

Beckton Riverside Phase 1

In the London Borough of Newham

Planning Application references: 24/00990/FUL and 24/00989/OUT

Planning Application

Town & Country Planning Act 1990 (as amended); Planning (Listed Building and Conservation Areas) Act 1990; Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008 and Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

The proposal

24/00990/FUL

Comprehensive remediation and site preparation works (including raising the flood defence level and creation of a flood defence bund and repair works to the existing River Wall) to enable the future mixed-use development of Beckton Gasworks.

24/00989/OUT

Residential-led mixed-use development (to be delivered in separate severable phases) to provide new buildings to accommodate new homes (Use Class C3), flexible non-residential uses (Use Classes E, F2 and sui generis (drinking establishments, drinking establishments with expanded food provision, cinema and entertainment venues)), energy centre, public open space and public realm, associated car and cycle parking, formation of new pedestrian and vehicular accesses and means of access within the site.

The applicant

The applicant is **St William** and the agent is **Quod**.

Recommendation

The Deputy Mayor for Planning, Regeneration and the Fire Service, acting as Local Planning Authority for the purpose of determining this application;

- i. grants conditional planning permission in respect of applications 24/00990/FUL and 24/00989/OUT for the reasons set out in the approval section below, and subject to the prior completion of a section 106 legal agreement;
- ii. delegates authority to the Head of Development Management to issue the planning permission and attach, add, delete or vary, the final detailed wording of the conditions and informatives as required with any material changes being referred back to the

Deputy Mayor, and authority to negotiate, agree the final wording, and sign and execute, and complete the section 106 legal agreement;

- iii. delegates authority to the Head of Development Management to agree any variations to the proposed heads of terms for the section 106 legal agreement;
- iv. delegates authority to the Head of Development Management to refer the application back to the Deputy Mayor, if by 7 December 2026 the section 106 legal agreement has not been completed;
- v. notes that approval of details pursuant to conditions imposed on the planning permission will be submitted to, and determined by Newham Council; and
- vi. notes that Newham Council will be responsible for the enforcement of the conditions attached to the permission.

Introduction

1. Having assumed authority to determine these planning applications, this report sets out the matters that the Deputy Mayor for Planning, Regeneration and the Fire Service must consider in determining whether to grant or refuse planning permission and to guide his decision making at the representation hearing. This report includes a recommendation from GLA officers, as set out below.

Officer recommendