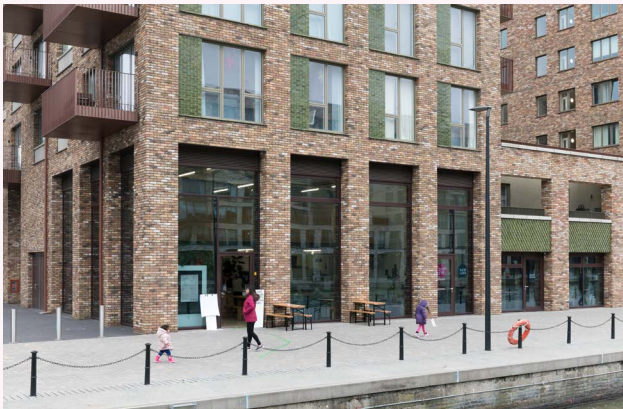


FIG 3.85 Workspaces at ground floor level, Royal Albert Wharf

KEY

Borough boundary

OA boundary

Development sites in OA (allocated in LBN Local Plan)

Industrial land (SIL, LILs, LMUA)

Enterprise Zone

London City Airport Expansion

Existing international centre (outside of the OA)

Existing district centre

Existing local centre

Future major town centre

Future local centre

An Enabled, Innovative Place

OAPF Jobs Growth Scenarios

Methodology

The OAPF development capacity exercise identifies the potential for the RD+BR OA to accommodate **55,700 new jobs**. This represents an uplift of 14,200 jobs on the indicative capacity contained within the London Plan, and an increase of 18,300 jobs/49 per cent on the baseline growth scenario.

Baseline Growth Scenario

The OAPF Baseline Growth scenario = 37,400 jobs. This includes:

- LESD* 2017
- Permissions/Completions up to March 2020

Higher Growth Scenario

The Higher Growth scenario was calculated by:

- design-led capacity testing on 21 allocated strategic sites
- considered draft Pilot Industrial Intensification study for S12, LMUA 12; Bidder St and Cody Road/British Gas SIL
- use of comparable case study industrial intensification schemes.

The OAPF Higher Growth strategy focuses employment growth in:

- new and existing centres like Canning Town and Silvertown
- on designated industrial land (SIL/LIL)
- in and around the OA's existing key economic assets like ExCeL and LCA.

The London Employment Sites Database (LESD)*: The LESD is a database that records recently completed employment developments and those in the pipeline in London. The LESD is an important planning policy tool that informs key strategic policies including the London Plan, the London Office Policy Review and the Mayor's Transport Strategy. The output of the LESD is one of the key inputs to the GLA's Borough employment projections for London. It is also a tool for analysing the balance between supply and demand of floorspace for employment at the borough level and informs estimates of future employment capacity in London's Opportunity Areas.

One aim of an OAPF is to create a **'critical mass'** of employment in specific places. This helps to support local economic ecosystems and supply chains. Such concentrations also contribute to placemaking, in particular from an economic perspective.

Town centre: There is potential for significant new employment clusters at Silvertown Quays, at Royal Albert Dock, Thameside West, and within the new major town centre at Beckton Riverside. These would include commercial Class E and sui generis uses (inclusive of services and leisure provision).



FIG 3.87 Expressway; a community of innovators in the RD+BR OA

Industrial and Green Economy: The largest potential future increases in employment space and jobs could be on the established SIL and LIL sites. Sites include SIL at Silvertown and West Silvertown, and on the LIL land at Albert Island. These new jobs will predominantly be created through more intensive and creative industrial, uses including **logistics and light manufacturing**. In addition, provision is made for supporting infrastructure for industrial activity including waste transfer, accessibility and transport.

A **future mixed-use economy** in the OA would create a greater variety of jobs. The contribution of the local economy to environmental improvements is also important. For example, opportunities for innovation in logistics to reduce freight-related emissions should be realised.



FIG 3.88 The scheme at Albert Island is a good example of how stacked industrial can deliver this space to the benefit of the surrounding dense, mixed-use environment. Tactics include complementing the street, acknowledging adjacent land uses (e.g. residential) when organising the site, and contributing to the identity of the place. Image credit: [Albert Island](#)

The emphasis on intensifying use of designated industrial land aligns with London Plan policy E7 and Local Plan J2. The increasingly dense and mixed use of land on the OA means that mitigation measures like Agent of Change will be an important aspect of achieving successful industrial intensification.

City Assets: The OAPF supports the continued success and contribution of ExCeL, LCA, UEL, and Tate & Lyle as local economic assets. This includes acknowledging approved plans for expansion where aligned with the environmental objectives of LB Newham and the Mayor of London. Jobs created by these expansion plans have been included in the growth scenario where appropriate.



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An Enabled, Innovative Place Affordable Workspaces

Development in the OA should seek to deliver genuinely affordable workspace in both employment-led and mixed-use developments. The delivery of affordable workspace would respond to Pillars 3 and 5 of the 'Towards a Better Newham' strategy, and deliver on Community Wealth Building principles. Affordable workspace should be diverse in offer, and be flexible enough to respond to demand at both a borough and subregional scale. Such activity is crucial in creating jobs and encouraging innovation in the area. Potential sectors to accommodate include Urban Tech, small-scale manufacturing, and London's cultural and creative industries.

The OA's **Enterprise Zone status** could be used to support delivery of this affordable workspace priority, in suitable locations and circumstances. These could be on sites with good connections to existing local communities, such as at Canning Town, Custom House, North Woolwich, and supporting emerging workspace clusters such as Royal Victoria West. Such investment would form a key part of a wider EZ-enabled programme to establish a more coherent and vibrant business ecosystem, and one that is attractive to both local entrepreneurial talent, and to external investment.



CASE STUDY
FIG 3.89 Camden Collective, realised through the London Regeneration Fund provides free co-working space and pop-up retail in vacant shops and offices. Image credit: [Camden Collective](#)

Skills, Young People and Community Wealth Building



Pillar 2 of Towards a Better Newham commits the council *'to enabling every resident under 25 to be safe, happy and cared for, with positive activities to secure their long-term wellbeing.'* The Council seek to *'ensure every resident under 25 is safe, happy and cared for, with positive activity to secure their long-term wellbeing. Develop enhance processes and links to services (Workplace, Money Works) to engage the borough's young people in their local areas. Innovate in the delivery of internships and new labour market projects.'*

LB Newham currently requires major employment proposals to demonstrate their commitments to local jobs, skills, and training in an Employment Strategy. The expansion in commercial and industrial activity which the OAPF plans for suggests there could be significant potential for local people to benefit from future **site-specific Employment Strategies** across the OA. The relationship between specific development sites and existing communities could be considered within these strategies, including connections with local schools and colleges, to ensure local people benefit from Good Growth in the OA.

Specific attention should be given to potential opportunities in the **construction industry**, as this is likely to be a growth sector in the short/medium term in the Royal Docks and Beckton Riverside.

This could be through apprenticeships, traineeships, and work placements. These should be made available for a wide range of people, including graduates and those without formal qualifications.

This strategy could have significant **positive impact for local people**. This OAPF is focussed on the expansion of urban tech, modern industrial, data/digital, and creative industries across the OA. Combined with the scale and significance of the OA to the economy of LB Newham and London, and the quantum of growth forecast in the Higher Growth Scenario in the short/medium term, the OA could play a major role in realising Community Wealth Building for people in the OA, and across Newham.

The Royal Docks Enterprise Zone promotes and administers a range of employment initiatives and incentives which could provide further support to **Community Wealth Building aspirations**. These could be strengthened by improvements in communication so that all young people are linked into new Workplace and Moneyworks provision as well as Youth Empowerment Service via LB Newham, as identified in 'Towards a Better Newham' and 'Building a Fairer Newham'. The Council is also committed to creating a new Youth Empowerment Fund to provide direct support to young people to overcome barriers to economic participation and training.

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Employment and Economy

Industrial Land and Wharves



SILs are given strategic protection in the London Plan because they are critical to the effective functioning of London’s economy. Whilst their retention as employment space is protected, they should be proactively managed through a plan-led process to sustain their economic contribution. This includes exploring opportunities for **intensification, improvement, and increased efficiency** through OAPFs.

Development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities and their ability to **operate on a 24-hour basis**. In particular, safeguarded wharves operate 24 hours a day to ensure operations are aligned with the tide.

Apart from **the safeguarded wharves*** that are located within the OA, it should be noted that safeguarded wharves located opposite in the Royal Borough of Greenwich, at Angerstein, Murphy’s and Riverside Wharves also pose constraints. These wharves also operate 24 hours a day, and are a source of significant levels of low frequency noise, emitted by the dredgers unloading at Murphy’s and Angerstein Wharves.

It is essential that riverside developments in the OA also take operations at these wharves into account at an early stage of the design process. This would be in line with policy SI15 (Water Transport) of the London

Plan which specifically states that development proposals adjacent and/ or opposite safeguarded wharves are designed to minimise the potential for conflicts of use and disturbance, in line with the **Agent of Change** principle.

What is more, **residential development** adjacent to SILs should be designed to ensure that existing or potential industrial activities in SIL are not compromised or curtailed. Particular attention should be given to layouts, access, orientation, servicing, public realm, air quality, soundproofing and other design mitigation in the residential development.

Safeguarded Wharves*

In 2018 the Mayor commenced the latest review on safeguarded wharves; locations protected for port use. In September 2020, the Secretary of State confirmed his agreement with the Safeguarded Wharves Review’s recommendations. Updated Safeguarding Directions reflecting the review’s recommendations were issued by the Secretary of State on 19 February 2021.

In the context of Newham specifically the following safeguarded wharves were **removed** from the directions:

1

Manhattan

2

Sunshine

3

Mayer Parry

4

Priors

5

Thames Wharf

And the following wharves **remain safeguarded** and protected by Ministerial Direction:

6

Peruvian

7

Royal Primrose

8

Thames Refinery

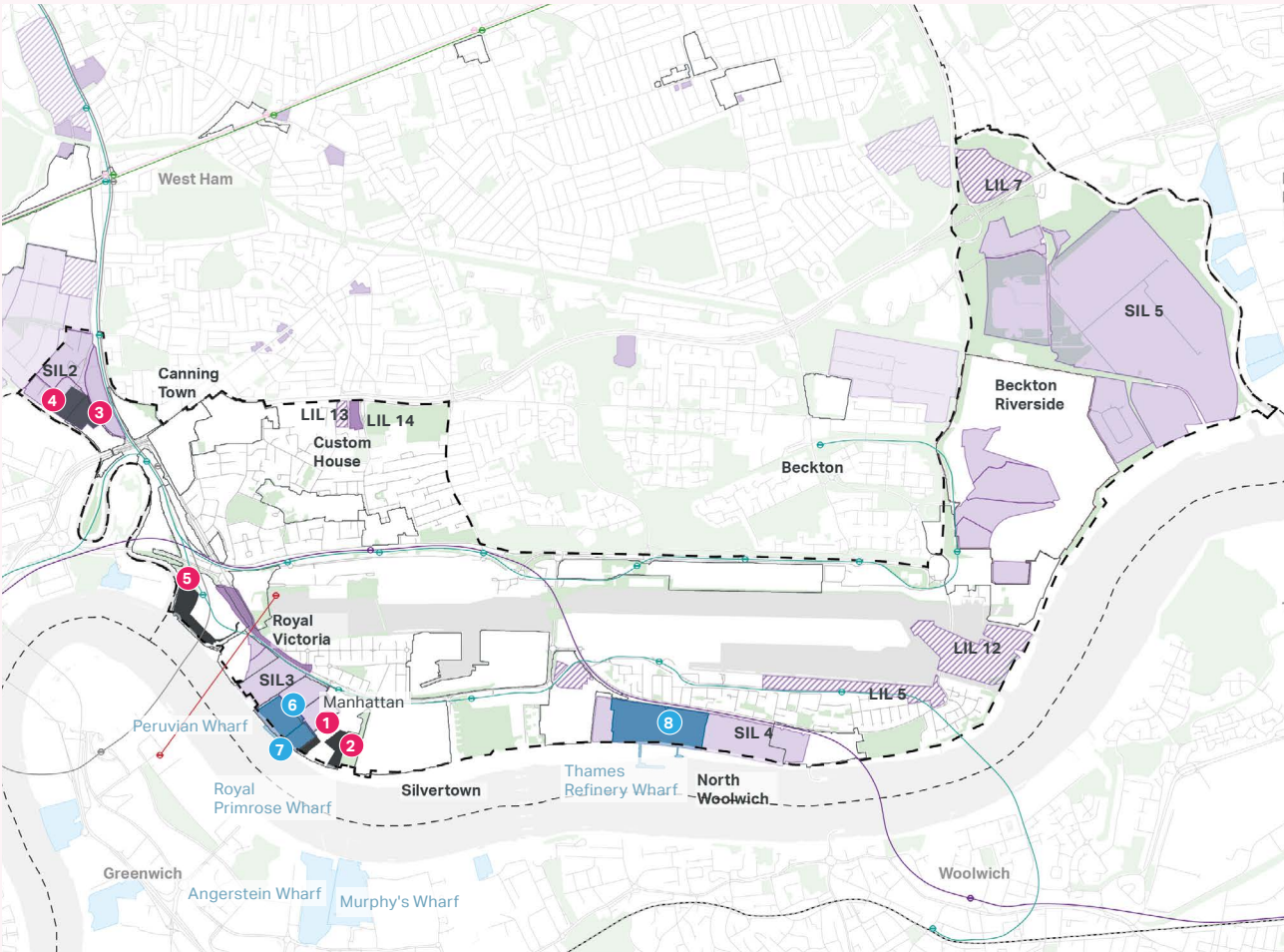


FIG 3.90 Industrial Land and wharves

Please refer to:
[LB Newham Local Plan Policies: J1, J2](#)
[London Plan Policies: E5, E6, E7](#)

KEY

Borough boundary

OA boundary

Development sites in OA (allocated in LBN Local Plan)

Industrial land - SIL

Industrial land - LILs

Industrial land - LMUA

Safeguarded wharf

De-activated wharf - released in 2021

DLR

Elizabeth line

Jubilee line

Cable car





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An Enabled, Innovative Place





Town Centres

The OA features a number of existing and designated centres:

Existing

-  Canning Town: District centre
-  Custom House: Local centre
-  Albert Basin: Local centre
-  North Woolwich: Local centre

Proposed

-  Beckton Riverside: Major centre
-  Thames Wharf: Local centre
-  Silvertown: Local centre
-  West Silvertown: Local centre

The existing centres are valuable resources for the communities they serve, and they will be required to serve **new residential and working populations** as the OA grows in the future. New centres are also emerging and/ or being delivered as part of the network. Centres are areas for improvement and change to:

- strengthen their individual and collective **identities** so that the OA becomes more than the sum of its parts
- accommodate **new uses and retail trends**, and
- provide for a wider range of **services** to support the healthy, liveable place, and **wellbeing agendas** for the OA. This includes providing public open spaces, community facilities and places for learning and recreation.

London Plan Policy SD7 requires a ‘town centres first’ approach to development. This is aimed at creating critical mass for commercial development and encourages development in the most accessible locations. This will influence the mix of uses, density, and layout of schemes in the OA to the benefit of designated centres.

The classification of international, metropolitan and major town centres can only be changed through the London Plan. **Changes** to district, local, neighbourhood centres and CAZ retail clusters can be brought forward through Local Plans. Such changes should be supported by evidence in development capacity assessments and town centre health checks, and are subject to assessments of retail impact where appropriate. This could be through LB Newham’s Local Plan review, to reflect the aspiration and potential for emerging centres and sites across the OA to deliver homes and facilities for locals and visitors alike.

Please refer to:
[London Plan Policies: SD7](#)

Refer to **Chapter 4 Places** for further information on town and local centres.

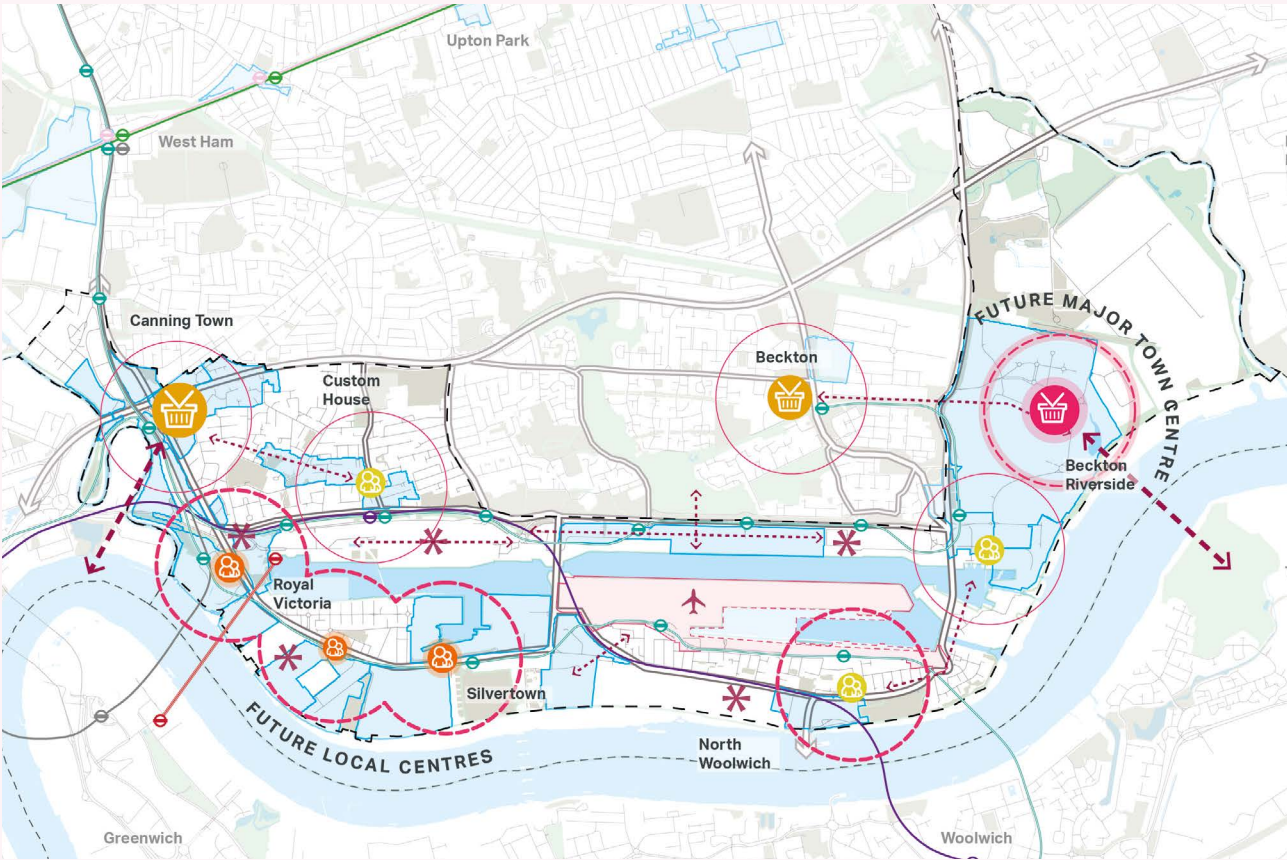




FIG 3.91 District, town and local centres strategy


Future centres across the OA should respond to new trends including:


- more environmentally sustainable business models, by considering the impact of growing demand for deliveries on local traffic and related air pollution
- growth of the sharing economy
- changes to working patterns that place greater demands on local centres to provide flexible workspace


KEY

 Borough boundary


 OA boundary


 Development sites in OA (allocated in LBN Local Plan)


 London City Airport


 London City Airport Expansion


 Existing district centre

 Existing local centre

 Future major town centre

 Future local centre

 Cultural and economic asset

 Strategic connection - improved

An Enabled, Innovative Place

Recommendations

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CASE STUDY



FIG 3.92 Bloqs is a new facility in Enfield providing professional makers and maker businesses with affordable workshop space. Image credit: 5th studio

Affordable Workspace

- Further research into the type, location and quantum of affordable workspace for the OA should be undertaken. This would focus on strategic sites, growth sectors, and respond to wider ambitions for community wealth building and the 'Towards a Better Newham' and 'Building a Fairer Newham' agenda.

Please refer to:
[LB Newham Local Plan Policies: J1, J2](#)
[London Plan Policies: E5, E6, E7](#)

CASE STUDY



FIG 3.93 Albert Wharf + CEMEX aggregates in Hammersmith and Fulham; where parking and services are used to form an acoustic buffer, protecting the residential units from excessive noise. Image source: [Industrial Intensification Primer - GLA](#)

Industrial Land and Wharves

- LB Newham Local Plan review to consider opportunities to optimise the use of SIL, including considering boundaries and designations.
- Industrial capacity on designated industrial sites should be maintained and optimised with provision of high-quality contemporary industrial workspace. This may include separating heavier and 'softer' industrial uses to optimise development potential
- New development at Safeguarded Wharves should contribute to the realisation of the Thames Vision 2035 which aims to make better use of the Thames for freight.

CASE STUDY



FIG 3.94 Revitalising local economies and centres; supporting healthy food options, as in Nourish Hub, where a row of vacant shop units has been transformed into a community kitchen and learning space. Image credit: Francisco Ibáñez Hantke @ dezeen

Town centres

- LB Newham Local Plan review to consider the changing role of High Streets across the OA. This includes the provision of retail and leisure uses,
- Local centres should be reinforced by urban-scale development, which prioritises the creation of new, safe and legible street networks.
- Future development, including infrastructure, in town and local centres should prioritise local community and co-design, reinforcing local pride and identity through community participation.

CASE STUDY



FIG 3.95 Transforming streets' look and feel while promoting walking can support the creation of vibrant and permeable centres. Best practice feature TfL's Future Streets Incubator Fund, with Colourful Crossings. Image credit: Ruth Ward

Please refer to:
[London Plan Policies: SD7](#)

An Enabled, Innovative Place

Spatial Strategy

ACTIONS

- 1

Realise the benefits of being London's only Enterprise Zone to attract investment, new industry and large-scale production, and encourage innovation.
- 2

Build on the principles and outputs of the Royal Docks Economic Purpose report which sets out the ultimate economic goals that the EZ will help deliver for the Royal Docks. For example innovative and different types of business models can be supported through development sites being completed by the RDT, such as Albert Island.
- 3

Establish a vision for a major town centre at Beckton Riverside, with new homes and jobs supported by a new DLR station, and improvements to bus services.
- 4

Town and local centres across the OA should have their own identities, and be capable of serving new and existing residents.
- 5

Promoting local career development and training opportunities especially for young people, through the OAPF supporting principles of LBN's Community Wealth Building agenda on employment.
- 6

Explore best practice when planning for a post-COVID-19 economy. For example neighbourhood work hubs and principles of walkable neighbourhoods contributing to a fair economy across the OA.
- 7

Delivering genuinely affordable workspace, supporting local business, including creative workspace.
- 8

Link new employment and business activity at Royal Albert Dock (RAD), Silvertown, and Albert Island to other centres across the OAs, and to London as a whole.
- 9

Emphasise that new and improved strategic transport improvements and are important local links in attracting and retaining economic activity.
- 10

Support continued success of ExCeL, LCA, UEL and City Hall as anchor assets of the OA.
- 11

The OA will seek to create an inclusive economy with a focus on community prosperity, enterprise, integration and the climate emergency to reflect the needs of existing and future communities.
- 12

Sports uses can create sustainable employment opportunities and provide work experience and qualifications. Sport and recreation facilities should be encouraged in new developments as well as specific designated sport sites.
- 13

Emphasise and link to natural assets, such as the water and the Docks, to attract future businesses. The development in the OA should support and maximise the 'working by the water' as a 'unique selling point' (USP) for the area.

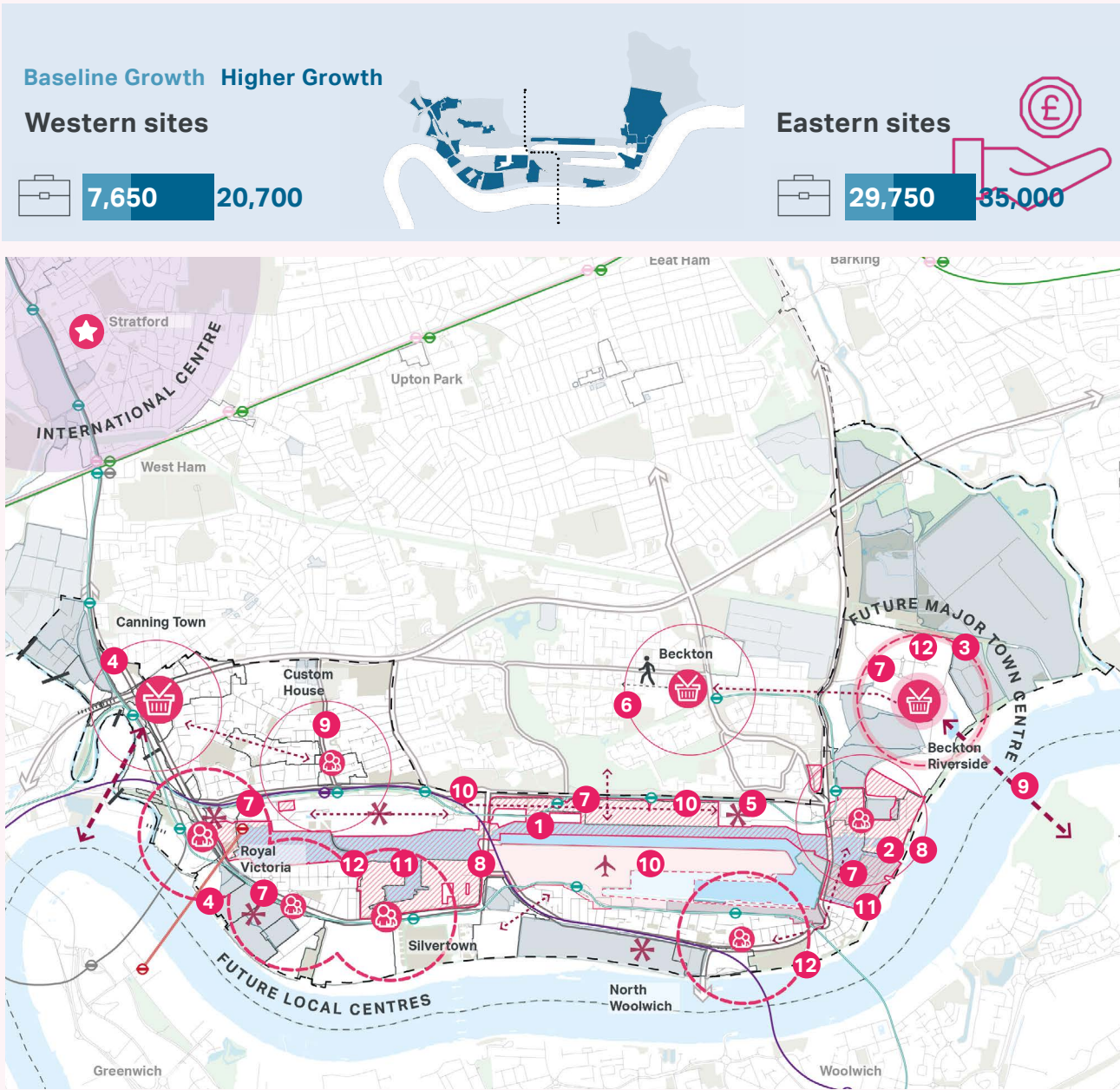


FIG 3.96 An Enabled, Innovative Place

KEY

- Borough boundary
- OA boundary
- Development sites in OA (allocated in LBN Local Plan)
- Industrial land (SIL, LILs, LMUA)
- Enterprise Zone
- London City Airport
- London City Airport Expansion
- International centre
- Existing centres (local, town)

- Future centres (local, town)
- Cultural and economic asset
- Strategic connection
- DLR
- Elizabeth line
- Jubilee line
- Cable car

Refer to **Chapter 4 Places** for further information on key actions per area.



An Empowered, Diverse Place: Social Infrastructure; Culture; Heritage



Image credit: Sam Bush



An Empowered, Diverse Place Vision and Principles

VISION

Social spaces and activities can help creating more socially integrated places. The provision of **social activities and community facilities** was identified as a top priority for local communities in the OA. These spaces provide opportunities for different groups of people to participate locally and build relationships.

It is equally important to get local people involved by providing early and inclusive opportunities for communities to participate and have a say in the future of their area.

To understand the social infrastructure needed to support the proposed growth in this framework, the OAPF has gathered and reviewed responses from engagement. In addition to that, the OAPF undertook strategic assessments of social functions to understand how they can be physically provided in the OA. These are set out in the following section.

The assessments are high-level and will need to be kept under review through detailed studies by LB Newham¹.

This sub-chapter covers the following:

- Vision and Principles
- Education and Youth
- Culture
- Heritage
- Recommendations
- Spatial Strategy

YOU SAID*:

- Need for integration and inclusion through spaces and activities, notably for younger people
- Lack of cultural, social infrastructure and retail
- Need for more vocational opportunities for young people
- More structured activities for children and young people
- Lack of programming open spaces for education, healthy activities
- Need for community ownership of underused spaces (for example especially underpasses)

* Summarises the most frequently raised comments from public engagement

¹ Several detailed studies are emerging as part of LB Newham's Local Plan Review. These include a community facilities needs assessment, a built leisure needs assessment, playing pitch strategy and updates to the LB Newham Infrastructure Delivery Plan.

An Empowered, Diverse Place

Vision and Principles

VISION

The Royal Docks and Beckton Riverside OA will harness the benefits of civic participation, co-design, and Newham’s diverse communities. The OAPF will look to protect community based social networks of care and support. This will strengthen the character and identity of the area as identified in the LBN Community Wealth Building Strategy.

PRINCIPLES



FIG 3.97 Royal Wharf Primary school.
Image credit: <https://fcbstudios.com/>

Plan for five new schools alongside network of health and emergency service provision to support growing population

New primary and secondary schools will be needed to meet future demand. This will derive from both an increase in London’s population, and new developments across the OA.

Education space can be provided as part of mixed-use developments. It should be located at **convenient locations** away from major roads with direct access to open space. Promoting **innovative design solutions** for school provision within mixed-use schemes should be prioritised, whilst **expansion of existing schools** is supported, to be in line with projected pupil numbers and in accordance with their expansion programme.



FIG 3.98 Royal Docks Fireworks.
Image credit: Sam Bush

Strengthen local character and support existing communities

There are opportunities for collaboration between local people and businesses through **inclusive design, co-production** and improvements. These are identified in the LB Newham’s strategy [‘Towards a Better Newham’](#), [‘Building a Fairer Newham’](#) plan, and [Newham Democracy and Civic Participation Commission report](#).

Co-design with local organisations and communities is encouraged in the design and governance of facilities (LB Newham Community Wealth Building and Co-Design criteria). This is particularly important for areas in the OA that are undergoing significant levels of change.



FIG 3.99 Improved and consistent general lighting
Image credit: 5th Studio

A Royal Docks that feels safe to live, work and travel around

Safety and the public realm were highlighted as key concerns by local residents. New development can contribute to a **safer and equal place**, including safer pedestrian routes, better signage and lighting, and buildings that overlook streets and spaces. GLA research, such as [‘Safety in public realm: Women, girls and gender diverse people’](#) can support in designing inclusive spaces.

There are opportunities to **improve the quality of key routes to major destinations** within and beyond the OA, such as North Woolwich Road, the A13, Connaught Bridge, Victoria Dock Road, and Sir Steve Redgrave Bridge.



¹ Several detailed studies are emerging as part of LB Newham’s Local Plan Review. These include a community facilities needs assessment, a built leisure needs assessment, playing pitch strategy and updates to the LB Newham Infrastructure Delivery Plan.

An Empowered, Diverse Place

Vision and Principles



PRINCIPLES



FIG 3.100 Playspaces in the Docks, Image credit: Tian Khee Siong

Ensure social and community infrastructure support growth

New development should be supported by **adequate social infrastructure**, such as schools, health centres, and community facilities. A shortage of facilities in places like Beckton and North Woolwich, which have pockets of deprivation, should also be addressed through the Good Growth approach. New development and transport improvements should prioritise **improved access** to these spaces and services.



FIG 3.101 Listed dock structures. Image credit: [Tian Khee Siong](#)

Integrate rich history of the Royal Docks into new development, including local character, listed structures, conservation areas. and archaeological heritage

The industrial heritage of the OA, such as the docks themselves, can be **hard to access**. There are also opportunities to improve the **setting and lighting of heritage assets** to address **night time safety concerns**. Community and stakeholders have expressed their aspirations for social and physical heritage in the area to be harnessed and celebrated.

Future development of the OA will creatively **curate and integrate heritage** enhancing local identity-making. **Public realm interventions**, including meanwhile strategies, or more permanent structures will be supported. For example visible maritime objects, illuminating the dockside cranes, heritage craft and sail boats, and cultural events,



FIG 3.103 Youth engagement workshops in summer 2019. Image credit: [Sam Bush](#), [Tian Khee Siong](#)

Place LB Newham Community Wealth Building and Co-Design criteria at the heart of future development

In line with 'Towards a Better Newham' and 'Building a Fairer Newham', residents, businesses, and local organisations will come together to co-design the streets, public realm and places that they live, work and play in the OA. **Co - design criteria** can be piloted to support social integration, cooperation and community building. For example safe streets improvements, shop front uplifts, urban agriculture, youth empowerment programmes, health neighbourhoods hubs, affordable workspaces and play streets. [Newham's High Street programme](#) can act as an inspiration.

When planning and delivering new development, developers and landowners should initiate early engagement with a **true representation of local communities**. There is no 'one size fits all' approach and different schemes will require different actions.



FIG 3.102 Beckton Globe Sing Along event. Image credit: Sam Bush

Realise the vision for the Royal Docks as a world class cultural destination set out in the Royal Docks Cultural Strategy

The OA will maximise the benefits from its diverse population, size, situation, and significance. The above combined with **cultural developments** in its surrounding area will transform the OA into a cultural engine for London. Situated within the **Thames Estuary Production corridor**, different places will curate different opportunities for creativity, production and innovation;

An Empowered, Diverse Place

Education and Youth



Early Years Provision

Providing access to good quality and affordable childcare is important, particularly for the most disadvantaged families. This means that families can find childcare that meets their child’s learning needs and parents can make a real choice about work and training.

Newham Council reports annually on how they are meeting their statutory duty to ensure **sufficient childcare** is provided in the borough. Overall, the borough has seen strong improvement in the quality of early years education and childcare provision, and small improvements in the overall quantity and range of services in the borough¹.

The OAPF population projections indicate that with the high growth scenario there could be an additional 2,500 0-4 year olds living in the OA by 2041². To ensure sufficient formal childcare facilities are provided to meet growth in the OA, new facilities are encouraged in primary schools and at independent facilities across the OA, particularly where they provide extended childcare. Co-located provision should be considered in mixed-use developments and should be in convenient locations away from major roads, with direct access to open space.

Primary and Secondary Schools

Local authorities have a statutory duty to secure sufficient primary and secondary schools to meet the population needs of their area. In 2020, Newham Council published a 5-year strategy outlining the forecast demand for school places. The OA falls within two Planning Areas that have been identified in the strategy as areas that will experience increased demand for both primary and secondary school places³.

To understand the potential impact of this framework on longer term demand for school places and where schools may be physically provided, the OAPF has modelled demand for the OA growth up to 2041 based on the latest Department of Education requirements³.

The assessment demonstrates that **new primary and secondary schools** should be considered/secured at:

- Beckton Riverside
- Royal Victoria & West Silvertown and
- Canning Town & Custom House

These should be considered alongside the expansion and re-configuration of existing schools where feasible.

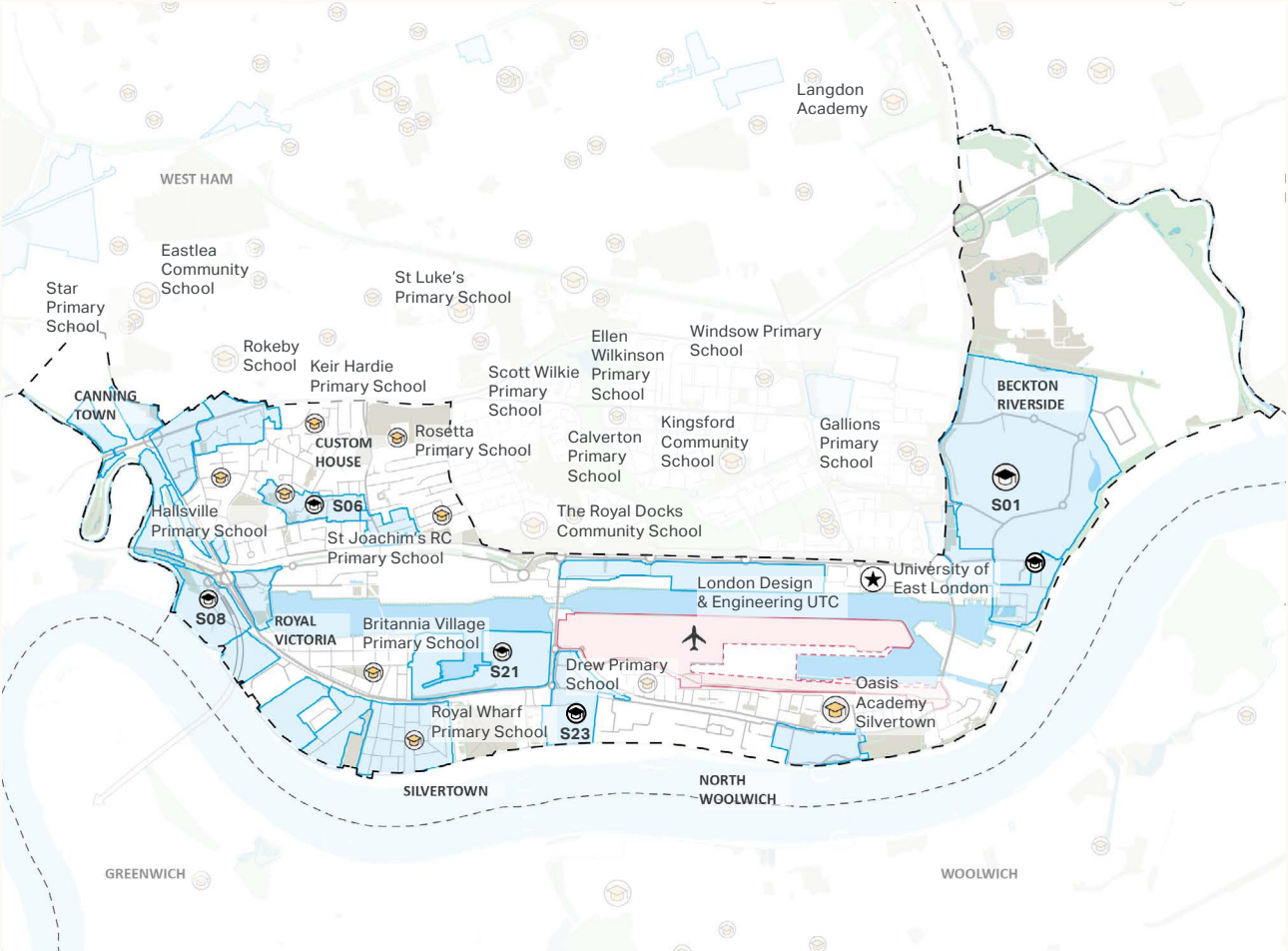


FIG 3.1 Existing and proposed education infrastructure

KEY

Development sites in OA (allocated in LBN Local Plan)

Existing

Potential education:

Primary school

Secondary school

Higher education

Primary school

Secondary school

Please note that this is a high-level assessment of social infrastructure requirements in the OA. The figures and maps are indicative and will require detailed work by LB Newham in collaboration with the relevant stakeholders and local community. 'Potential education' icons refer to wider locations rather than specific points.

Source: ¹ LB Newham Childcare Sufficiency Assessment (2020), LB Newham Infrastructure Development Plan, Newham Places for All, A School Place Planning Strategy 2020 to 2025 (2020) ² Based on GLA Population Yield Calculator ³ DfE Building Bulletin 103: Area guidelines for mainstream schools

An Empowered, Diverse Place

Education and Youth

CASE STUDY



FIG 3.2 Montpelier Community Nursery by AY Architects. The design places nature and garden experience at the centre of learning process. Image credit: AY Architects @dezeen

CASE STUDY



FIG 3.3 Olga Primary School in Tower Hamlets. There are two distinct volumes; one accommodating the teaching activities, and the other containing administrative and communal spaces. This configuration allows for co - location of uses as the building can be used by the local community outside school hours. Image credit: Architecture Initiative

Higher Education And Skills

LB Newham's 'Towards a Better Newham' and 'Building a Fairer Newham' represents a fundamental shift to embed an economy which places the health, happiness and wellbeing of residents central to Newham's aspirations.

Key to the strategy is a **commitment to the overall health, happiness and wellbeing of its residents**. This includes a commitment to provide positive activities that secure the long-term wellbeing for every resident under 25, providing opportunities to thrive in the new economy and supporting development in green jobs.

See **Chapter 7 Delivery and Coordination** for further details on delivering education infrastructure.

Higher Education

Access to higher education is important in skills development, life-long learning, and in assisting Londoners' progression into employment and apprenticeships.

University of East (UEL) and London Design & Engineering UTC are important anchor institutions located at the eastern edge of the OA. These institutions have a vital educational and economic role in the OA, providing opportunities for training and skills facilities to local communities and as a major employer in the Newham.

LCA also forms a key part of delivering education through training and apprenticeship schemes through both the construction of the City Airport Development Programme (CADP) scheme and the operation of the airport.

LB Newham's strategy provides a commitment to work with higher and further education institutions to develop green tech courses. The launch of **UEL's Clean Tech Hub** and promotion of the **Royal Docks Enterprise Zone** as an incubator for the green technology sector are already underway and are important steps towards London becoming a more inclusive, greener economy.



Integrating the university campus and its activities with wider surrounding areas not only helps to attract students and staff, but also supports local economic growth and community wealth building, by building links with existing communities while making best use of relations that the universities have already forged.

CASE STUDY



FIG 3.4 Birmingham Airport and The Schools of King Edward VI launched 'The Learning Hub', an educational venue located at the airport. Image credit: Birmingham Airport

P.3
3.4

An Empowered, Diverse Place

Culture

Challenges

Cultural infrastructure is important in helping to create **more socially integrated places** by providing opportunities for different groups of people to build relationships, participate locally and access important facilities. This supports strong, inclusive communities where Londoners can make new connections that break down the barriers of social class and economic inequality and bring those of different ages and backgrounds together in shared experiences.

The OAPF area is characterised by having **one of the youngest and most diverse communities** in the country, and whose residents are ambitious to make this a great place to live and work.

Engagement with local communities identified that there is a need to support the cultural offer and safe, accessible evening activities. In particular, it was highlighted that the future major centre in **Beckton Riverside** will need to cater for culture and entertainment provision, maximising its riverside location and playing a key role at a wider scale. Through engagement and analysis, we have identified that there is a lack of cultural, social, evening activities that bring people together, including places for youth.

CULTURAL INFRASTRUCTURE (EXISTING, FUTURE)	
Existing infrastructure	
Future infrastructure	
1	Science Park
2	Dry Dock
3	The Line Sculpture Trail
4	Former Carpetright building
5	Caxton Works
6	City Hall
7	Royal Docks Marketing Suite
8	The Good Hotel
9	Silvertown Flyover
10	Royal Victoria Beach
11	The Silver Building
12	Royal Docks Water Activities
13	ExCeL Centre
14	Millennium Mills
15	Silo D
16	E-Gaming Centre
17	Pontoon Dock V22
18	Thames Barrier Park
19	River Activities
20	Brick Lane Music Hall
21	Tate and Lyle Social Club
22	Old Station Masters House
23	Compressor House
24	3D Printing Centre (Royal Albert/UEL)
25	Art Wall
26	University of East London
27	Albert Island
28	Bow Arts Live Work Hub
29	The RAW Lab (Bow Arts)
30	Beckton Gas Works

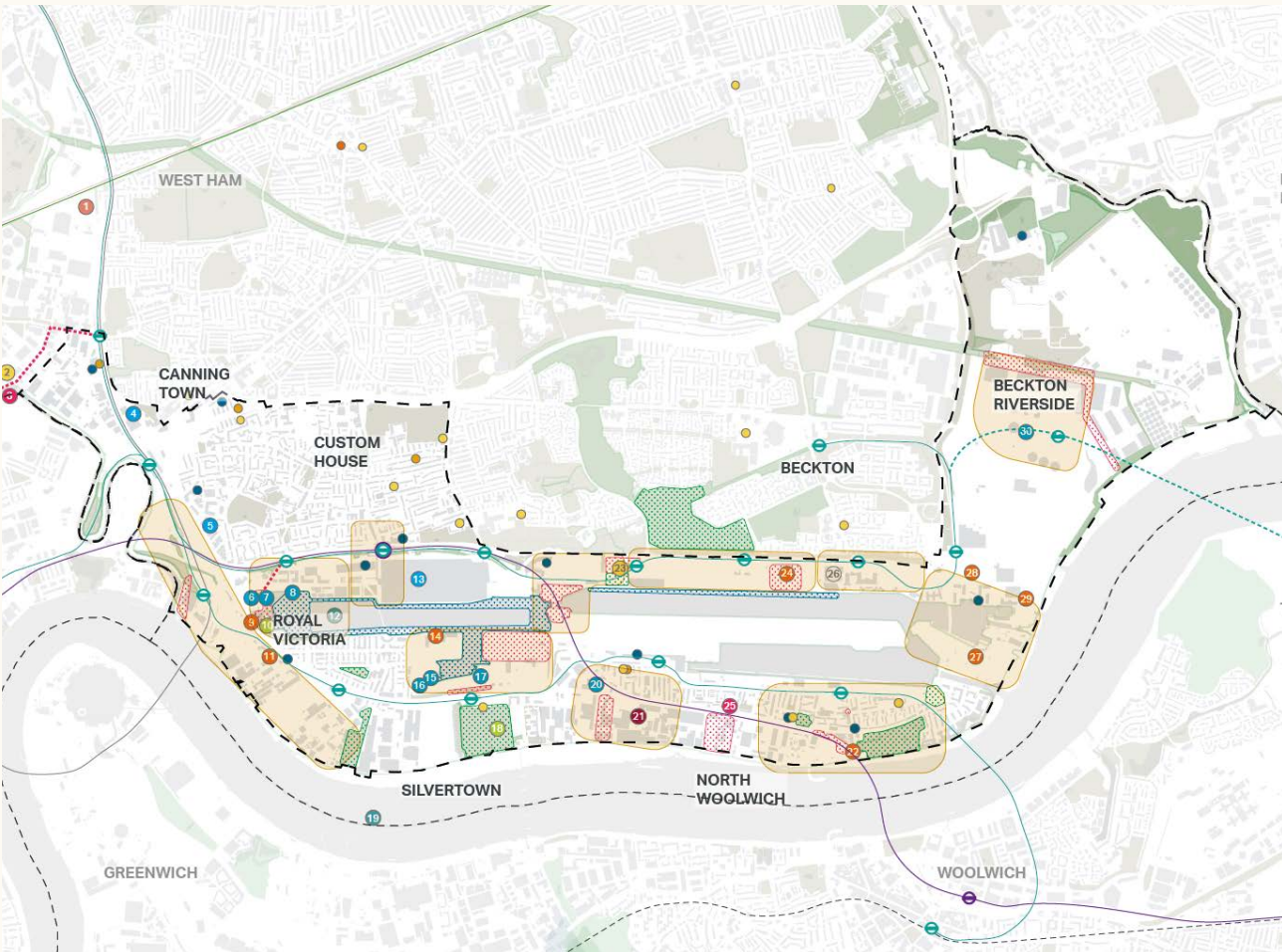


FIG 3.5 Cultural infrastructure deficiency



An Empowered, Diverse Place Culture

Opportunities

In recognition of the need and opportunity to develop cultural engagement in Newham, the National Lottery Heritage Fund has nominated the borough as an Area of Focus and Arts Council England has recognised Newham as one of 54 priority places in England in which to increase investment and engagement.

In 2022, London Borough of Newham is developing its first [Cultural Strategy](#). It features a 15-year plan that frames its approach to the development of creative and cultural industries within its Community Wealth Building agenda.

The [Creative Newham Alliance](#) has secured £798K of Creative People and Places funding for a 3-year programme, which will empower residents to access, participate and create art locally, and unlock opportunities for cultural programming.

The GLA Royal Docks team published a [Royal Docks Cultural and Placemaking Strategy in March 2021](#).

This was founded on extensive public engagement, and sets out a vision for the future cultural offering in the Royal Docks. The strategy describes the OA thus 'This new cultural engine will be driven by its inclusive communities and fuelled by creativity, resulting in a new quarter that – like London itself – is a world leader in inclusion and diversity, open to everyone.'

This vision will be implemented through three pillars:

- **PEOPLE DRIVEN BY CREATIVITY:** Newham and London will love and embrace its Royal Docks, and creative people will see this as their home, where they are nourished, inspired and productive.
- **PROGRAMME FUELLING INSPIRATION:** Events and activities will be commissioned and curated to attract, excite, and inspire all who engage with the Royal Docks.
- **PLACE THE ENGINE FOR CULTURE:** The Royal Docks will be planned, developed, and run as a space for creation, and its operating systems regularly updated to be fit for its changing use.

Structures to help deliver the Royal Docks Cultural and Placemaking Strategy include:

- **Cultural Connectors:** A group for local residents and workers to feed into the cultural programming ideas, help promote activities, and get involved through training sessions with programme artists.
- **Cultural network:** An active localised network to support the cultural ecosystem through capacity building, networking, partnership and collaboration.
- **Programme Panel:** The Programme Panel made up of Cultural Connectors and artists will participate in programming decisions and explore new creative ideas.
- **Enterprise Zone** investment will support culture and cultural placemaking alongside sport and leisure



Image credit: Emma Nathan



FIG 3.6 Creative Connectors in the RD+BR OA.
Image Credit: [Royal Docks](#)

An Empowered, Diverse Place

Heritage

The OA's historic environment, represented in its built form, landscape heritage, and archaeology, provides a depth of character that is unique to the area and is reflective of Newham's industrial heritage and activity.

The OA's **key character assets**, namely its open water, historic buildings and structures like Silo B and Millennium Mills, river/dockside views and access, Victorian heritage of North Woolwich around the station, Woolwich Manor Way Area of Townscape Value, Lyle Park and Royal Victoria Gardens, will be re-valued and enhanced, whilst achieving appropriate mitigation of flood risk. These assets will form an integral part of the area's future, with building heights decreasing with distance from Canning Town towards the east.

The relationship between new development and heritage is particularly relevant at **Silvertown, North Woolwich, and Canning Town.**



FIG 3.7 Listed cranes at Victoria dock. Image credit: Tian Khee Siong

Given the historic nature and strong industrial character of these areas, along with the wealth of heritage assets, any plans for future development should ensure the **conservation and enhancement** of the historic environment.

London Plan Policy HC1 states that developments affecting heritage assets and their settings should conserve their significance by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed.

Nationally important archaeology

The OA is situated within an Archaeological Priority Area. In addition to known archaeology in the area, including the prehistoric timber trackways at Prince Regent Lane, there is strong potential to find firmer evidence of Civil War naval moorings at West Ham Creek and Roman settlement at North Woolwich as a result of new development.

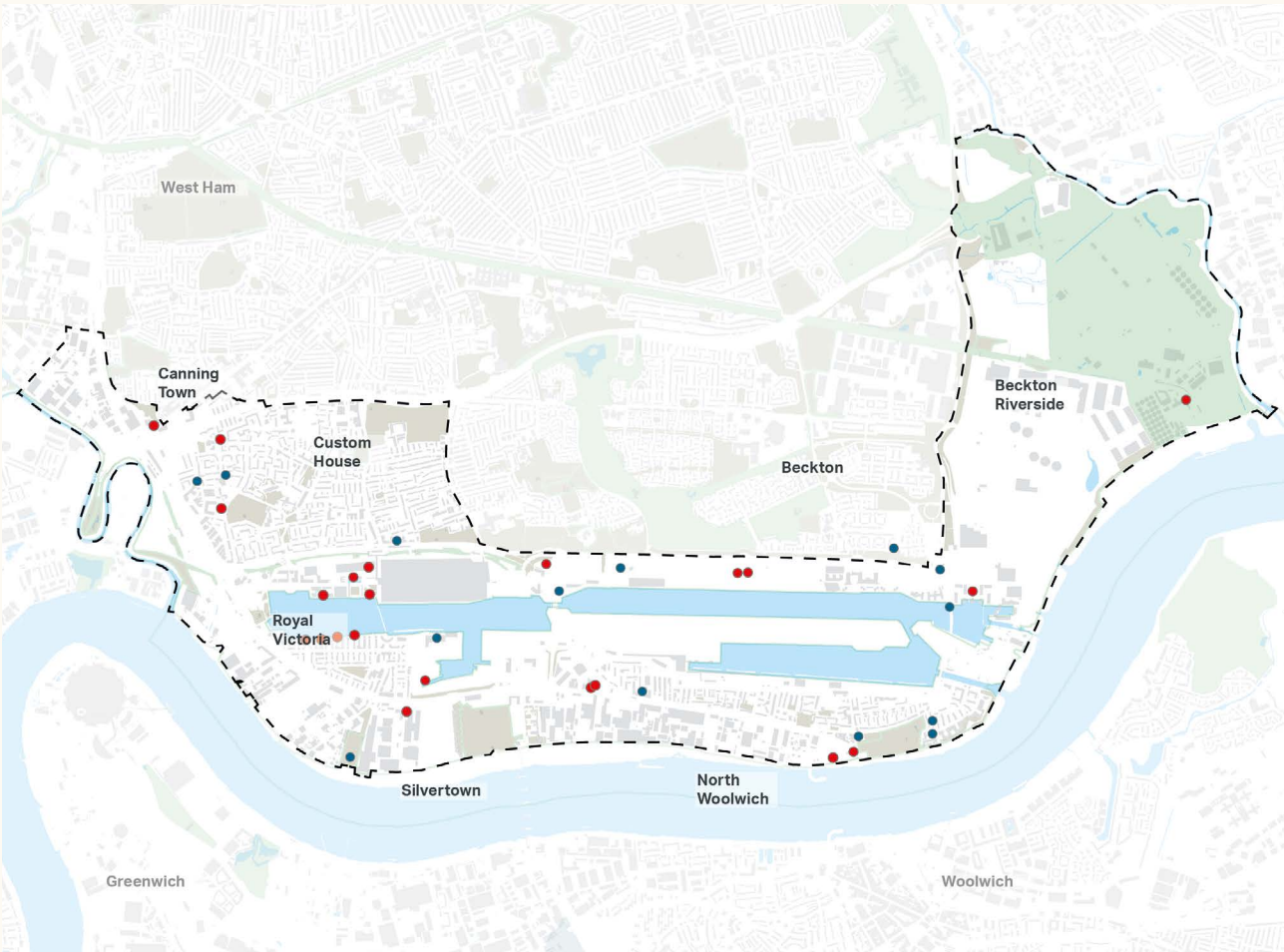


FIG 3.8 Heritage



FIG 3.9 Studio bureau - 'Schaalkabaal' in Utrecht, opened up temporarily the biggest construction site of the country. A culture/ public art event ; an 'urban disco' was set up by hanging large curled, mirror panels and a gigantic disco ball on construction cranes.

- KEY**
- Borough boundary
 - OA boundary
 - Listed buildings
 - Locally listed buildings

An Empowered, Diverse Place

Recommendations

P.3
3.4



CASE STUDY



FIG 3.10 'Newham Unlocked' festival featured free and accessible outdoor arts performances engaged with audiences across the OA showcasing talent from across the borough. Image credit: [Newham Unlocked festival](#)

CASE STUDY



FIG 3.11 An example of a meanwhile masterplan by 5th studio in Enfield; A new maker space for Building Bloqs to kick-start regeneration at Meridian Water. Image credit: [5th studio](#)

CASE STUDY



FIG 3.14 Skira, Lighting Giants (2014). Image credit: Goran Sebelic

CASE STUDY



FIG 3.12 Oasis programme in the courtyard of the Jean-Dolent preschool, in the 14th district of Paris, in July 2021. Inhabitants and local actors collectively imagine school yards' openings. Image credit: THÉO MÉNIVARD/CAUE DE PARIS

Culture

- Development in the OA should recognise Newham's cultural talent and celebrate rich heritage to reflect the whole Newham story. This includes BAME, LGBTQ, older people, children, and variety of faiths.
- The 'Newham Unlocked' programme of participation and inclusion related events should have continued prominence as the OA evolves.
- Opportunities to celebrate the achievements of Newham's children and young people should be realised.

- Meanwhile uses have the potential to support cultural projects, place-making and local identity. Future Meanwhile projects should seek to align with the Royal Docks and LB Newham Cultural Strategies.
- Funding from development to be spent locally to support apprenticeships for performing arts and opportunities for arts careers for young people.

Heritage

- Development proposals in the OA should identify enhancement opportunities and **integrate heritage considerations** early in the design process. Heritage significance should be celebrated and contribute to the urban design and architectural approach of new developments.
- New developments should make provision for the protection of **significant archaeological assets** and landscape and minimise harm through design and appropriate mitigation.

Education

- New schools and educational uses on allocated sites should be highly accessible, inclusive, and integral to the overall future vision of a place. They should benefit the community as widely as possible, complementing public spaces as well town and local centres.

CASE STUDY

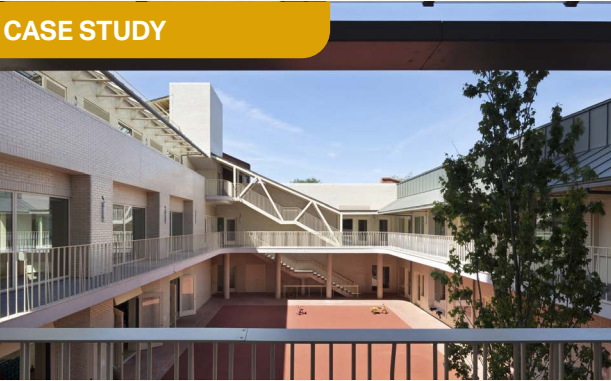


FIG 3.13 Hackney New Primary Sch & 333 Kingsland Rd London is an example of a compact school footprint; opening up the lower floors of a residential tower to educational use. Image credit: [Hanley Halebrown](#).

An Empowered, Diverse Place

Spatial Strategy

ACTIONS

- 1

In accordance with London Plan and LBN Local Plan policy, the design of new building developments must reflect the characteristics of the diverse local community. This good quality design will be achieved through discussions with local people and co-design.
- 2

Better signage to make it safer and easier for as many people as possible to enjoy green spaces and water. The indicative signage strategy in the Royal Docks Public Realm Framework will be expanded to cover the entire OA.
- 3

Promote the green economy, and raise awareness of climate change through LBN's Climate Emergency Action Plan, the Enterprise Zone and the planning process.
- 4

Water is a local asset, as successfully demonstrated at the [Royal Docks Adventure](#) centre. New developments should improve access to water and add, where appropriate, activity on the water frontage.
- 5

Enterprise Zone investment will support culture and cultural placemaking alongside sport and leisure. This will be demonstrated in the forthcoming Royal Docks Cultural Placemaking Strategy.
- 6

New and improved recreational facilities to encourage wider participation through evening and weekend activity, and improved access, such as better and inclusive, accessible sporting facilities in parks.
- 7

Encourage community and commercial partners to work together to promote a range of sporting activity in the Docks. Support engagement through young people's school programmes.
- 8

Get local people involved in use of green spaces through coordination and knowledge exchange. For example provide support to: community asset ownership and management, community and voluntary organisations, neighbourhood planning initiatives such as allotment sites and community gardens.
- 9

Protect and enhance heritage assets in the OA so that they play a central role in a changing landscape.
- 10

New primary and secondary schools to be considered on designated sites at Beckton Riverside, Silvertown, Thameside West, Connaught Riverside and Custom House, alongside the expansion and re-configuration of existing schools.
- 11

Design flexible community spaces for multiple uses and diverse facilities, empowering local people and businesses. Use the [Connective Social Infrastructure](#) document when designing and delivering community facilities.
- 12

Promote space within new development for young people to build businesses, develop skills, and create.

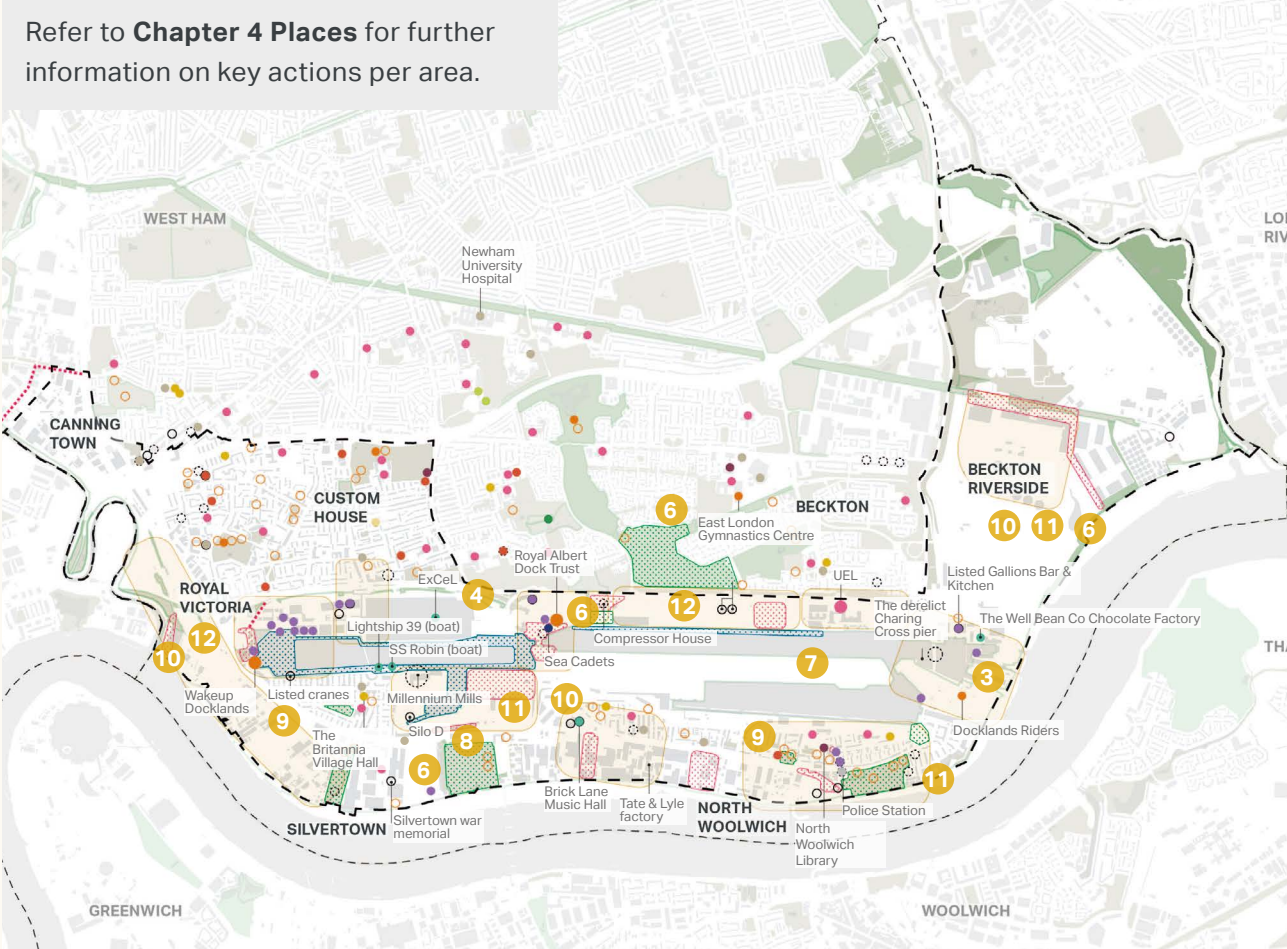


FIG 3.15 An Empowered, Diverse Place

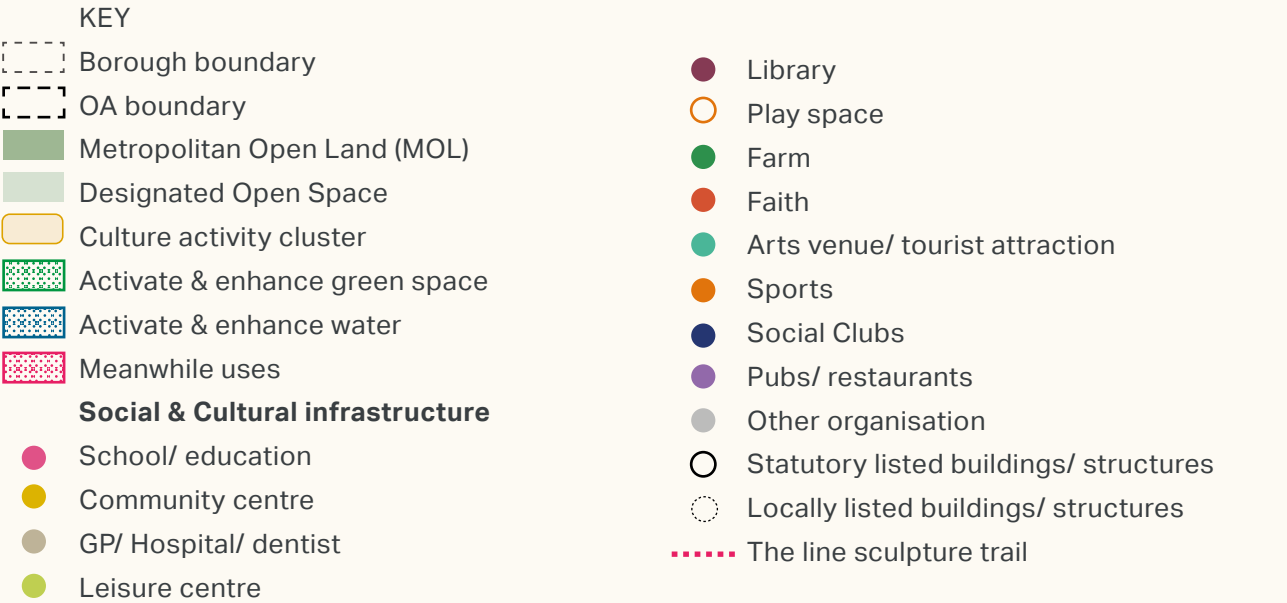




Image credit: Tian Khee Siong

4 Places

The Royal Docks and Beckton Riverside is one of the largest Opportunity Areas in London. To better understand the area, and identify how the OAPF could guide change, we have identified six 'places'. 'Places' is a way of understanding and presenting the different actions in different parts of the OA to enhance legibility of the document. They should not be treated as definitive boundaries. While the place boundaries do not fully align with established ward boundaries or LBN character areas, either established or emerging, they do take them into account.

This section illustrates how each of the six 'places' in the OA could change with new development and better transport.

Chapter contents

- 4.1 OAPF Places
- 4.2 Canning Town and Custom House
- 4.3 Royal Victoria and West Silvertown
- 4.4 Silvertown
- 4.5 Royal Albert Dock and Albert Island
- 4.6 North Woolwich
- 4.7 Beckton Riverside

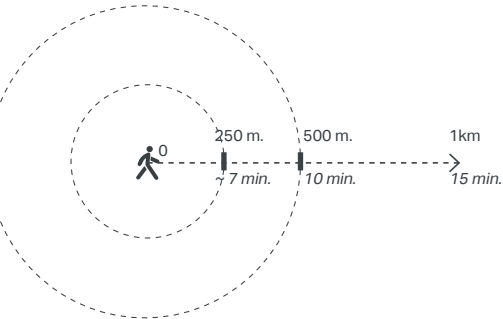
P.4
4.1
OAPF Places

For the purposes of this OAPF, six 'places' have been identified across the OA. The following pages describe the context and character of each place before proposing potential interventions that would help deliver the objectives of the OAPF.

- 1 Canning Town and Custom House
- 2 Royal Victoria and West Silvertown
- 3 Silvertown
- 4 Royal Albert Dock and Albert Island
- 5 North Woolwich
- 6 Beckton Riverside

KEY

- OA boundary
- Borough boundary
- Strategic sites
- SIL Strategic Industrial Location
- Royal Docks places



Click on the page number to go to respective section, and see what this OAPF means for different places in the OA.

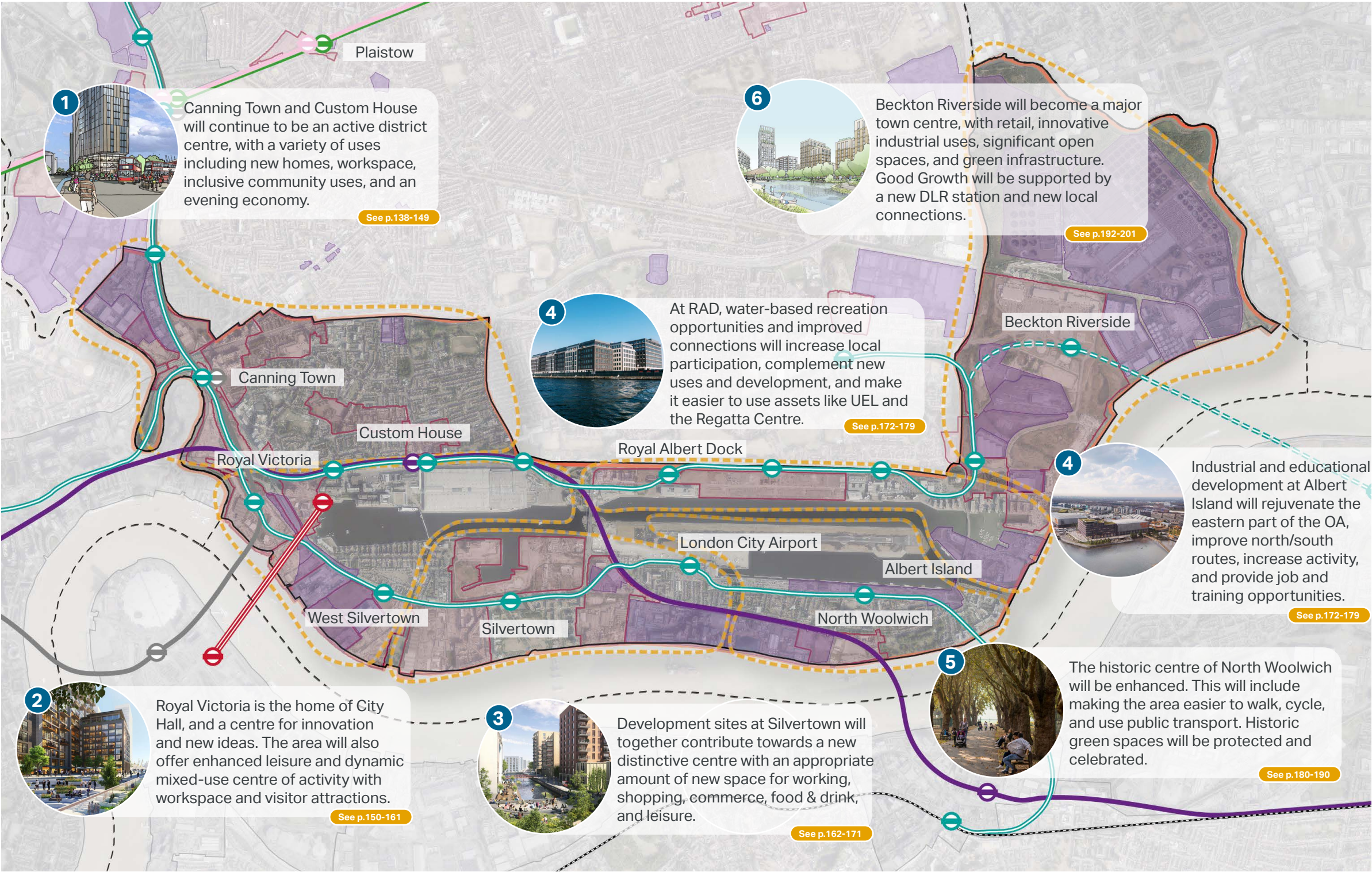
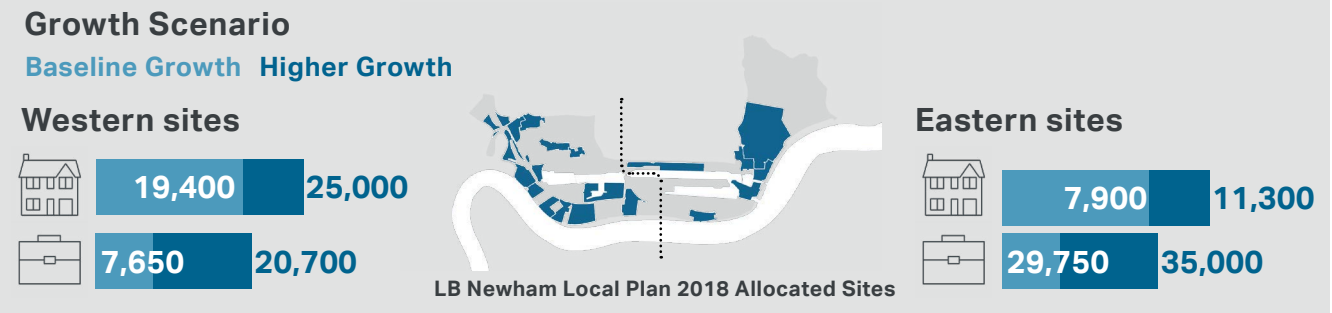


FIG 4.1 Location of the six 'places' in the Royal Dock and Beckton Riverside OA

Canning Town and Custom House

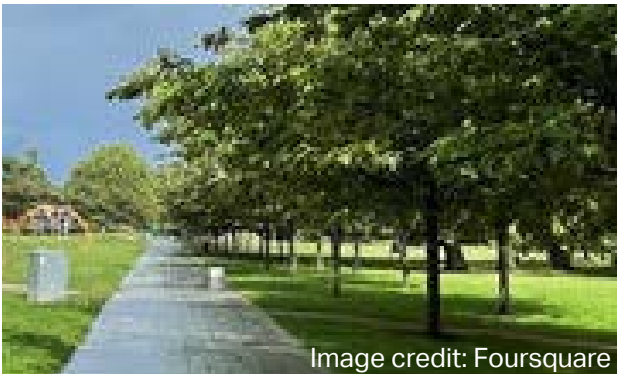
Existing context and character

P.4
4.2



Land uses

Canning Town and Custom House are centres of activity, with transport interchanges, retail and leisure uses, civic buildings, and a variety of housing. History of industrial uses has informed the local character.



Public space

Major public spaces at Keir Hardie and Canning Town Recreational Ground. There is also access to the emerging Leaside Park, LIMMO Ecology Park, and East India Basin.



Buildings and streets

Post-war 1960s/70s redevelopment across large areas including the A13 flyover. New development comprising mid-high rise residential towers and vertical mixed use town centre. The local street network accommodates historic and more recent streets, with some disruption from transport infrastructure and rivers.



Heritage and community assets

There are several statutorily and locally listed assets, including cranes at Royal Victoria Dock, Canning Town Library, and the Royal Oak PH. Whilst the area has no conservation areas, there are groups of important historical buildings.

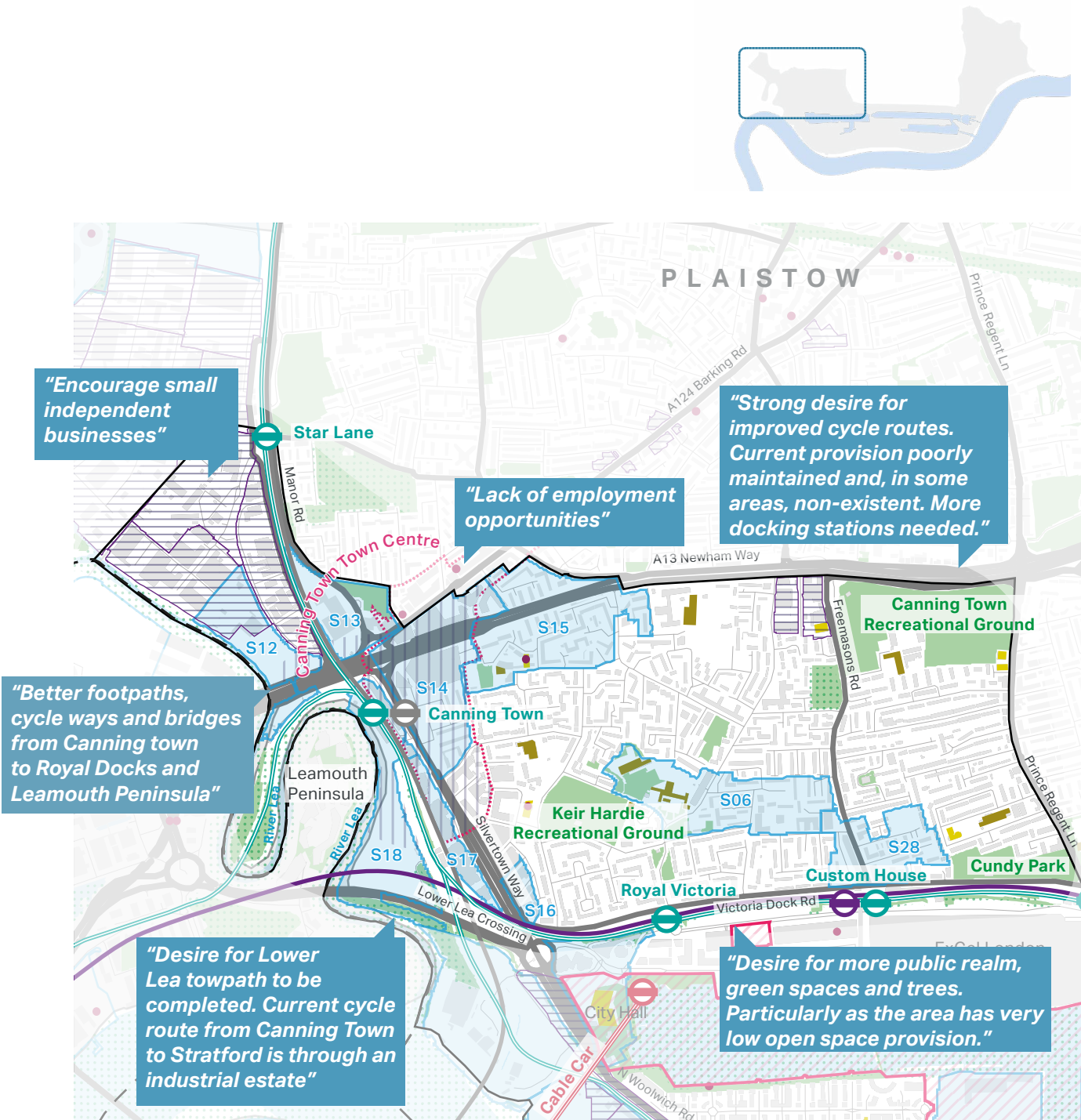
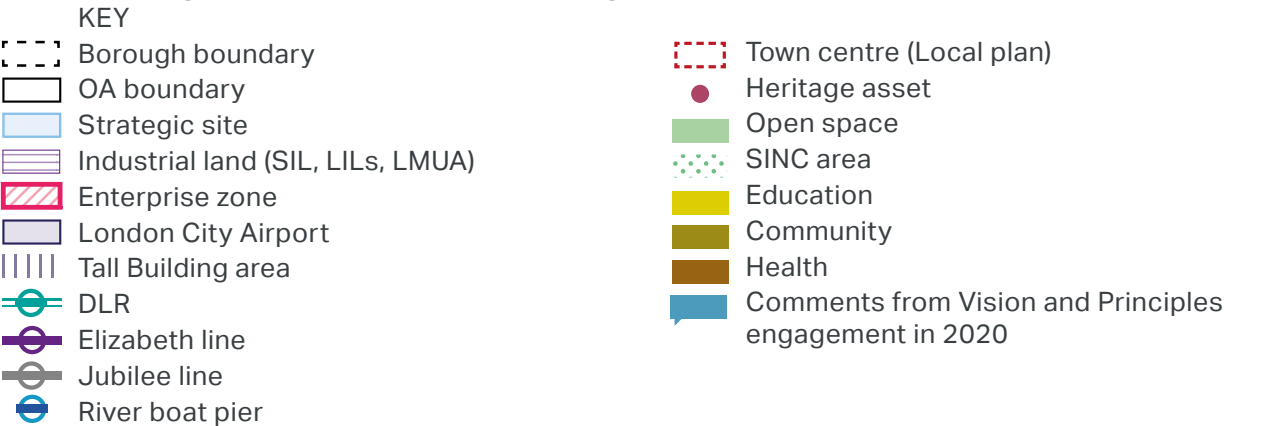


FIG 4.2 Canning Town and Custom House - Existing context



Canning Town and Custom House Gateway to the Royal Docks

Opportunities

Canning Town and Custom House will grow as the gateway to the Royal Docks. **New development** around both stations will be supported by new walking routes and spaces, creating a welcoming place for people. Links between Canning Town and Custom House will be transformed, including around the dock edge.

Future land uses will include new cultural and creative space, modern industrial development, as well as new homes.

Town centre and high street uses will be used and easily accessed by residents and workers alike. New development will be accessible, connect with its surroundings, and acknowledge historic assets like Custom House Library.

Local connections to other Newham neighbourhoods, Poplar and Canary Wharf will be improved via expanded DLR capacity, new bridges, and safer walking and cycling connections. **Strategic links to other places in London** will be enhanced through improved access to Canning Town station, Elizabeth line, and links to the strategic cycling network.

The role of **ExCeL** as a major visitor attraction can support the creation of new jobs, and has the potential to play a greater role in the life of the area, throughout the day, week, and year.

Land use

Gateway to the Royal Docks



FIG 4.3 Rising Sun Workshop, Sydney. Space accommodates unusual mix of uses and business model combining a communal motorcycle workshop with a ramen restaurant. Image credit: Rising Sun Workshop

- New land uses have the potential to strengthen **variation and character** of the centres at Canning Town and Custom House.
- Urban-scale mixed-use development could accommodate **new cultural, creative, and light-industrial uses**, taking advantage of the area’s excellent public transport links.
- There is an opportunity to increase **commercial occupancy**, grow the **evening economy**, and provide more space for the existing community, new residents, and visitors alike.

Character and urban form

Tall buildings



FIG 4.4 Stratford East Village. Buildings design encourages interaction between residents and create a sense of community. Ground floor active frontages include a mix of retail, co-working and residential. Image credit: Pixelflakes

- **Canning Town** may be suitable for **tall buildings** in accordance with the London Plan and LB Newham Local Plan.
- Tall buildings should be of a **high design quality**, and located on highly accessible sites.
- Tall buildings should acknowledge their **surrounding context**. This includes their cumulative impact as a cluster of tall buildings, opportunities to mark specific streets and spaces, and requirements to transition to lower-scale surrounds.

Local connections

Tackling severance



FIG 4.5 Storaa Stream, Denmark; river banks and bridges improving cyclists’ and pedestrians routes, as well as offering attractive places for people to rest. Image credit: [OKRA](#)

- **Bridges over the Lea** and improved public realm can improve access on foot and by cycle to Canning Town and Custom House and beyond. These new links are also necessary to unlock complex sites such as the LIMMO peninsula.
- A new **24hr access to Canning Town station** could be a significant public benefit. An enhanced cycle network will need an improved cycle parking offer serving interchanges, key destinations and strategic cycle routes.
- The **completion of the Leaway** to the Royal Docks via Canning Town and the LIMMO would establish a traffic-free connection between major growth areas like the Royal Docks, Queen Elizabeth Olympic Park, and the Isle of Dogs.

P.4
4.2

- 1 Canning Town**
Add variation to Canning Town District Centre uses including new homes, retail, leisure, food and drink, flexible workspace, and inclusive community uses.
- 2 Coolfin North**
New homes supported by a new or expanded school, community uses, and new green spaces.
- 3 Tall Buildings Zone**
Good quality development on appropriate, well-connected sites within the identified Tall Buildings Zone. Height steps down to acknowledge surroundings.
- 4 LIMMO Peninsula**
Development to prioritise delivery and improved access to green space, including green infrastructure. Tall buildings to complement wider cluster on adjacent sites.
- 5 Canning Town Riverside**
Industrial intensification, including co-location where appropriate, on designated sites north of Canning Town. Development will require high-quality design, land-use mitigation, and new walking/cycling connections along and across the River Lea, and on to Canning Town station.
- 6 Realise potential of Custom House**
Opportunity to enhance centre to create a gateway to the Royal Docks at Custom House. This should provide a range of services to local residents and visitors alike throughout the day, prioritise green spaces and trees, and capitalise on the Elizabeth line.



*Any proposed crossing situated over navigable waterways must ensure that the public right of navigation is maintained, and safe navigation can continue

Canning Town and Custom House

What this OAPF means for local connections

P.4
4.2

Actions

- 1 Bridging the Lea**
New and improved bridge connections for walking and cycling, supporting access between key sites, public transport hubs and town centres.*
- 2 Silvertown Way, Freemasons Road and Prince Regent Lane**
Transform these into more active, attractive, green streets that support a mix of uses and prioritise walking, cycling, bus services and access to public transport.
- 3 Connecting across Newham Way and the DLR**
Improve existing bridges and subways and introduce new pedestrian and cycle links, helping to integrate communities north and south and make links to the Docks.
- 4 Access to local services and green spaces**
Improve key sections of the local street network in the Custom House area, prioritising walking and cycling, and creating good quality, joined-up east-west and north-south routes.
- 5 Well integrated new developments**
Ensure that development sites and the redevelopment of existing estates improves access to and through the area. This includes providing high quality new public spaces and helps deliver key sections of the proposed walking and cycling network.
- 6 Station improvements**
Enhance access to Canning Town station, with expanded Jubilee line capacity. Improve public realm around and access to Royal Victoria DLR station.

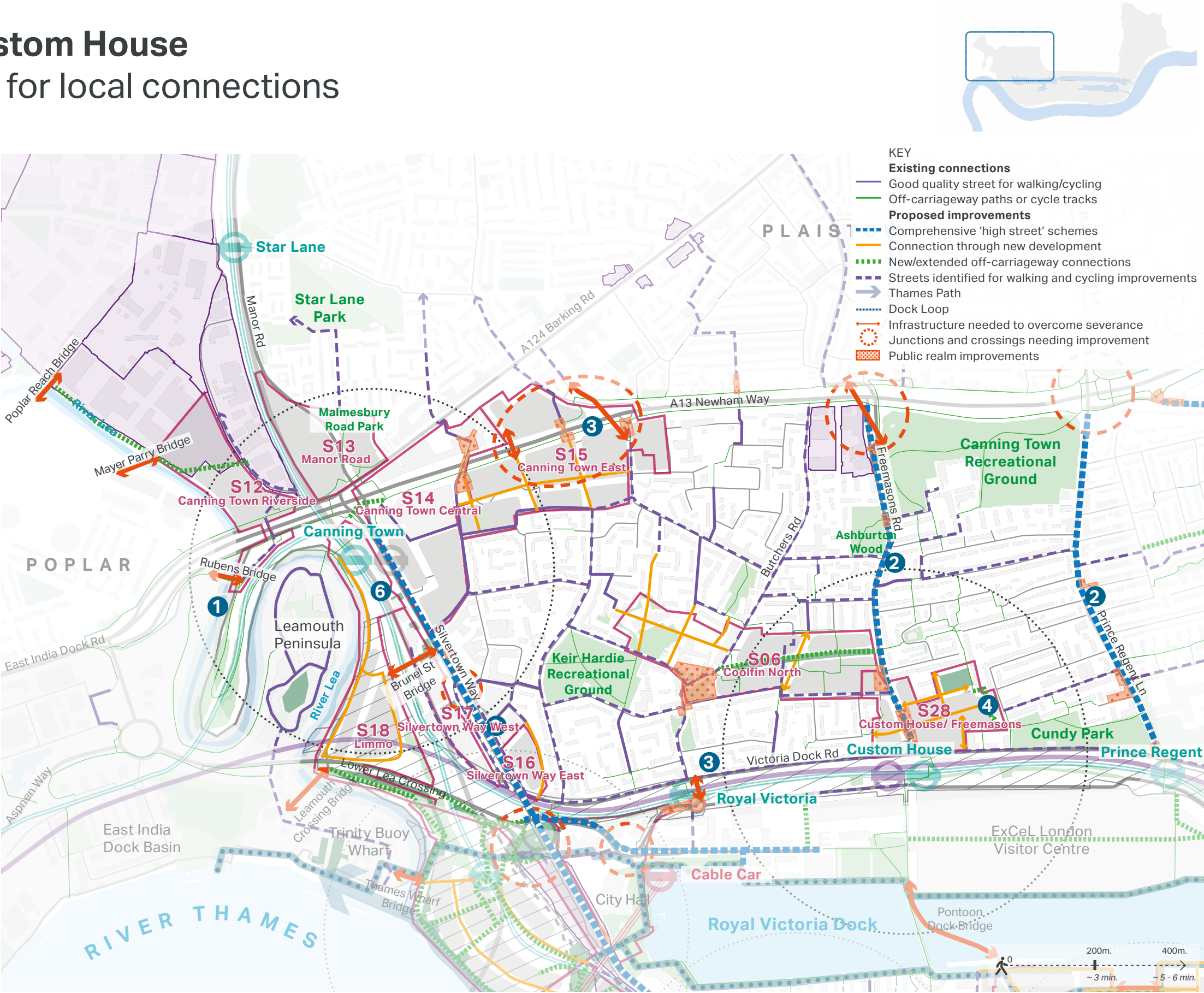


FIG 4.7 High-level strategies that illustrate how the OAPF could be delivered in Canning Town and Custom House

Canning Town Employment Land

Strategic Site S12 Canning Town Riverside is currently designated as both SIL (SIL2) and LMUA (LMUA 12). The SIL 2 area is identified for re-designation as LMUA in the LB Newham Local Plan, with the northern component of LMUA 12 re-designated as SIL.

An intensification of SIL uses in the newly designated area in the northern part of the site would ensure there was no net loss of SIL uses, and complement the existing concentration of SIL uses at Cody Road.

The new LMUA designation to the south of S12 would permit co-location of uses, make for a more permeable site with active frontages, and improve access to the river Lea. This new mixed-use neighbourhood would feature modern employment spaces, new high[1]quality homes, public spaces and an improved riverside park.

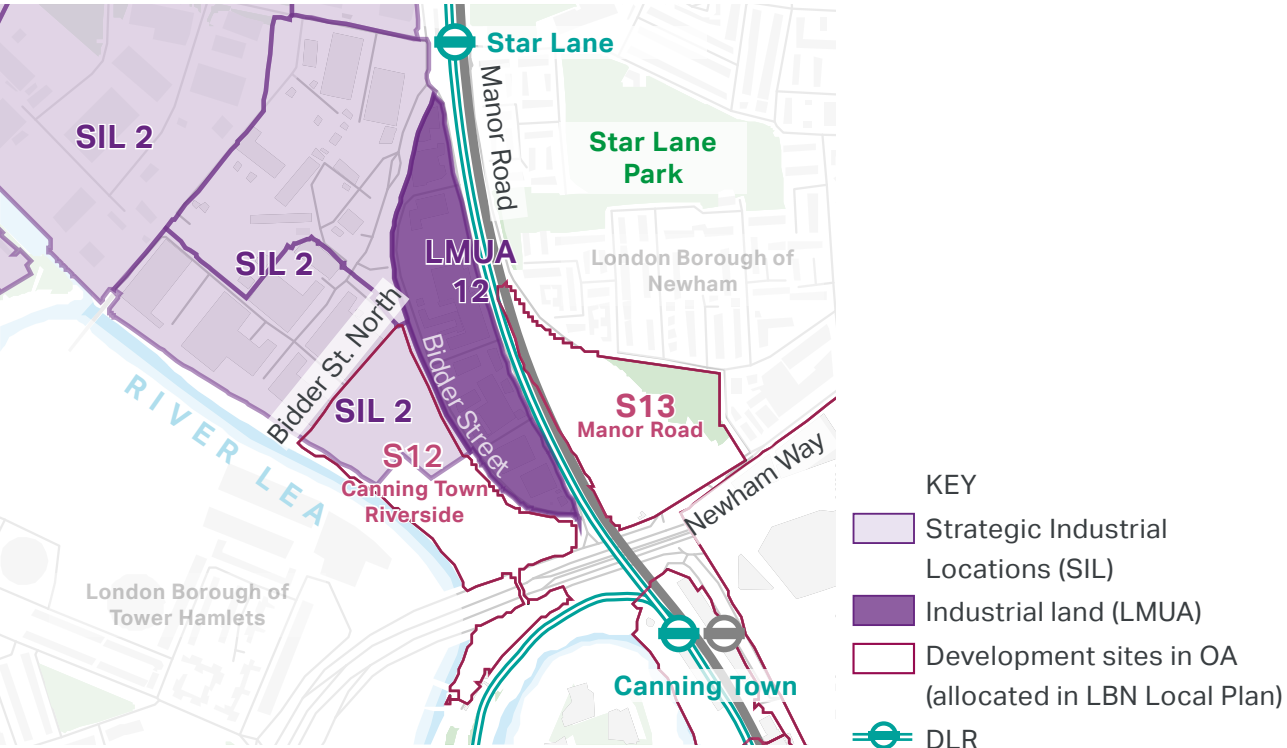


FIG 4.8 Existing context at Canning Town

- Existing Uses: Industrial
- Potential Uses: Logistics, manufacturing, industrial intensification, mixed - use



FIG 4.9 Encourage use of vacant land and intensify SIL

- KEY**
- Development sites in OA (allocated in LBN Local Plan)
 - Existing Industrial Land
 - Potential LMUA extension
 - Potential retained LMUA
 - Potential SIL
 - Potential mixed - use
 - Active frontage
 - Existing open space
 - Potential open space
 - Strategic links
 - Agent of change
 - DLR

- Land swap designations between the SIL in S12 and the northern component of Bidder St LMUA.
- Opportunities for streetscape improvements and activation of Bidder Street.
- Agent of Change principles; softening the boundaries and mitigating conflicts.
- Enhancing active frontages to Manor Road.
- Opening up access to the riverfront.
- Improving walking and cycling links along the River Lea.
- Enhancing character of industrial units and opportunities for placemaking.
- Opportunities for vertical co-location, for example maker spaces on the ground floor.
- Enabling cross-river connectivity.

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Canning Town

District centre

The District centre at Canning Town will become an area with a varied mix of uses, where the town centre, a more animated high street and growing industrial and residential populations meet. New development will be accessible, connect with its surroundings and acknowledge historic assets (for example along Barking Road).

Raising the profile of the River Lea in the district centre is a priority. New developments will enhance the links to the water; securing a continuous river walkway. When density is delivered through tall buildings, new developments will ensure visual coherence. Future growth in development sites (especially to the north) will offer a unique opportunity for new prominent open spaces, tackling existing deficiencies.

The role of Canning Town as a **public transport interchange** will benefit from new crossings to the west. The high-density housing also offers an increased catchment area.

There is an opportunity for Canning Town to offer a much more significant **event based and night-time economy** for residents. This could help activate currently underused public spaces, and contribute towards realising the aspiration for Canning Town to become a Major Centre.



FIG 4.10 Canning Town

As part of this aspiration, a clearer identity for Canning Town in the wider east London context will be required, with encouragement to fill underused commercial spaces needed.

District centre priorities

- 1 Support and amplify the multitude of assets on Barking Road.
- 2 Support and further develop the centre which currently functions at district level, with an aspiration for major centre.
- 3 Diversify the high street (proposed land uses, urban form, and accessibility) to address the challenges and opportunities of new forms of retailing.
- 4 Amplify event based and night-time economy offer.

Designation: District centre

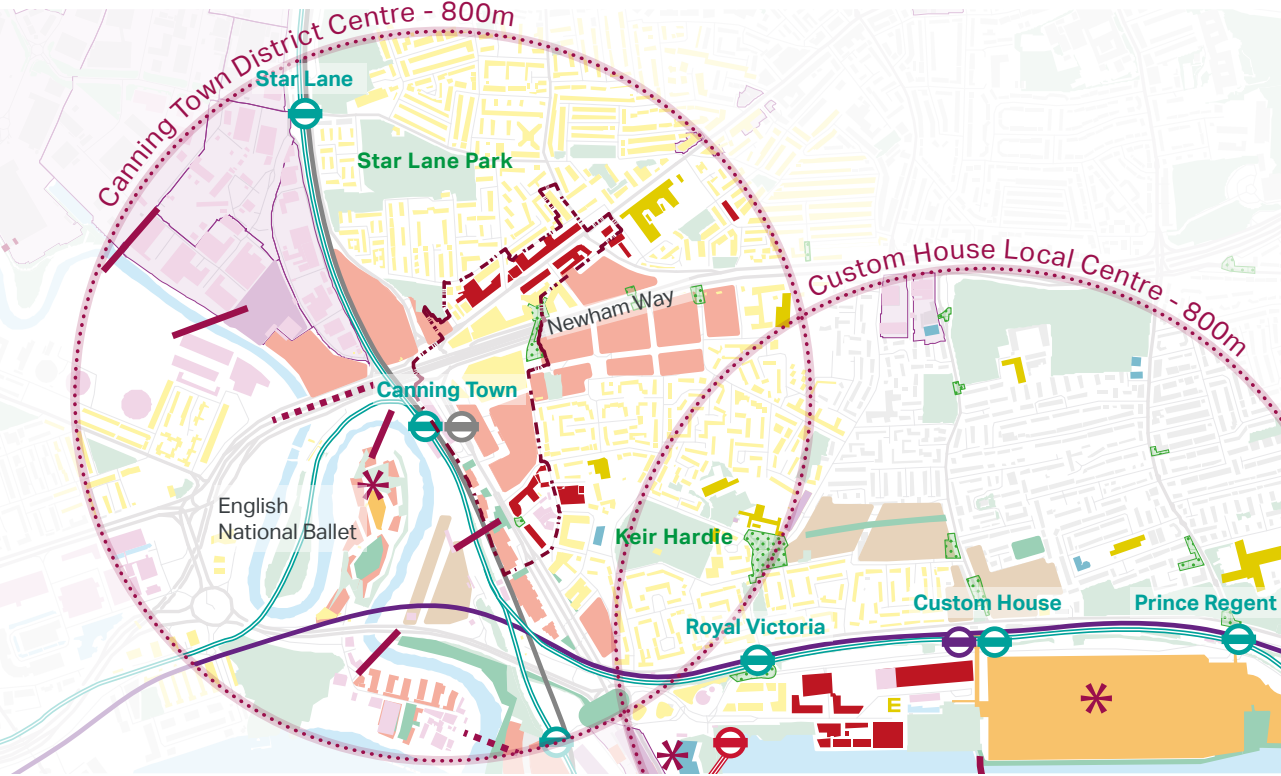
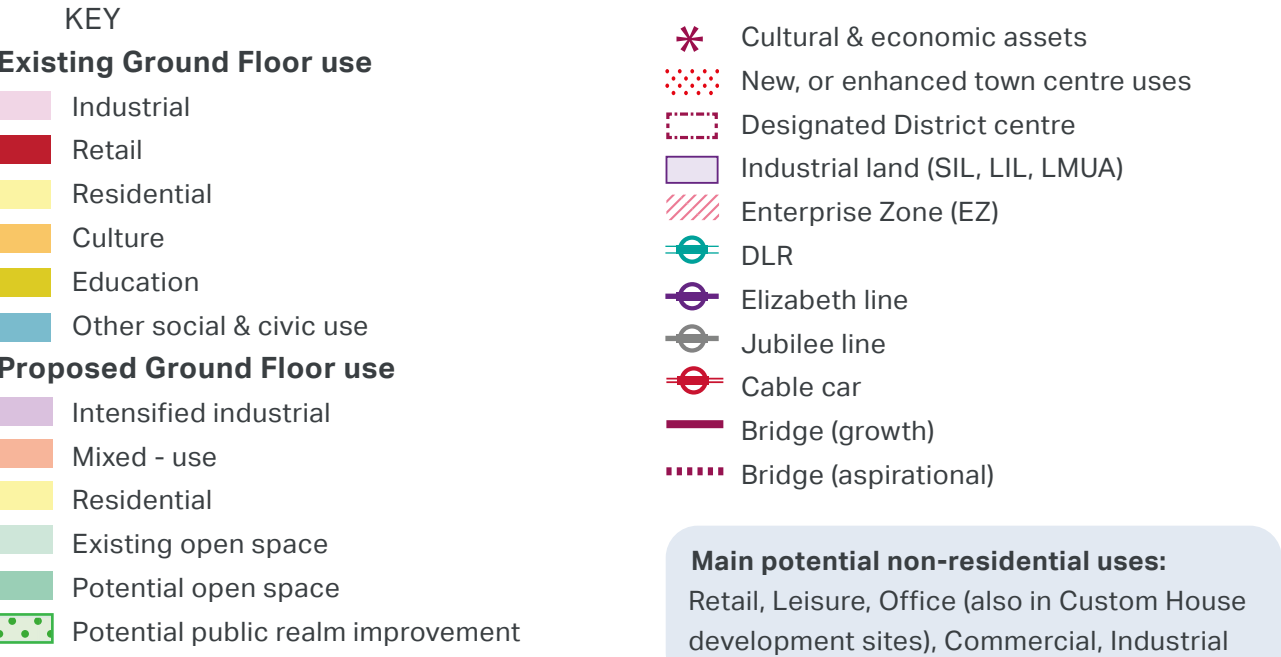


FIG 4.11 Canning Town land uses



Existing context and character

Royal Victoria and West Silvertown

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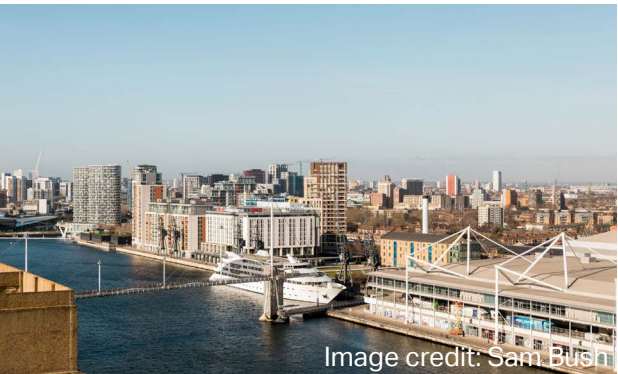


Image credit: Sam Bush

Land uses

Established industrial uses next to the River Thames, including Safeguarded Wharves. Homes, including Britannia Village, in the north and east. Home of City Hall, with a successful workspace community along the North Woolwich Road, including the Expressway.

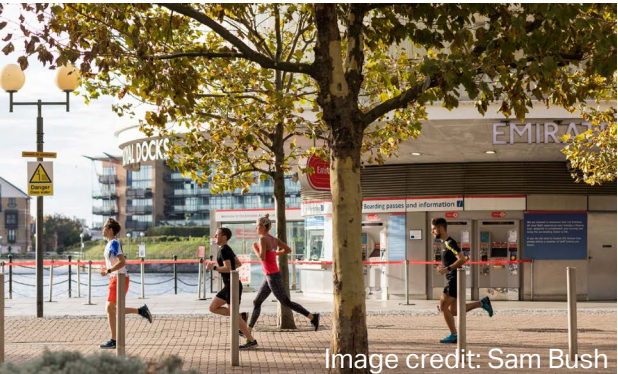


Image credit: Sam Bush

Buildings and streets

Wide range of building typologies present in the area. These range from residential towers, to low rise 1990s housing, to workspace 'arches' under the viaduct, to the iconic architecture of the Crystal, and the large-scale ExCeL exhibition centre. The area is bisected by the elevated Silvertown Viaduct and North Woolwich Road.

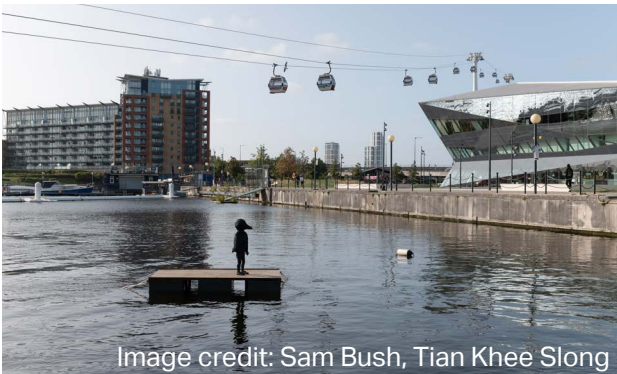


Image credit: Sam Bush, Tian Khée Slong

Public space

There are a number of open spaces including Britannia Village Green, the dock beach, and Lyle Park. The Royal Victoria Dock can be seen as an open space, with long views and water-borne activities.

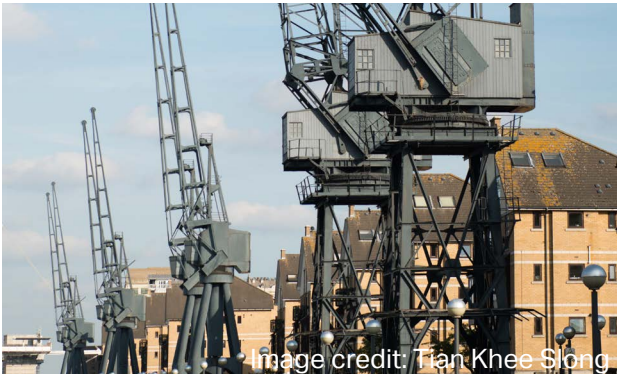


Image credit: Tian Khée Slong

Heritage and community assets

There are important dockside heritage assets within the area, most notably the Grade II listed old cargo cranes along the Docks. Community assets include Britannia Village Community Centre.

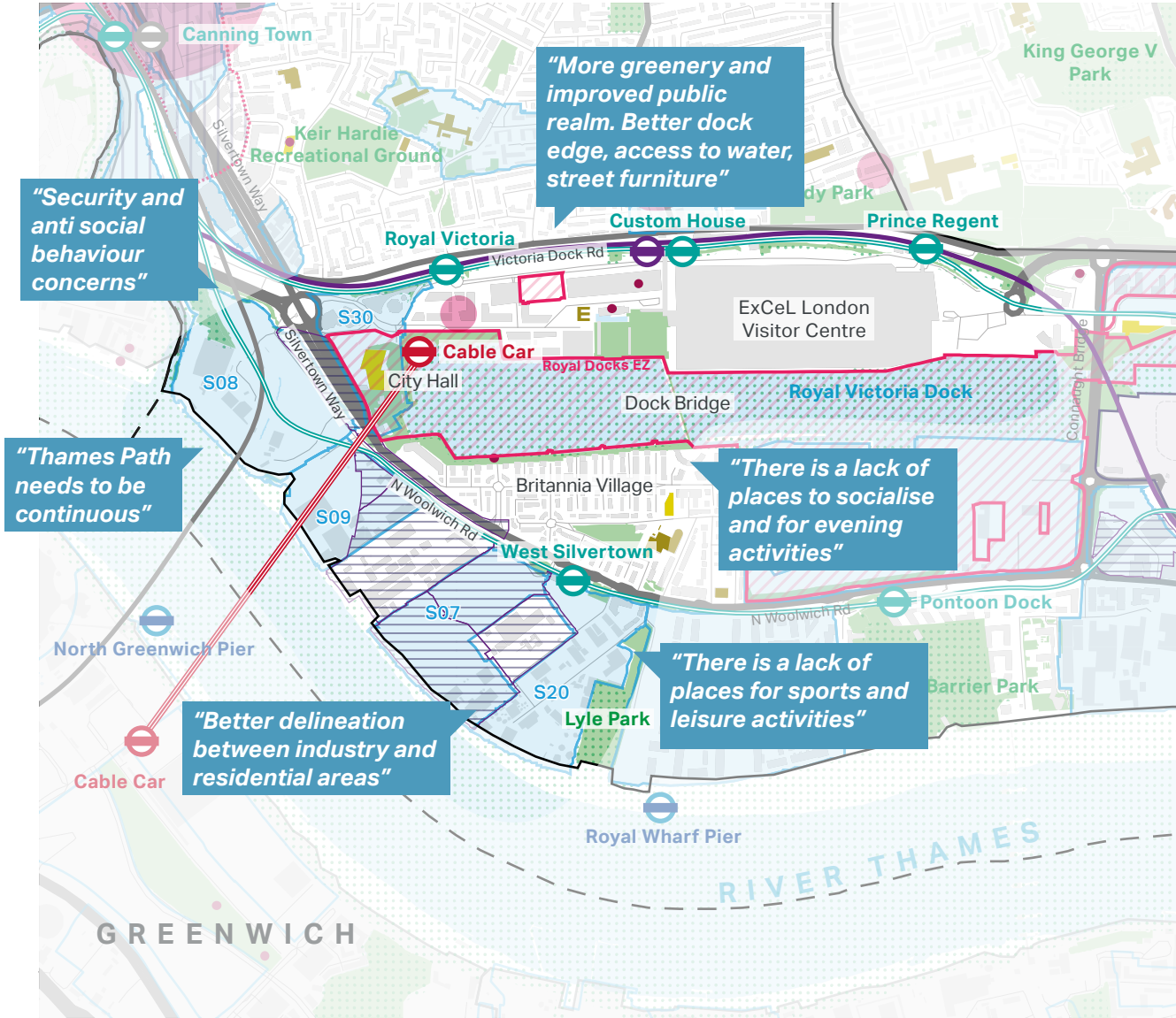
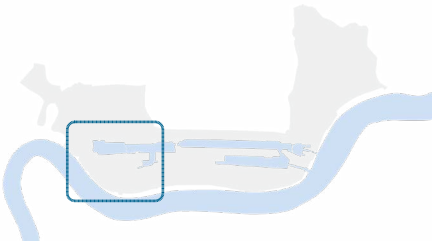
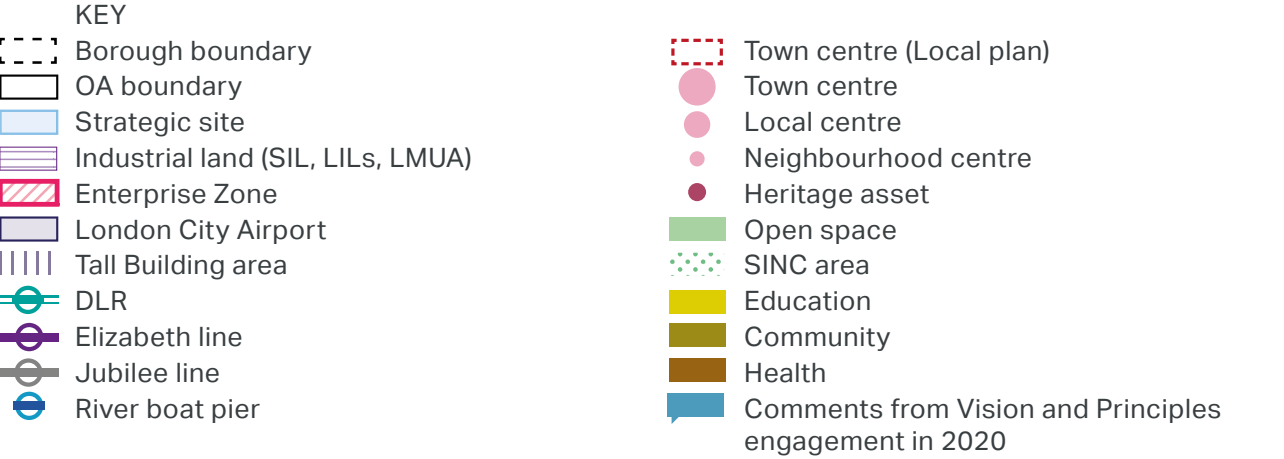


FIG 4.12 Royal Victoria and West Silvertown - Existing context



Royal Victoria and West Silvertown

Home of City Hall and Innovation

Opportunities

Royal Victoria should be a **destination** for the whole of London, highly accessible and showcasing the cultural heritage and future vision for the Royal Docks.

Royal Victoria Dock West is well connected by **public transport**. It has few restrictions on activity in the dock water, and could host a new major cultural institution based within the Docks. It is one of the main places of arrival to the Docks and has become even more significant with the arrival of the Elizabeth line at Custom House.

Development at **Thameside West** with its new local centre and DLR station, the Triangle site, and Royal Eden Dock at Western Gateway, will bring new **homes and jobs** to the area. This will be complemented by the **expansion of ExCeL**, and significant new public spaces around the Royal Docks water.

Cumulatively these developments will promote the **western part of the Royal Docks as a dynamic mixed-use centre of activity**. This could benefit the OA and London as a whole.

The **pedestrian environment** around the Royal Docks will be improved and connect to new public spaces in future developments such as Thameside West. The Western Gateway could become a healthy street, with enhanced walking, cycling and public transport connections to Thames Wharf, Royal Victoria, and Custom House.

Land use

Managing land uses

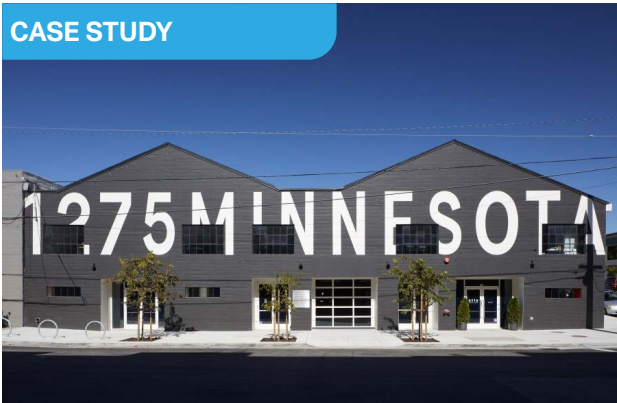


FIG 4.13 Minnesota Street Warehouse, San Francisco. Industrial buildings transformed into an arts hub with galleries and event space. Image credit: Minnesota Street Project

- **Mitigation** is necessary between diverse land uses along North Woolwich Road. These include new homes, industry, workspace, and transport infrastructure. This can be achieved through dialogue with neighbouring landowners, community design, and carefully designed site layout, continuity of landscape and public realm interventions and materials. Buildings on adjacent sites should complement each other through positioning of **active frontages**.
- **Proposed land-use mix**, including workspace at Expressway, City Hall, and new centre at Thameside West should fulfil **community wealth building** aspirations and serve and attract people throughout the day, week and year. There is also opportunity for improved health and social infrastructure in West Silvertown; an area with identified need for GP provision and increased population.

Character and urban form

A destination that is 'more than the sum of its parts'



FIG 4.15 Garden Barge Square, Bermondsey. A series of seven floating barge gardens connected by walkways and bridges are open to public. Image credit: [Royal Docks Public Realm Framework](#)

- The layout, height, and design of individual developments should improve local connectivity, and complement the overall evolving character of the area. It should **make optimal use of the water** as a fully accessible public resource.
- **A series of local centres** at Silvertown and Thameside West will be connected by the North Woolwich Road.
- New development should create **vibrancy** and **intensity** within these centres for visitors and residents alike. This includes centres that are responding to the specific conditions of diverse land-uses and major road infrastructure.

Local connections

Realising opportunity of North Woolwich Road improvements



FIG 4.14 Passeig De St Joan Boulevard, Barcelona. Remodelling of existing road into a new urban green corridor with priority to the pedestrians and cyclist users. Image credit: landezine.com

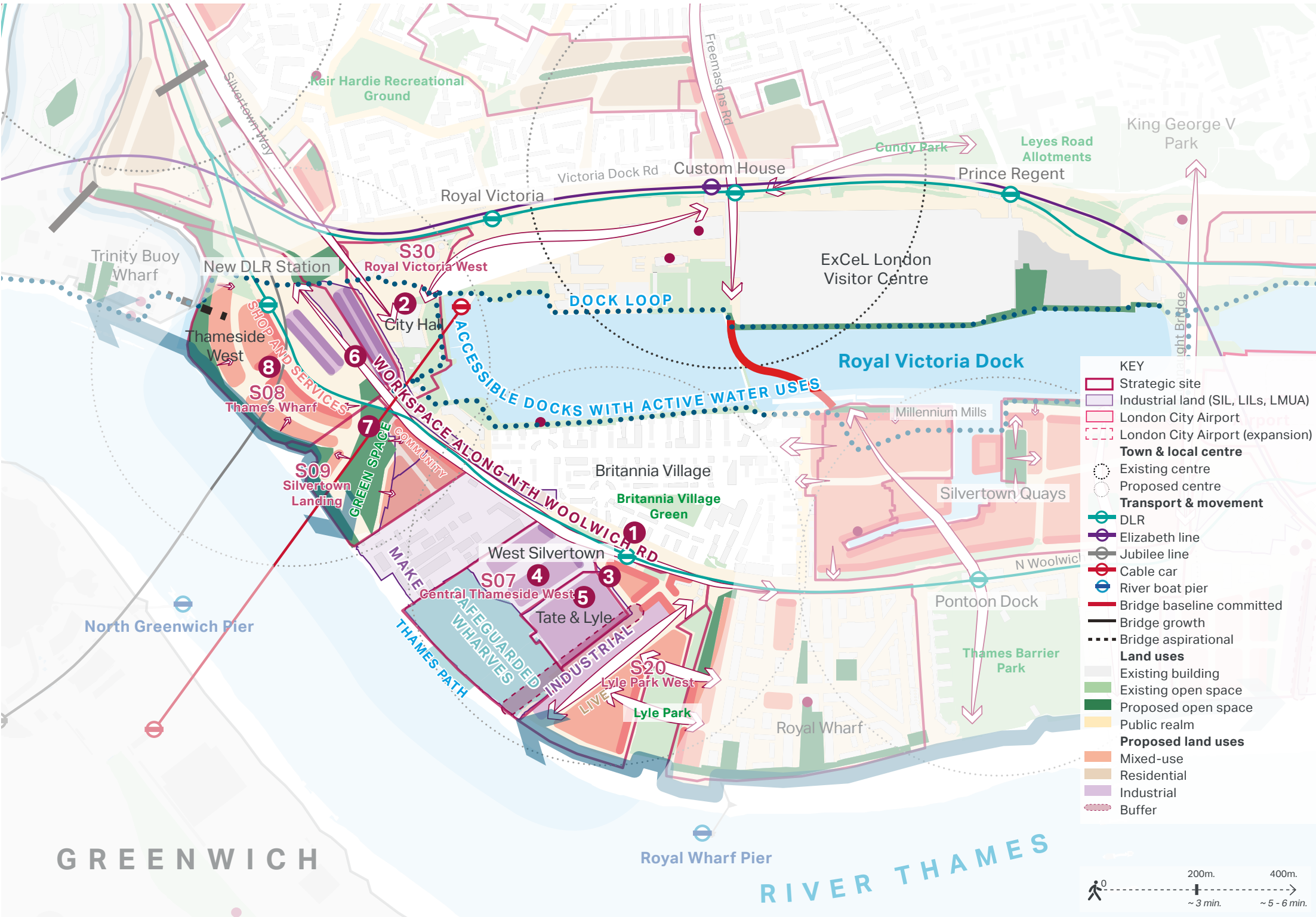
- Transform the **walking** and **cycling** environment, greening the corridor and delivering public realm improvements. This includes animating and addressing the DLR viaduct, alongside improved pedestrian crossings, to encourage north-south movement.

Royal Victoria and West Silvertown

What this OAPF means

Actions

- 1 West Silvertown Local Centre**
New local centre around West Silvertown DLR with frontages onto a transformed North Woolwich Road, and serves working populations.
- 2 City Hall**
City Hall will be a catalyst for wider area regeneration.
- 3 Public square**
New public square around West Silvertown DLR station.
- 4 Thameside West (SIL3)**
Intensification of SIL area, with a focus on innovative industrial typologies, logistics, and GreenTech.
- 5 Tate and Lyle**
Continued operation of Tate and Lyle with opportunities for diversification. Potential to intensify SIL land within the site, manage relationships between uses through measures such as open spaces and ancillary uses.
- 6 Workspace along the A1020**
New development should complement the workspace cluster around Royal Victoria West and Silvertown Way, including Hallsville Quarter, Caxton Works and Brunel Street Works. The link between Royal Victoria West and Canning Town should be strengthened.
- 7 Thames Wharf Park**
A new park will be built at Thameside West, including riverside walkway. The riverside park will be running along the route of the Cable Car.
- 8 Potential new school at Thames Wharf**



Royal Victoria and West Silvertown

What this OAPF means for local connections

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Actions

- 1 Thames Wharf DLR**
New DLR station, with high quality public realm and good accessibility to the local area for walking and cycling.
- 2 North Woolwich Road**
Transform the walking and cycling environment, green the corridor and deliver enhanced public realm as the setting for more active use of the street.
- 3 Victoria Dock Road**
Improved pedestrian and cycle environment, enhancing accessibility to Royal Victoria and Custom House stations, and to local bus services.
- 4 Integrating new and existing communities**
Make links between the existing Britannia Village area and emerging new places to the east and south by improving the walking and cycling environment on key streets.
- 5 Thames Path**
Extend safe, inclusive, 24-hour access to the Thames Path for walking and cycling, connecting to Trinity Buoy Wharf and the Limmo Peninsula.
- 6 Joined-up grid of streets south of North Woolwich Road**
Complement the existing street network, based on access to wharves, with new east-west connections that help to create a more connected grid and link up emerging sites.

KEY

Existing connections

- Good quality street for walking/cycling
- Off-carriageway paths or cycle tracks

Proposed improvements

- Comprehensive 'high street' schemes
- Connection through new development
- New/extended off-carriageway connections
- Streets identified for walking and cycling improvements
- Thames Path
- Dock Loop
- Infrastructure needed to overcome severance
- Junctions and crossings needing improvement
- Public realm improvements



FIG 4.17 High-level strategies that illustrate how the OAPF could be delivered in Royal Victoria and West Silvertown

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Thames Wharf Local centre

Thames Wharf requires a **new DLR station** to support the delivery of a new local centre, homes, jobs, and services at S08 Thameside West, and S09 Silvertown Landing.

The area has the potential to host a new major cultural institution, and become a key place of arrival to the Docks. Improved east/west connections with Custom House will facilitate access to Elizabeth line services.

The **new Thames Wharf local centre** will have a range land uses ranging from industrial to creative industries, making spaces and social innovation. New public open spaces will promote walking and cycling and enable accessibility to water (Thames and Leaway). North of the station, the existing workspace cluster will expand. The new civic centre will complement accessible housing with an emphasis on riverside living to the south.

Any **tall buildings** in the local centre should relate the existing context and contribute to the wider placemaking aspirations of the area. They should also contribute to the sense of place for the residents (for example utilising key locations with marker buildings). Any tall buildings should be in a designated Tall Building Zone.



FIG 4.18 Thameside West development. Image credit: Foster + Partners

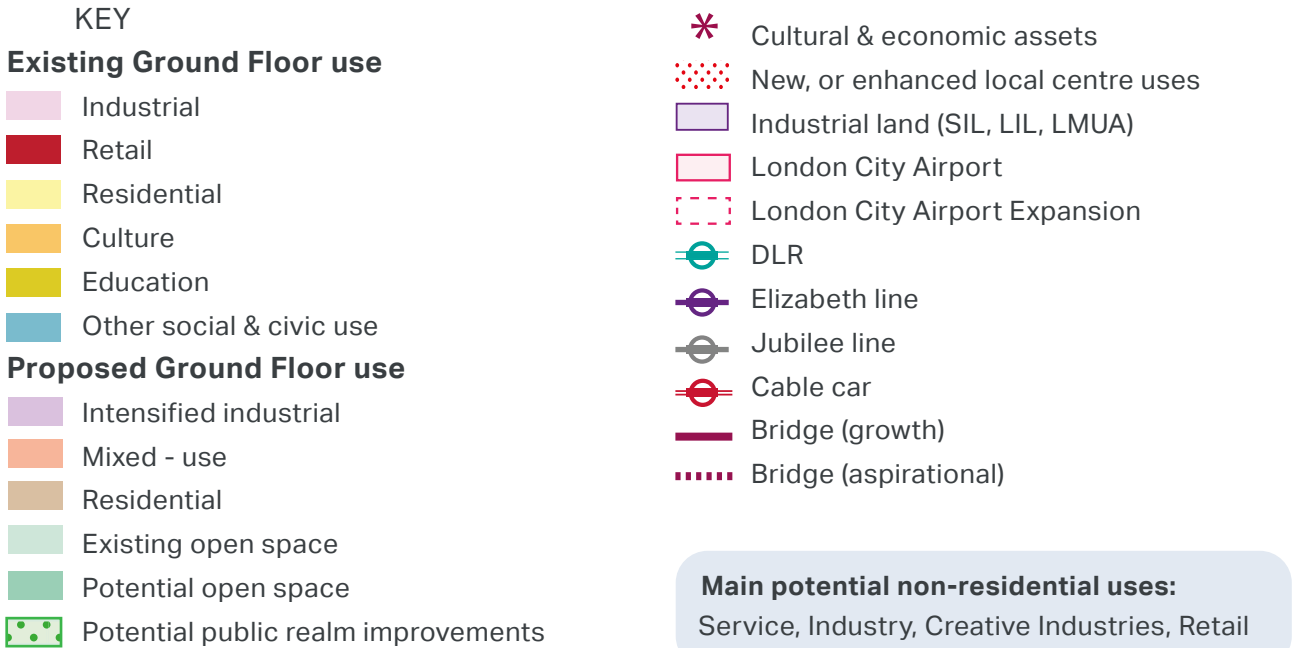
Local centre priorities

- 1 Better connections to new civic spaces including City Hall.
- 2 Connect the dock water to the Thames Path through a network of green spaces, which will stretch from the dock edge and City Hall Gardens to the new park proposed at Thameside West spanning from Dock Road to the river.
- 3 Focus on creative industries, social innovation and modern industrial uses. A new centre at Thames Wharf should provide spaces and uses that support Community Wealth Building in Newham.
- 4 Prioritise sustainable and net zero connections, including more opportunities to cross the river by public transport.

Designation: Local centre (Proposed)



FIG 4.19 Thames Wharf land uses



Lyle Park West Employment Land and Wharves

There is the opportunity for an intensification of industrial uses at the SIL 3 site. This would include uses that complement the emerging local centre along North Woolwich Road. Employment development will be consistent with the Strategic Industrial Location (SIL) designation, maximising opportunities for modern industrial uses and supporting the wharf use. This includes providing access, including improved access to adjoining SIL uses from North Woolwich Road, preferably in the form of a central spine road with connections east, west and to the wharves.

Mixed-use redevelopment on designated S20 on the south/south-east portion of the site. New mixed-use neighbourhoods will include public spaces and local

centre around the station complementing that at Minoco Wharf (Royal Wharf).

Opportunities

- Opportunity to intensify industrial uses at Tate and Lyle, buffering the boundary with open space and light industrial uses
- These could include logistics and manufacturing. Industrial uses, including aggregates, will be consolidated at the safeguarded Peruvian and Royal Primrose Wharf.

Key considerations

- Separate HGV access be created through the site to service the wharves and to release stress on Knight's Road to improve conditions for redevelopment at Lyle Park

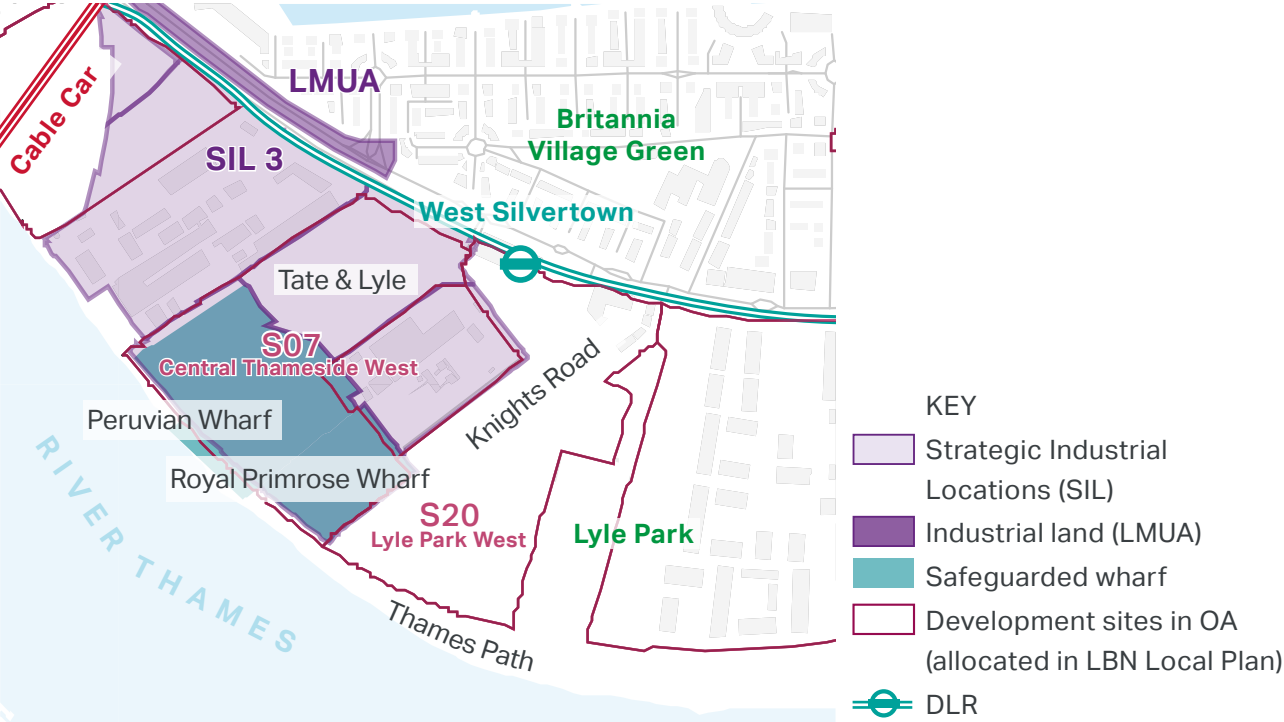


FIG 4.20 Existing context at Lyle Park West Central / Thameside West

- Existing Uses: Industrial
- Potential Uses: Logistics, manufacturing, industrial intensification, mixed - use

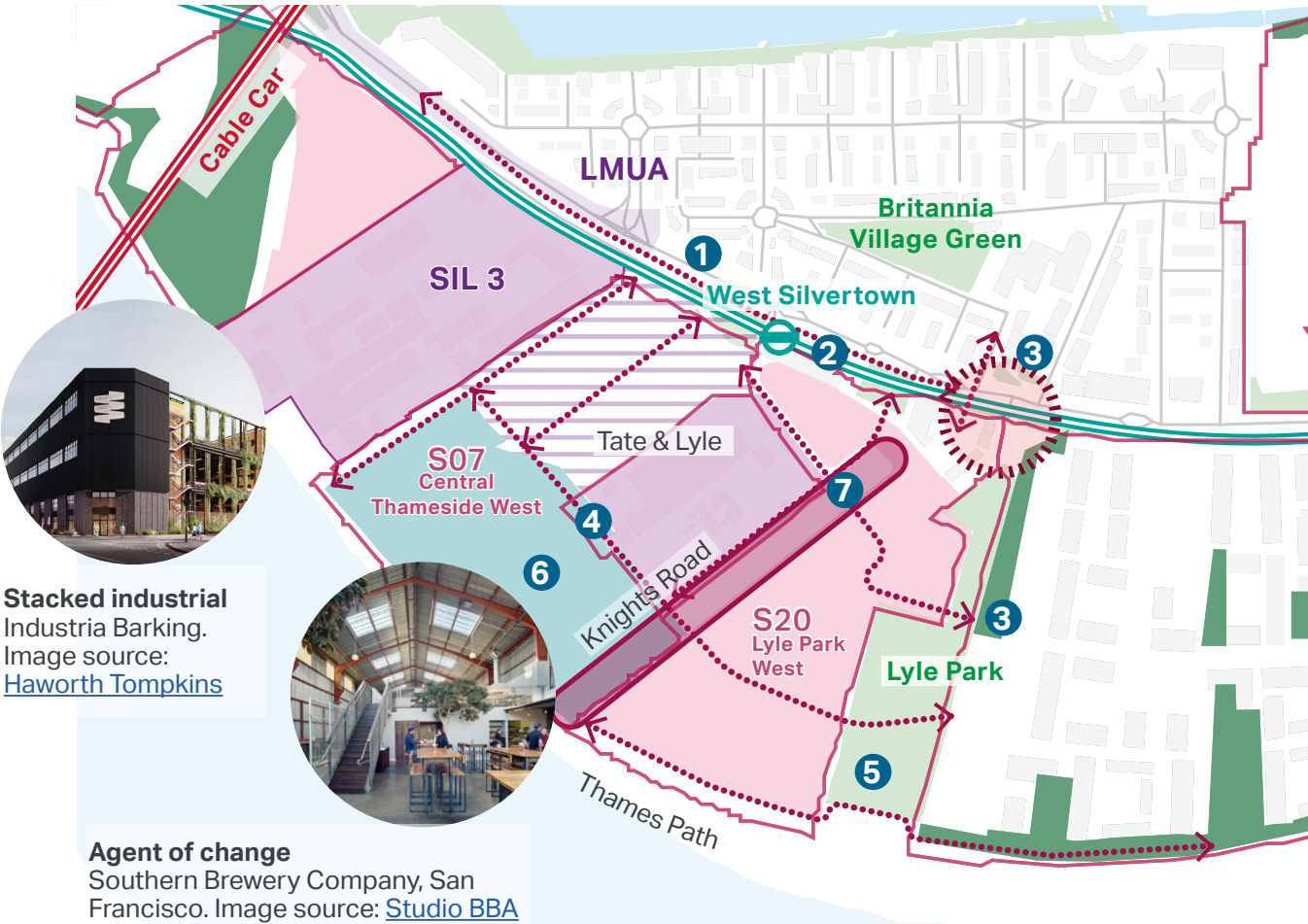


FIG 4.21 Encourage use of vacant land and intensify SIL

- 1 Improvements to North Woolwich Road.
- 2 New local centre around West Silvertown DLR station.
- 3 Improving the connections to neighbouring residential development including Britannia Village to the North and Royal Wharf to the east.
- 4 Intensify industrial uses at Tate and Lyle.
- 5 Better links to Lyle Park and extension of the Thames Path.
- 6 Royal Primrose Wharf safeguarded in 2021.
- 7 Agent of change: buffering the boundaries between conflicting uses with open space, light industrial.

Silvertown

Existing context and character

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Land Uses

Historic industrial area undergoing transformational change. Recently completed Royal Wharf is a benchmark for future development at Silvertown Quays - where there is an outline consent.



Public space

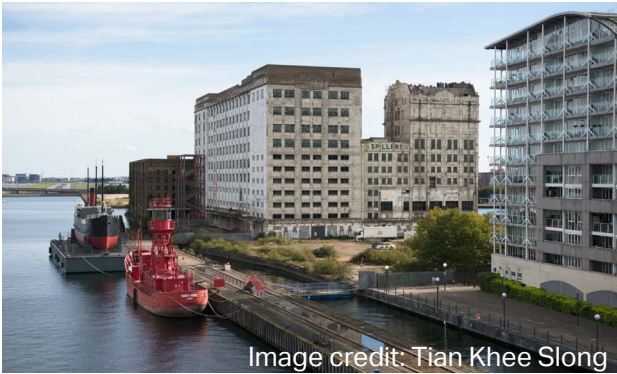
The award-winning Thames Barrier Park, and Lyle Park, are vital resources. They would benefit from better access. There are a number of small green open spaces within existing developments. The Thames and dock water are also unique and valuable open spaces.



Buildings and streets

Clusters of factory buildings (for example Tate & Lyle), modern warehouses and small businesses. New taller developments to the south.

Building heights are constrained by the London City Airport Safeguarding Zone, encouraging mid-rise contemporary development.



Heritage and community assets

There are important heritage assets within the area linked to the industrial heritage of the area. The main existing remnants comprise listed Silo D (Grade II Listed), Millennium Mills (locally listed) and Pontoon Dock.

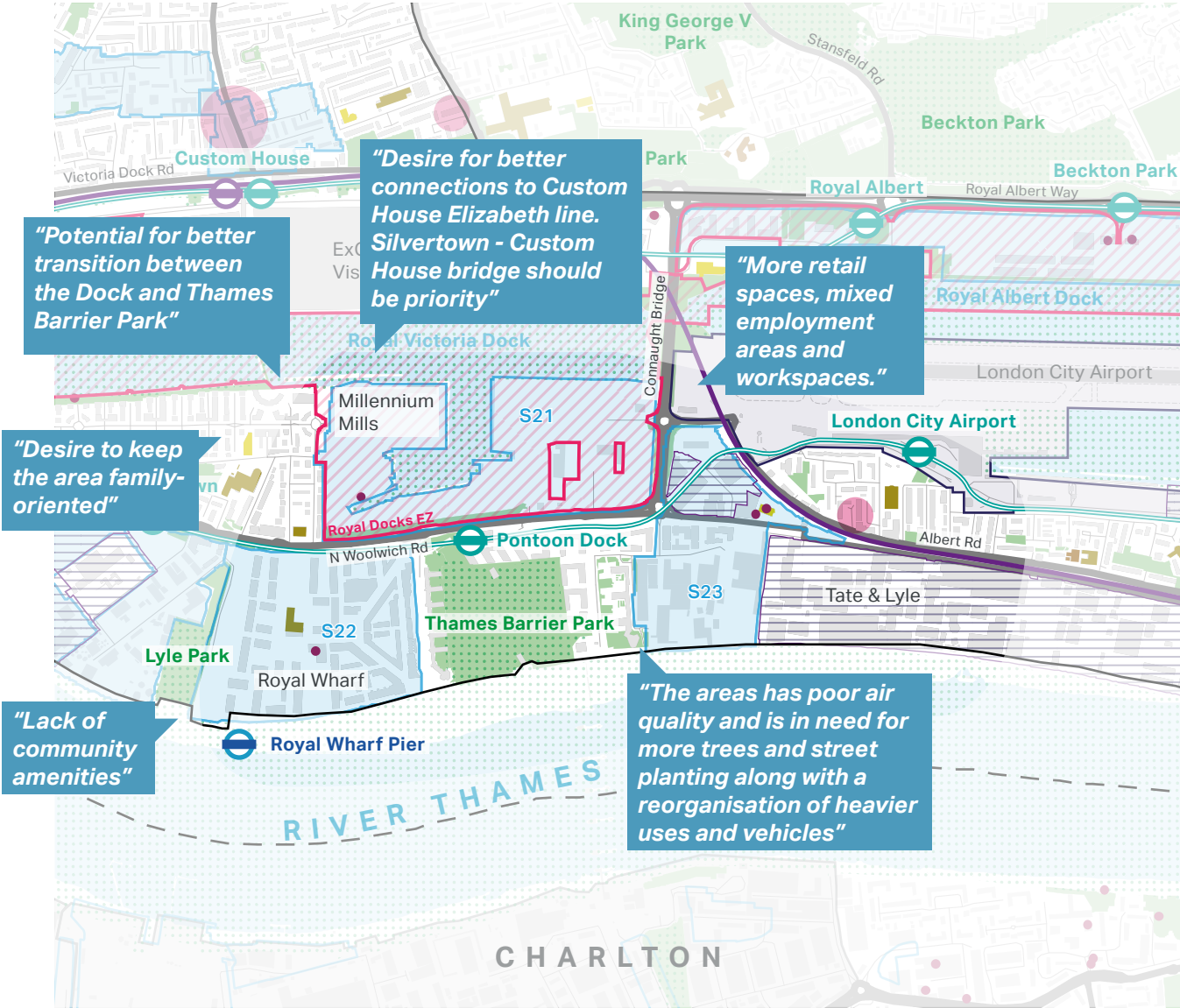
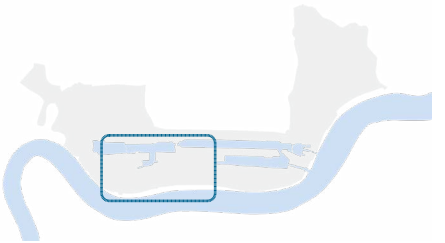


FIG 4.22 Silvertown - Existing context

KEY

- Borough boundary
- OA boundary
- Strategic site
- Industrial land (SIL, LILs, LMUA)
- ▨ Enterprise Zone
- London City Airport
- DLR
- Elizabeth line
- River boat pier

- Local centre
- Neighbourhood centre
- Heritage asset
- Open space
- SINC area
- Education
- Community
- Health
- Comments from Vision and Principles engagement in 2020

Silvertown

A new centre for the Docks

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Opportunities

Sites including Silvertown Quays, Connaught Riverside, and Royal Wharf will contribute towards a **new, distinctive and high quality centre** for the Royal Docks. This will provide facilities to existing and new communities. It will also provide amenities for workers and residents. New homes, jobs and public spaces will generate activity in innovative ways. The historic **Millennium Mills** will be established as an accessible local landmark, at the heart of a new employment cluster. **Silvertown** will feature a suitable amount of space for shopping, commerce, food and drink, and leisure, and cater for visitors and local people alike.

The **new centre** will emerge in and around sites serviced by Silvertown and Pontoon Dock DLR stations. This will complement centres of activity at Royal Wharf and Silvertown Quays, and will be supported by a new street network around and through development sites. The centre will contribute towards **a new character for North Woolwich Road**, which will be safer to cross and that will encourage walking, cycling and use of public transport.

Links to communities in the north, east, and west of Newham will be improved by access to the Elizabeth line at Custom House. Similarly, the **dock loop** and a suite of better connections to ExCeL and Custom House across the Victoria Dock will facilitate movement.

Opportunities to **intensify and strengthen employment activity** on Strategic Industrial Locations will be realised, promoting key local employers like Tate and Lyle.

Land use

Centre for residents and visitors alike



FIG 4.23 Granary Square, London. Activate spaces around water bodies to attract residents and visitors in the area. Image credit: SecWret London

- Silvertown Quays, Connaught West, and Royal Wharf together will provide facilities, new jobs and uses to attract visitors, workers and residents to the Docks. These will realise walkable and cyclable places.
- Increasing access to, around, and use of the **Victoria Dock**, as well as establishing longer views to the **Thames**.
- Suitable amount of **commercial and leisure land uses**. New uses should represent 'best use of land', accommodating identified need, and address any deficiencies in capacity in accordance with the London Plan.

Character and urban form

High-quality development



FIG 4.24 Merchant Square, London. High-quality development with public realm and open space along water canals. Image credit: Divisare

- High-quality development that complements and **makes optimal use of the water**.
- Scale of development that optimises site potential, including contribution towards **local centres**. The status of centres across the OA - including the local centre at Silvertown - could be reviewed through the review of the LB Newham Local Plan.
- Prioritisation of **high quality public realm and green and open spaces**. Opportunities to connect to existing open spaces, including Thames Barrier Park and Victoria Dock, should be realised.

Local connections

Making most of new connections



FIG 4.25 Landscape and new active uses can encourage the use of the underside of the highway offering new welcoming places and minimising severance as in The Bentway, Toronto. Image credit: [Public Work](#) in [Royal Docks Public Realm Framework](#)

- **Bridge** to ExCeL/Custom House Elizabeth line is transformative as a new north/south connection that unlocks this part of the Opportunity Area.
- **North Woolwich Road improvements** will make it safer and easier to walk and cycle around this part of the Royal Docks.
- **New street networks** on allocated sites that will make many parts of the Docks publicly accessible for the first time.

Silvertown

What this OAPF means

Actions

- 1

Silvertown Quays development
New high-quality development of activity that integrates an improved North Woolwich Road with development sites at Silvertown Quays, Connaught West, and Royal Wharf.
- 2

Millennium Mills
Integrate waterside location and assets like Silo B and Millennium Mills to provide the quantity and variety of land-uses needed to serve local residents and workers.
- 3

Pedestrian bridge
A new pedestrian bridge will be a vital new north/south link to ExCeL, Custom House, and the Elizabeth line. This will connect Silvertown with the rest of London.
- 4

New street network
New street network will improve access to Silvertown, and highlight new high streets within sites like Silvertown Quays. The award-winning Thames Barrier Park and the Thames Path will link to this network.
- 5

Tate and Lyle
Opportunities to intensify and diversify industrial uses, in line with the sites safeguarded wharf designation should be identified and masterplanned.
- 6

Connaught Riverside
A residential-led mixed-use neighbourhood should accommodate significant new public space - including riverside green space - a school, and homes. New workspace could act as a buffer with industrial land to the east.
- 7

Brick Lane Music Hall
This important local cultural landmark should be linked to the local parade and to Connaught Riverside. This will help unite existing and new communities and be integral to future placemaking.
- 8

London City Airport
Create a 'front door' for the airport to improve access and provide public space.
- 9

Potential new school at S23: Connaught Riverside

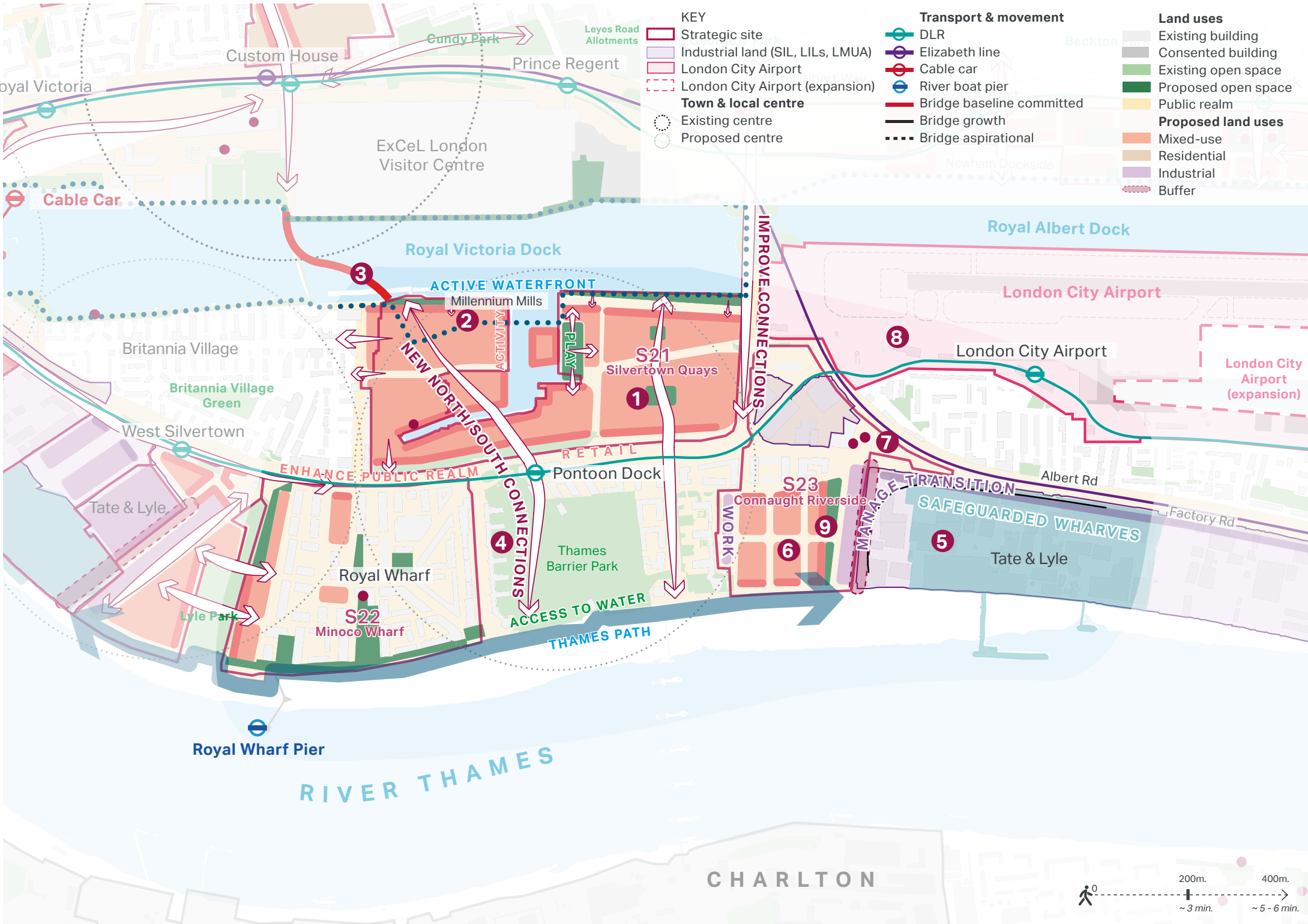


FIG 4.26 High-level strategies that illustrate how the OAPF could be delivered in Silvertown

Silvertown

What this OAPF means for local connections

Actions

- 1 Silvertown Quays**
Connect the surrounding area to this emerging new place, with its new services and attractions, including Millennium Mills. Encourage through-movement on foot and by cycle to link between Royal Victoria Dock, North Woolwich Road and the Thames.
- 2 North Woolwich Road**
Transform the walking and cycling environment, green the corridor and deliver enhanced public realm as the setting for more active use of the street. Developments should create a positive relationship with the road, contribute to achieving Healthy Streets objectives, and introduce active frontages wherever possible/appropriate.
- 3 Connaught Bridge and roundabout**
Improve walking and cycling connections along and under the bridge, and transform the roundabout on North Woolwich Road to deliver better connections and new public realm.
- 4 Dock bridge**
New pedestrian and cycle bridge to improve connections to Custom House and ExCeL.
- 5 Pontoon Dock DLR**
Additional DLR capacity and station improvements.
- 6 Thames Path**
Extend and improve access to the Thames Path, linking existing and emerging parks and public spaces, and connecting the Thames Path to the dockside.



FIG 4.27 High-level strategies that illustrate how the OAPF could be delivered in Silvertown

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4.4

Silvertown

A new centre

Silvertown will be a **new centre for the Royal Docks** that celebrates the area’s industrial heritage. New residential development will form part of the wider neighbourhood at Silvertown, supported by local shopping and community uses. Stitching together key sites at Silvertown Quays, Connaught Riverside, and Royal Wharf, a new centre will emerge on a new street network that crosses North Woolwich Road.

Enhancements at **Pontoon Dock DLR** station to improve capacity will support the growth and spaces under the DLR Viaduct at key points like Pontoon Dock station will be activated. **An active and accessible North Woolwich Road** will be important to a legible and coherent centre across numerous sites.

Leisure uses should relate to the **water**. These will be supported by clear pedestrian and cycle connections through and between sites, across Royal Victoria Dock to ExCeL, and across North Woolwich Road. It is important that clear and legible public access to the dock edge should be provided.

There should also be a number of **green and open spaces** that serve as part of a wider network and celebrate the proximity to the water. The award winning Thames Barrier Park will be vital to this network in and around Silvertown.

The **Silvertown Quays** site (S21) is important to the future of the Royal Docks. A **mixed-use development** will deliver a significant quantum of homes, jobs and services around a network of streets and spaces. New space for shopping, commerce, food and drink, and leisure will attract and cater for visitors and local people alike.

Centre priorities

- 1
- Reduce commercial vacancies, using evidence to offer innovative and viable land uses. This includes meanwhile uses.
- 2
- Focused enterprise support, including outreach with schools and college.
- 3
- Target cultural production anchor.
- 4
- Investment in new types of ‘green’ business space.
- 5
- Potential for leisure and hospitality, green economy/ industry initiatives, and research and development, building on the visitor attraction cluster at the western end of the docks.
- 6
- Consider function and status of centre at Silvertown through LB Newham Local Plan Review.

Designation: Local centre (Proposed)

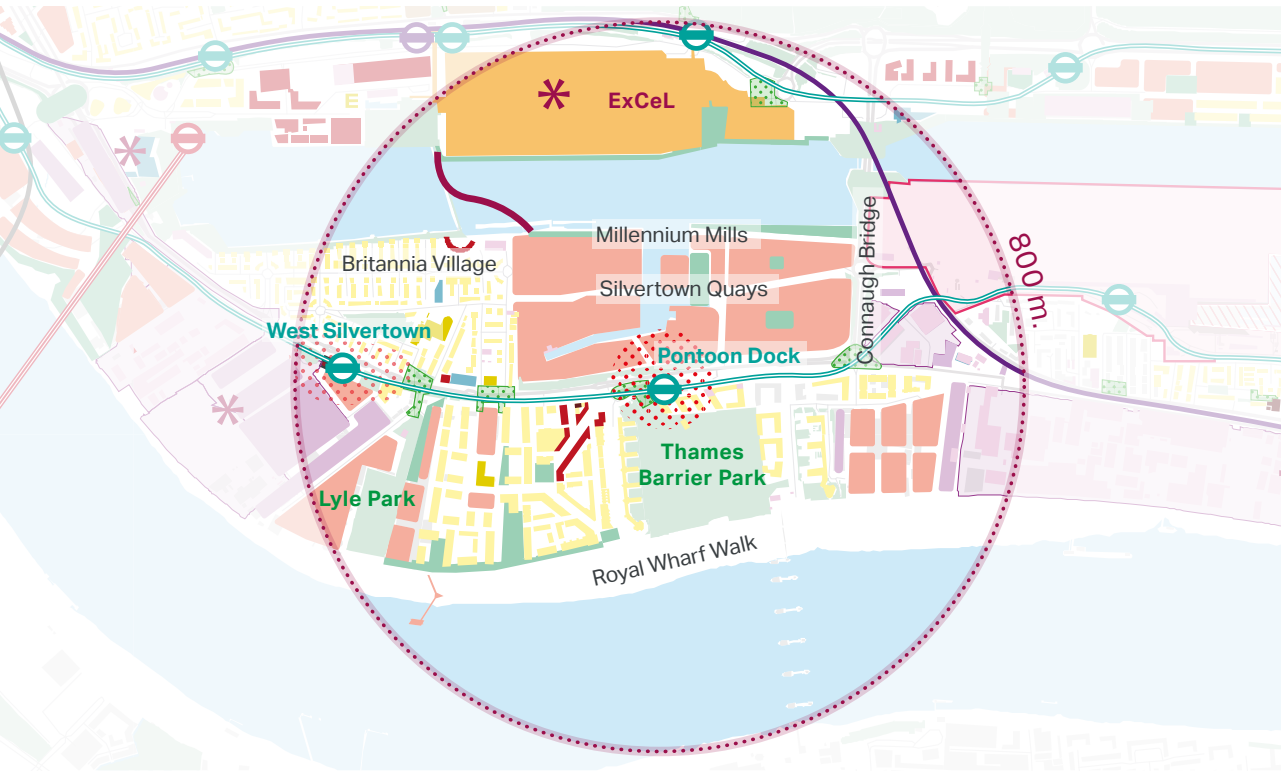
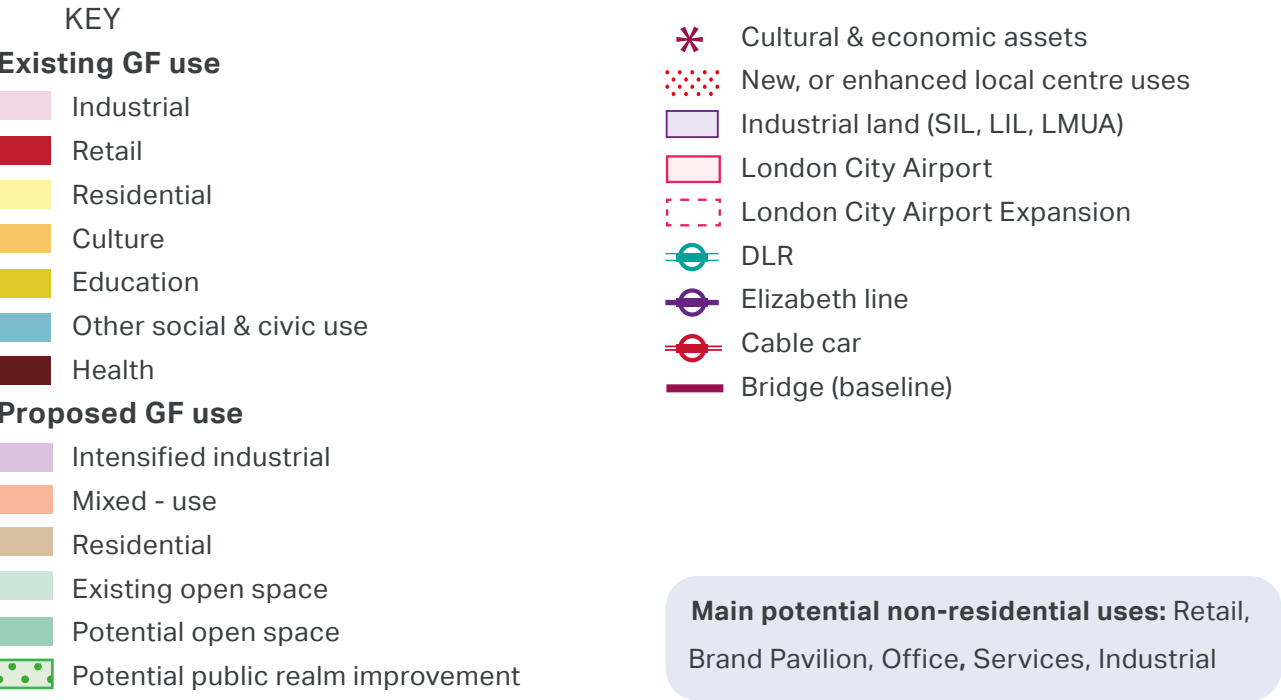


FIG 4.28 Silvertown land uses



Royal Albert Dock and Albert Island

Existing context and character

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Image credit: Sam Bush

Land uses

The area is characterised by a variety of land uses with significant regeneration sites. The area accommodates hotels, LB Newham Civic Centre, initial phases of the Royal Albert Dock commercial development and educational institutions UEL and UTC. The site is set to host a mixture of different temporary industrial and recreational uses.



Image credit: Sam Bush, Tian Khee Slong

Buildings and streets

Modern hotels, apartment blocks and offices are emerging along the Royal Albert dockside. Street landscape characterised by city-scale roads, road/ rail viaducts and large expanses of water. Much of Albert Island consists of private, inaccessible industrial sites which limit access to the George V lock.

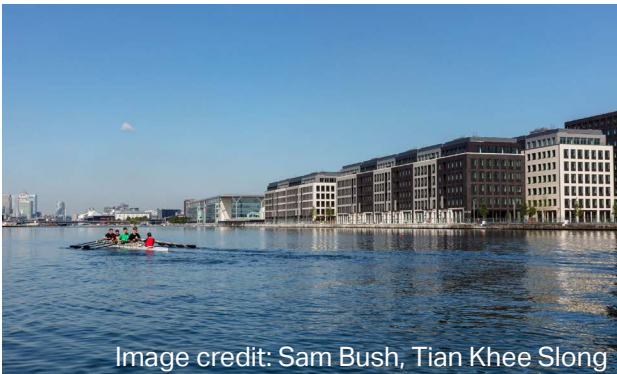


Image credit: Sam Bush, Tian Khee Slong

Public space

Beckton Park is a well-used and valuable green space to the north. The Royal Albert Dock is used for recreation, for example rowing.



Image credit: Sam Bush

Heritage and community assets

There are a number of listed and locally listed buildings within the area such as the Compressor House and the Central Buffet, the abutments to Sir Steve Redgrave Bridge.

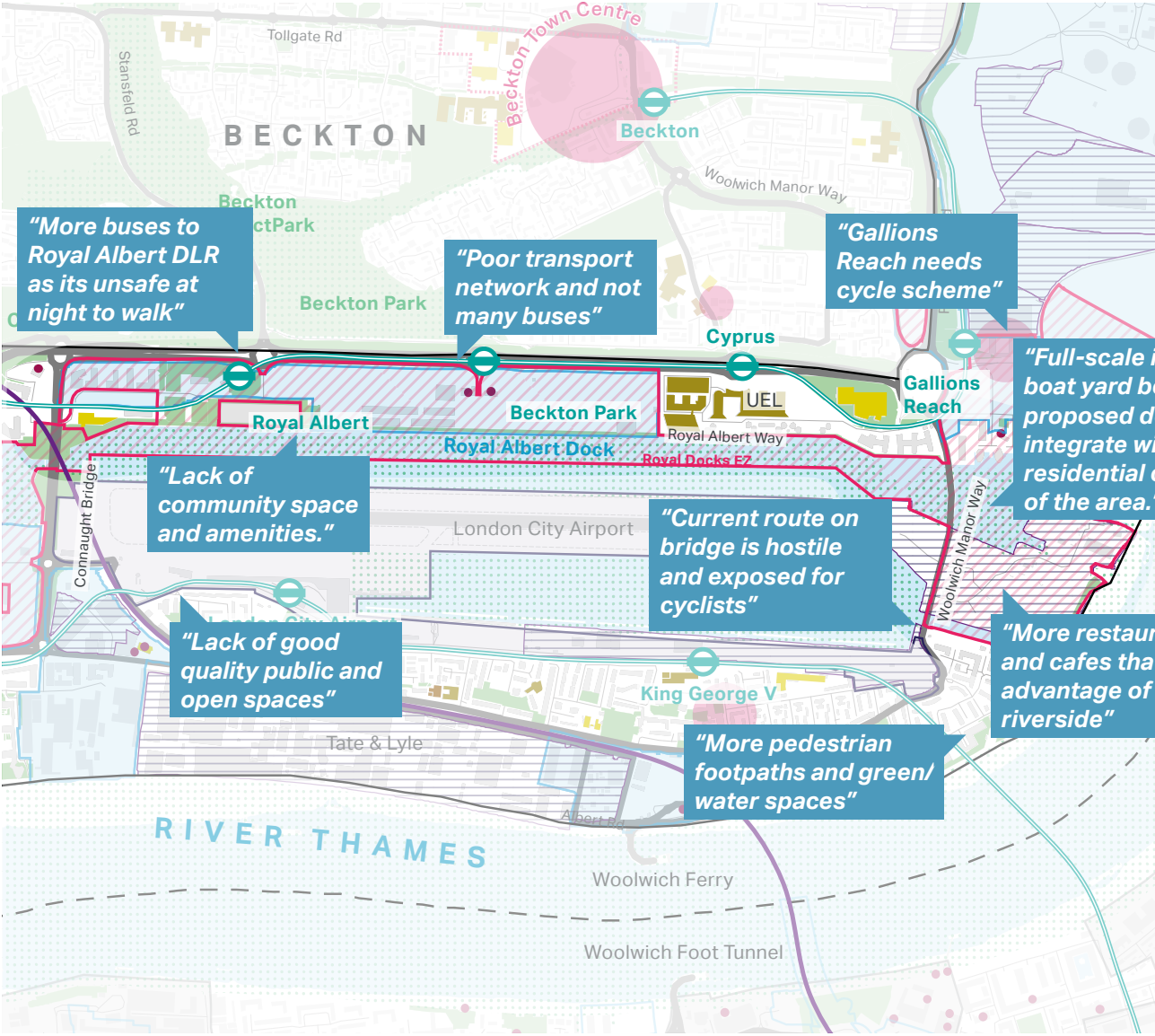
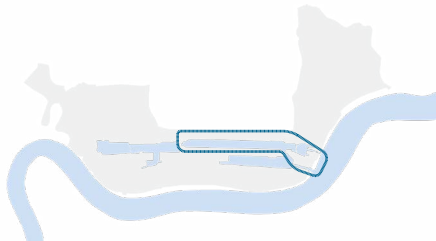


FIG 4.29 Royal Albert Dock - Existing context KEY

- Borough boundary
- OA boundary
- Strategic site
- Industrial land (SIL, LILs, LMUA)
- Enterprise Zone
- London City Airport
- DLR
- Elizabeth line
- River boat pier
- Town centre (Local plan)
- Town centre
- Local centre
- Neighbourhood centre
- Heritage asset
- Open space
- SINC area
- Education
- Community
- Health
- Comments from Vision and Principles engagement in 2020

Royal Albert Dock and Albert Island

Enterprise, Learning, and Recreation

Opportunities

This area includes **key assets** like the University of East London (UEL), RAD, LBN Civic Centre, New Beckton Park, and several hotels and visitor-related businesses. The area could further evolve to accommodate **business and educational uses** that capitalise on its location near to ExCeL, London City Airport and UEL. The development at Albert Island will improve north to south access with a new river path, increase activity, and attract visitors to the area.

Though future demand needs to be assessed carefully, Royal Albert Dock and Albert Island could become **employment generators** that have a positive impact in the rest of LB Newham. This could include new educational space, as well as commercial development. A significant innovative new commercial space, a new boatyard, a marina, together with new public spaces and routes will rejuvenate the area. Such interventions will evoke the historical importance of the eastern side of the Docks.

The area will benefit from improved **local connectivity** to assets like UEL, London University Technical College (UTC), London City Airport, Beckton, North Woolwich, and Silvertown. This will unlock development sites, support local centres, and promote sustainable travel for working and residential populations.

Land use

Achieving critical mass



FIG 4.30 Integrated interventions and a holistic approach to land uses have transformed the Isle de Nantes, in France to a centre of excellence for animatronics and cultural events hub. Image credit: [Official Tourism Brittany](#) in [Royal Docks Public Realm Framework](#)

- Disparate land uses and vacant buildings should be brought together to achieve **critical mass**. This will also help to present a coherent and functional place with a focus on recreational, educational, and business uses. Future development should complement initial phases.
- A **new state-of-the-art commercial shipyard** and ship lift at Albert Island will aim to bring additional, local and sustainable jobs in a high-quality growth sector.
- Opportunity for the establishment of a possible **innovation and research quarter** at Albert Island.
- **Meanwhile uses** should play a key role in activating places between development phases at RAD and Albert Island.

Character and urban form

Make use of the water and green spaces

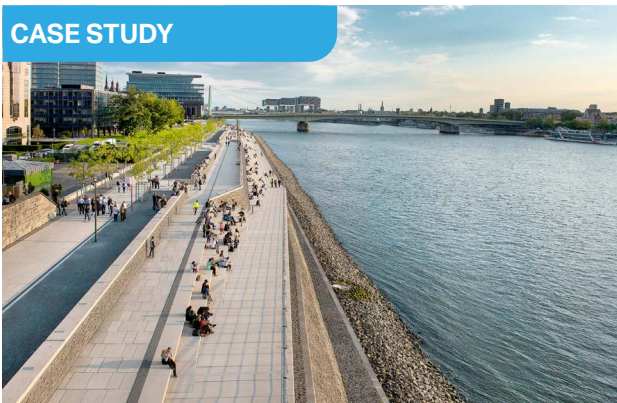


FIG 4.31 Rheinboulevard, Cologne. A new arena for urban life along the river Rhein. Image credit: [divisare.com](#)

- **Crossing points** along Royal Albert Way should be improved to make it easier to use green and open spaces to the north, such as Beckton Park.
- Opportunities for **water-based recreation** to be identified in the area along the docks.
- Existing **landing points** on both sides of the crossing should be improved to allow for better access to the dock water.
- Opportunities to support **wildlife and aquatic biodiversity**, this could include growing and learning spaces.
- Change at the **UEL campus** and around Cyprus DLR station should involve and respect residents, mitigating any potential conflict and ensuring everyone benefits.
- **Potential new passenger pier** at Albert Island to further assist in improving the area and increasing activity along the waterfront.

Local connections

Increasing visibility and access to assets like RAD, UEL and Albert Island



FIG 4.32 La Cantine du Voyage, Nantes is a collapsible greenhouse structure; an example of potential activation and meanwhile activities connecting UEL with the docks and increasing accessibility and visibility. Image credit: [Matthieu-Chauveau, Appelle Moi Papa](#) in [Royal Docks Public Realm Framework](#)

- Improve **access** to the north, to Beckton and the rest of the borough.
- The Royal Albert Dock and Albert Island will play a vital role in connecting to **Beckton** and ensuring that growth in the Royal Docks also benefits communities to the north.
- Expanding the **cycle network** in the area will make connections with existing cycle routes, including accessible watersides.
- Improve **Woolwich Manor Way** as a healthy street, to enhance walking, cycling and public transport connections to North Woolwich.

Royal Albert Dock and Albert Island

What this OAPF means

Actions

- 1 Reduce impact of infrastructure**
Reduce impact of infrastructure and level changes through new development.
- 2 Royal Albert Dock**
Identify new development sites and enable active east/west street. Complement existing development, link northern part of the docks, and increase appeal of the area as a commercial and business destination.
- 3 Water uses**
Expansion of water uses around the Regatta Centre.
- 4 Meanwhile uses**
RDT will work with developers to bring life to underused and undeveloped spaces with a range of cultural and community activities, creating new jobs and activity.
- 5 UEL Campus**
Potential to increase access and visibility, becoming an integral part of the local street network. This would build on successful local outreach.
- 6 Albert Island Marina and Tech**
Innovative mixed-use scheme including stacked industrial uses, significant new commercial space, a new boatyard, educational space and a marina.
- 7 Employment opportunities**
Increased employment activity on the Local Industrial Location (LIL), in addition to RoDMA HQ and Albert Island, should be identified.
- 8 Thames Path**
Secure safe, inclusive, 24-hour access for walking and cycling to the Thames Path and new riverside green and open spaces.

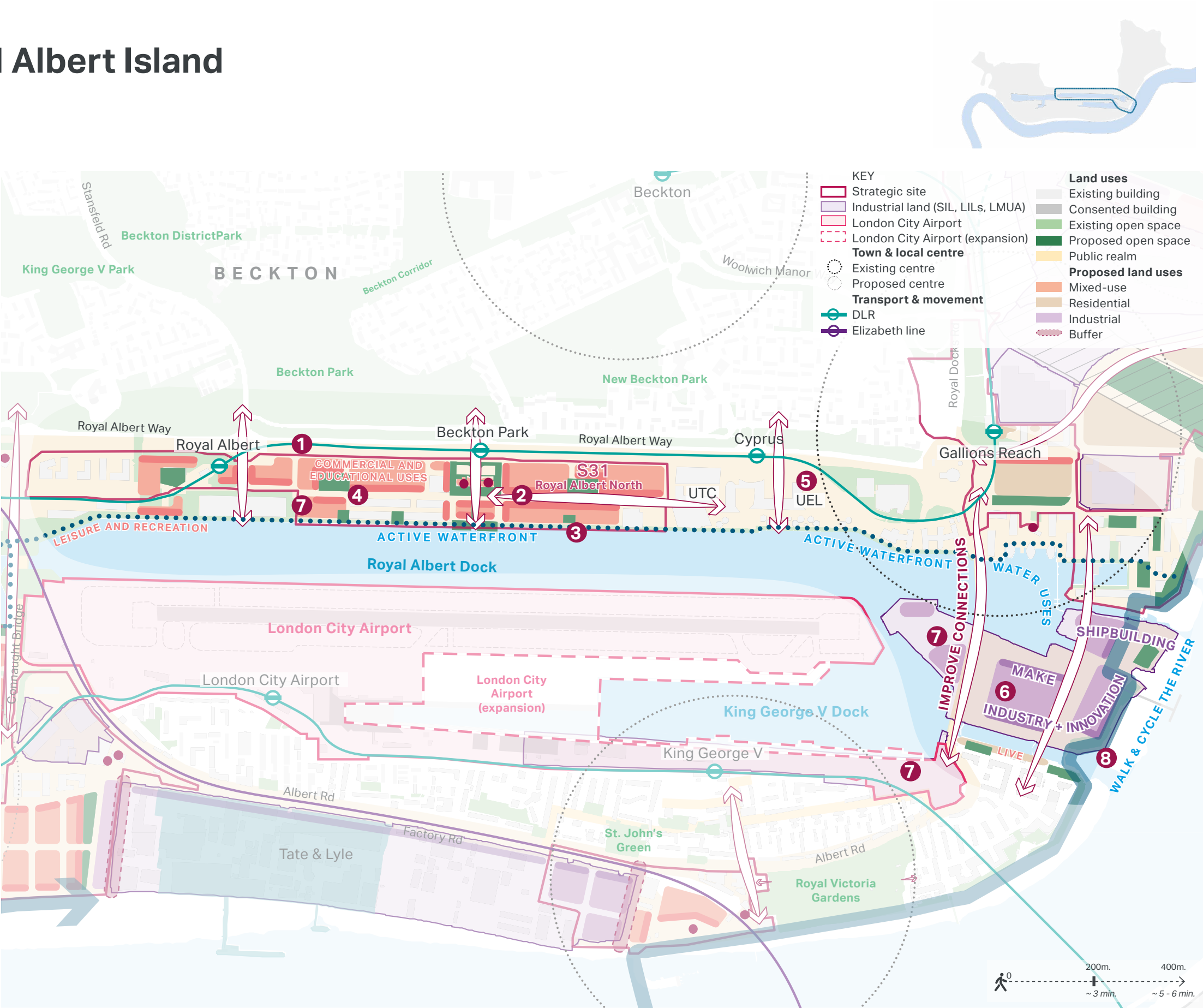


FIG 4.33 High-level strategies that illustrate how the OAPF could be delivered in Royal Albert Dock and Albert Island

Royal Albert Dock and Albert Island

What this OAPF means for local connections

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Actions

- 1 Royal Albert Way and Woolwich Manor Way**
Make healthy streets improvements to support active travel, improve access to public transport and reduce severance.
- 2 Albert Island development**
Use new development to make direct, high quality, safe walking and cycling connections. Enhance access through new bridge connections.
- 3 Waterside paths**
Create continuous, high quality pedestrian and cycle links along the Thames Path and along Newham Dockside, linking Royal Victoria to Gallions roundabout.
- 4 Local links between UEL, Beckton and Albert Island**
Improve key routes and crossing points from Royal Albert Way, Gallions roundabout and Strait Road into the heart of Beckton. Improve links to UEL and London University Technical College to establish an educational cluster around the university and Albert Island.
- 5 Stansfeld Road**
Create pedestrian- and cycle-friendly links from Royal Albert DLR and Royal Albert Dock to an improved Stansfeld Road, which will be a gateway to the green spaces of Beckton.
- 6 Connaught North**
Improve legibility and public realm east of ExCeL. Minimise the dominance of highways in this area and focus on active travel and multi-functional public space, optimising development opportunities.

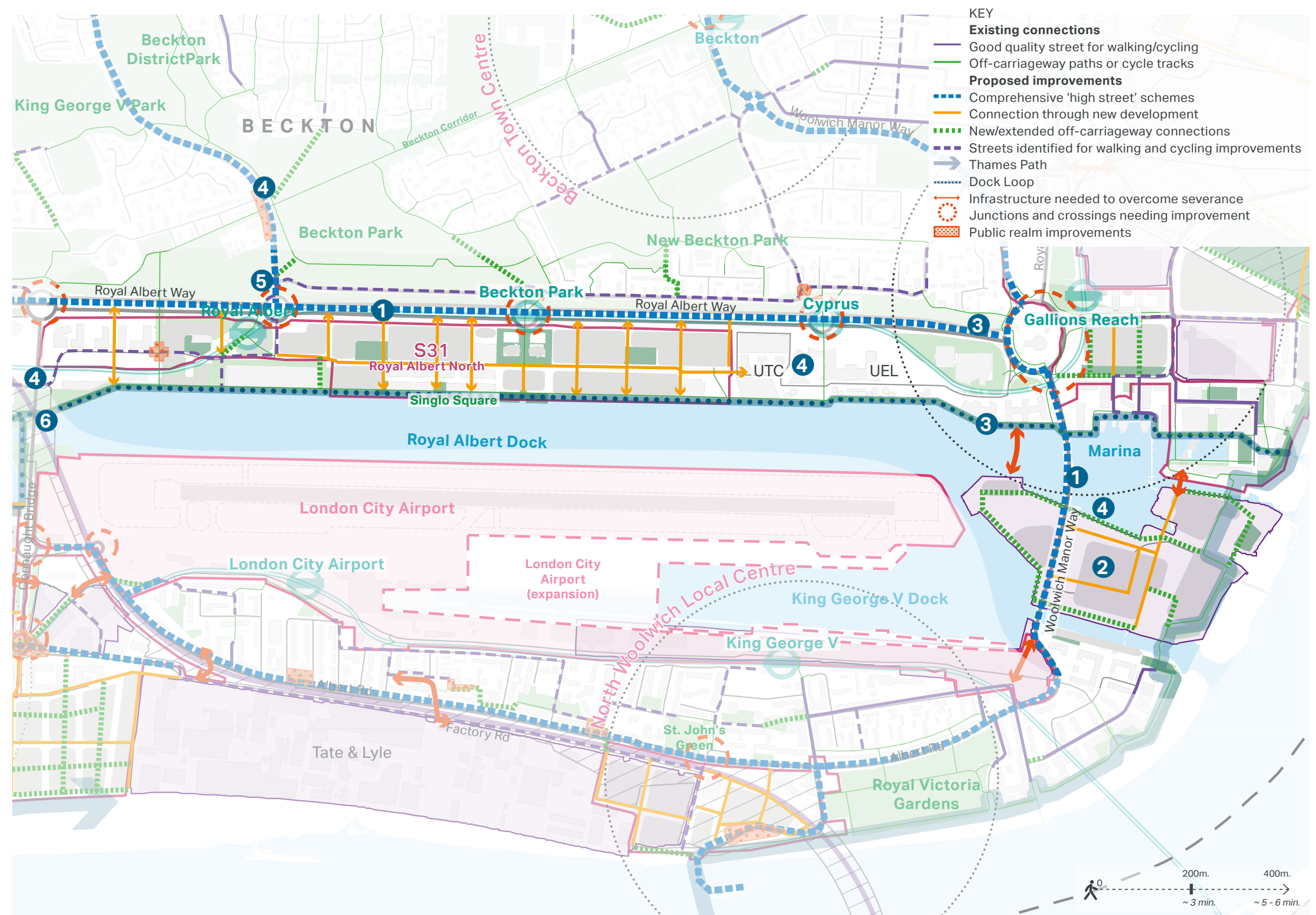


FIG 4.34 High-level strategies that illustrate how the OAPF could be delivered in Royal Albert Dock and Albert Island

North Woolwich

Existing context and character

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Land uses

Historically an industrial area, with significant industrial sites remaining to the south and residential areas to the north. Economic activity is concentrated near to DLR stations to the east and west and along Pier Road and Albert Road.



Public space

There are green and play spaces throughout the area including historic Royal Victoria Gardens and community allotments. Sports facilities also make a positive public contribution. However, this is an area with a deficit of public space.



Buildings and streets

There are post-war council estates, incorporating tower blocks, walk-up blocks and terraces. The local centre is integrated into development, extending the original centre. There are inward-facing neighbourhoods with fragments of late 19th century terraced housing, connected by a series of footpaths.



Heritage and community assets

The former railway station, police station, and the entrance to the foot tunnel are high quality buildings (mainly listed) that make a positive contribution to their surroundings. The Tate Institute is another heritage asset which is locally listed, and could become a new community asset.

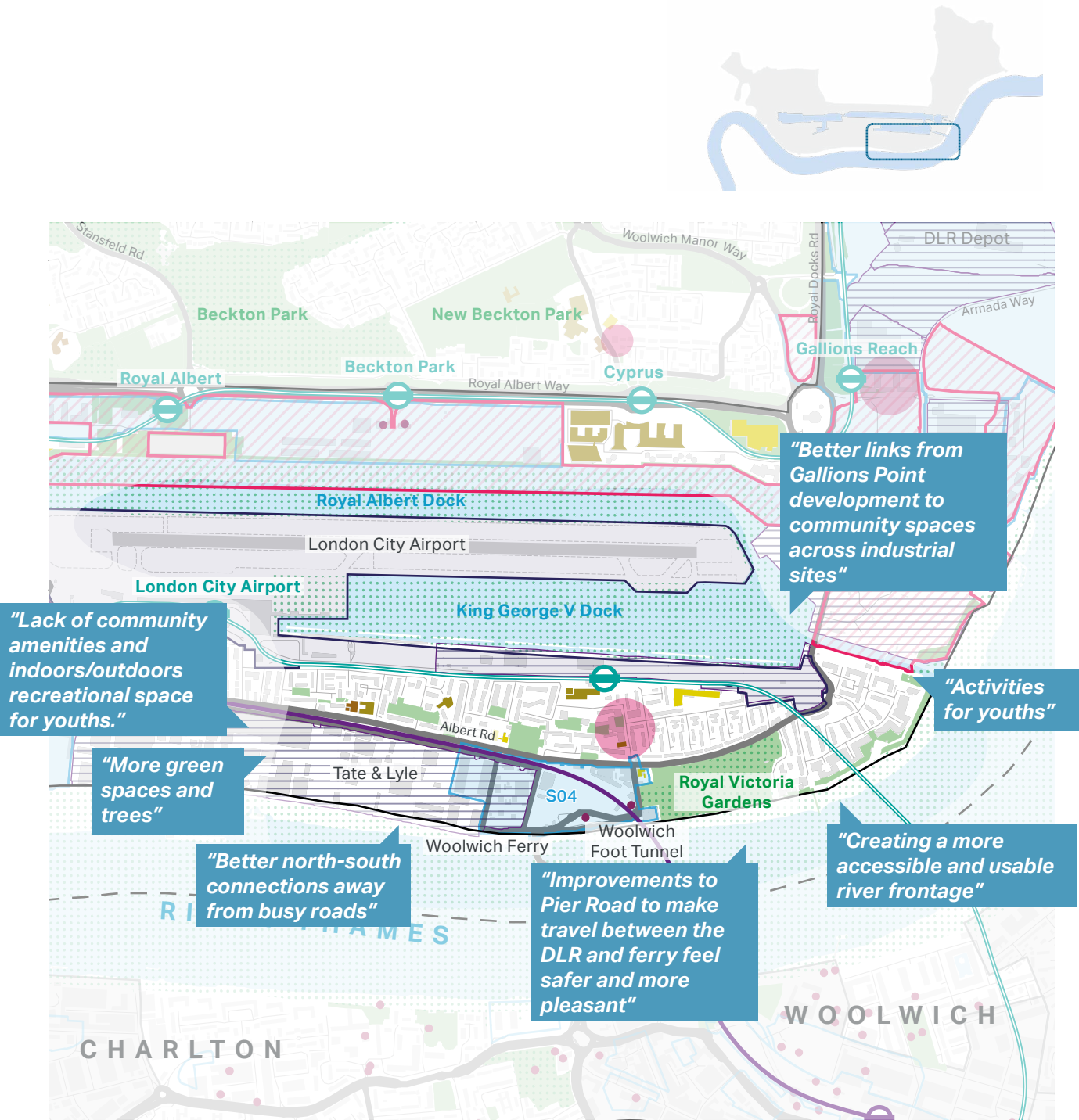


FIG 4.35 North Woolwich - Existing context

KEY

Borough boundary

OA boundary

Strategic site

Industrial land (SIL, LILs, LMUA)

Enterprise Zone

London City Airport

DLR

Elizabeth line

River boat pier

Local centre

Neighbourhood centre

Heritage asset

Open space

SINC area

Education

Community

Health

Comments from Vision and Principles engagement in 2020

North Woolwich

The heart of the Royal Docks

Opportunities

The **local centre** at North Woolwich has the potential to **expand and diversify**, offering more uses to residents and visitors alike from both residential and business communities. These will be supported by **public realm improvements** that promote walking and cycling. The impact of infrastructure like the DLR and Elizabeth line should be mitigated through **new crossings and public art**.

The sections of **North Woolwich Road** between Tidal Basin roundabout and North Woolwich Roundabout, and longer term, **Albert Road** between North Woolwich and Albert Island, will be reconfigured. This will provide high quality, active pedestrian environments at a human scale, and increased cycle and public transport network accessibility. The improvements can benefit those travelling to and from North Woolwich, supporting the **walkable neighbourhoods principles**.

Efforts will be made to amplify **local benefits from the airport**. This includes entrances and public spaces that complement local streets and the network of town and local centres.

Historic assets, such as the dock and dock structures, the Thames, the Victorian heritage around North Woolwich station, Royal Victoria Gardens, and Woolwich Manor Way, are vital for the future growth.

Land use

Local centre evolution



FIG 4.36 Eddington, Cambridge: market square with quality public realm and a diverse offer of services and spaces

- **High quality land uses** that provide services and business opportunities for local people across day and week. This includes community spaces.
- **Public realm** and spaces to provide high quality, active pedestrian and cycling environment at a human scale, with good links to public transport.
- Support and supplement **existing community facilities**, such as Royal Docks learning and activity centre and North Woolwich Library. New facilities should focus on young people and expand the offer of the local centre

Character and urban form

Heritage



FIG 4.37 Royal Arsenal, Woolwich: Grade II and Grade II* buildings have been transformed into flexible space for performance, events, training and education. Image credit: divisare

- **Historic assets** are vital to the area's character and will play an integral role in the evolution of the area.
- Strengthen the role of water by improving and extending safe, inclusive, 24-hour access to the **Thames Path**.
- **Densities** must respond to positively to heritage assets for example North Woolwich Old Station Museum and Royal Victoria Gardens.

Local connections

Making city from infrastructure

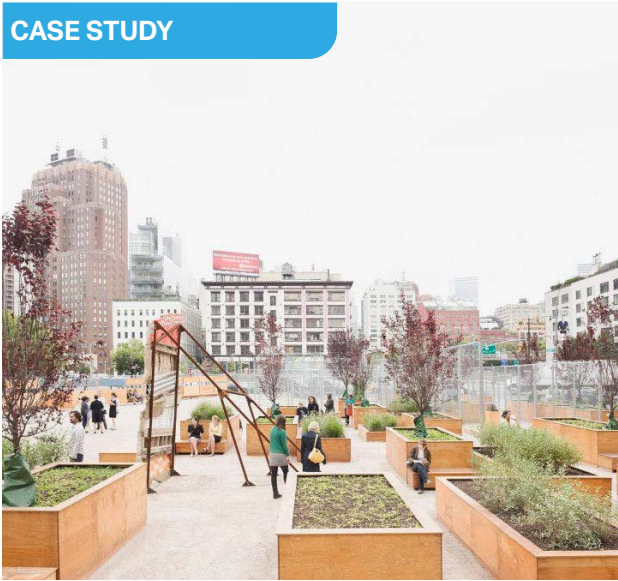


FIG 4.38 LentSpace in New York is a blurred boundary between a construction site and neighbouring land uses. A sculptured garden that illustrates how 'edges' can create a new piece of city. Image credit: [Interboro](#)

- **Integrate London City Airport** with surroundings to amplify its local benefits.
- Bridging the Elizabeth line 'wall' through **edge treatment** and appropriate design solutions.
- **Managing relationships** between historic industrial uses and new mixed-use residential development.
- Mitigating impact of **Woolwich Ferry** with enhanced public realm around the ferry terminal.
- Future development to define **key routes** to Royal Victoria Gardens North Woolwich station, and the river front (via Woolwich foot tunnel).

North Woolwich

What this OAPF means

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4.6

- Actions
- 1

Creative Industry
Potential for development to include affordable/accessible workspace in and around the North Woolwich Gateway Strategic Site, with an emphasis on supporting creative industries.
- 2

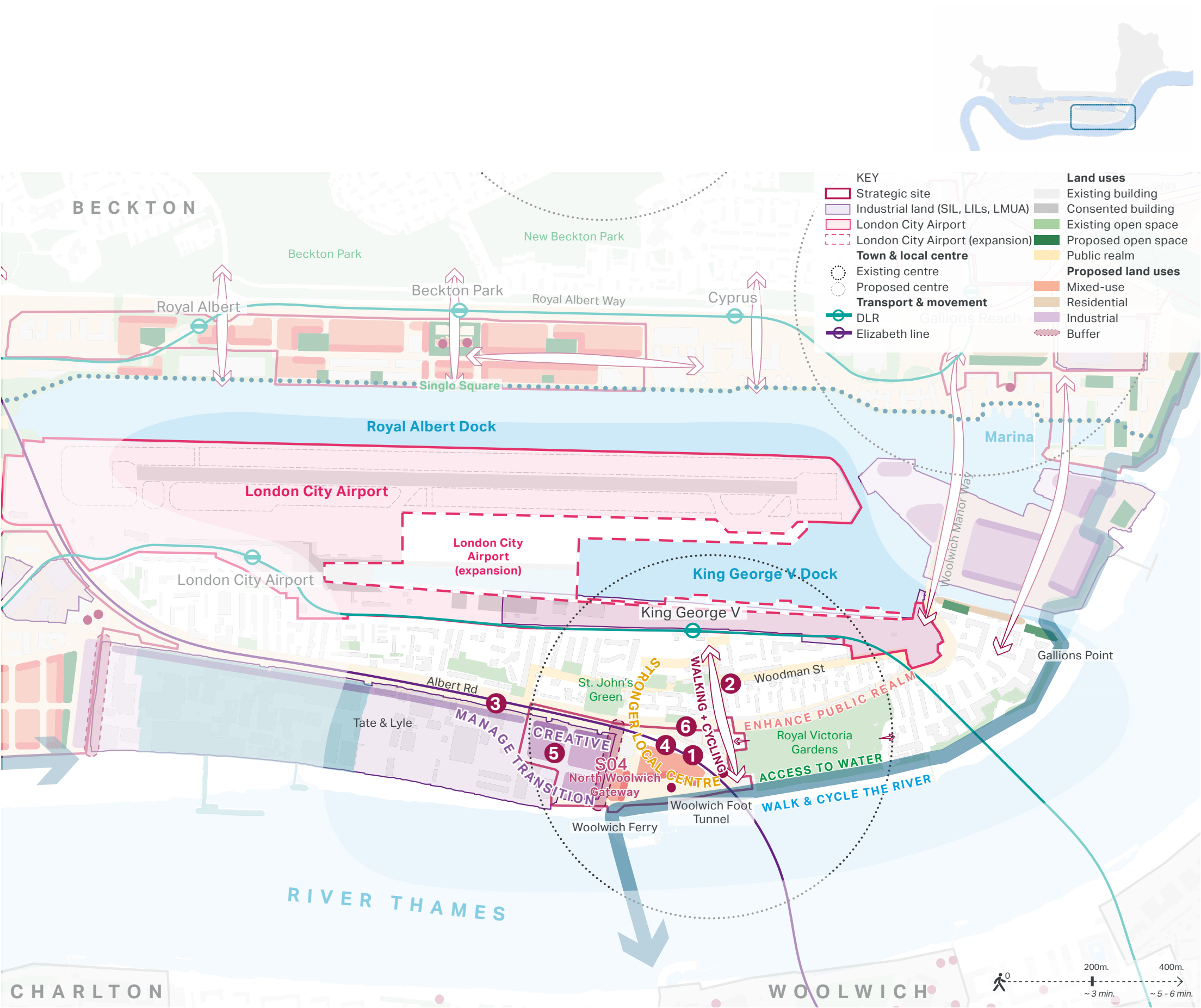
Stronger North Woolwich Local Centre
A walkable neighbourhood should evolve around Pier Parade, the existing local centre. This includes new safe and accessible public spaces at North Woolwich Gateway (S04) and along improved Pier Road.
- 3

Albert Road
Improving and activating the frontages on Albert Road. During engagement, local communities often mentioned anti-social behaviour and lack of maintenance in the area. Active frontages can help to improve perception of safety.
- 4

North Woolwich Gateway
Opportunity for mixed use residential development.
- 5

SIL intensification
Opportunity for SIL intensification. Store Road will be a buffer area between SIL and residential buildings. Green spaces and light industrial uses offer opportunities for managing transitions between different land uses.
- 6

Optimise access to and connection between existing green spaces
Incorporating public green spaces into new developments, and optimising access to, use of and connections between existing parks and green spaces.

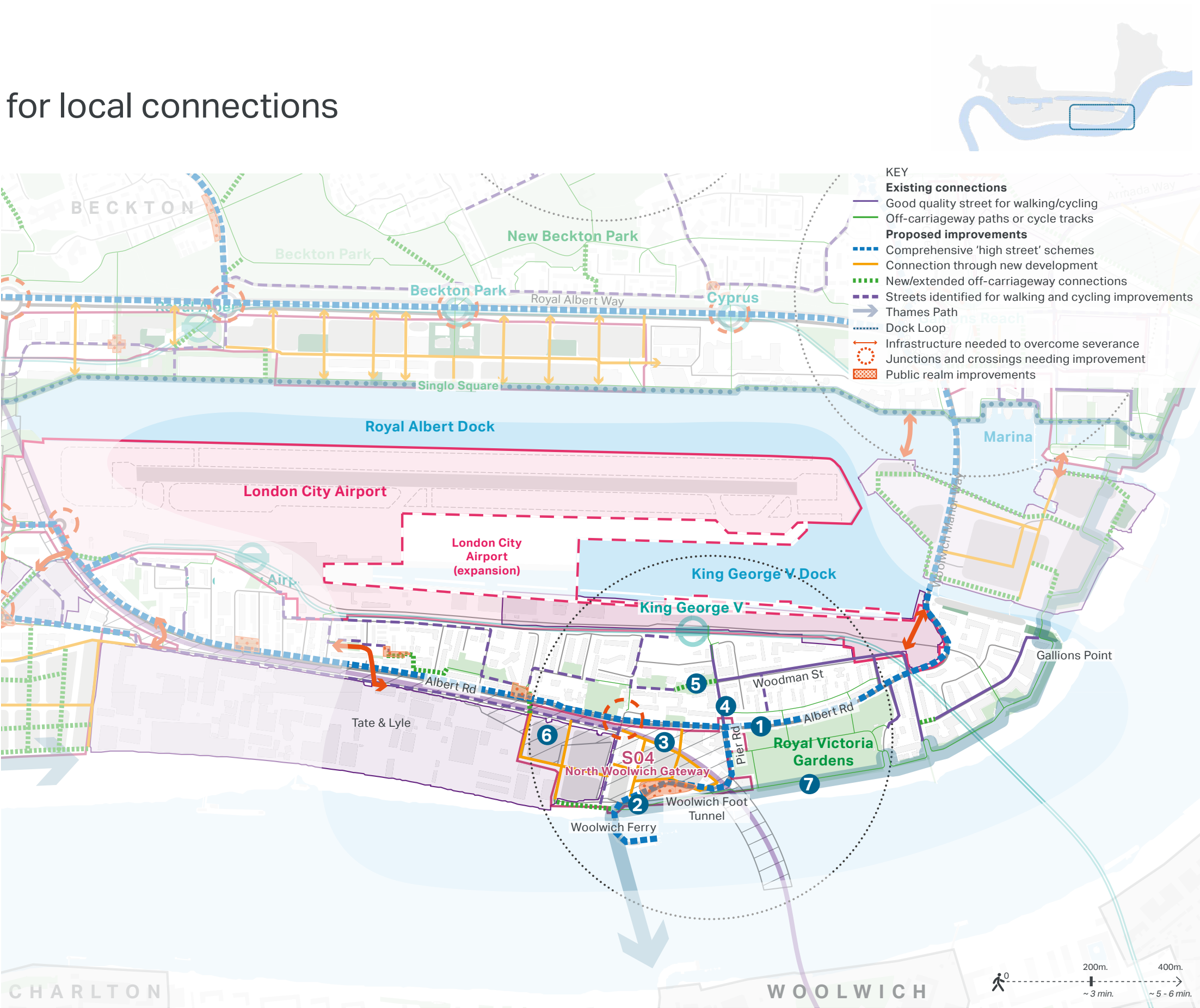


North Woolwich

What this OAPF means for local connections

Actions

- 1 Albert Road**
Reconfigure to provide high quality, active pedestrian and cycling environment at a human scale, with good links to public transport.
- 2 Pier Road and Woolwich Ferry**
Make healthy streets improvements to Pier Road, with enhanced public realm around the ferry terminal. Make enhanced connections to Woodman Street.
- 3 Tackling railway severance**
New or improved bridge links from Thames Road to Hartmann Road and Factory Road to Albert Road.
- 4 North Woolwich Local Centre**
Improve public realm and connections to and through the local centre and to King George V DLR.
- 5 Public space network**
Improve key spaces in residential areas and link via enhanced walking and cycling routes north of Albert Road.
- 6 Streets south of Factory Road**
Tackle severance from large industrial sites and link new developments with existing communities.
- 7 Thames Path**
Extend and improve access to the Thames Path.



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North Woolwich

Local centre

North Woolwich **local centre** will be **enhanced** in terms of the quality and diversity of offer. This will include **public realm interventions** and new/improved local connections. An enhanced neighbourhood will be realised through well-connected complementary uses, pedestrian and cycle connections to neighbouring residential areas, and additional open space provision (with strong potential close to the waterfront). The latter can improve the **diversity and programming of open space** locally, but also tackle the open space deficiency and accessibility within the OA.

Heritage and placemaking should play a key role in shaping this local centre. The development sites will enhance the mix of employment and housing land uses. They will deliver densities that will respond positively to the heritage and existing character assets, such as North Woolwich old station and adjacent Royal Victoria Gardens. The local centre will evolve to focus on industrial and cultural/creative uses to the south, with a greater retail/service focus to the north. Mitigating industrial and residential character through edge treatment (landscape, urban form, gradient and diversity of uses) will be a priority in delivering Good Growth within the local centre.

The lack of **community amenities** (particularly for young people) has emerged as a priority during the consultations.



FIG 4.41 North Woolwich

Accessibility to existing facilities, such as the North Woolwich Library, will be enhanced, whilst new facilities will be supported in new development sites.

There is also an opportunity to **better integrate LCA**, so that commercial and land-side uses make a fuller contribution to the local centre. This includes new public space that forms part of wider strategic network. For example, improvements in the pedestrian and cycle environment along Albert Road could contribute to this, reducing severance.

Local centre priorities

1

Support current employment base (industry and emerging creative clusters) through better proposed land uses and enhanced links.

2

Provide improved connections to major green assets (Royal Victoria Gardens).

3

Enhance community transport and integration of ferry transportation.

4

Support communities to start their business (including spaces to support urban agriculture and food production).

Designation: Local centre

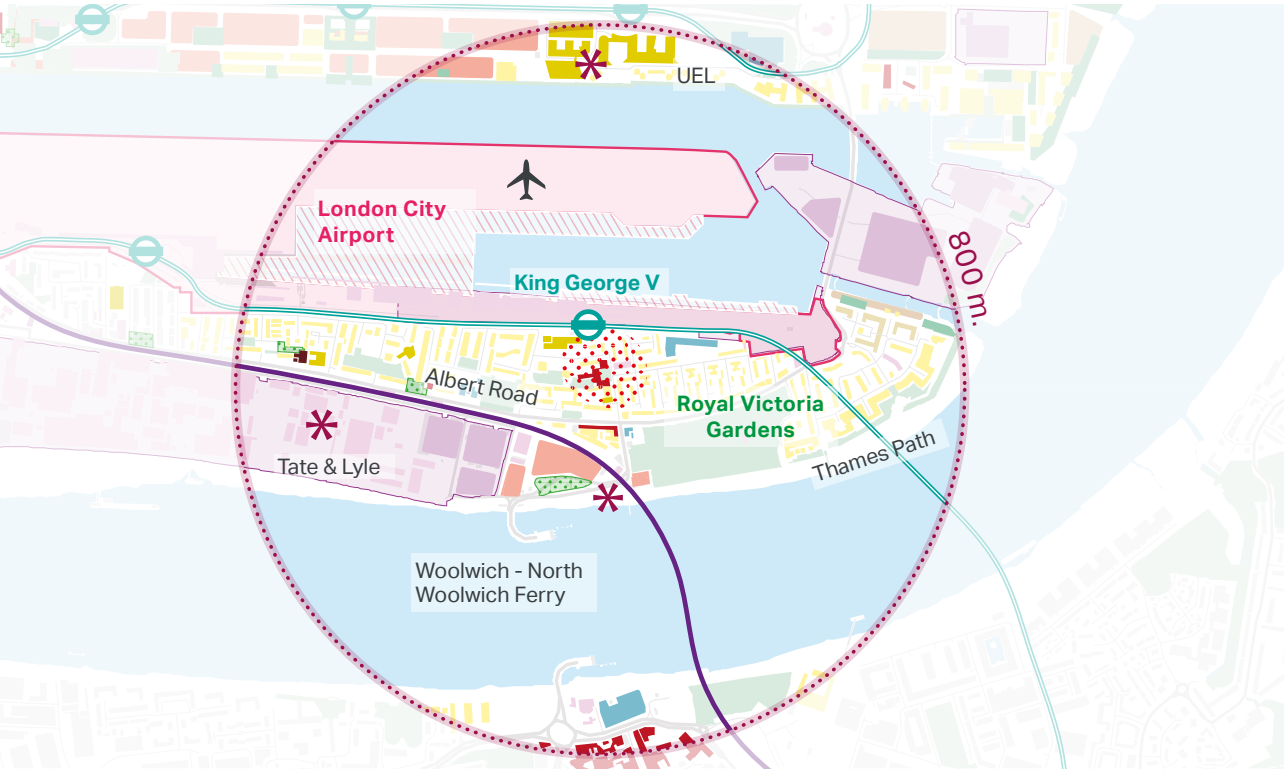


FIG 4.42 North Woolwich land uses

KEY

Existing Ground Floor use

Industrial

Retail

Residential

Culture

Education

Other social & civic use

Proposed Ground Floor use

Intensified industrial

Mixed - use

Residential

Existing open space

Potential open space

Potential public realm improvement

Cultural & economic assets

New, or enhanced local centre uses

Industrial land (SIL, LIL, LMUA)

London City Airport

London City Airport Expansion

DLR

Elizabeth line

Main potential non-residential uses:
Industrial, services, retail, creative industries

North Woolwich Employment Land

The SIL is a large industrial site, currently occupied by Go Ahead Bus Garage, and large footprint single-storey industrial buildings. There is minimal public realm, and limited north/south connectivity.

The area has the potential to accommodate more intense industrial development in the western portion of the site. Lighter industrial uses complementing mixed-use development could be accommodated in the east. This could include creative, manufacturing, and logistics uses.

Opportunities

- Potential for creative industries
- Light industrial along Store Road, becoming heavier on the west side of the site boundary

Key considerations

- West site on SIL currently owned by TfL for Elizabeth line works



FIG 4.43 Existing context at North Woolwich SIL

- KEY
- Strategic Industrial Locations (SIL)
 - Industrial land (LILs)
 - Development sites in OA (allocated in LBN Local Plan)
 - London City Airport
 - Key cultural asset
 - Elizabeth line

- Existing Uses: Industrial
- Potential Uses: Creative, manufacturing, and logistics uses

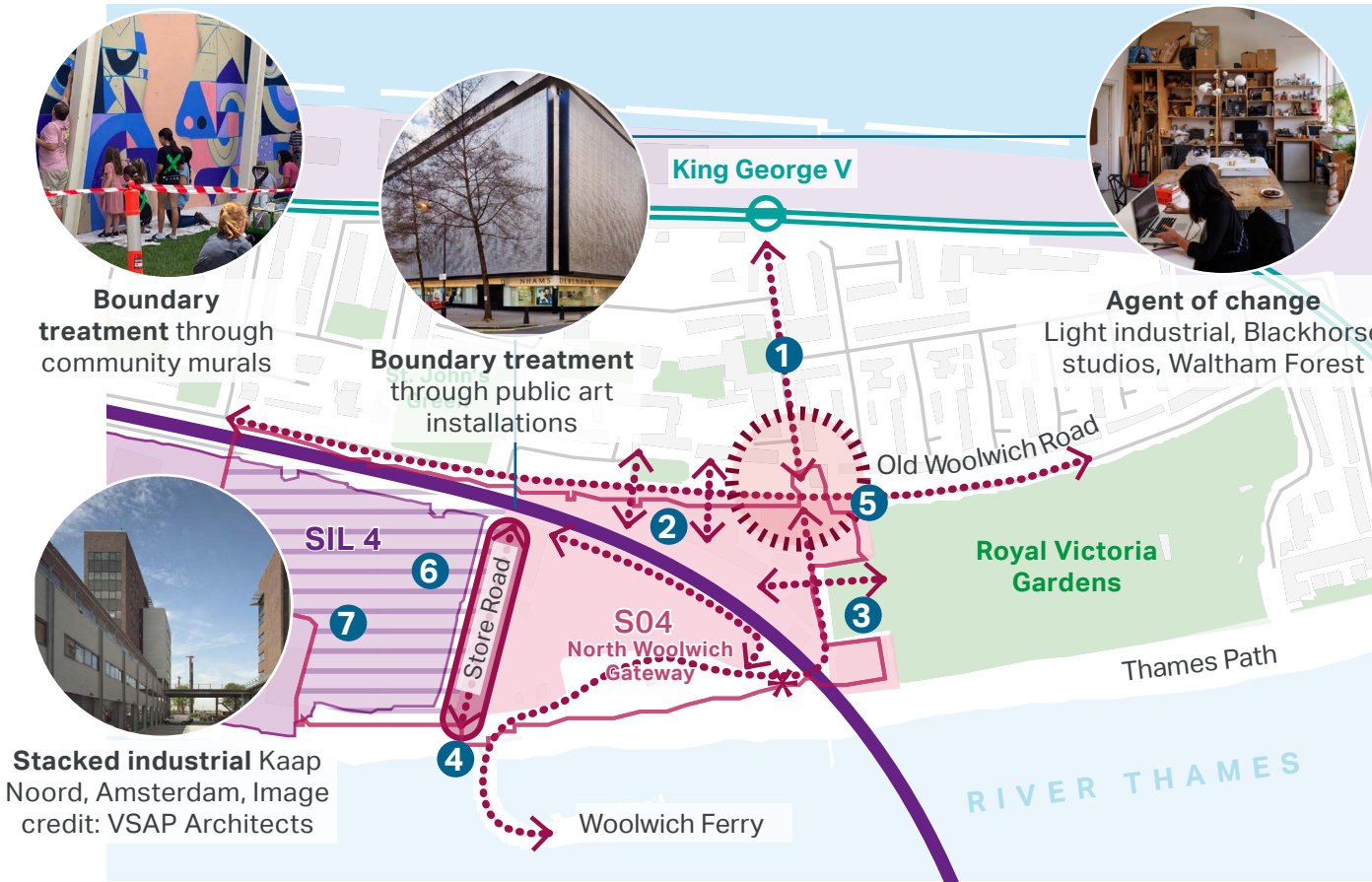
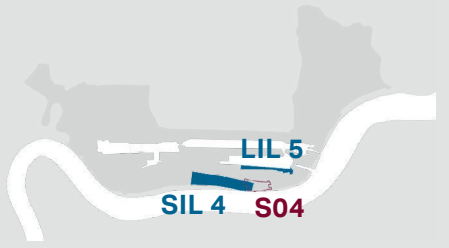


FIG 4.44 Encourage use of vacant land and intensify SIL

KEY

- Potential intensification on SIL
- Existing SIL
- Existing LSIS
- Potential mixed-use
- Key open space
- Strategic links
- Agent of change
- DLR
- Elizabeth line
- Junction improvement
- Key cultural asset

1 Improving the connection to the local high street and to King George V station.

2 Improving and activating the frontages on Albert Road.

3 Improving the connection to Royal Victoria Gardens.

4 An opportunity to re-route Pier Road through Store Road to improve pedestrian connection and safety of Royal Victoria gardens.

5 Old Woolwich Road potential for creative industries.

6 Potential for large stacked industrial with yard space within Tate & Lyle site.

7 West site on SIL currently owned by TfL for Elizabeth line works.

Beckton Riverside

Existing context and character

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4.7



Image credit: Thomas Nugent

Land uses

Riverside location occupied by the Gallions Reach retail park, utilities infrastructure including DLR depot and sewage treatment works, industrial and logistics uses, and some vacant land. Pockets of vacant land, with some emerging residential development in the south along Armada Way.



Image credit: completelyindustrial.co.uk

Buildings and streets

Lack of connected streets and severance caused by the nature reserve, the A13 corridor, industrial and retail parks and utilities infrastructure. North-south pedestrian routes link residential areas with the Triangle Retail Park, but crucial east-west connections to Thames riverfronts are lacking.



Image credit: Thames Water

Public space

The area contains large areas of open land that attract birds and other wildlife, meaning it has various Sites of Importance for Nature Conservation (SINCs), and Metropolitan Open Land designations. However, much of this has limited public access and use and there is a shortage of local public space.



Image credit: Thames Water

Heritage and community assets

The area has long played an important role for development of utility infrastructure. In Victorian times it was the site of an extensive gas works plant and the location of the eastern outlet of Bazelgette's sewer system. This later became the Beckton Sewage Treatment Plant.

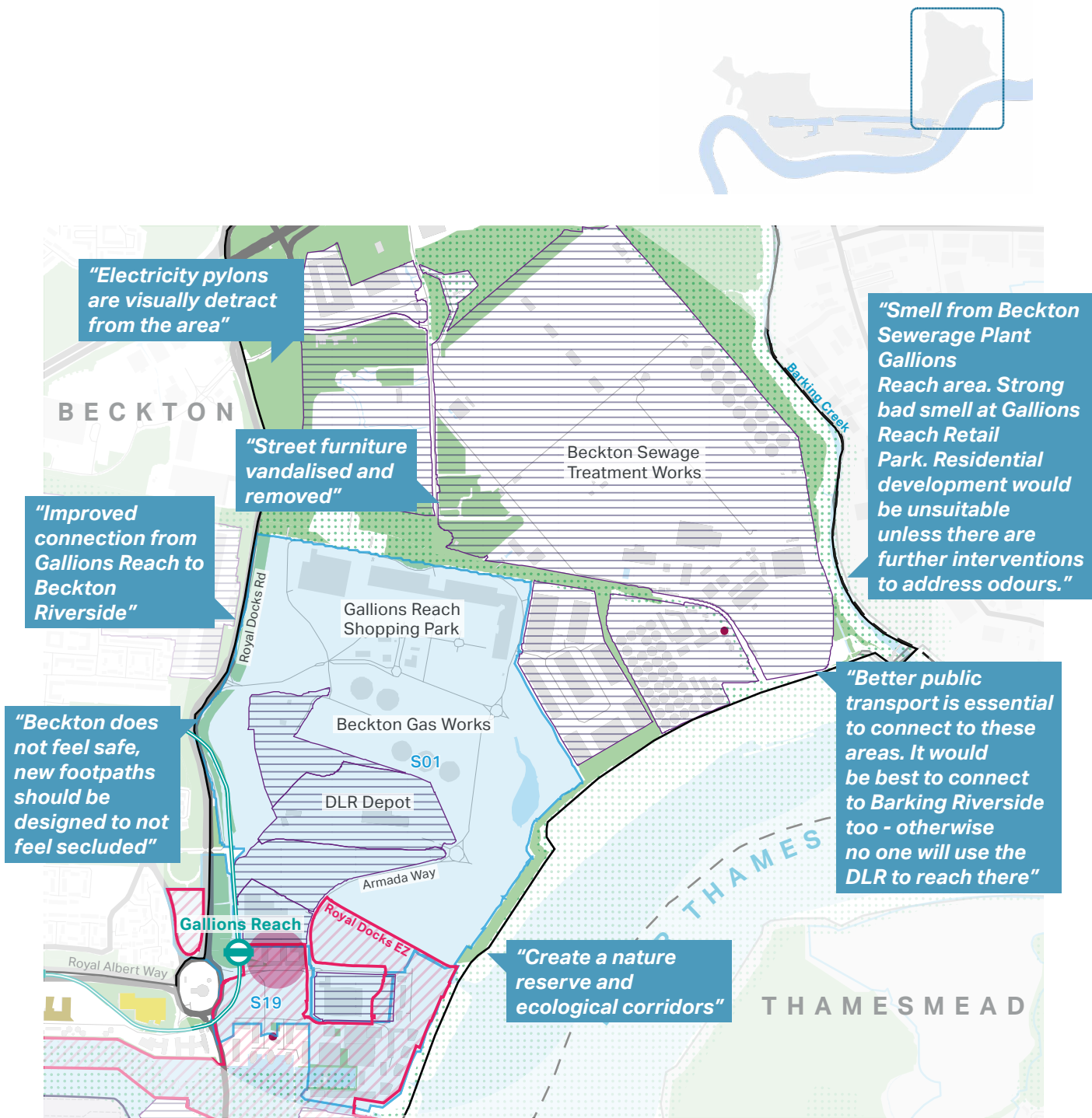


FIG 4.45 Beckton Riverside - Existing context

KEY

- Borough boundary
- OA boundary
- Strategic site
- Industrial land (SIL, LILs, LMUA)
- Enterprise Zone
- London City Airport
- DLR
- Elizabeth line
- River boat pier

- Local centre
- Neighbourhood centre
- Heritage asset
- Open space
- SINC area
- Education
- Community
- Health
- Comments from Vision and Principles engagement in 2020

Beckton Riverside

A major town centre

Opportunities

Beckton Riverside will evolve and intensify to become a **major town centre** with a local and strategic role. A cohesive masterplan should be developed for the variety of sites within S01. This should realise the opportunity of a major town centre aligned along north section of Armada Way and supported by a **DLR extension***.

Growth at Beckton Riverside will feature new housing in vertical mixed-use formats, and new streets and spaces that promote walking and cycling. The new town centre will build on the strengths of the **established retail centre, riverside location, good road access, and continuous pedestrian and cyclist riverside access.**

Land safeguarded for a **Thames crossing** could accommodate temporary meanwhile uses, including new public spaces. Future release of the safeguarding would transform the development potential of the area. New homes, schools, and green space could be unlocked, with better connections to Beckton and Newham. A network of well-sized and diverse green spaces is key for the area. Green/blue spaces will enhance local wildlife and biodiversity, including signage and ecological links.

Upgrades to existing sewage treatment works will be required to manage **odours**. Potential to use heat energy from sewage treatment to provide low carbon heating for new development.

Land use

Major new town centre



FIG 4.46 Canada Water, London. Area transformed into a new mixed-use town centre that has the intimacy and animation of a traditional high street. Image credit: Tim Crocker

- **Contemporary town centre;** density around a significant new public space (policy vision).
- Uses to potentially include **a range of commercial uses.** This may include workspace, healthcare, leisure and places to eat and drink, and urban logistics. Town square to be accessible from the town centre, potentially near the future transport hub.
- **Good connections** and relationship to the surrounding SIL sites will attract workers into the new town centre. Critical mass as development and infrastructure evolves.
- **Social infrastructure** and community wealth building, including new schools, and youth programmes.

* In the absence of a DLR, an alternative strategy may include retail park, some mixed-used development and industrial intensification. This would be supported by new active travel and bus routes.

Character and urban form

Landscape led-design

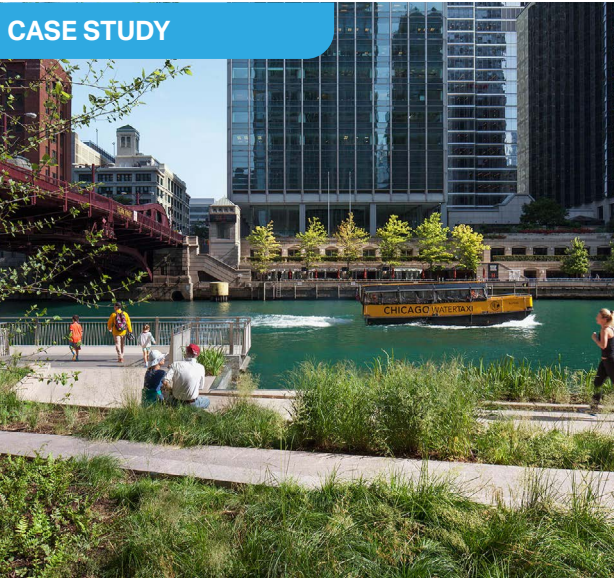


FIG 4.47 Chicago Riverwalk: An extension to an existing river level space has now become a one-and-a-half-mile-long park that has created a series of new civic places that enrich and diversifies city life

- **A central civic square** would be part of a network of open spaces, including a new park, green spaces, and riverside walk.
- **A network of green and blue spaces,** informed by IWMS, that improve access for all to MOL and the Thames.
- **Odour testing** to determine position and scale of mitigation between new development and Sewage Treatment Works, aligned with Agent of Change principles.

Local connections

Integrating the DLR extension



FIG 4.48 In Delft, The Netherlands the new train station created a new piece of city unlocking the water, enabling walking and cycling routes, attracting a range of town centre uses and steering new development. Image credit: Mecanoo

- Opportunity to improve **Armada Way** and turn it into a route for pedestrians, cyclists and buses.
- **Links to the new station** - for example, under-viaduct links, bridges, over-station development - should be intuitive, direct, high quality and prioritised for active modes and buses.
- Development should ensure that constraints and opportunities offered by different **DLR alignment** options are factored into any future plans for Beckton Riverside. This includes an elevated or a sunken new DLR station.

Beckton Riverside

What this OAPF means

Actions

- 1 Beckton Riverside Centre**
A new DLR station and cohesive masterplan will enable a town centre at Beckton Riverside. This would be aligned along the northern section of Armada Way, and supported by improved local connections*.
- 2 Armada Way**
An improved Armada Way with better connection to Gallions Reach Station.
- 3 Light Industrial uses**
Industrial uses could be located along the north of the site, buffering new homes from the SIL and sewage plant further north.
- 4 Safeguarded area**
Meanwhile uses with potential for future release.
- 5 Green spaces**
New green and open space will be provided within the new town centre, around the new DLR station and within new developments.
- 6 Royal Docks Road**
Connection to Beckton Town Centre requires improvement to the junction with Royal Docks Road and potential new gateway.
- 7 Beckton Waterfront**
Mixed-use neighbourhood with enhanced waterfront. This includes completing the gap in the Thames Path through this waterfront and, potentially, providing a Clipper Pier. Culture offer can also be supported.
- 8 Social infrastructure**
New social and community infrastructure will be provided to support significant growth in the area. Some of this can contribute to the mix of uses in the town centre.
- 9 New schools at S01: Beckton Riverside**

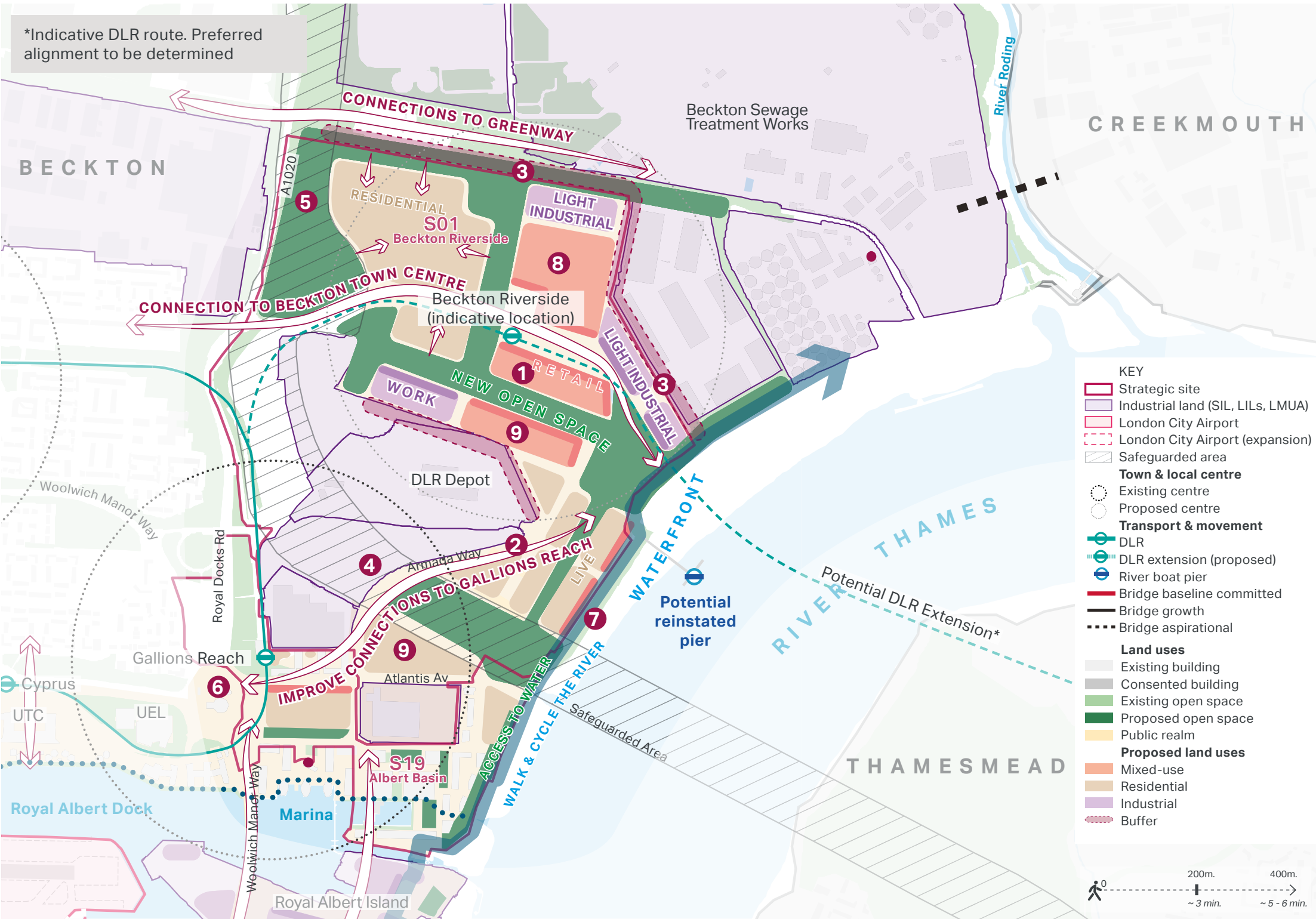


FIG 4.49 High-level strategies that illustrate how the OAPF could be delivered in Beckton Riverside

Beckton Riverside

What this OAPF means for local connections

Actions

- 1 DLR extension**
Extension from Beckton to Thamesmead Central with a new station at Beckton Riverside, unlocking large-scale development on site.
- 2 New grid of streets**
Movement network in new development that prioritises walking, cycling and access to public transport. It will also support improvements to bus services - direct links to Beckton Centre, the future new town centre, Albert Island and Barking.
- 3 Connect across Royal Docks Way**
Make new crossings over or under Royal Docks Way, extend and improve local links to the west to help connect communities on either side, and tackle pedestrian severance at major junctions, particularly Gallions Roundabout.
- 4 Armada Way**
Transform retained sections of Armada Way into Healthy Streets, helping to provide active connections between Beckton, Beckton Riverside and Gallion's Reach.
- 5 Thames Path**
Complete the Thames Path through the waterfront area, ensuring safe, inclusive, 24-hour access for walking and cycling.
- 6 Green links**
Extend the Greenway along the boundary with the SIL. Also, connect with the existing off-carriageway network to Beckton and Gallions Reach, and provide green links into the emerging new town centre.
- 7 Reinstated pier**
Opportunity to reinstate a pier, for river services.

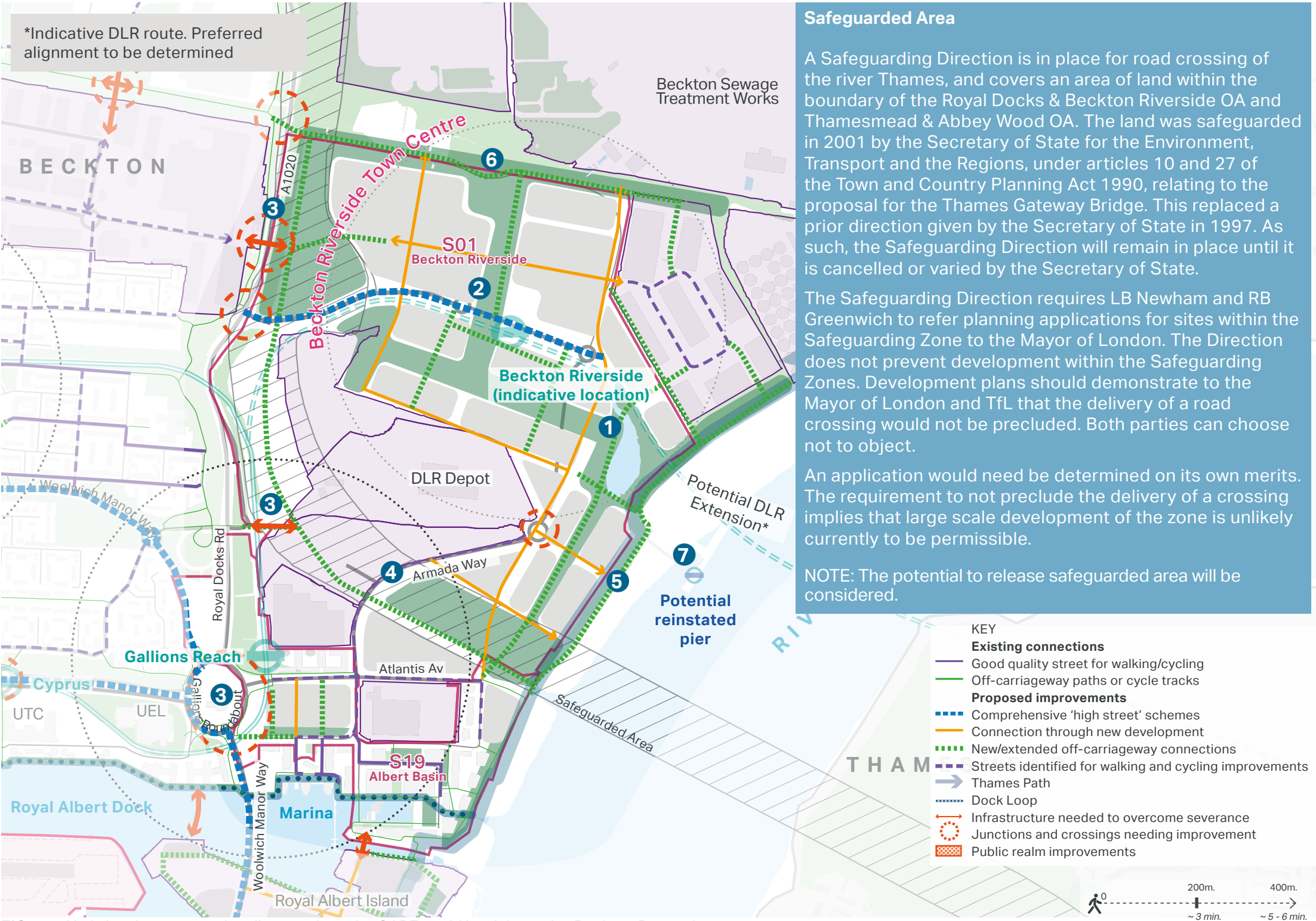


FIG 4.50 High-level strategies that illustrate how the OAPF could be delivered in Beckton Riverside

Safeguarded Area

A Safeguarding Direction is in place for road crossing of the river Thames, and covers an area of land within the boundary of the Royal Docks & Beckton Riverside OA and Thamesmead & Abbey Wood OA. The land was safeguarded in 2001 by the Secretary of State for the Environment, Transport and the Regions, under articles 10 and 27 of the Town and Country Planning Act 1990, relating to the proposal for the Thames Gateway Bridge. This replaced a prior direction given by the Secretary of State in 1997. As such, the Safeguarding Direction will remain in place until it is cancelled or varied by the Secretary of State.

The Safeguarding Direction requires LB Newham and RB Greenwich to refer planning applications for sites within the Safeguarding Zone to the Mayor of London. The Direction does not prevent development within the Safeguarding Zones. Development plans should demonstrate to the Mayor of London and TfL that the delivery of a road crossing would not be precluded. Both parties can choose not to object.

An application would need to be determined on its own merits. The requirement to not preclude the delivery of a crossing implies that large scale development of the zone is unlikely currently to be permissible.

NOTE: The potential to release safeguarded area will be considered.



Image credit: Sam Bush,
Tian Khee Siong

5 Supporting Good Growth with Transport

Through analysis and stakeholder and public engagement, it has been identified that improved transport and local connections are required to support the scale of growth. The OA is made up of a series of separate and distinct places and land uses and currently moving between these areas is often difficult, especially on foot due to barriers, over-scaled road infrastructure, and distances between places.

This OAPF proposes actions and recommendations to tackle these barriers and ensure that future development is well-connected by sustainable transport modes.

Chapter contents

- 5.1 A Good Public Transport Experience
- 5.2 Transport Connections
- 5.3 Local Connections

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5.1

A Good Public Transport Experience

As it grows, the city requires public transport capacity to reduce crowding and support increasing numbers of people travelling more actively, efficiently and sustainably, without overcrowding.

A **good public transport** experience requires catering for the whole journey, with all its stages, from its planning to the return home. All public transport journeys start or finish on foot or by cycle, and half of all walking in London is done to or from public transport stations or stops. It is essential to integrate all public transport with improvements to street environments, and provides Londoners with attractive alternatives to car use.

This OA has a **sustainable travel target** with a range of 85-90 per cent - reflecting the size and characteristics of the different areas it covers. This target is aligned with the overall MTS aim for 80 per cent of all travel in London to be made on foot, cycle or public transport by 2041.

To enable this, and the benefits it brings to public health, air quality and reduced carbon emissions, a **step-change** across the OA is needed in the extent and accessibility of public transport services, the quality of the walking and cycling environment and the provision of great, well designed public spaces to support the mix of uses and levels of activity proposed.



FIG 5.1 Walking, cycling, and public transport should be prioritised. Image credit: Sam Bush

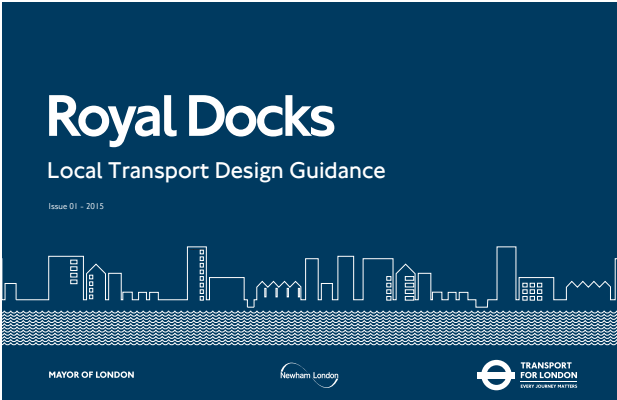
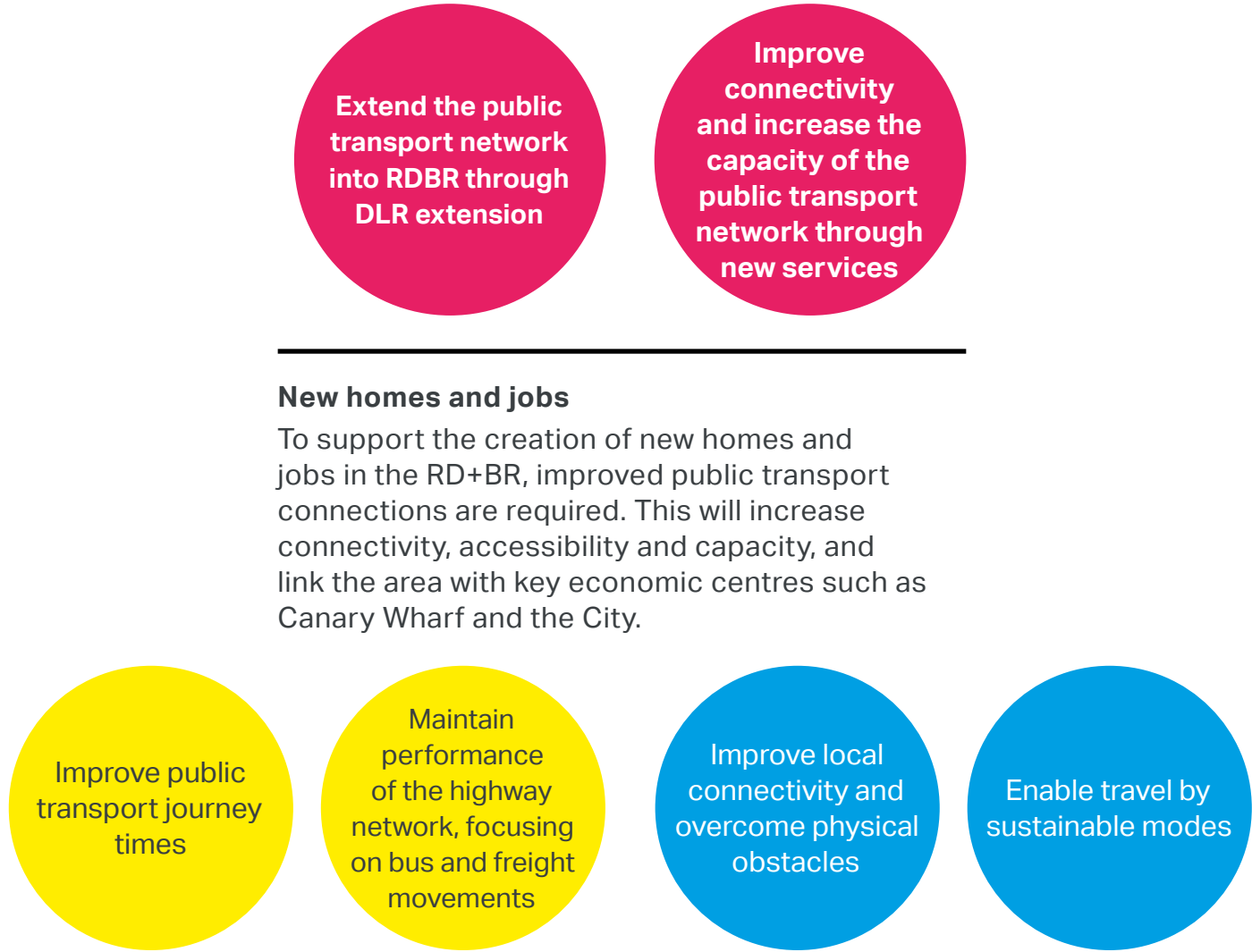


FIG 5.2 Royal Docks - Transport Design Guidance



A good public transport experience

In promoting a good public transport experience for residents, an increase in the availability, quality and reliability of public transport services is required.

Healthy streets and healthy people

Ambitious improvements to streets, parks and public spaces are needed to remove car dependency, make active travel the preference for accessing local services and support access to public transport.

FIG 5.3 Unlocking Good Growth with transport - objectives

Transport Connections

Transport Challenges

Current public transport provision is largely dictated by radial links to the Central Activities Zone. The current rail-based provision for the area is provided by the Jubilee line at Canning Town, the Elizabeth line at Custom House and the Docklands Light Railway (DLR).

DLR connections include services between Beckton and Tower Gateway, Stratford and Woolwich Arsenal and also between Bank and Woolwich Arsenal. Services to Woolwich Arsenal also call at London City Airport for international connections.

Canning Town is also **an important interchange for buses**, with services being provided along the main spine roads of the area. The supply of local bus services is better to the north of the docks, and provides more borough and regional connectivity.

The areas to the south and east, where development land is concentrated currently has more **limited connectivity** to population and employment centres. It is hoped that these areas will benefit from DLR investment as well as additional bus routes when the Silvertown Tunnel opens in 2025 connecting LB Newham to RB Greenwich.

However, the area is currently **fragmented by transport infrastructure**, the docks and the natural severance of the rivers Lea, Roding and Thames. This creates a barrier to travel and limits travel options for parts of the Opportunity Area (OA) and puts the services that are there under additional pressure.

The eastern and southern borders of the OA suffer from some degree of isolation. The OA is linked by strategic infrastructure corridors, including the A13, DLR and Jubilee line, but lacks integration at a local level.



FIG 5.5 Forecast Public Transport Accessibility Levels

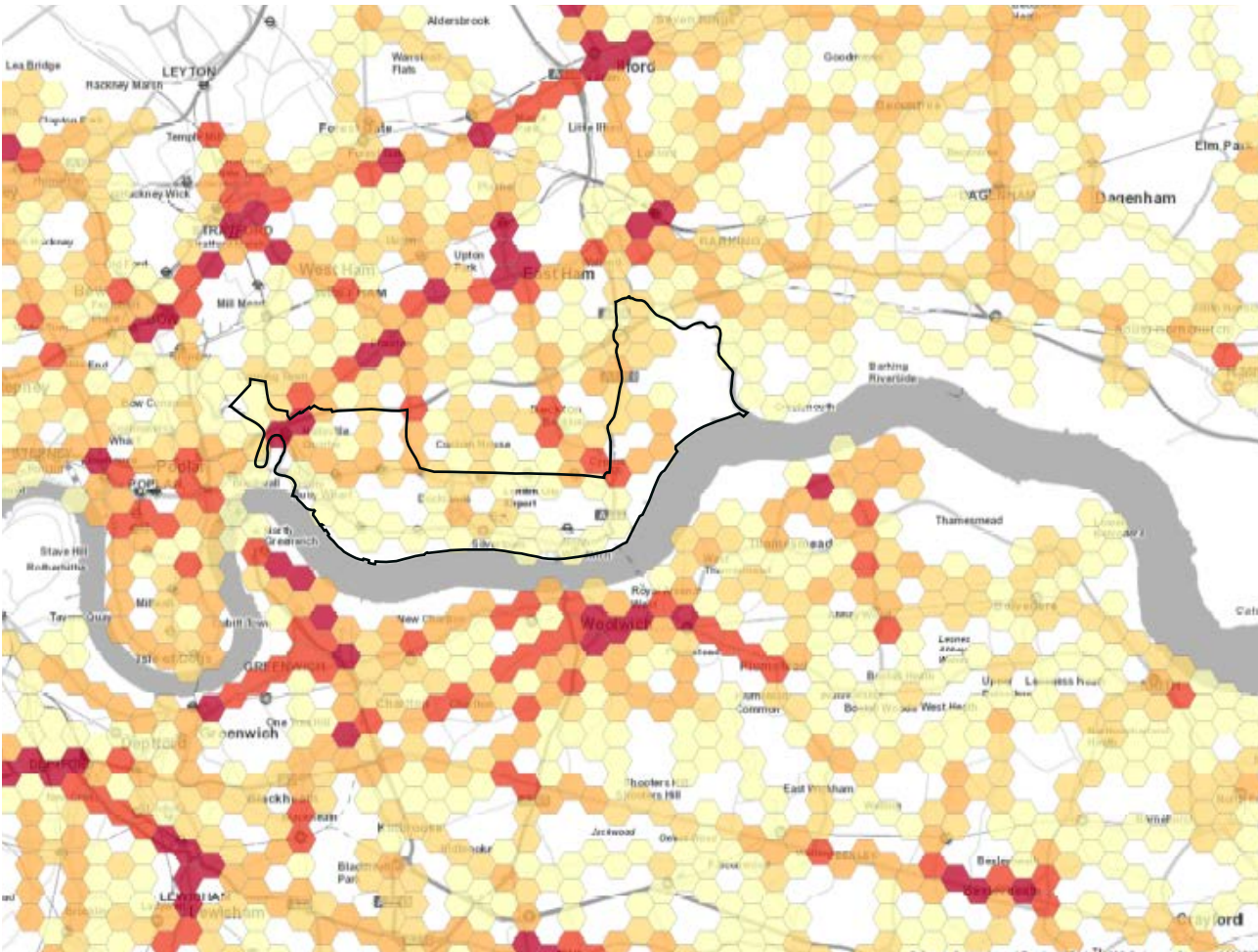
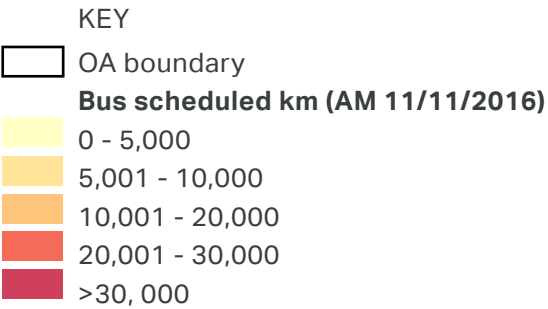


FIG 5.4 Morning Peak Period Scheduled Bus KM. Printed by City Planner

FIG 5.4 illustrates local bus service provision across the area through mapping scheduled morning peak bus kilometres.

The **relative proximity of transport services or accessibility** of an area can be illustrated by Public Transport Accessibility Levels (PTAL) that range from 0 (the worst) to 6b (the best connected). For the majority of the OA, Public Transport Accessibility Levels are around 2 or 3, indicating lower levels of access.



Beckton Riverside in the east of the OA area has a PTAL score of 0. Canning Town is the only development area well served by public transport with a PTAL of 6a. (See FIG 5.5)

P.5
5.2

Transport Connections

Transport Challenges

Investment in the **Elizabeth line** and **improved bus services** to connect to Custom House have improved PTAL in certain parts of the OA. However, further investment will be required to ensure wider improvements to accessibility. For example around Beckton Riverside and Thameside West, which have large growth potentials.

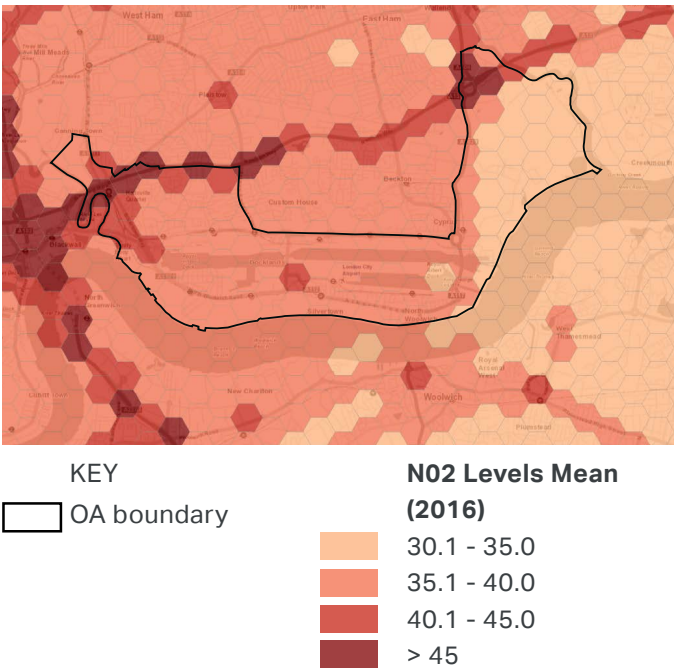
Road traffic to/from the west and east of the area predominantly arrives via the A13. This major arterial corridor is one of the busiest roads in London and suffers from queuing and delays that are forecast to worsen in the future. Any vehicular traffic resulting from the development in the area would further impact local junctions and pinch points downstream. This will also negatively impact local air quality.

The OA will need to contribute in meeting London’s legal **air quality levels** in the future. This includes protecting the health of Londoners and demonstrating a commitment to tackling climate change. Overarching initiatives that help improve air quality, as set out within the [Mayor’s Transport Strategy](#), will be supported through the OAPF. These include measures such as the Ultra-Low Emission Zone (ULEZ). In addition to those, the OAPF proposes a significant package of walking, cycling and public transport measures to support a shift away from private car use and reduce total vehicle kilometres.

These support the objectives of the forthcoming Newham Sustainable Transport Strategy.

The remaining vehicles need to be as clean and energy efficient as possible to support further improvements in air quality. The Mayor’s aim is for all road vehicles driven in London to be **zero emission by 2040**, and the entire transport system to be zero emission by 2050. Diesel is the most significant source of nitrogen oxides (NOx) emissions, which contribute to illegal levels of NO2.

Reducing vehicle emissions will be fundamental to supporting Newham’s social and economic strategy ‘Towards a Better Newham’. This will contribute in implementing in particular the principles identified around health (Pillars 1,2,4 and 6). [FIG 5.6](#) below illustrates where the highest levels of NO2 (micro-grams per cubic metre) in the OA are located.



Development Capacity Assumptions

Transport demand forecasting has been undertaken using TfL’s Strategic Modelling Suite to test the impact of future development on the network. Future scenarios with lower levels (but still significant growth compared to today – Do Minimum) of local development and with more intense OA growth (Growth), combined with London Plan levels of growth elsewhere in London, were developed for the strategic transport models. These were used to review if the mechanised transport networks could accommodate the additional development growth in the morning peak. The morning peak is regarded as the busiest time of the day.

The models can predict future travel patterns by extrapolating current trends and combining with predicted growth in demand from new development. Analysis of the distribution of future **public transport travel patterns** is shown below in [FIG 5.7](#). This analysis shows that while destinations west of the OA (such as the Central Activities Zone – CAZ) account for a large part of the flows, the significance of local destinations for morning peak journeys is also apparent. Nearly one third of morning peak trips by public transport are within the OA itself.

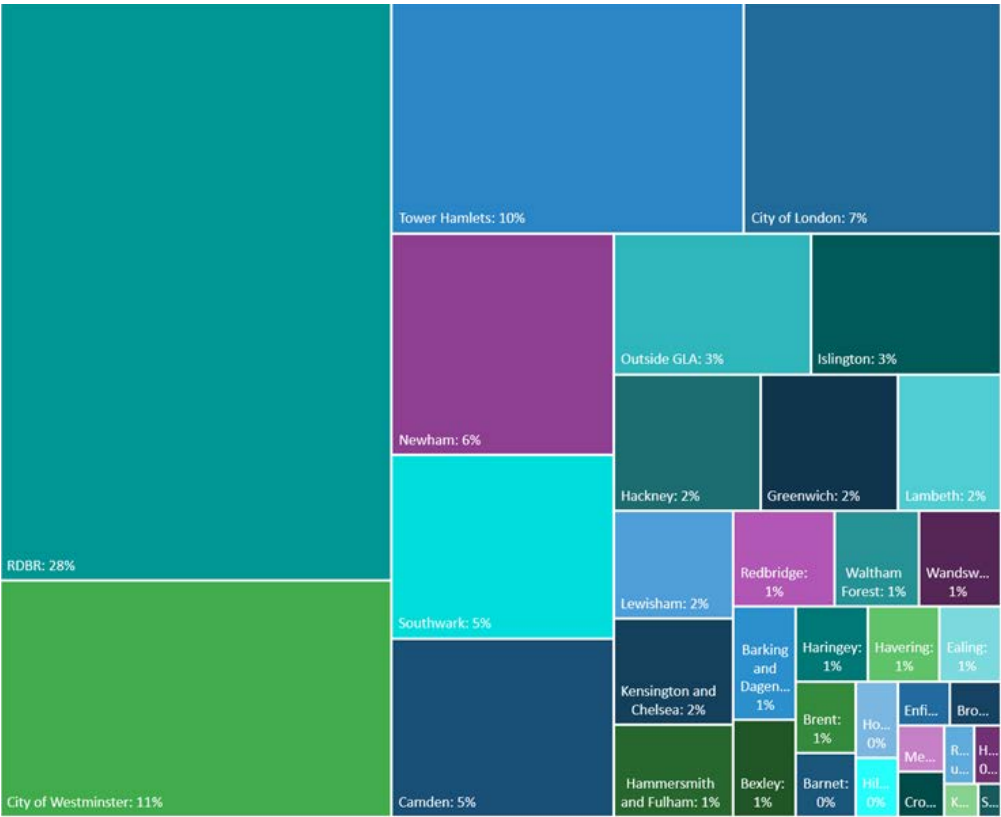


FIG 5.7 Morning Peak Destination by Public Transport

Transport Connections

Public Transport Scenarios

The 2041 modelled scenario includes the proposed growth in the OA and across London, particularly to the east, in line with the London Plan. Most new trips in the area are undertaken by sustainable modes, reflecting the car free development proposed.

The growth in new homes leads to an increase in flows departing the OA mostly to the west, adding to higher overall flows to central London from the east. The DLR experiences increases in westbound flows on the Beckton Branch from **Gallions Reach**, while Elizabeth line services are accessed via interchange at Custom House. Increased employment level in the south results in increases in westbound flows around **West Silvertown** and **Thames Wharf** on the Woolwich branch of the DLR.

FIG 5.9 and FIG 5.10 illustrate the morning peak period (7am to 10am) loading profile of the DLR Beckton and Woolwich branches. The figures account for scenarios representing today and the two forecast growth scenarios.



FIG 5.8 The assumptions in the model reflects car-free (minimal car parking) development

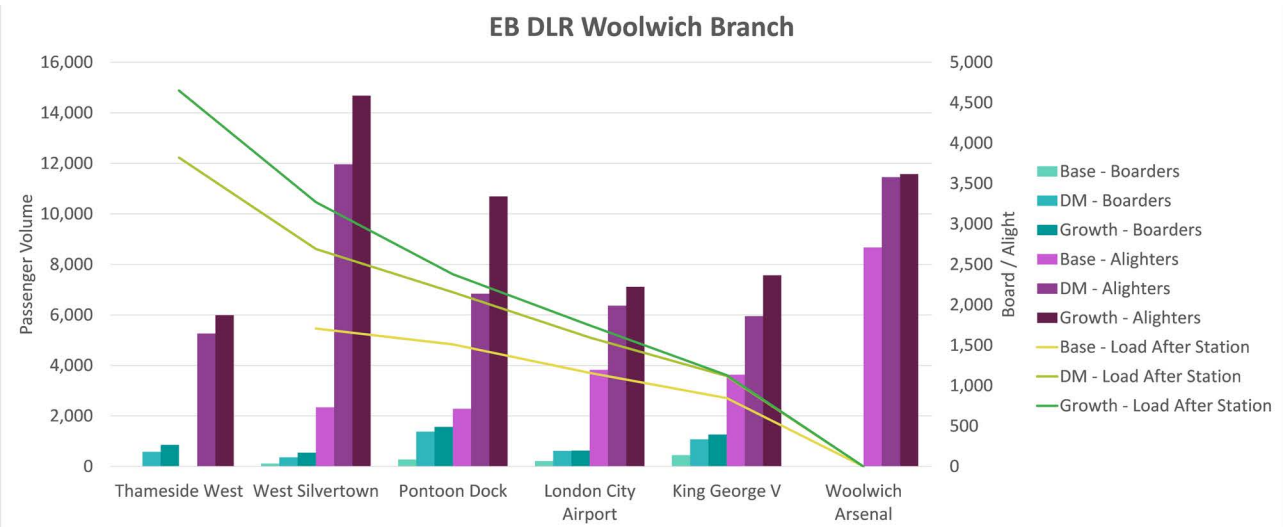


FIG 5.9 Morning Peak DLR Demand Woolwich Branch

The growth in demand at **Gallions Reach** in both future year scenarios reflects the significant new homes proposed in the Beckton area. These levels of growth are unlikely to be accommodated at the station as it is currently, particularly due to its short platforms. Possible new walking and cycling links will be required to better support the growth. These will be strengthened by public transport improvements, including additional bus services as well as a new DLR station (as part of the Thamesmead extension).

Canning Town is an important gateway for the Royal Docks and a key hub for the area. It is also a complex station serving as the juncture of multiple DLR branches, the Jubilee line and bus network. There are already ongoing feasibility studies looking at the impact of forecast growth on the station. Quick win capacity improvements are also being considered as part of these, including digital wayfinding.

Aligned to the London Plan OA standards, the assumptions in the model reflect **car-free** (minimal car parking) development. However, there is still assumed to be 'background growth' in general traffic across the region in both the lower (Do Minimum) and more intensive (Growth) development scenarios. Do Minimum and Growth scenarios are heavily congested in this area. Multiple links are predicted to be very close to capacity and some are over capacity. This is predicted to occur with and without OA growth.

Local roads serving the development sites experience increased traffic levels though the strategic impact on the A13 is more modest. There are traffic increases eastbound and westbound up to A13 / A112 junction. This confirms the need for sustainable transport options as well as car free development in the OA.

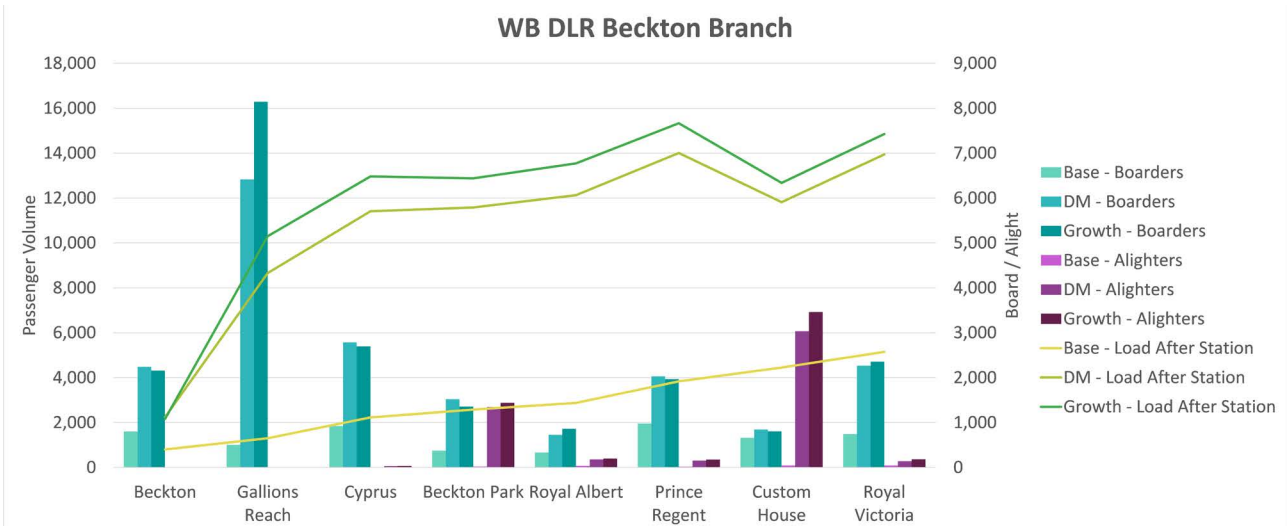


FIG 5.10 Morning Peak DLR Demand Beckton Branch

Transport Connections

Baseline Growth Scenario

Connectivity improvements included in the Baseline:

- 1 Elizabeth line, 2021
- 2 Silvertown Tunnel
- 3 Expanded DLR capacity via Silvertown, 2023 onwards (Docklands Light Railway Amplified Growth Programme HIF)
- 4 North Woolwich Rd improvements
- 5 Pontoon Dock footbridge (Silvertown Quays to Custom House)
- 6 6 DLR station upgrades:
 - Canning Town
 - Royal Victoria
 - Royal Albert
 - Pontoon Dock
 - Beckton Park
 - Gallions Reach

KEY

Strategic Sites

Existing Street Network

Existing Pedestrian and Cycle Routes

DLR

Elizabeth line

Cable car

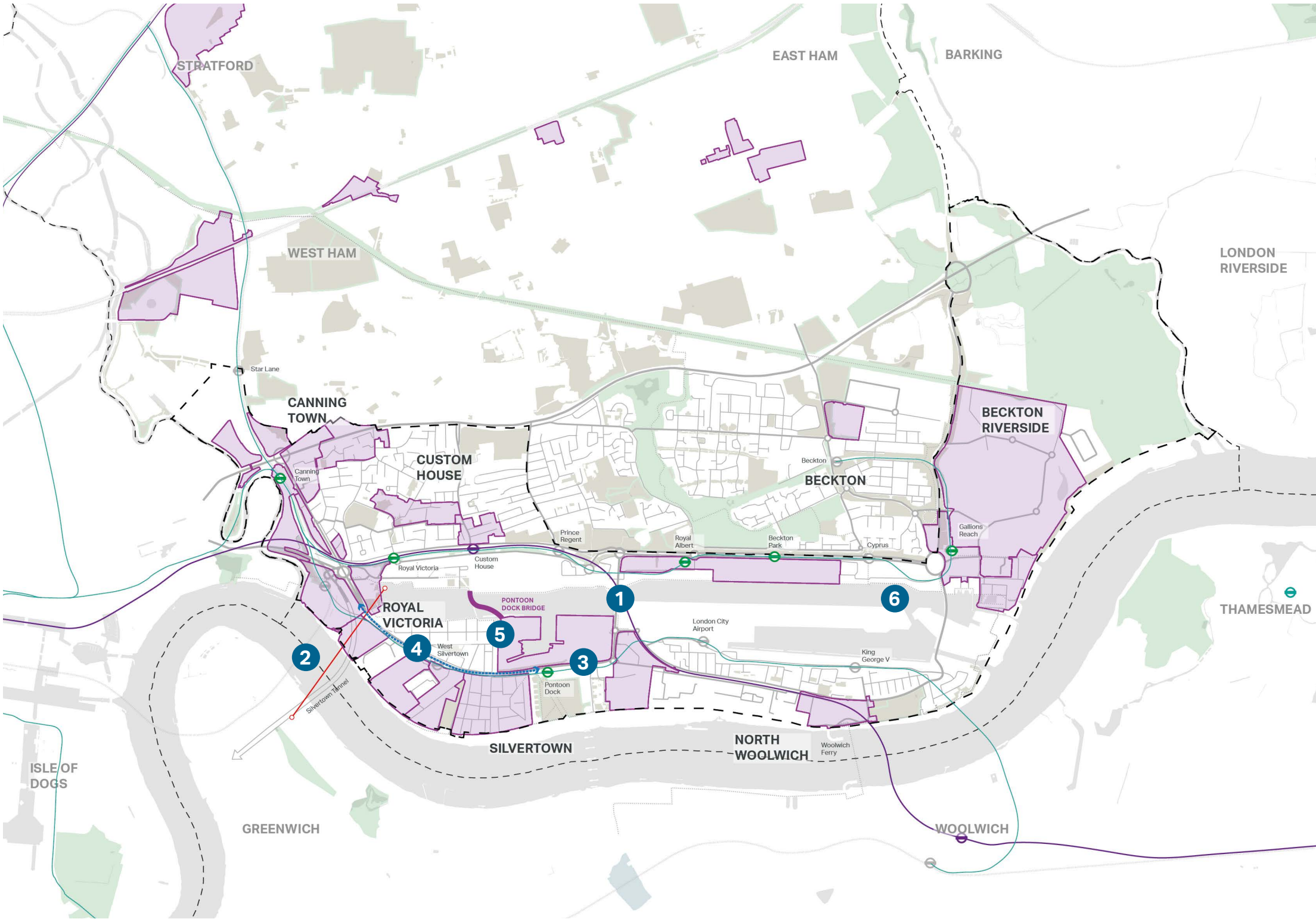
Bridge crossing committed

Potential 'high street' scheme: NWR

Potential station improvements / new stations

Funding

As part of the DLR Housing Infrastructure Fund (HIF) agreement, TfL and GLA have ordered 11 new trains to provide additional rolling stock on the Woolwich and Lewisham branches of the DLR.. These additional trains have been assessed to be critical to supporting additional housing in the Royal Docks and is assumed in our recent work on the Opportunity Area Planning Framework. Discussions are ongoing with Government about next steps on HIF and implications for development in the Royal Docks.



Transport Connections Higher Growth Scenario

'Achievable' connectivity improvements required to accommodate Higher Growth scenario in this OAPF:

- 1 DLR station improvements
- 2 Thames Wharf DLR station and Thames Wharf bridge as part of Thameside West development
- 3 Leamouth Crossing
- 4 Canning Town 24-hour access
- 5 Mayer Parry Bridge
- 6 Poplar Reach Bridge
- 7 North Woolwich Rd improvements extended to Albert Road
- 8 DLR Extension to Thamesmead via Beckton Riverside

KEY

Strategic sites

Existing street network

Existing pedestrian and cycle connections

Existing public transport

Potential street network*

Potential 'high street' schemes

Potential walking/ cycling improvements

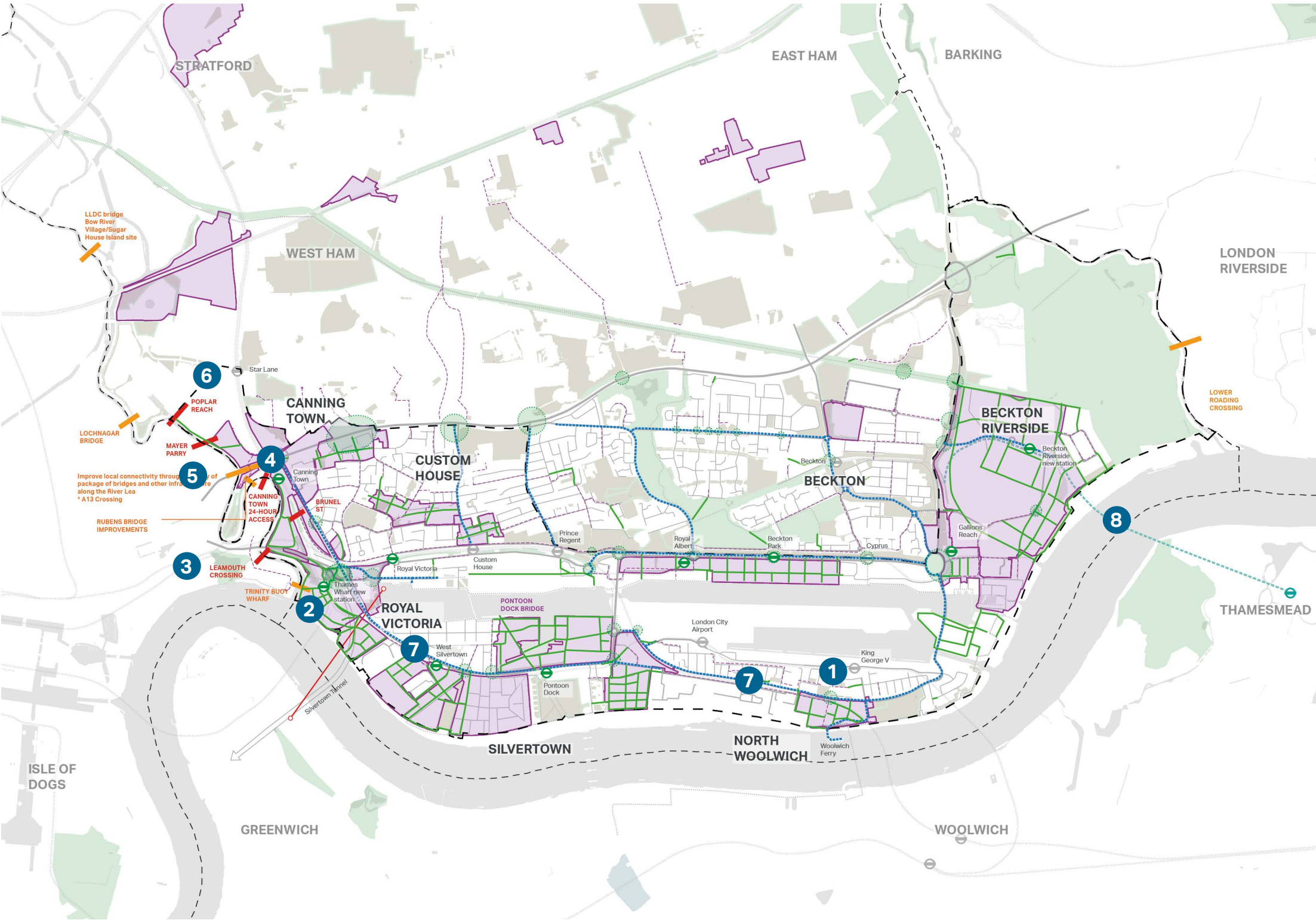
Potential DLR extension

Potential station improvements / new stations

Potential crossing improvements

Bridge crossings potential

Bridge improvements aspirational



*Includes connections through new developments and new/ extended off-carriageway links. Please see following section on Local Connections for more details.

Transport Connections

Future Transport Enhancements

This analysis confirms the continuing need to deliver investment into the Royal Docks and accommodate travel requirements, particularly within the morning peak. However, the increase in the number of homes and jobs in the area will also allow more people to both live and work there thus absorbing more of its own travel demand.

There will be **a more pronounced outbound commuting flow from the new homes**. Although some of these trips will travel further east, on links with no capacity pressure, most will travel towards central London, adding to the increasing flows coming from growth areas east of the OA. More significantly, residents will generate a wider range of more complex trips across the whole day. This will reinforce the importance of ensuring a comprehensive, accessible and sustainable network within the OA itself is in place as well as adequate strategic links.

The significant level of growth and development that is already being experienced in the OA will accelerate in the near future.

This is supported by the Elizabeth line, and by **future connectivity improvements and capacity increases on the network**. These result from the opening of the Silvertown Tunnel, new DLR trains and a new DLR station at Thames Wharf*.



FIG 5.11 Example of micro-mobility options to support accessible and inclusive walkable neighbourhoods. Image credit: StreetMoves / Daniel Byström

Funding of £237.5m in the form of the **Housing Infrastructure Fund** from central Government was secured in late 2019 for additional DLR trains. This will increase service frequencies. The additional trains could ensure a train every three minutes on the Woolwich branch and every four minutes on the Beckton branch across the area during the morning peak.

*The **Thames Wharf station** is required to meet a planning obligation on the Thameside West site. TfL is currently working on station feasibility work and as that progresses we will need to work on a funding package to deliver the station

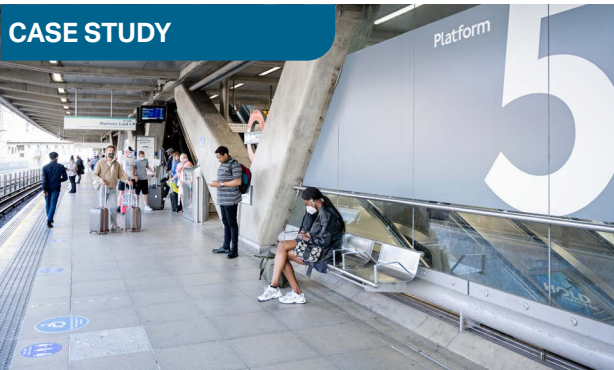


FIG 5.12 Community engagement highlighted the need to improve existing capacity and accessibility in and around Canning Town Station. New platform signage has helped improved wayfinding at Canning Town station, helping interchange between Jubilee Line, DLR and bus services

Existing stations must also be improved where additional demand cannot otherwise be accommodated. A study of Canning Town station is being undertaken to better understand what changes need to take place and how they might be prioritised. Preliminary station design work has also begun for a proposed new station to serve the Thameside West development. Investment and funding for such works will be important to help deliver the OA growth aspirations.

In anticipation of future demand and to accommodate the new DLR trains, there is also feasibility work for potential **station improvement** at Pontoon Dock and Royal Victoria DLR stations. These improvements will improve customer experience and ensure the stations can cope with increased demand.



FIG 5.13 Custom House station has recently been rebuilt and a new mezzanine level constructed to improve access to ExCeL London as well as provide the DLR interchange with the Elizabeth Line

Requirements for improvements at other stations including Gallions Reach, Royal Albert and Beckton Park have also been identified. These ambitions remain dependent on funding.

Improving connectivity for all residents and communities to enjoy improved job and social opportunities across London, is a key principle of Pillars 3 and 5 of Newham’s social and economic strategy. Local connectivity must be further improved by new stations and links on the network. In particular the need for a station at Beckton Riverside as an intermediate station on the proposed Thamesmead DLR extension.

Transport Connections

Future Transport Enhancements

CASE STUDY



FIG 5.15 A brand-new station at the heart of Barking Riverside opened to customers in July 2022. Operating at four trains an hour, it now takes just seven minutes to travel to Barking station and connect to services to central London. Image credit: TfL

A new station at Beckton Riverside is needed to provide vital connectivity and support Good Growth. It would unlock housing and regeneration opportunities and enable a new major town centre to take shape, as set out in the Newham Local Plan.

TfL and partners have progressed feasibility work on extending DLR into Thamesmead via Beckton Riverside through external **funding**. This includes funding from land-owners, local authorities, GLA and Homes England, but the delivery of the scheme is currently unfunded.

Local and regional connectivity should be enhanced through more frequent bus services and potential new links to town centres. The [Silvertown Tunnel](#) Monitoring and Mitigation Study is currently underway. TfL have committed to providing at least 20 buses per hour in each direction at peak times through both the Silvertown Tunnel and Blackwall Tunnel combined. Over time the bus network will adapt to changing travel patterns. The aim is to come up with a package of routes that best serves the local area (including the Royal Docks) based on how growth is projected to evolve by the opening year (2025).

CASE STUDY



FIG 5.14 Improved bus and cycle corridor along Jamaica Road in Bermondsey. A new eastbound bus gate on the Jamaica Road approach to Rotherhithe roundabout gives buses priority and easier access into Lower Road. The scheme includes new and improved street layout, landscaping and segregated cycle lanes.

Silvertown Tunnel

Silvertown Tunnel is expected to open in 2025. A user charge for both Blackwall and Silvertown tunnels will be introduced to manage the traffic and environmental impacts of the scheme. There will however be an increase in traffic levels at the western end of the OA which is where the new tunnel is located. Ahead of opening Silvertown Tunnel infrastructure improvements will be carried out at Tidal Basin Roundabout to accommodate this additional traffic at the north tunnel portal. This will also include enhancements to facilities for pedestrians and cyclists.

CASE STUDY



FIG 5.16 Greening the bus stops. 'The Edible Bus stop' in Brixton; is a community project that restores biodiversity in a 'neglected' city corner, whilst making sustainable transport infrastructure more attractive and inclusive. Image credit: Edible Bus Stop

CASE STUDY



FIG 5.17 Enhancing cross - river connections. Uber Boat by Thames Clippers Service in Barking Riverside (Spring 2022). Image credit: [Barking Riverside](#)

Beyond that it is TfL's aspiration to constantly review and update this provision as the Royal Docks and surrounding areas continue to evolve over the OAPF plan period.

There is also potential to reinstate a **pier** at Beckton Riverside for connections via river services.

Transport Connections

Future Transport Enhancements



FIG 5.18 West Croydon bus station

Minimising highway impacts is a key element of the transport strategy for the OA. Reducing traffic impacts and encouraging more active travel will not only reduce severance but help improve permeability. This will benefit those that live in, work in, and visit the area.



FIG 5.19 Stratford Gyratory scheme - Great Eastern Street. Image credit: LLDC draft Green Infrastructure Guide

At **North Woolwich Road** and **Silvertown Way**, the Royal Docks Team has been working with Newham Council, TfL and key communities and stakeholders, to redesign the road layout. This includes improved pedestrian movement, whilst supporting the continued employment and industrial uses in the area. The ambition is to transform the road into a safe and vibrant high street with less traffic, improved air quality and reduced pollution levels.

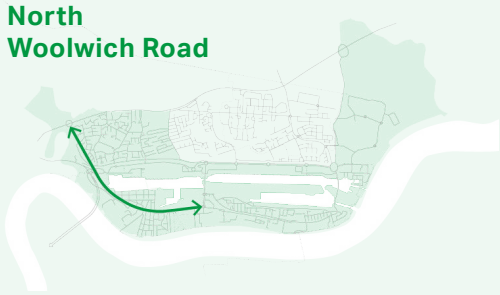
[Healthy Streets](#) principles will be put into practice through improvements to the walking and cycling environment, tree planting, active ground floor uses and better access to public transport. This will help to connect the existing communities on the river's edge with the opportunities and amenities emerging in the Royal Docks. Delivery of the scheme is anticipated to be completed by 2025.

Please see [Royal Docks Corridor Engagement](#) report that details the consultation and work done with community groups to get their views and input on the Royal Docks Corridor in summer 2021.

Also, refer to **Chapter 4 Places** for further actions per area.

Key challenges

- excessive road widths and high traffic volumes and speeds;
- location of existing crossings and the need for additional crossings;
- lack of appropriate cycling facilities
- quality of the footways



What is planned for North Woolwich Road?

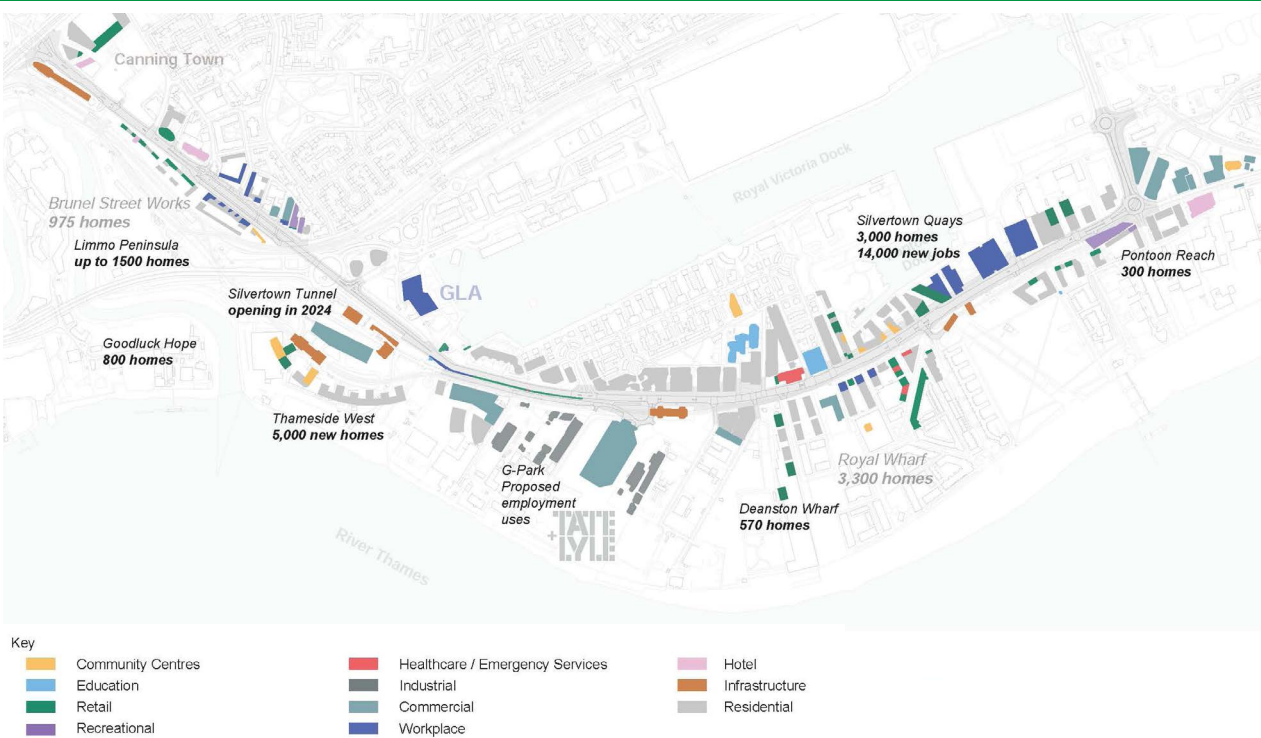


FIG 5.20 North Woolwich Road. Image credit: 5th studio



FIG 5.21 Artist impression.



FIG 5.22 Artist impression

Transport Connections

What could the DLR mean for Beckton Riverside?

Since its introduction in the late 1980s, the DLR network has generated high levels of development in previously poorly connected parts of east London. Beckton Riverside is located in the most isolated part of the Opportunity Area away from the existing DLR network.

There is potential to deliver significant growth in housing and employment in the OA. A **transport demand forecasting exercise** was undertaken to test the impact of future developments.

This has highlighted that capacity at **Gallions Reach station** is unlikely to be sufficient to accommodate the future demand in the Beckton area. Improvements and enhancements to the local bus network will provide extra capacity to local destinations. However, this will also increase pressure on Gallions Reach station as it will also act as a 'feeder' link.

Significant **strategic transport improvements**, such as a new DLR station, are required to enable a large-scale development in Beckton Riverside. This will prompt the transformational change needed to realise the spatial vision for the area.

A new DLR station will improve public transport connectivity, providing direct links to the Royal Docks and better access to employment centres and local amenities. It will help reduce severance caused by the Beckton depot and local highways. It will also trigger enhancements to the local bus network, and will act as a catalyst for the regeneration of the area and for the redevelopment to bring forward new mixed-use developments as part of the transition to a new major town centre. This will also support the the shift from car-led out of town retail uses.

There are even more major journey time improvements to the significant employment and leisure centres of Canary Wharf, Stratford and North Greenwich.

The assumptions in the forecasting models already include the proposed new DLR station at Thames Wharf. While the step change in job catchment is unlikely to be as great due to the proximity of neighbouring DLR stations, the PTAL increase is marked.

DLR alignment – Three concept options



FIG 5.23 Alignment A - Through Gallions Reach Retail park. Elevated. **Pros:** Location could be central to commercial activity at redeveloped Gallions Shopping Centre. **Cons:** Challenge for placemaking and connectivity. Potentially too far north of significant development south of Armada Way.



FIG 5.24 Alignment B - Armada Way. Preferred option from Atkins Study 2019. Raised or sunken (preferred sunken option to avoid severance). **Pros:** Central position with new town centre. **Cons:** Conflict with gas mains, an at-grade station could be challenging, sunken station/line requires significant investment in new bridges.



FIG 5.25 Alignment C - South of Armada Way. On St William site. Sunken. **Pros:** Less delivery risk. Single land ownership; No need to move underground utilities. **Cons:** Challenge for placemaking, land use distribution and connectivity

FIG 5.26 shows the improved public transport journey times offered by a new Beckton Riverside DLR station. There are journey time improvements of 15-25 per cent to most destinations across the Central Activities Zone and many beyond that area.

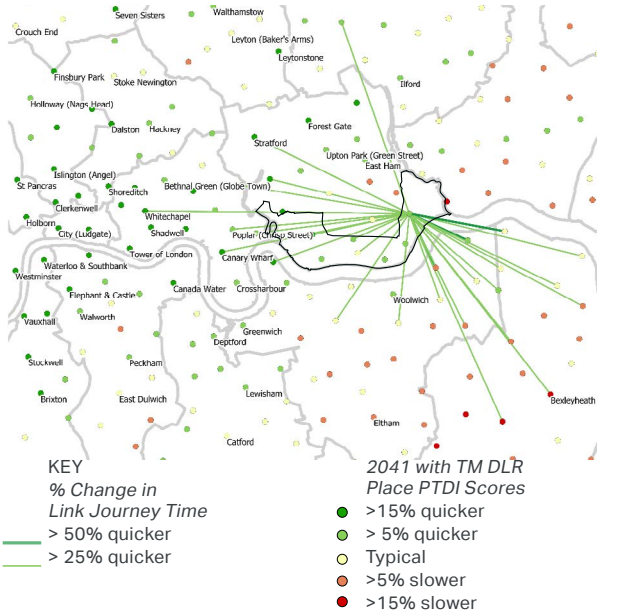


FIG 5.26 Decreases in Journey Time with Beckton Riverside DLR Station

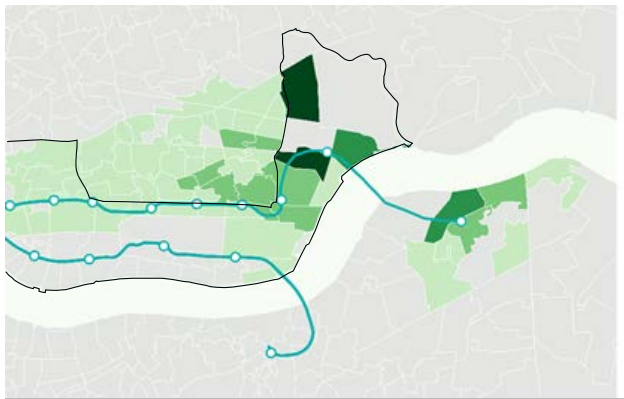


FIG 5.27 Change in jobs within 50 minutes Public Transport Travel Time

Local Connections

Existing Local Connections

To support investment in strategic transport links, major improvements are needed across the OA to allow people to move around their neighbourhoods more easily, connecting them to local services, prioritising active travel and tackling severance caused by major infrastructure.

Challenges

The Royal Victoria Dock, Royal Albert Docks, London City Airport (LCA) and at-grade DLR lines are **barriers to north-south movement**, particularly on foot and by cycle. This means that communities north of the Royal Docks have few points of access into the area. Connecting the area for existing and new residents and improving access to local services will require addressing this **historical severance**.

The **existing major road network** prioritises motor traffic and requires change to encourage walking and cycling, enabling all people to move around in safety and comfort. Roads such as Royal Albert Way, Woolwich Manor Way and Newham Way have wide carriageways and high speeds and cannot easily be crossed.

Bus services mostly operate on these wide, connecting roads. This presents challenges for bus accessibility and for how attractive it is to use the bus.



FIG 5.28 Road layout that prioritises cars, over walking, cycling and active travel. Image credit: google maps

Opportunities

Tackling severance and **transforming major roads into healthy streets** means giving priority to people over motor traffic, reallocating space to active travel and street greening, and using the street to support active uses.

This can include low-cost solutions, such as painting, planters and flexible posts to reallocate road space and make it more attractive to cycle and walk.

This is aimed at achieving the sustainable target has been developed for RD+BR of 85-90% of travel by foot/ cycle/ public transport.



CASE STUDY - before



CASE STUDY - after



FIG 5.29 Highbury Corner: an example of how road improvements can create places. The joint venture between Islington Council, the Mayor of London and TfL prioritises walking and cycling, improved public realm, and more crossings for pedestrians.

Local Connections

Existing Local Connections

The plan shows local destinations and local centres. These are the places that the network needs to join up to be comprehensive and to reflect the likely pattern of local demand. It shows the opportunities that exist with development sites to link disparate, disconnected places. And it demonstrates some of the **severance** that exists, particularly from major roads and the docks themselves.

The strategy for local connections is partly based on **understanding existing patterns of movement**. This also includes the streets, spaces and paths that are of good quality and can form the basis of a more comprehensive network. It takes account of, and seeks to reinforce, the greater permeability of neighbourhood areas to active travel modes over motorised traffic.

The plan shows existing paths through green spaces and accessible waterside routes. It also includes local streets that are already good places to walk and cycle. These could form **direct connections between key destinations**.

- KEY
- Development sites in OA (allocated in LBN local plan)
- Existing centre
- Existing connections**
- Off-carriageway paths or cycle tracks
- Major road junctions with some connectivity for walking and cycling
- Dedicated pedestrian/cycle connections to overcome severance



FIG 5.30 Existing and local connections in the OA

Local Connections

Proposed Local Connections

The Local Connections plan (please see following pages) proposes a **comprehensive and legible network of walking and cycling connections**. It also identifies opportunities for enabling low-traffic neighbourhoods and for enhancements to selected public spaces.

It reflects the Newham Cycling Strategy, complements the Royal Docks Cycling and Walking Action Plan and builds on the Public Realm Framework and Place Strategy already established by the Royal Docks Team. This strategy focuses on four 'stitches', excellent walking and cycling routes that connect the water spaces of the docks to the growing communities to the north and along the river.



FIG 5.32 Walking, cycling and 'play' loops example; Bogaardplein is a park designed by DELVA in Rijswijk (The Netherlands). The design features a loop-shaped route running through the park, with various sports and games facilities, areas for picnicking, sunbathing and taking in the shade. Image credit: Sebastian van Damme

The **objectives of the local connections plan**:

- **walking, cycling and public transport** will be prioritised over other users of streets, in line with London Plan requirements, for all development sites and for high street improvements
- **access to public transport will be direct, safe, comfortable and inclusive**, including step-free access to stations, and waiting environments at bus stops and other interchanges will feel safe and welcoming
- the **principles and standards** set out in the Royal Docks Public Realm Framework, Royal Docks Landscape Design Guide and the Expanding London's Public Realm Design Guide should be applied to all public space interventions in the OA
- **improvements to streets, junctions and off-carriageway routes** will connect communities and maximise mobility, accessibility and inclusivity – following the requirements set out in the Cycling and Walking Action Plan
- **Improvements to the connectivity of interchange environments** should be accompanied by step-free access at the stations themselves.

Bridges

New and improved bridge connections are essential for supporting Good Growth and revitalised local centres.

They can also offer shorter, more convenient and safer walking and cycling trips. **Well designed new structures are also opportunities for placemaking and better legibility.** This study shows the locations where tackling severance through new or improved bridges would have the biggest impact on connecting the area and enhancing local character.

Bridges must support safe, inclusive, comfortable walking and cycling, meaning they should be at least 4 metres wide, with accessible ramps – see guidance in the London Cycling Design Standards.

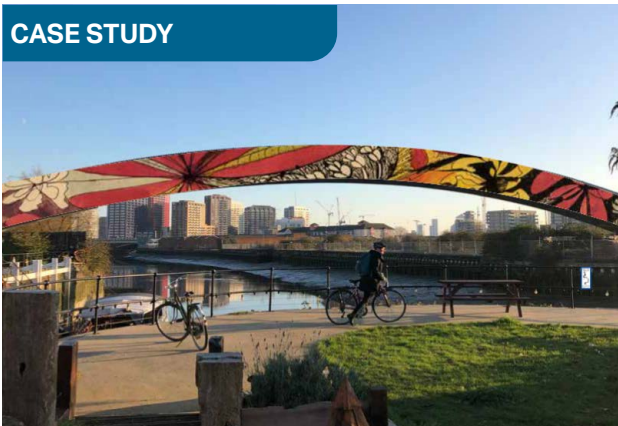


FIG 5.33 UK Power Networks Bridge B27, facing south. 'Madge Gill: Nature in Mind' is part of an exhibition across five sites in Newham that celebrates the inspiration the artist found from natural surroundings. The installation is curated by The Line with Sophie Dutton

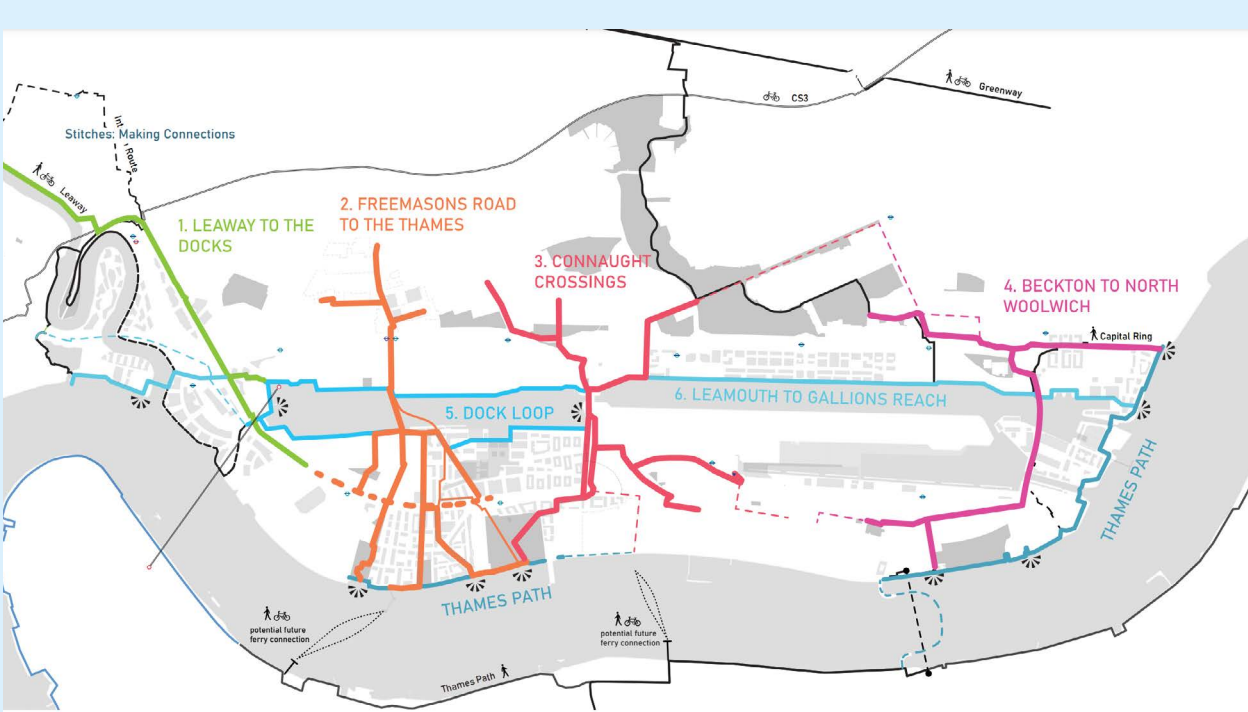


FIG 5.31 Royal Docks Public Realm Framework - Stitches. Image credit: 5th studio

Local Connections

Proposed Local Connections

The plan proposes different categories of intervention. These range from major infrastructure projects that will need external funding to incremental improvements. The latter could be delivered through more modest funding and development contributions.

Refer to **Chapter 4 Places** for further details on the strategy to provide good local connections and placemaking. These describe the potential for new development to unlock these improved connections. It also highlights opportunities for the existing network of streets and spaces to be selectively improved to deliver better conditions for walking, cycling and access to public transport.

- KEY
- Existing centre
- Proposed centre
- Existing connections**
- Good quality streets for walking/cycling
- Off-carriageway paths or cycle tracks
- Proposed improvements**
- Comprehensive 'high street' schemes
- Connections through new developments
- New/ extended off-carriageway connections
- Streets identified for walking and cycling improvements
- Infrastructure needed to overcome severance
- Junctions and crossings needing improvement



FIG 5.34 Local Connections Strategy

Please see next pages for a description of each type of interventions and relevant case studies.

Local Connections

Proposed Local Connections

P.5
5.3

CASE STUDY

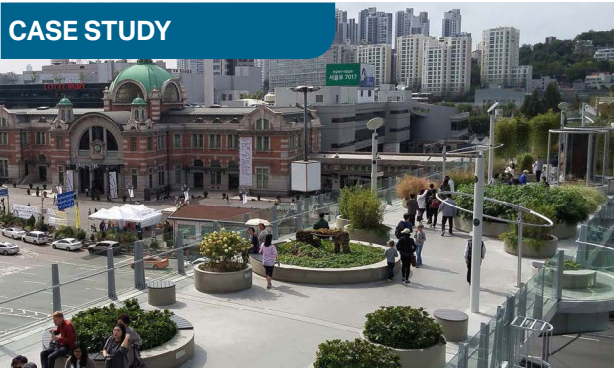


FIG 5.35 Seoulllo in South Korea transformed car routes into active green links. Image credit: Christian Bolz, licensed CC BY-SA 4.0

Bridges and junctions

At these locations, major schemes will be needed to tackle severance and join up strategic walking and cycling links. **Bridges** must be seen as opportunities for good design and placemaking as well as a way of facilitating movement.

Junction improvements should focus on safety and comfort, and provide dedicated facilities for cycling. They should give people walking or cycling more direct, more legible and less time-consuming ways of moving through a junction. This also includes low tech solutions to junctions, for example, slowing traffic, and making crossings easier, more attractive and safe.

CASE STUDY



FIG 5.36 Grey to Green, Sheffield. Image credit: Nigel Dunnett

Comprehensive 'high street' schemes

These are proposed on streets where demand for **walking, cycling, bus and other public transport services coincide with a mix of ground floor uses**. They also present an opportunity to apply both the Mayor's Healthy Streets approach and the 'High Streets for All' mission of the London Recovery Plan.

Schemes should be **people-focused**, prioritising pedestrians, cycles and buses. They should enhance road safety and personal safety, and be in line with strategies to address the climate emergency. Features are likely to include high quality public space, improved lighting, speed reduction measures, tree planting and other greening.

CASE STUDY



FIG 5.38 Lea Bridge Road – a high street scheme with enhanced public realm and priority for cycles and pedestrians

A further objective should be to retain and revitalise commercial and community uses, making them accessible to all.

The following streets should be considered for this approach:

- Freemasons Road
- Prince Regent Lane
- Albert Road
- Western Gateway
- Royal Albert Way
- Tollgate Road
- Woolwich Manor Way
- Pier Road

CASE STUDY



FIG 5.37 Orford Road, Walthamstow - bus, cycle, pedestrian and access only

Connecting local streets

These are streets that could be **better environments for walking and cycling** by tackling traffic volumes and speeds and the dominance of parking. Opportunities should be taken to introduce street trees and other greening.

Although these are shown as individual streets, forming a network of connections, **a neighbourhood-wide approach** could be taken. Low-traffic neighbourhoods restrict through-movement for most motor traffic. That way they help to reduce overall traffic levels, improve air quality, promote walking and cycling, and create opportunities for multi-functional public spaces in the street environment. Features could include access controls to prioritise walking, cycling, buses, blue badge holders and emergency

Refer to **Chapter 4 Places** for further details on the strategy to provide good local connections and placemaking.

Local Connections

Proposed Local Connections

CASE STUDY



FIG 5.39 King's Crescent Play Street in Hackney. Image credit: muf architecture / art, photograph by Lewis Ronald.

Streets in new developments

New development plays a vital role in delivering a dense network of connections that prioritise walking, cycling and public transport. Sites should be masterplanned to **connect to existing networks**. On the local connections plan, proposed networks of streets and paths from consented schemes are shown wherever possible. Elsewhere, notional links through sites are illustrated, taking account of known constraints and making direct, legible

CASE STUDY

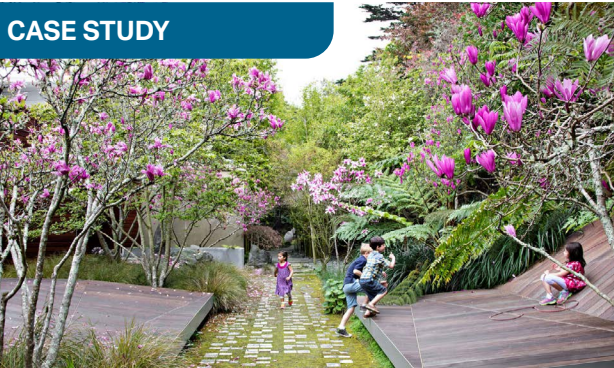


FIG 5.40 'Hacienda' by Surface Design Inc., in San Francisco bay restores connections and the landscape through play and exploration. Image credit: [Floto Warner](#)

connections to the wider context.

Off-carriageway connections

These are new or extended routes through parks, other green spaces or waterside public spaces that help to join up the wider network, and create walkable and cyclable links between places. One of the most important connections is the **Thames Path**: gaps in the existing path should be tackled so that there is joined-up, legible riverside route for walking and cycling, other than where safeguarded wharves preclude a waterside path.

The plan includes **links to Beckton Park to the north of the OA**. LB Newham is working with residents to create a Beckton Parks Masterplan. It will set out a landscape vision for the parks and green spaces across Beckton and Custom House, including sports, leisure, wildlife and community-led opportunities. Off-carriageway connections must feel safe for everyone to use at all times of day and night, or

CASE STUDY

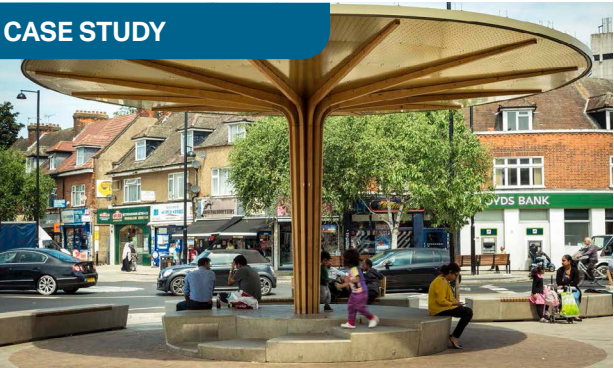


FIG 5.41 The 'Gold Disc' in Hayes encourages play and offers a variety of seating opportunities. Image credit: Dosfotos

safe alternatives need to be planned to provide the same connection.

Public realm improvement opportunities

These are key locations where development or proposed highway projects would make space available for **placemaking opportunities**. These should be linked to the needs of the existing and emerging land uses in the area. They should also help people find their way around and should reinforce the identity and distinctiveness of the place. Public realm improvements should focus on the needs of local people, addressing identified issues and tackling exclusion and safety concerns.

CASE STUDY



FIG 5.42 Left-over spaces may present placemaking opportunities for inclusive new public realm. A park in Bredäng, Sweden was co-created with a focus group of young girls as a place for safe and spontaneous dance, play and free sport area. Image credit: Robin Hayes [@landezine](#)

Refer to **Chapter 4 Places** for further details on the strategy to provide good local connections and placemaking.

Local Connections

Proposed Cycling Network

[Newham's Cycling Strategy](#) envisages that the number of journeys made by cycle in the borough will double between 2021 and 2025. The local connections plan supports this aim by proposing a network of streets and spaces that are safe and comfortable for cycling. Cycle infrastructure must, as a minimum, achieve the standards set out in the London Cycling Design Guidance and Royal Docks Cycling and Walking Action Plan. It must support users of all types of cycle.

The plan proposed in this OAPF is a long-term vision for a network built up from the following elements:

- existing and proposed main road routes, with dedicated, protected infrastructure for cycling
- an expanded network of off-road routes
- selected corridors within the local street network, or within low traffic neighbourhoods, evolving as legible, direct connections for cycling, aligning with safe ways to cross major roads
- cyclable streets and paths in new development

An expanded network of cycle routes must be supported by an expansion of **on-street cycle parking** and **docking space for micro-mobility** users as appropriate – as set out in the Newham Cycle Strategy and Royal Docks Cycling and Walking Action Plan. Cycle parking requirements for new developments are described in the London Plan and must be met as a minimum across the OA.

Refer to **Chapter 4 Places** for further details on the strategy to provide good local connections and placemaking. These describe the potential for new development to unlock these improved connections. It also highlights opportunities for the existing network of streets and spaces to be selectively improved to deliver better conditions for walking, cycling and access to public transport.



FIG 5.43 Proposed Cycle Network

KEY

Existing cycle network

- Off-carriageway cycle tracks or shared-use paths

Proposed cycle network (based on proposals in Newham Cycling Strategy)

- ■ ■ Future cycleway schemes beyond the OA
- Comprehensive 'high street' schemes

- Proposed cycle routes
- Connecting local network for cycling
- Cycle-friendly streets in new developments
- Infrastructure needed to overcome severance

Transport and Local Connections Spatial Strategy



'Priority' transport and local connections improvements required to accommodate Higher Growth scenario in this OAPF:

- 1 DLR station improvements:
 - Canning Town
 - Royal Victoria
 - Royal Albert
 - Pontoon Dock
 - Beckton Park
 - Gallions Reach
- 2 Thames Wharf DLR station and Thames Wharf bridge
- 3 DLR Extension to Thamesmead via Beckton Riverside
- 4 Potential for reinstated pier
- 5 Infrastructure to overcome severance
- 6 Off-carriageway connections (including links to Beckton Parks, and Thames Path links)
- 7 Streets in new developments: sites should be masterplanned to connect to existing networks.
- 8 Potential 'high street' schemes
- 9 Junction improvements. For example safer crossings, sitting areas. Public realm improvements should focus on the needs of local people, addressing identified issues and tackling exclusion and safety concerns.

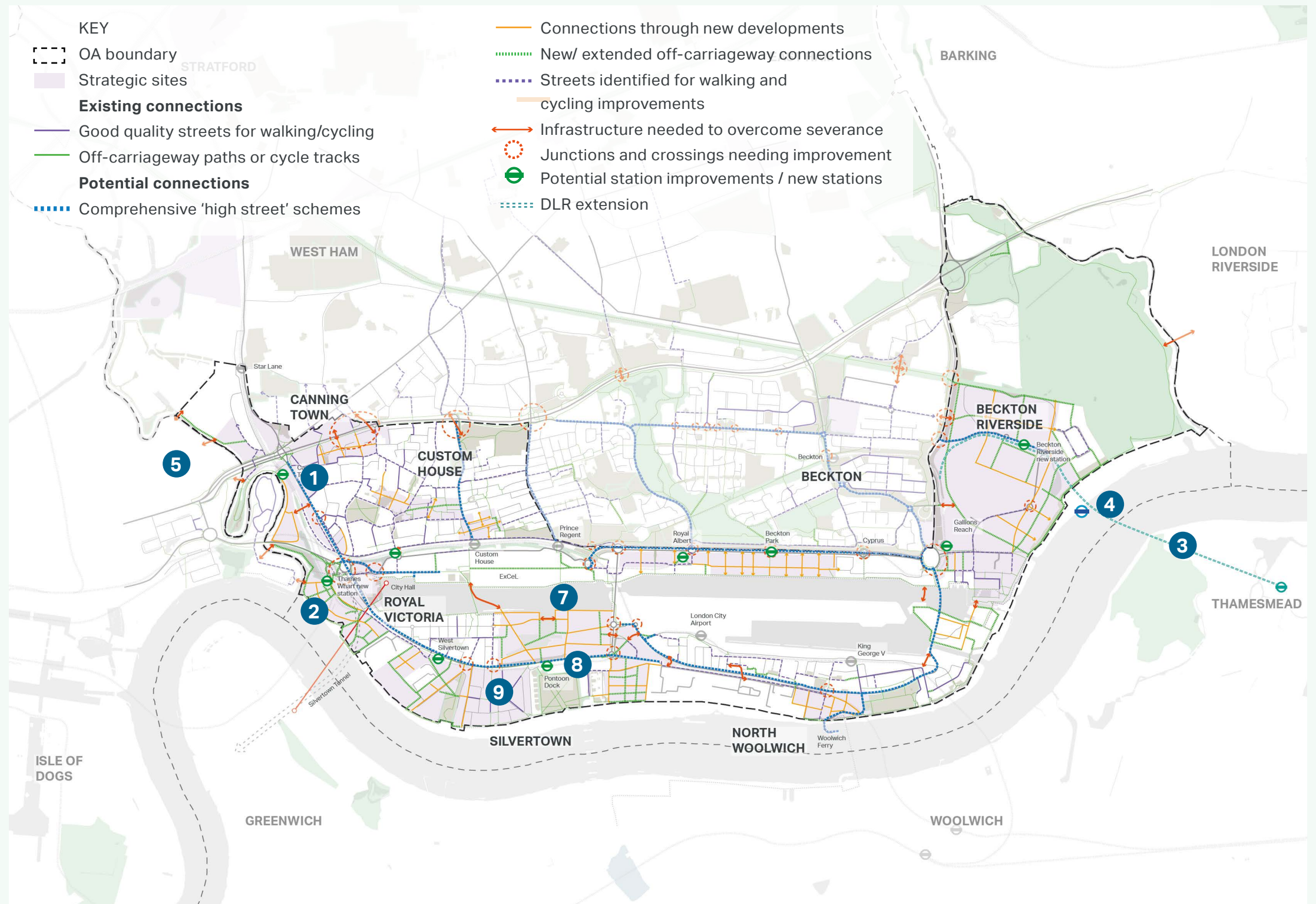




Image credit: Sam Bush

6 Supporting Good Growth with Infrastructure

The previous chapters presented the spatial strategy for the OA to be a lively, connected, enabled and empowered place, as well as what that could mean for each place. This section elaborates on the wider infrastructure needed to support growth. In particular, further detail and recommendations are provided on the energy infrastructure, water, digital and smart networks, as well as waste and recycling opportunities.

Climate change is one of the critical challenges for the future growth. Considering that, the present chapter places significant emphasis on promoting opportunities for circular economy and sustainability across the OA.

Chapter contents

- 6.1 Energy Infrastructure
- 6.2 Water Supply and Wastewater
- 6.3 Digital and Smart Cities
- 6.4 Waste Prevention, Reuse and Recycling

Energy Infrastructure

The ambition is for the OA to have a smart, integrated and resilient energy system. This will enable new developments to achieve net zero carbon. It will also provide the opportunity for existing buildings to connect to a low carbon heat network.

Planning policy considerations

The London Plan 2021 requires new developments to contribute towards London achieving its ambitious target set in the London Environment Strategy to become zero carbon by 2050. **In 2021 the Mayor committed to making London zero carbon by 2030.** Policy SI2 of the London Plan 2021 sets out the need for major new development to be net zero carbon. This should be achieved through the energy hierarchy - Be Lean, Be Clean, Be Green, Be Seen. LBN have declared a climate emergency and have pledged to be carbon zero by borough area by 2045. The London Plan and Local Plan provide starting points to deliver low carbon development but more action is required to meet Newham, London and UK’s carbon targets.

Achieving zero carbon will require a combination of **energy efficiency** and the use of **smart technologies** to reduce and manage the use of energy. This should be followed by the use of local, clean and low carbon energy sources and networks to supply the remaining energy demand.

Post-construction energy performance should be reported and monitored. Smart Energy Management Systems could help monitor residential and commercial energy use and provide incentives for behaviour change. Development proposals referable to the Mayor should undertake a whole life-cycle carbon assessment in line with GLA guidance to capture embodied carbon impacts.



FIG 6.1 Knights Park is a new neighbourhood to the north-west of Cambridge. The new neighbourhood is zero carbon and includes 249 new homes, community facilities, a primary and nursery school, health centre, hotel, supermarket and shops. It meets Level 5 of the code for Sustainable Homes, uses Photovoltaic (PV) panels to provide 100% of regulated energy demand on site, has a district heat network and an underground waste and recycling scheme. Image credit: [Knights Park – GHA Knowledge Base \(goodhomes.org.uk\)](#)

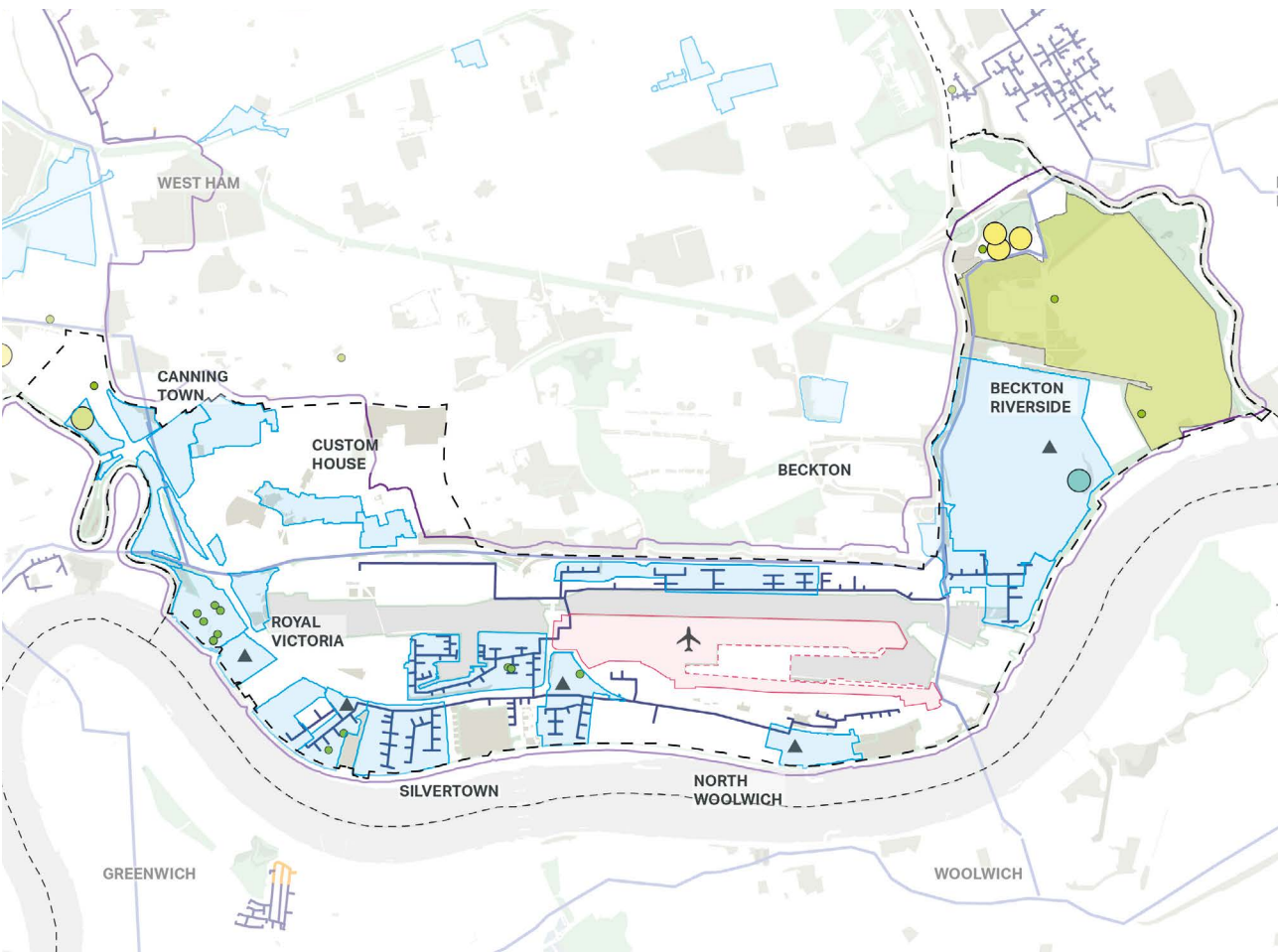
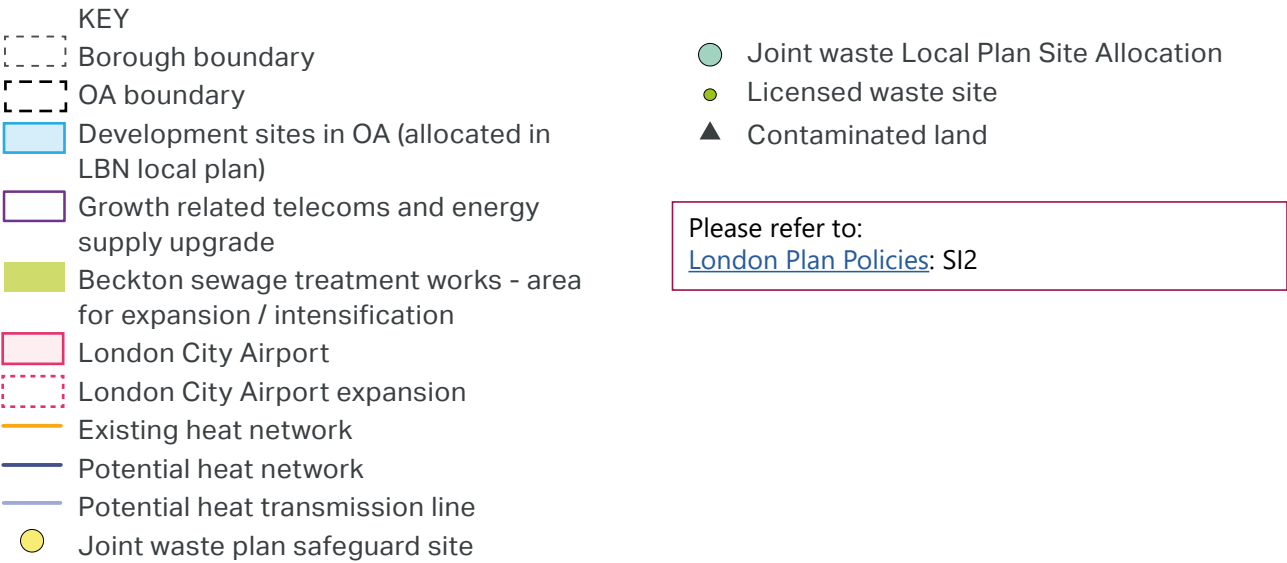


FIG 6.2 Utilities



Energy Infrastructure

Heat networks

Planning policy and other considerations

There is a considerable **opportunity** to develop the **heat network** in the OA. This will play a large role in delivering cost effective low carbon development and helping to meet the target of London being net zero by 2050. Heat networks are supported in the London Borough of Newham Local Plan and the London Plan (2021) and development proposals should have regard to relevant policies. In particular London Plan (2021) Policy SI3 Energy Infrastructure.

The whole OA is a **Heat Network Priority Area**, where the density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and consumers, including residents. This density, alongside future development, forms a critical mass for connection to and expansion of the district heating network.

There are a number of **potential heat supply sites** in the OA, including the ExCeL exhibition centre, Tate & Lyle, Jenkins Lane Waste Treatment Plant and Beckton Sewage Treatment Works (STW). Potential future heat supply sites could include a data centre. However, this would need to be situated in an appropriate location, taking account of issues such as utilities headroom.

Please refer to:
[London Plan Policies: SI3](#)

Intermittency and temperature of the waste heat process operation requires thermal storage. This combined with heat pumps to boost supply temperature when required delivers reliable supply to development.

In particular, new development in the south west of the OA has the opportunity to be serviced by a **district heating system central network**. This would make use of local waste heat available in the area to help deliver areawide decarbonisation. This would initially connect to Silvertown Quays then expand to further development along North Woolwich Road. Opportunities may exist for heat network delivery through coordination with other street works.

Proposals should refer to the [GLA London Heat Network Manual II](#).

Refer to **Chapter 5 Delivery and Coordination** for information on capital delivery.



FIG 6.3 Beckton Sewage treatment

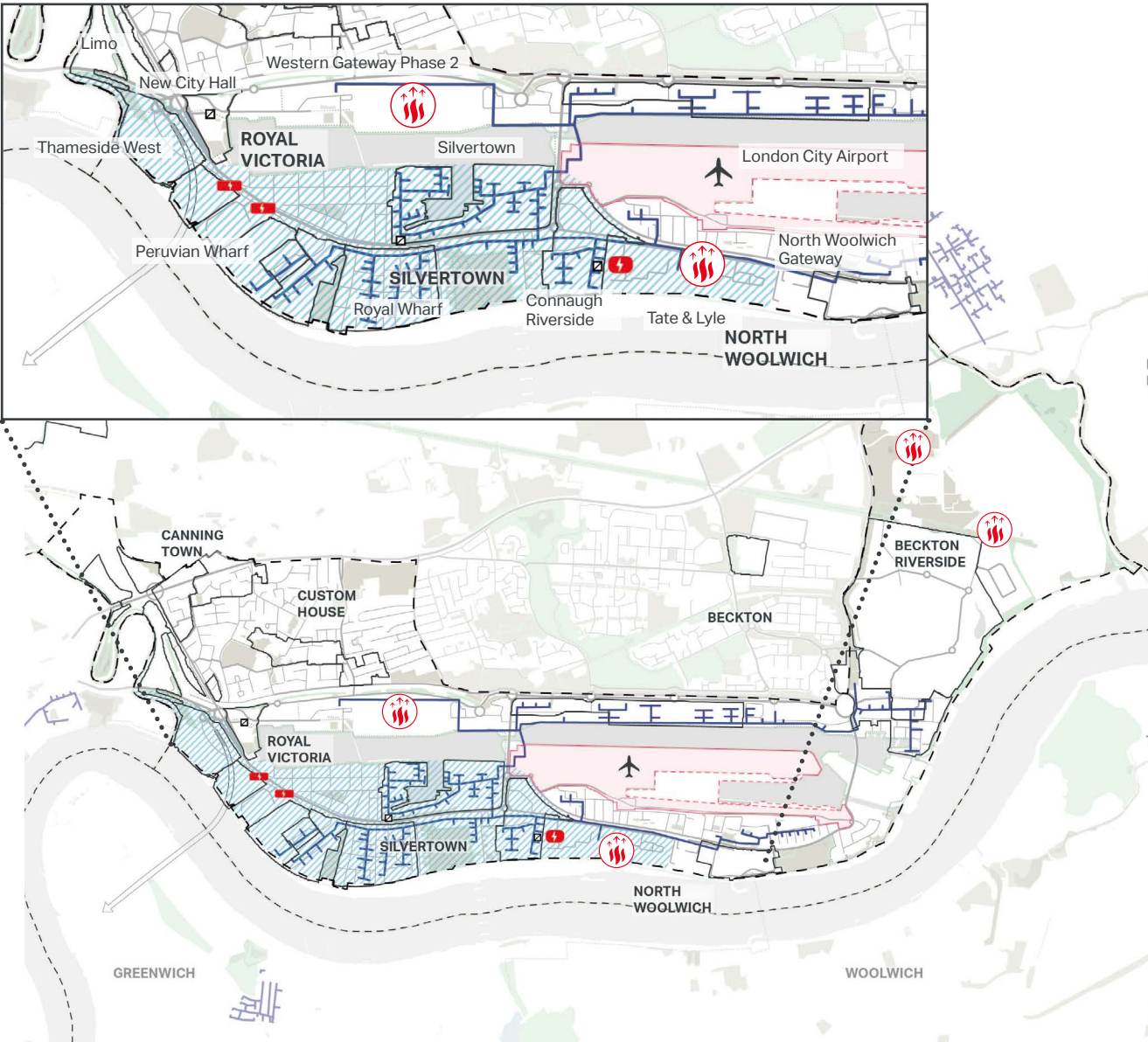


FIG 6.4 Heat network

- KEY
- Borough boundary
 - - - OA boundary
 - Development sites in OA (allocated in LBN local plan)
 - /// Area of interest
 - London City Airport
 - London City Airport expansion
 - ⚡ Possible energy centre compound
 - ▣ Development boundary substation
 - Potential heat network
 - 🔥 Potential heat supply sites

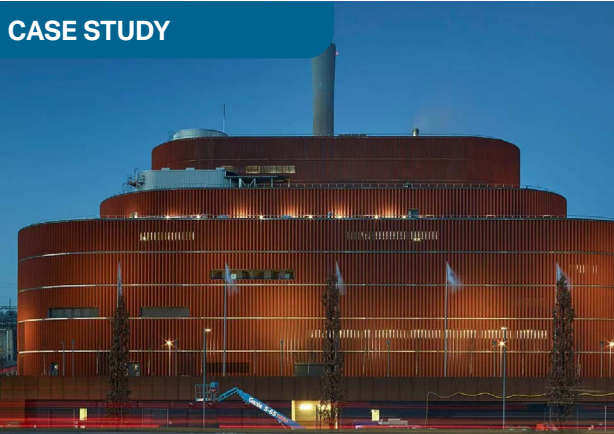


FIG 6.5 Data centre in Sweden by Fortum; a heating and cooling agency. The heat that is generated is used to heat up the surrounding homes. Image credit: Credit: Fortum Värme

P.6
6.1

Energy Infrastructure

Electricity and gas

Planning policy and other considerations

The electricity network in the OA currently has **very little capacity** available to accommodate additional demand. It must be ensured that there is adequate power supply for all developments in the OA over the plan period, including for uses such as safeguarded wharf operations. To support development and growth in the OA, additional **electricity substation capacity** is required (RD+BR Power Capacity Review, Aecom 2018).

The growth in requirement has been modelled using a schedule of developments planned for the area¹ against a baseline and four possible scenarios as set out within the London Energy plan 2050. The modelling considered standard current day practices of building regulations and grid supplies.

For the **baseline scenario** the area requires an additional capacity of circa 176 Mega Volt Amperes (MVA) by 2032. This will require a minimum of two new primary substations. The potential location and size of these substations has been identified, which are geographically either end of the Royal Docks area.

The smaller substation (both size and electrical capacity) at Gallions Reach DLR station would lend itself to being constructed first due to its smaller commercial commitment, the second larger primary substation at the Silvertown tunnel site would be built after the certainty of larger developments being constructed.



FIG 6.6 Primary Substation, Lyon, France. Image credit: [Studio Erick Sallet](#)

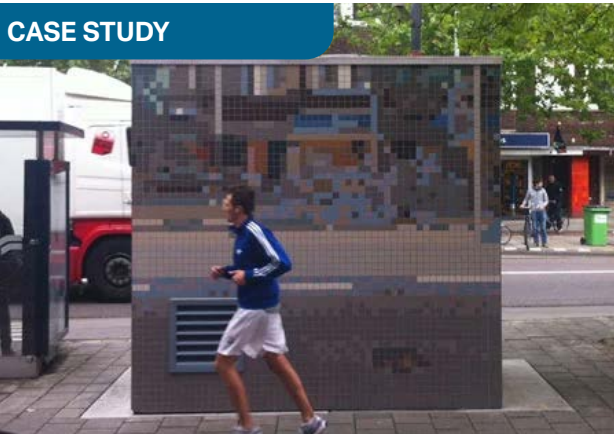


FIG 6.7 Secondary distribution substation, Rotterdam, Netherlands Image credit: [Emilie Chalcraft in dezeen](#)

Maximum energy demand trigger point (MVA)	Expected trigger year	Additional substations required			Lead in time required (months)
		Location	kV	Area (m²)	
15MVA	2019	-	-	-	-
50MVA	2022/2023	Gallions Reach DLR station	33kV/11kV	1200m²	18
80MVA	2022 - 2033	Silvertown Tunnel site	132 kV/11kV	2400m²	24

FIG 6.10 Anticipated Substation requirement. Source: AECOM (2018)

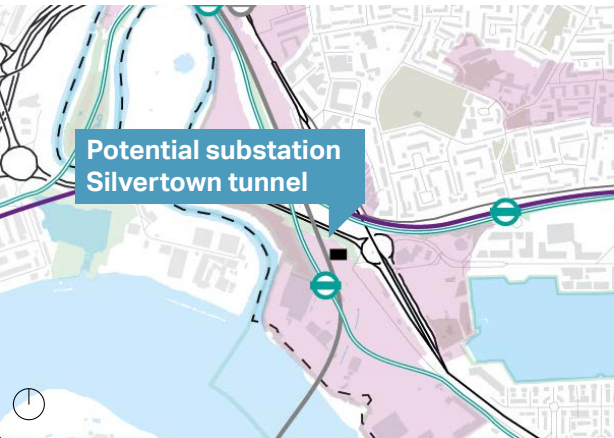


FIG 6.8 Potential 33kV/11kV substation location (AECOM, 2018)

KEY

- Development sites in OA (allocated in LBN Local Plan)
- OA boundary
- Potential substation

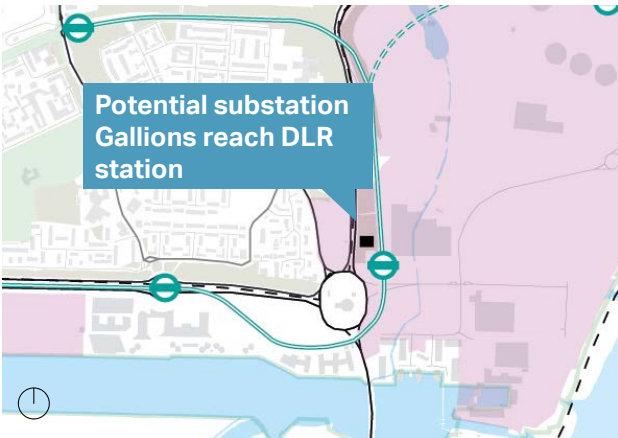


FIG 6.9 Potential 132kV/11kV substation location (aecom, 2018)

KEY

- Development sites in OA (allocated in LBN Local Plan)
- OA boundary
- Potential substation

¹ Future energy demand may change. The schedule of developments used was all known development with a power requirement either currently being built out, going through the planning process, or have working ongoing to identify their opportunity.

Energy Infrastructure

Electricity and gas

Additional substations may be required to meet demand in the OA beyond that identified above. In particular to meet demand from development at Beckton Riverside and in the instance of additional demand above the baseline scenario.

There are a range of complex issues which will affect **demand** in the OA. Loading requirements and need for substations is subject to change as new information becomes available on power demands. It will be affected by technology such as Electric Vehicle Charging Points, Ground Source Heat Pumps (GSHPs) and Photovoltaics (PVs). The London Energy Plan is currently being refreshed to take account of the target for London to be zero carbon by 2030 and the Mayor’s 1.5 degree plan. Refreshed modelling may indicate further electricity demand is likely. UKPN publish a Long Term Development Statement containing load, generation and capacity information which is updated every 6 months. Development should seek to proactively identify sites to meet the need for substations. There may also be a requirement for alterations and or additions to the electricity network to service new substations.

² Based on data from London Energy and Greenhouse Gas Inventory (LEGGI) <https://data.london.gov.uk/dataset/leggi>

³ London Plan 2021 Paragraph 9.3.2

Development should give consideration to **electricity transmission**, especially across and around water constraints in the OA. The OA hosts a number of existing infrastructure assets above and below ground, such as gas pipes and other assets associated with the area’s industrial heritage. The development will need to account for these. Potential exists for part of the National Grid Electricity Transmission West Ham to Barking circuit, to be placed underground to make land available for employment and housing.

Demand for **natural gas** in London has been decreasing over the last few years, with a 25 per cent reduction since 2000². This trend is expected to continue due to improved efficiency and a move away from individual gas boilers. It is expected that many of the developments in the OA will be completed after 2025, after the government’s proposed Future Homes Standard has been adopted. The standard is expected to state that no new homes will be connected to the gas network. It is expected that growth in the OA will be supported through heat networks and, along with the rest of London. The OA will shift from reliance on using natural gas as a main energy source to a more diverse range of low and zero-carbon sources. This includes renewable energy and secondary sources³.

There will be a continuing need for gas for some land uses, such as industry and the network will change to respond to a new role for hydrogen. Demand and opportunities could be identified through a Local Area Energy Plan (LAEP).

CASE STUDY



FIG 6.11 Leeds City Council and Vital Energi are currently constructing a district heating network – the Leeds PIPES network. Some 1,983 council homes and numerous businesses around Leeds City Centre will be connected to the heat network, providing low carbon heat and hot water, reusing heat which is already being produced at Leeds Recycling and Energy Recovery Facility (RERF) in Cross Green. Image credit: <https://www.leeds-pipes.co.uk/>

Recommendations

Options for the delivery of the new substation(s) are currently being considered by the GLA.

An energy strategy, such as a LAEP could be undertaken for the OA. This should take a system view and include consideration and feasibility of a heat network as well as electricity substation and network capacity. It should take account of the new energy demand scenarios in the revised London Energy Plan. It should also consider the forthcoming legislation such as the Future Homes Standard which is expected to result in no gas connections for new homes.

Consideration should be given to the different heat network delivery models suitable for the OA, including possibly an Energy Service Company (ESCo). A clear delivery model would help coordinate the connection of development to the heat network. This will help to reduce the costs of delivering large scale heat infrastructure and to keep running costs low. See the [GLA London Heat Network Manual II](#) for further information.

Water Supply and Wastewater

This OAPF seeks to consider flood risk, drainage, water supply and waste water infrastructure in a holistic way, improving resilience to the impacts of climate change whilst making the most of the river and Docks in the OA as an asset.

Planning policy and other considerations

Development should have regard to the London Plan 2021 (particularly Policy SI5 Water Infrastructure, which makes reference to the use of planning conditions to help implement water efficiency) and the Newham Local Plan (particularly Policy INF4) which require improved water efficiency and decentralised drainage (SUDS), as well as the IWMS once it has been prepared. The OA sits within Thames Water’s Woodford Flow Monitoring Zone (FMZ) and development must be considered in the context of other growth happening in this FMZ. Key water and wastewater infrastructure in the OA includes the Beckton Sewage Treatment Works and SuDS.

When proposing development close to the **Beckton Sewage Treatment Works (STW)** (such as residential uses) a technical assessment should be undertaken by the developer in consultation with Thames Water.

The **technical assessment** should confirm that either: (a) there is no adverse amenity impact on future occupiers/users of the proposed development or; (b) the development can be conditioned and mitigated to ensure that any potential for adverse amenity impact is avoided or where appropriate, minimised. This should include but is not limited to amenity impacts from odour and transport movements associated with the STW. Odour in particular is expected to require robust **mitigation measures**. As the Agent of Change, the developer is required to provide suitable mitigation before the development has been completed. Any assessment and if required, mitigation, should be assessed and designed in conjunction with Thames Water prior to any planning application being submitted.

Please refer to:
[LB Newham Local Plan Policies](#): INF4
[London Plan Policies](#): SI5

As the region served by Beckton STW continues to grow, future upgrades are likely to be required to the site. Further, for London’s water needs and long term

clean water resilience, it is recognised that new strategic infrastructure may be required and options for this may include use of land at Beckton STW.

Recommendations

An Integrated Water Management Strategy (IWMS) is being prepared to identify development constraints in the OA due to flooding, surface water drainage, water supply and waste water infrastructure. It will identify opportunities to address these issues in a holistic way.

- **Water supply** - the IWMS must assess the capability of the water supply zone to accommodate the proposed developments, and establish the type and scale of infrastructure investment required to support growth. Such assessment may identify new additions to the potable water supply network and if so, it should identify when in the phasing of new development the requirement for additions to the network would be triggered.
- **Wastewater** - The RD+BR OAPF local sewerage catchment has a combination of combined sewers (network made up of foul and surface water flows) and separate foul and surface water sewers. It is expected that the existing wastewater network would not be able to accommodate all of the proposed growth in the OA and instead of upgrading the combined network, growth should be accommodated by removing surface water from the foul sewer system: there should be complete segregation of foul and surface water sewers for all developed land. The majority of surface water should connect directly into the waterbodies environment and not using existing public sewers, taking a systems approach considering use of Sustainable Drainage Systems (SuDS) and Green Infrastructure. To ensure foul sewers can accommodate the development, the IWMS should determine the upgrade requirement and an indication of when in the phasing of development such upgrades would be needed.
- **Policy** - the IWMS will make policy recommendations that will influence provision of water infrastructure, for example regarding actions to be taken by developers to reduce demand for water supply and the drainage network, thereby working towards ‘water neutrality’ and impacting water infrastructure decisions. These IWMS policy recommendations should be carried into the LBN Local Plan refresh.

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6.3
Digital and Smart Cities

Digital connectivity is critical infrastructure. It can unlock social, educational, and economic benefits for neighbourhoods. This includes generating **digital inclusivity**, supporting businesses and new start ups, as well as enabling shifts towards hybrid working and work hubs in part brought about by the COVID-19 pandemic. The digital sector also has a role in creating learning opportunities, skills and new jobs, as well as helping to tackle issues such as climate change. Newham Council is already seeking to make Newham a centre for **data sector innovation** and investment through the Newham Sparks programme. The OA is expected to yield employment growth of some 18,000 new jobs and digital connectivity is essential to support both new and existing businesses.

The OAPF seeks to build on the area’s existing digital capability. This includes improving digital infrastructure and mobile connectivity across the OA, rolling out full-fibre (or equivalent) and meeting the additional demand from new development. It will also deliver digital inclusion and enable community wealth building.

Planning policy and other considerations

Growth in the OA will result in an **increase in demand** for digital connectivity, which represents an opportunity for the telecoms market. The market will need to respond to this demand through investment in the fibre broadband and mobile networks. This will be enabled and supported by LBN, RDT and the GLA.

Development should work and partner with fibre and mobile operators to boost investment in digital infrastructure. As set out in the London Plan 2021 Policy SI6, this must proactively and collectively address development’s access to fibre and capacity of the network. It must ensure that mobile coverage and capacity exist to meet demand and include consideration of indoor mobile coverage and how building design affects this.

Proximity to **London City Airport** brings **constraints**, including height and radar interference considerations potentially limiting rooftop mast sites and some of the spectrum bands. Developers should be alert to the challenges of mobile coverage and proactively seek solutions to address this.

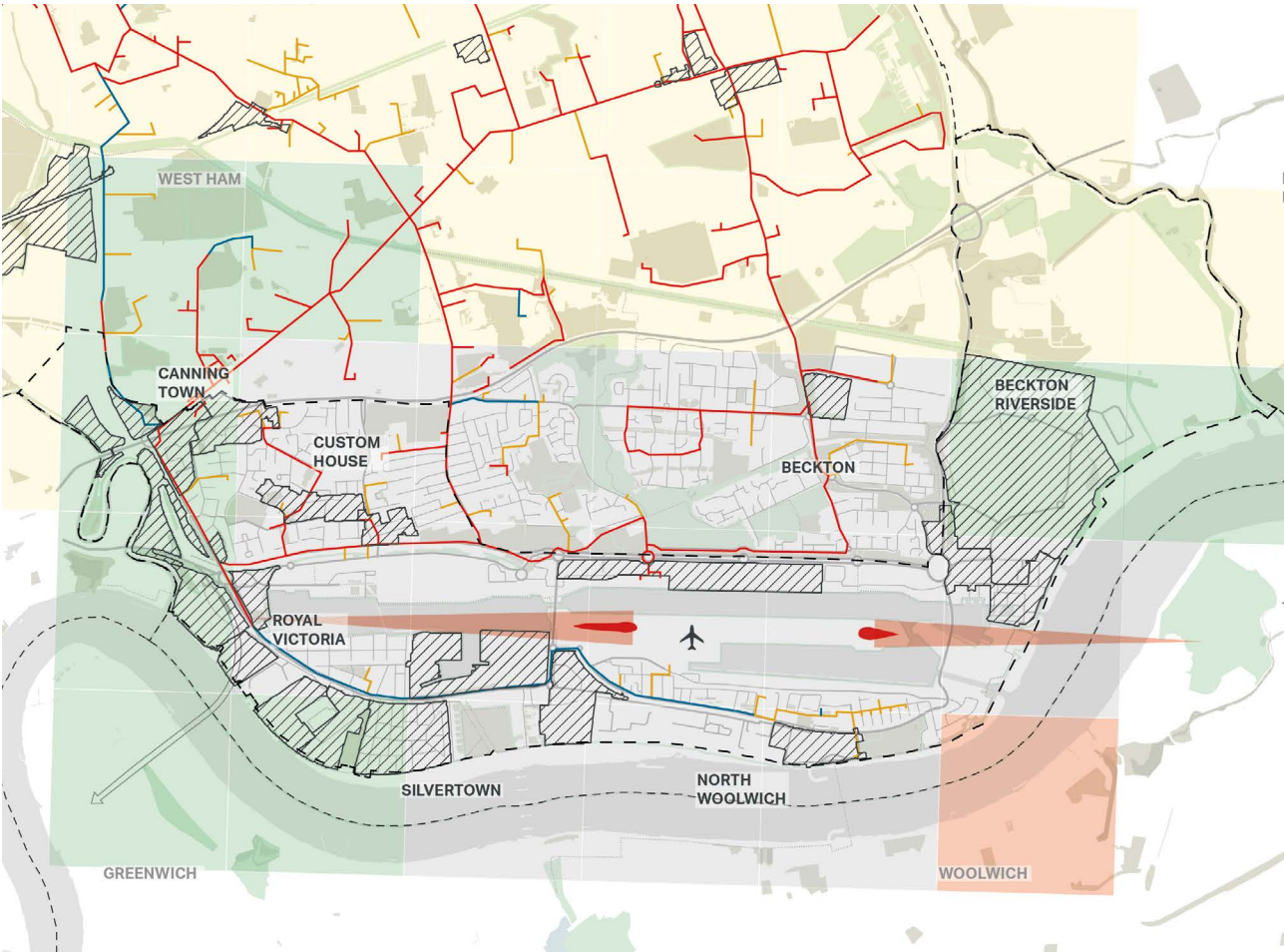
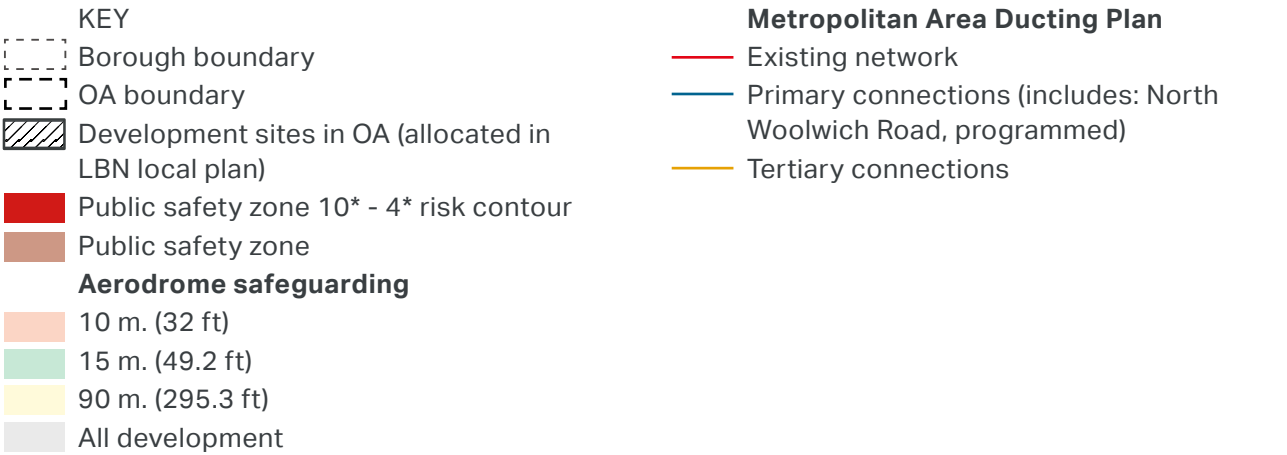


FIG 6.12 Ducting Plan and [London City Airport Safeguarding](#)



P.6
6.3

Digital and Smart Cities

There is a large opportunity to coordinate activities in major development areas to ensure high quality coverage early on for new and existing communities.

- **Fibre access:** high speed broadband network operators with a capability to deliver Gigabit speeds are already active within the Royal Docks Area (Virgin Media, Openreach, Community Fibre and Hyper optic). Development should further plan and propose investment to help expand customers choices in the future.
- **Mobile:** Current indoor and outdoor 4G coverage in the Royal Docks is good, supporting a good level of reception and enough capacity to support current requirements. However, development should improve reception and capacity to avoid growth putting strain on the network. Developers should account for modern building standards and construction techniques. These make buildings harder to penetrate and 5G is even less able to reach indoor users than 3 and 4G services.
- **Ducting infrastructure:** LBN owns 75km of ducting infrastructure which could play a role in accelerating fibre and mobile deployment in the Royal Docks. This has the potential to play a key role in accelerating delivery of fibre connectivity within the RD+BR OA.



CASE STUDY
FIG 6.13 Integrating digital infrastructure in placemaking. One example is a free Wi-Fi pop-up created by CultureHouse at the Somerville Public Library in Somerville, Massachusetts

There is an opportunity to invest in digital solutions like Internet of Things, 5G, and digital twins that allow more **sustainable and efficient management of the built environment**. Technologies could be explored in the areas of building retrofit, smart energy management systems, e-mobility, smart lampposts (including sensors), data platforms and citizen engagement. Such technologies could be applied across energy, water, waste, and digital utilities in an integrated way. This will help to deliver cross cutting benefits, including in evidence-based decision making and supporting behaviour change.



CASE STUDY
FIG 6.16 There is an opportunity for the OA to invest in digital solutions that can also further support existing initiatives. For example services could encourage physical activity through the use of smart phones, such as [Newham Street Tag](#). Street Tag is a fun, family-friendly game rewards schools, children's centres, families, individuals and communities for their physical activities such as walking, running and cycling.

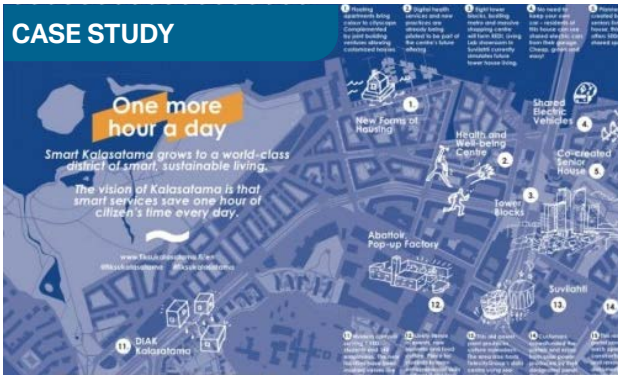
Recommendations

The existing Digital Connectivity Study for the OA should be reviewed to determine what further work may be required. See **Chapter 7 Delivery and Coordination** for further detail.

Please refer to:
[London Plan Policies](#): SI6



CASE STUDY
FIG 6.14 [Beckton Riverside](#) has been awarded a £125k by DLUHC's PropTech Engagement Fund. This find will facilitate a digitally-enabled conversation with communities, enabling them shape the future of the area. Image credit: LBN, Soundings



CASE STUDY
FIG 6.15 Digital innovation offers an opportunity to co-create smart urban infrastructure and services. For example, the smart district of Kalasatama in Helsinki has adopted a vision where digital innovation is closely tied to social challenges, and digital solutions should serve the community. The vision is that smart services should save one hour of citizen's time every day. Image credit: [Smart Kalasatama](#)

P.6
6.4

Waste Prevention, Reuse and Recycling

This OAPF seeks to encourage the reduction of waste and the increase of material reuse and recycling. It seeks to support London’s green and circular economy, which has the potential to drive innovation and support local jobs.

Planning policy considerations

Future development in the OA should have regard to relevant policies in the London Plan, including (SI7 Circular economy), SI8 (waste capacity and net self sufficiency) and SI9 (safeguarded waste sites). It should also consider the East London Joint Waste Plan and the Newham Local Plan.

Development in the OA should help to **reduce waste and support the circular economy** by being based on circular economy principles. These principles include designing for reuse, sourcing sustainably, conserving resources and increasing resource efficiency to prevent and minimise waste, managing waste sustainably and at the highest value by increasing material reuse and recycling, and reducing the amount of waste disposed of. These principles should be incorporated at the construction, operation and deconstruction stages of new developments. Building design should consider adaptation and reconstruction to extend the useful life of buildings, as well as their deconstruction.

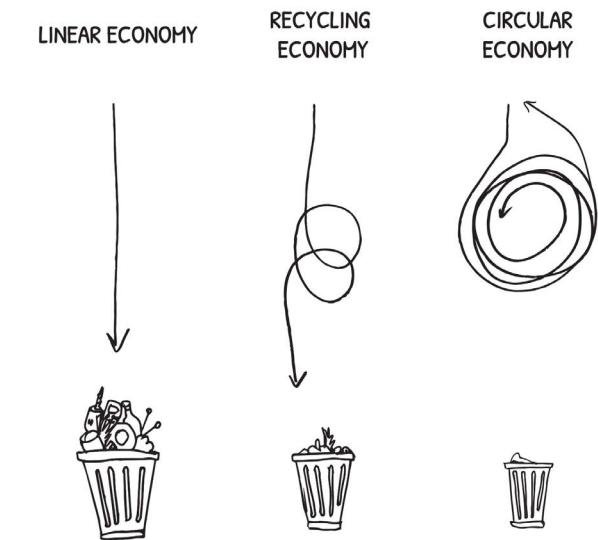


FIG 6.17 Circular economy concept illustrated by Vlanderen Circulair. Image credit: [Circular Flanders](#)

Circular economy principles should be incorporated into the operational life of buildings. This can be achieved through measures such as designing high quality waste storage and collection systems into buildings and the street scene. This will contribute to improved household recycling rates in Newham. Development should consider the need to submit a Circular Economy statement. Particular consideration should be given to the reuse and recycling of construction, demolition and excavation waste within London, including on site.

Waste sites are critical infrastructure to support sustainable growth within the OA and to contribute to the London Plan’s aspiration for net waste self-sufficiency.

Existing waste sites are safeguarded under the London Plan Policy SI 9 and East London Joint Waste Plan W2. There are a number of existing waste sites within the OA as well as the opportunity for a potential new site at Beckton Riverside, subject to relevant policies in the Development Plan. Opportunities could be explored for **circular economy hubs**, including for construction waste. Waste sites are increasingly under pressure from competing land uses and growth. Development in proximity to such sites should reconcile with them and provide any mitigation required, as the Agent of Change. Related transport infrastructure in the OA such as wharves play an important role in supporting sustainable movement of waste, as well as aggregate for the construction industry.

Recommendations

The new **East London Joint Waste Plan** should take account of the impact of growth in the OA on waste arisings and waste movements, in particular household waste arisings. A Waste Management and Circular Economy Strategy could be prepared for the OA. This should seek to proactively improve provision of waste infrastructure in new and existing development.

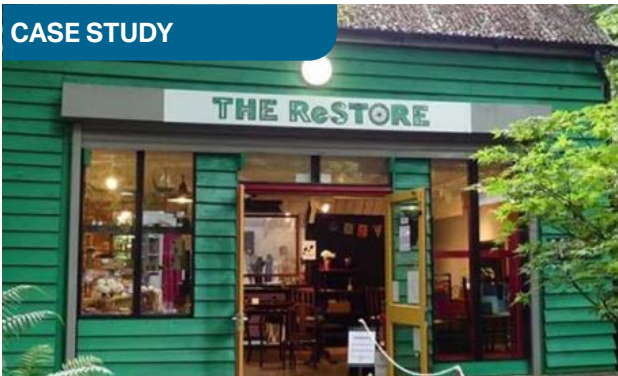


FIG 6.18 Repair Cafés were established with the aim of helping people fix items for free, avoiding waste, and building a sense of community. Originally set up in the Netherlands in 2009, Repair Cafés have since expanded across the globe. It is estimated that there are currently over 2200 cafés worldwide, with 33,045 volunteers repairing 39,654 items per month. Image credit: [The ReSTORE Repair Cafe - CE Hub \(ce-hub.org\)](#)



FIG 6.19 Pop-up zero waste hub, Clissold Park, Hackney. These [Hackney Zero Waste Hubs](#) are reuse and repair pop-ups in locations such as parks and libraries. where you can donate items you don't need, pick up items you do, repair your items for free, refill and repeat. These Zero Waste Hubs are delivered by Hackney Council in partnership with Forest Recycling Project and Hackney Fixers. Image Credit: Shao Yu Teng

Please refer to:
[London Plan Policies](#): SI7, SI8, SI9
[East London Joint Waste Plan Policies](#): W2



Image credit: Sam Bush

7 Delivery and Coordination

This chapter sets out a high-level strategy for delivering the OAPF.

The Delivery chapter considers the groups, processes and resource needed to deliver and monitor change across the Royal Docks and Beckton Riverside OA. This includes high-level information on funding opportunities, development phasing, and further studies to enhance the OAPF evidence base.

Existing residents, communities, forums and stakeholders need to be an integral part of the delivery process. This will help ensure that the Mayor's Good Growth objectives and LB Newham's 'Towards a Better Newham' and 'Building a Fairer Newham' aspirations are achieved.

Chapter contents

- 7.1 Delivering the OAPF Vision
- 7.2 Funding
- 7.3 Establishing a Delivery Plan

Delivering the OAPF Vision

Delivery in the Royal Docks and Beckton Riverside is already happening across the OA, including the delivery of infrastructure, new homes and employment spaces. This presents an opportunity to ensure that early emerging development ambitions on individual sites reflect the aspirations of this collaborative planning framework.

Coordinating Delivery

Realising the OA’s full potential, and ensuring smooth delivery of this planning framework, will rely on close collaboration between key partners like LB Newham, the GLA family, stakeholders like the Port of London Authority, developers, and utilities providers. Cross-river partnerships with RB Greenwich will also be key to delivering the DLR Extension.

The previous chapters presented a strategic vision for the future of housing, industrial land, local connections, transport propositions and centres across the OA.

This section sets out the key requirements and structures for delivering this vision of Good Growth in the OA. This chapter aims to :

- Identify governance bodies and boards which may help deliver the OAPF strategy

- Provide a high-level review of potential funding streams
- Consider resource implications of delivering the OAPF strategy
- Identify useful supporting evidence and studies, both existing and potential
- Present a notional development phasing, including key milestones

Transport and Growth Scenarios

Much of the growth described in this OAPF is closely linked to the delivery of **strategic public transport connections**. New public transport infrastructure is needed to support housing and employment growth, and vice-versa.

The **Higher Growth** scenario could be supported in the short term by improvements in local connections and bus capacity. Those improvements could connect communities in the OA with existing transport services. This would bring forward early phases of new housing development and other improvements in places like Silvertown, Custom House, and West Silvertown.

In the longer term, a **DLR extension to Thamesmead via Beckton Riverside** would provide the necessary step-change in public transport connectivity. It will also provide capacity to support development at Beckton Riverside, improving access to opportunities in the rest of London for the wider OA. As described earlier in the chapter ‘Supporting Good Growth with Transport’, significant strategic transport improvements, such as a new DLR station, are required to enable a large-scale development in Beckton Riverside.

Next Stages for Investment in Transport Schemes

Delivering any major new public transport scheme in the area will depend on the scale of new growth to make a strong case for investment and on the **availability of funding for construction**. Many of the transport schemes identified in this OAPF require significant investment and are currently unfunded.

These include short-medium term projects like DLR station improvements, new bridges across the Lea, 24-hour access at Canning Town Station, and an expansion of the North Woolwich Road improvement scheme.

This **funding gap** represents a significant challenge to delivering the OAPF vision. Routes to unlocking investment are subject to regular scrutiny and review as development milestones are reached on key sites.

This OAPF will support **business cases and associated technical studies**, to unlock public/private funding for transport improvements. This includes pursuing a Transport & Works Act Order (TWAO) for the DLR Extension to Thamesmead via Beckton Riverside.

The role of the new local plan in delivering this OAPF

LB Newham commenced a review of the Local Plan in late 2021. This is anticipated to conclude with a new Local Plan adopted in 2024.

The new **LB Newham Local Plan**, and its **supporting evidence base**, will play a vital role in delivering the OAPF. This will be achieved through new site allocations, housing targets, an Infrastructure Delivery Plan, and local and strategic development management policies.

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7.2
Funding

Resourcing Delivery of the OAPF

Delivering the OAPF vision will require adequate resources. These will include people to design and coordinate development across the OA, transport, and infrastructure. A variety of funding sources should be explored from both the public and private sectors. Delivery bodies - such as the Royal Docks Enterprise Zone Programme Board, (EZPB), LB Newham, TfL, and infrastructure providers - should work together to identify funding priorities. Efficient coordination will be vital to the successful delivery of the OAPF.

Mainstream and other public funding sources available

The TfL business plan will continue to prioritise some funding to maintain and renew the transport network as well as funding local transport improvements through Local Implementation Plan (LIP) allocations to London boroughs. However, larger projects such as the DLR Extension, station upgrades and significant additional bus capacity will need bespoke funding packages involving potential additional contributions from Government and other third-parties.

Royal Docks Delivery Plan: The Royal Docks Enterprise Zone is the only EZ in London, and has borrowed against (ring-fenced) future business rate income to place the Royal Docks at the forefront of driving forward London’s and Newham’s recovery post-pandemic. Investment supports building a better, fairer and more sustainable part of the city.

In 2018, the Mayor of London, the Mayor of Newham and the London Local Economic Action Partnership (LEAP) approved a 5-year Delivery Plan and £314m* investment programme, to help accelerate the regeneration of the Royal Docks, driving London’s economy and creating skilled jobs and opportunities for local people. This Delivery Plan coordinates numerous funding streams, which could play an important role in realising the OAPF vision.

Within the Royal Docks Delivery Plan, a total public sector investment package £56 million has been ringfenced specifically for actions and interventions to catalyse growth in the local economy and deliver against the Royal Docks Economic Purpose. There are four focal areas for investment: innovation and capacity building via Good Growth projects (which includes a specific Royal Docks Good Growth Fund), employment and skills, business support, and workspace.

The Royal Docks Delivery Plan encompasses funds including:

- The Royal Docks Good Growth Fund: a £13 million programme that supports a broad range of projects that can help to transform the Royal Docks. The fund aims to support local economic activity, create new jobs and workplaces, and ensure these opportunities are accessible to the whole community.

The Royal Docks Good Growth Fund enables the Enterprise Zone to be more responsive to current and existing challenges, including helping to incentivise relocation.

New and more diverse funding opportunities are expected to emerge through the EZ programme to unlock a broader range of strategic priorities.

London Borough of Newham: Newham Infrastructure Delivery Plan (July 2022 and any subsequent updates) envisages that the area’s infrastructure requirements will be funded from numerous sources including LB Newham, GLA, TfL, and developer contributions (CIL/S106/S278). It is assumed that the majority of transport related projects will be funded through contributions from Government, TfL, the GLA, and development partners (CIL, S106, S278).

Potential funding through social infrastructure could also be explored, including some funds available through the Basic Need Grant. Lastly, we have assumed that there is an element of mainstream funding available for emergency services and health provision.

In relation to health, as explained in the preceding section, while we recognise that facilities may be provided by developers through S106 agreements, because of the leaseback structures in place, these facilities are assumed to have Clinical Commissioning Groups (CCG) funding over the longer term.

* The current Delivery Plan is for £212m. A new delivery plan will be needed to get the remaining.

Funding

Other potential funding sources should be investigated through the funding strategy

Further studies into potential funding solutions could be explored to establish which are the most appropriate and feasible funding strategies to use in this location. The political as well as technical implications of different mechanisms will need to be understood.

Funding sources which could be investigated are:

- Review the existing EZ status to see if extensions to its geography, or time period could be possible
- Stamp duty capture
- Affordable Homes Programme
- Public sector funding and financing. This could be useful for currently unfunded infrastructure. An agile approach is required to respond to new funding initiatives aimed at delivering HM Government's growth agenda, for example Levelling Up Fund
- New Homes Bonus

Cashflow models

It is recommended that the delivery team look with urgency at the full range of options available to assist in funding the timely delivery of infrastructure. These should include moving the need for funding later, cutting costs and borrowing.

- The delivery bodies could consider where phasing of delivery can be delayed through the use of meanwhile solutions or better use of existing services.
- Opportunities for collaborative and shared facilities should be explored as these may be able to bring down costs either temporarily or permanently.
- It may be necessary to investigate the need to raise further temporary funding in the early years of delivery to fund upfront infrastructure costs.

There are of course risks in borrowing based on potential future development contribution income, but models exist to minimise risk and maximise the benefits of such an approach. Local Authorities can borrow against business rate income in a TIF (Tax Increment Funding) - typically relied upon special circumstances (i.e., GLA as the developer or owner of land). The funding strategy should therefore explore options for the delivery team to borrow.



Image credit: Sam Bush

Establishing a Delivery Plan

Delivery Structures

The RD+BR OAPF Strategic Board will conclude when the framework is adopted. **New governance structures** could include a wider remit for the existing Royal Docks Enterprise Zone Programme Board, which includes representatives from LB Newham and the GLA. This would reflect a change in emphasis **from planning to delivery**.

The **Programme Board** could assume more responsibility for delivery over more of the OA - such as Beckton Riverside – with a **closer alignment with the boundary of the OA**. The Programme Board could manage and monitor the delivery of the OAPF strategy, coordinating strategic objectives and ensuring prioritisation of investment at EZ and OA scale, ensuring **a joined-up approach** across the area. This may include identifying changing circumstances and mitigating risks.

Further consideration could be given to how delivery is led and communicated both politically and organisationally, with the board functioning as **an improved point of contact** with a comprehensive communication protocol. A governance review of the Programme Board will consider these ideas, as well as board membership, resourcing, and coordination of delivery activities.

Successful realisation of the OAPF will depend on existing delivery bodies working efficiently, avoiding duplication, and with clear responsibilities between public sector bodies. There should be a focus on involving stakeholders responsible for delivery on the ground, for example teams and politicians with a responsibility for Housing.

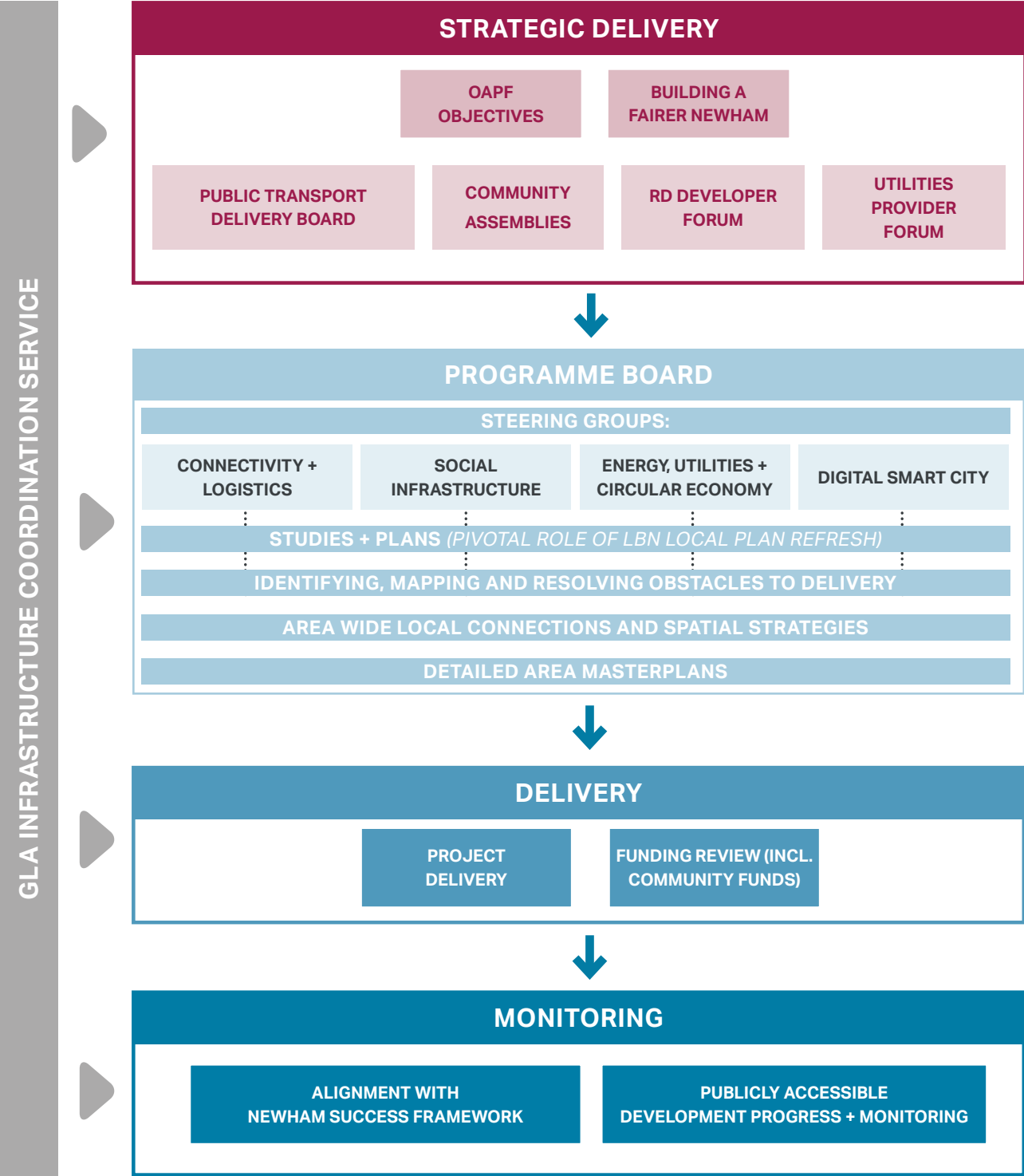
Obstacles to the delivery of projects, including legacy issues, should be identified and mapped. Solutions should involve collaborative working. This would include planning and regeneration functions working more closely together, using the same set of assumptions.

Cross-river partnership working will be vital to the delivery of the DLR extension to Thamesmead via Beckton. The existing **Thamesmead & Beckton Riverside Public Transport Delivery Board**, which includes representation from both LB Newham and RB Greenwich, will continue to coordinate and progress the ambition to extend the DLR to Thamesmead via Beckton Riverside.

The **Community Assemblies** which already exist across LB Newham are a key partner in delivering change and should be included in shaping the key elements of delivering this plan. The Community Assemblies give people direct influence over where they live, work or learn, and help shape development and growth.

The existing and ongoing consultation and engagement work undertaken by the GLA Royal Docks Team, and as part of LB Newham’s ‘Towards a Better Newham’ and ‘Building a Fairer Newham’ agenda, should also acknowledge the OAPF.

The existing **Royal Docks Developer Forum** helps in coordinating development matters (for example industrial land, flood risk), monitoring progress, and identifying identify innovation and collaboration opportunities.



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Establishing a Delivery Plan

Infrastructure

Successful delivery of integrated and sustainable infrastructure should minimise disruption and mitigate the impacts of future growth and development. The infrastructure delivery in the OA requires careful planning and coordination.

Tools for delivery

1 Strategic delivery board / Energy and Utilities Steering Group – to be set up by the Borough to establish work streams with utilities providers to address priorities, promote renewables, waste management and energy efficiency. Saving spaces for future infrastructure and exploring relocation/ longer term changes to energy supply.

2 GLA Infrastructure Coordination Service: providing strategic oversight over utilities infrastructure. Opportunities may include:

- Facilitating collaboration between all utilities and key bodies (for example Environment Agency, Port of London Authority) to leverage opportunities.
- Providing strategic insight and support for technical and delivery strategies, including potential subregional approaches.
- Streetworks collaboration to minimise disruption in the area.
- Coordinating connections to strategic networks and providers across construction sites to minimise impact and disruption.

3 Delivery Strategies: Approaches to utilities planning should be integrated, and include:

- **Integrated Water Management Strategy:**
 - To be prepared in partnership with Thames Water and the Environment Agency.
 - To be completed as close to adoption of the OAPF as possible.
 - This should identify where existing water related infrastructure could form barriers to development by assessing current water related infrastructure and its ability to accommodate proposed levels of development.

This will require information on:

1. expected water demand,
2. water supply zone capacity
3. surface and foul water drainage capacity,
4. Beckton STW impact assessment, and
5. surface water and tidal flood risk.

- It should propose solutions to address these barriers. This should include a schedule of detailed interventions, with associated timeline, in line with the phasing of growth.
- It should propose a funding strategy to drive investment for the timely delivery of interventions.

- It should provide planning policy recommendations for the Newham Local Plan for development to reduce demand for water supply and the drainage network.
- In parallel to the RD+BR IWMS, a **pilot Subregional IWMS** is being prepared for east London covering seven boroughs, including Newham and the RD+BR OA. The pilot Subregional IWMS focuses on issues and solutions that are prudent to identify and respond to at a water network, system scale (for example fluvial flood risk from the River Lea). It will align with and not duplicate the content of the RD+BR IWMS, addressing water issues that are pertinent to the OA but that might have solutions outside of its area
- **Waste management and circular economy strategy** - Forecast additional waste arisings generated by the OA, method to uplift waste infrastructure quality in existing building stock as well as new development.
 - **Royal Docks Corridor Project;** The Royal Docks Corridor improvement project is a large joint capital works project between the GLA and London Borough of Newham to radically transform a 3.2km of traffic dominated road.

There is approval to use Enterprise Zone investment, CIL and Section 106 funding totalling over £30m towards major works to transform the North Woolwich Way and Silvertown Way into a Healthy Street. The first phase of the project began on site in 2022. This already delivered over 320 trees.

Responsible bodies/ actionable bodies



- Local authorities, developers, utility providers and the GLA
- To help deliver a heat network for the OA, a delivery model and responsible body should be identified. This is as high initial capital costs can be seen as an obstacle to setting up a decentralised energy supply. Delivery models such as Energy Service Companies can produce, supply and manage the local delivery of decentralised energy to a 'whole site' development. An ESCo can help fund part or all of the scheme and assume responsibility for design and build right through to completion. See the [London Heat Network Manual II](#) for further information on delivery models

The following pages provide information on supporting studies, including ongoing and potential.

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Establishing a Delivery Plan

Evidence Studies

Further detailed studies may be required to deliver the ambitions of the OAPF. As work on delivery progresses, it is also important to consider existing studies and evidence-bases that have been produced for Royal Docks and Beckton Riverside.

Existing

- Royal Docks Digital Connectivity Study (Arcadis, 2020)
- Power Capacity Review RD+BR (AECOM, 2018)
- District Energy Feasibility Study [stakeholder briefing] (Buro Happold 2021)

Other potential studies

- **Local Area Energy Plan** – building on the AECOM Power Review report, this should consider the need for additional energy infrastructure in the entire OA based on identified growth scenarios and pathway to net zero. It should consider electricity, EV charging, solar power, gas and heat network planning (including strategic approach to heating). This should refine the picture of potential future loading.

- **Royal Docks and Beckton Riverside Digital planning** - this should build upon the existing Digital Connectivity Study and could:
 - identify current and future geographic differences in mobile coverage and demand across the whole OA.
 - propose infrastructure interventions to build the reception and capacity to address need, in particular addressing priority areas/gaps. There should be ubiquitous and high-quality coverage as a minimum.
 - include consideration of how building design and the public realm, involving Street Lighting, Planning and Highways, can address future 5G coverage requirements within the OA.
 - identify stakeholder partnerships (this should include service providers) to help guide delivery.
 - consider how an information sharing platform (for example a map) could show what is available and planned, for example existing street assets and proposed new assets as part of street schemes.

- These activities would support OAPF objectives, in particular by making the OA an enabled and innovative place. It would contribute to the growth of the modern economy in the OA, in particular by promoting growth and unlocking jobs across sectors reliant on digital connectivity and technology.
- Riverside Strategy: to consider options and opportunities for managing flood defences, proximity to the Thames and its foreshore and the provision of the Thames path (Subject to funding).
 - Beckton Riverside Masterplan.

CASE STUDY

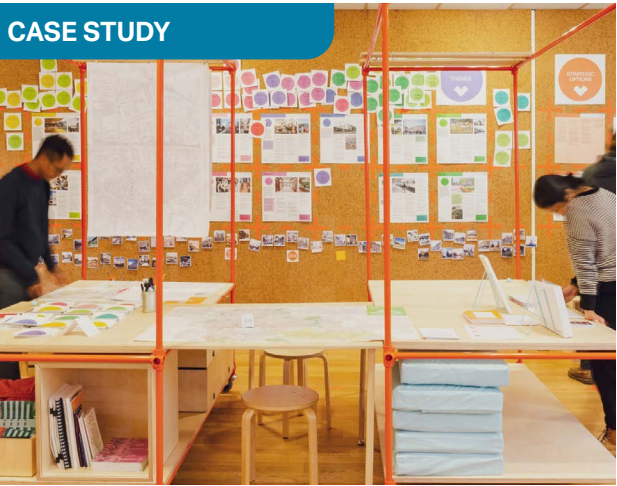


FIG 7.20 One of the challenges raised by the community is the lack of information on how to actively participate in delivering change. Urban room in Croydon; is a dedicated civic hub, and an example of encouraging meaningful civic engagement, and facilitating monitoring.

Monitoring Report

Monitoring of development delivery should be comprehensive, progressing through from allocation of strategic sites to building occupation. It should include:

- the planning status of strategic sites,
- development phasing (including certainty rating of phasing times for example proposed, confirmed) to inform infrastructure asset planning to accommodate long-term growth)
- build out updates
- occupation date estimates

This information is required to monitor the delivery of the OAPF, and to meet demand. It will inform utilities forward planning, delivery and ensure timely investment decisions.

Monitoring Reports

- [GLA Opportunity Areas](#) online monitoring via [London DataHub](#)
- [London Plan AMR](#)
- [LB Newham Authority Monitoring Report](#)
- GLA Royal Docks Success Framework criteria to be applied across the OA
- GLA Royal Docks Strategic Development Framework development tracker (under development)

Establishing a Delivery Plan Phasing

This is a high-level, notional phasing strategy for the delivery of the OAPF. This incorporates phasing from the adopted LBN Local Plan, the emerging LB Newham Local Plan, recent planning and development activity, and research into the infrastructure needs of sites within the OA if Good Growth is to be supported. This phasing strategy does not set criteria for the timing of development.

Short Term: 0 - 5 Years

Sites with a simple landownership pattern; Supported by existing or funded infrastructure; Allocated sites; Available sites

9,900 new homes to 2027

Sites may include:

- New centre and new homes at Thameside West with new bridge and DLR station
- Part of S21 - Silvertown Quays, and in particular Phase 1 in the west part of the site
- Canning Town
- ExCeL's extension (Phase 3) will also be completed by 2025

Medium Term: 5 - 10 Years

Sites that require modest infrastructure improvements; Potential remediation and/or land use change

17,700 new homes to 2032

Sites may include:

- Silvertown Quays, providing new homes as part of the future local centre that includes sites at Silvertown Quays, Royal Wharf, Connaught Riverside, and an enhanced North Woolwich Road
- Some development on accessible parts of S01 may be possible in the medium-term. This should not compromise future development, be supported by active travel and public transport, and deliver Good Growth.
- A housing-led mixed-use development at S23 Connaught Riverside with new school and workspace

Long Term : 10+ Years

Sites with a complex landownership; dependant on new infrastructure; requires decontamination, land-use change, and potentially new policy context

8,200 new homes to 2041

Sites that may be developed in the long-term include:

- Completion of full masterplan for S01 Beckton Riverside with major town centre, residential neighbourhoods, schools and park.

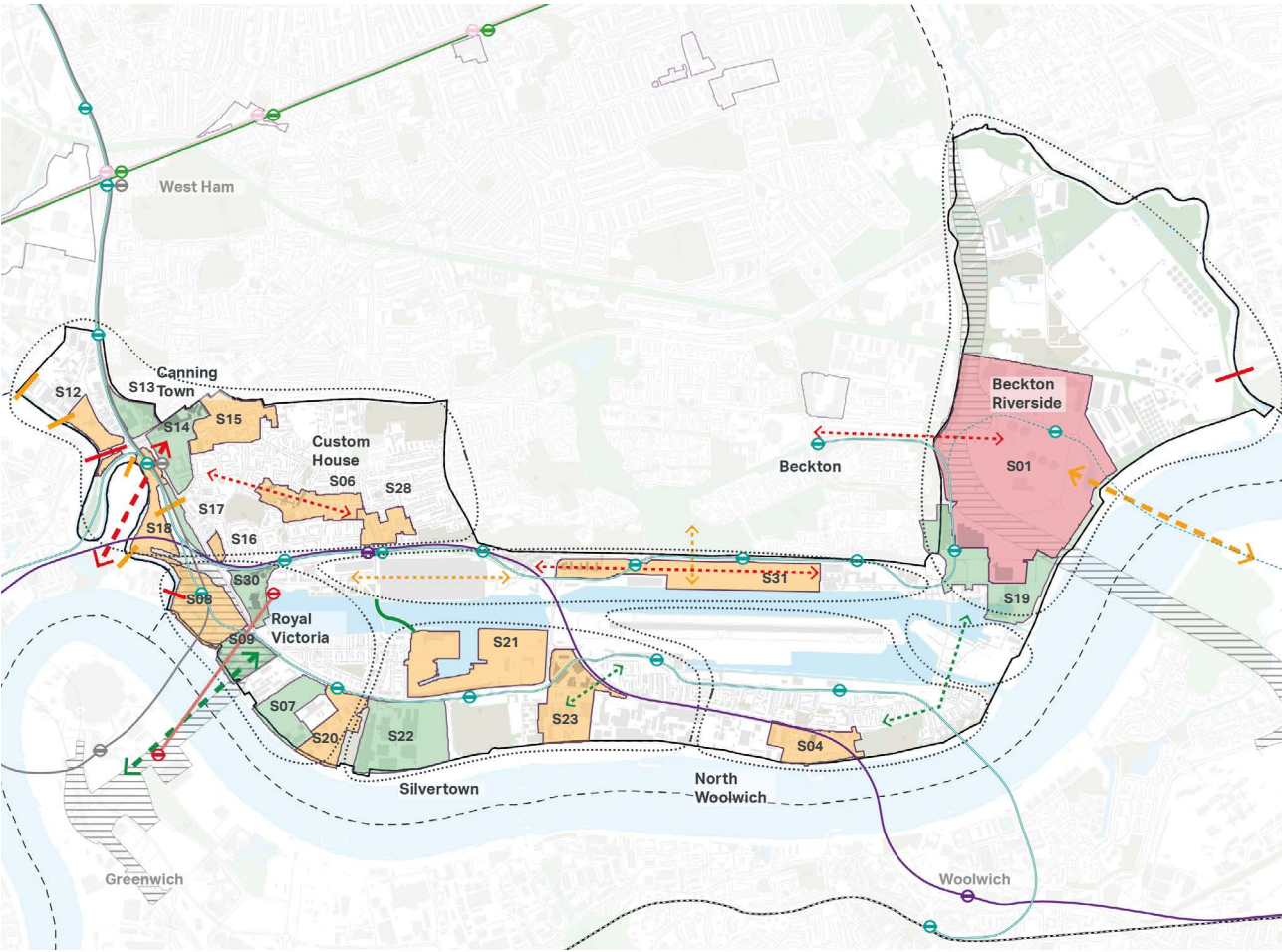
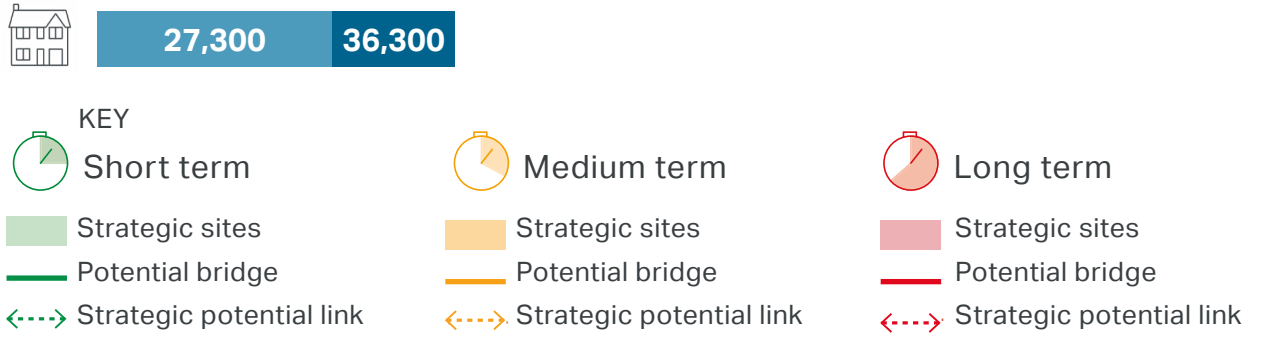
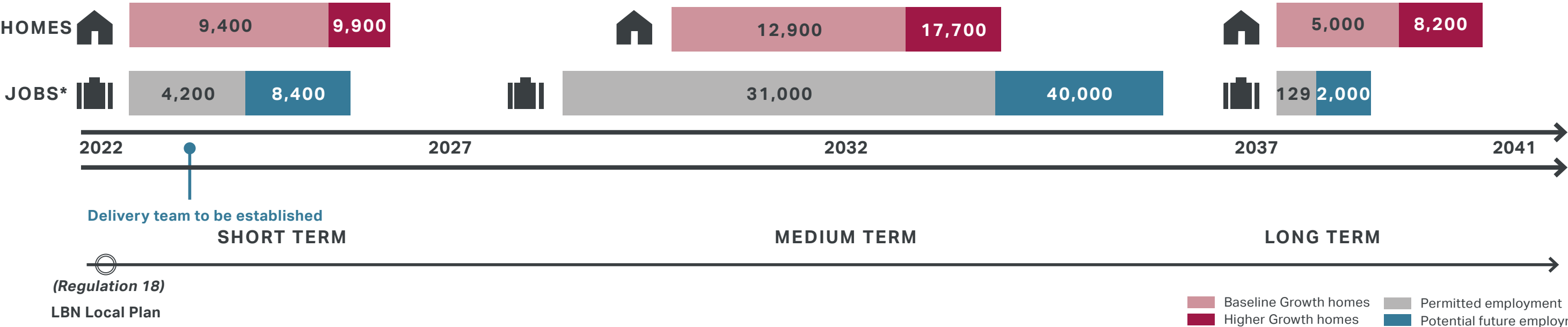
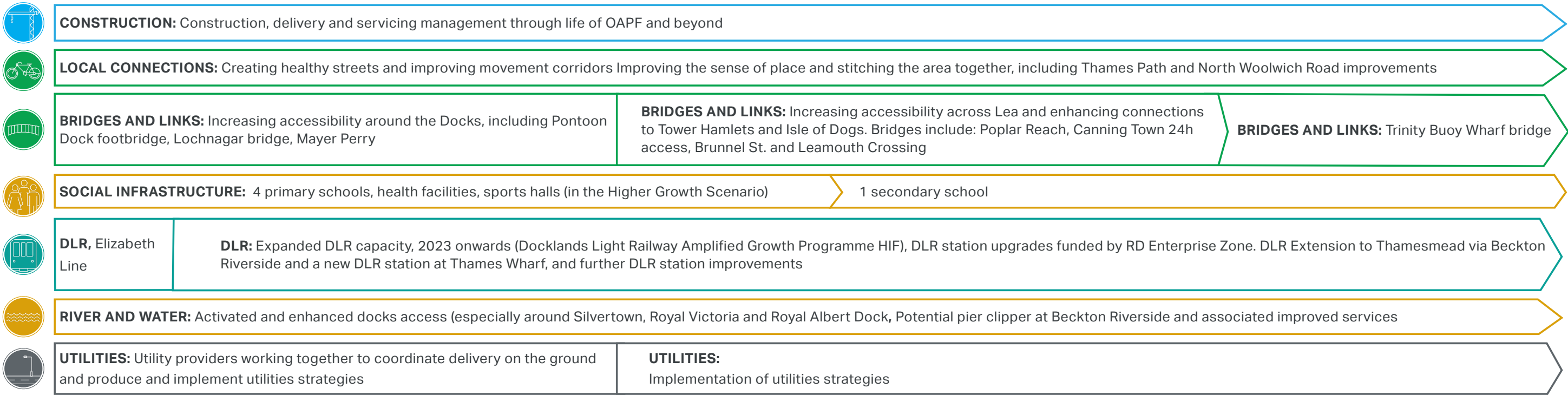


FIG 7.21 Development Phasing



Establishing a Delivery Plan

Phasing



* Only accounts for jobs within the OA on LB Newham Local Plan allocated sites

Glossary

* Please refer also to the [Glossary included in the London Plan \(2021\)](#) p.491

Affordable housing*

Affordable housing is Social Rented, Affordable Rented and Intermediate Housing, provided to eligible households whose needs are not met by the market.

Affordable workspace*

Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change principle*

The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Air Quality Focus Area

There are 187 Air Quality Focus Areas in the London. These are locations that not only exceed the EU annual mean limit value for NO2 but are also locations with high human exposure. The Focus Areas were defined to address concerns raised by boroughs within the LAQM review process and forecasted air pollution trends. This is not an exhaustive list of London’s hotspot locations, but where the GLA believe the problem to be most acute.

Biodiversity*

This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Blue / water space*

Areas covered by water including the River Thames and other rivers, canals, reservoirs, lakes and ponds.

Circular Economy*

An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of ‘make, use, dispose’.

Creative Industries*

Those industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

Cultural and creative industries

Employment activities that describe themselves as cultural or creative, including notably architecture, archives and libraries, artistic crafts, audiovisual (such as film, television, video games and multimedia), cultural heritage, design, festivals, music, performing arts, publishing, radio and visual arts. (European Commission)

DLR

Docklands Light Railway

Elizabeth line

Elizabeth line is an east-west, cross central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It serves major development and regeneration corridors, and provides improved access to large areas of central and suburban London.

Design-led approach

A design-led approach to determine the optimum capacity of potential development sites is advocated in Policy D1, D2 and D6 of the London Plan. Further guidance can be found in the Mayor’s Good Quality Homes for all Londoners Guidance.

Urban design principles are considered to determine an appropriate form of development that responds to a site’s context. This means taking into account building form, height, typology and proximity to public transport and local amenities. It also tests the spatial implications for social infrastructure provisions (e.g. open space, schools).

Enterprise Zone (EZ)

An Enterprise Zone provides business rate discounts and enhanced capital allowances for new businesses locating in the EZ and simplified local authority planning for new developments. It also enables any additional business rate income collected in the EZ to be retained and recycled locally for a period of 25 years. The Royal Docks Enterprise Zone became operational in 2013 to support local development and economic growth.

GLA

Greater London Authority

Green infrastructure*

A network of green spaces – and features such as street trees and green roofs – that is planned, designed and managed to deliver a range of benefits. These include mitigating flooding, cooling the urban environment and enhancing biodiversity and ecological resilience, as well as providing more attractive places for people.

Green space*

All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape.

Healthy Streets

TfL’s approach to improve air quality, reduce congestion and help make London’s diverse communities greener, healthier and more attractive places to live, work, play and do business.

Heritage assets*

Valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and non-designated assets where these have been identified by the local authority (including local listing) during the process of decision-making or plan making.

Infrastructure*

Includes transport, energy, water, waste, digital/ smart, social and green infrastructure.

Innovation*

The creation of new products and services, technologies, processes, or business models.

LBN

London Borough of Newham

LIL

Local Industrial Locations
Locations of particular local importance for industrial (SIL conforming) uses, LILs form part of the Borough’s reservoir of industrial sites to support economic growth.

LMUA

Local Mixed Use Areas
Areas in which employment-led mixed use is promoted as part of the Managed Transition towards a genuinely mixed use borough through the protection of Class B1 and other employment-generating uses. Development should follow Managed Transition principles (see definition below) whilst securing environmental enhancements and compatibility with residential uses.

Local and neighbourhood centre

Typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services. Together with District centres they can play a key role in addressing areas deficient in local retail and other services. This includes locally-identified CAZ retail clusters.

LSIS

Locally Significant Industrial (LSIS) Sites are sites that have particular local importance for industrial and related functions, which complement provision in SILs.

Major centre*

Typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sqm of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.

MOL*

Metropolitan Open Land. Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

OA*

Opportunity Areas. London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

OAPF

Opportunity Area Planning Framework. These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners. While planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their Development Plans.

Safeguarded Wharves

A network of sites that have been safeguarded for cargo handling uses such as intraport or transhipment movements and freight-related purposes by Safeguarding Directions. A site remains safeguarded unless and until the relevant Safeguarding Direction is formally removed or amended.

Strategic Industrial Locations*

London’s largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London’s economy.

15-minute neighbourhood

Lockdown has highlighted the need for local neighbourhoods with a diverse range of local businesses and services, as well as increased space for pedestrians. The 15-minute neighbourhood concept emphasises the need for thriving local areas with easily accessible jobs and services; better street space and active travel; and greener more resilient communities. The 15-minute neighbourhood idea is to create more liveable and sustainable neighbourhoods in which residents can access all of their day-to-day needs within a 15-minute walk or cycle of their home.

Versions of it have been adopted by cities across the world, including Paris, Lagos, Shanghai, Melbourne and Bogota. LB Newham looking into the delivery of 15-minute neighbourhoods through a variety of [programmes and projects](#).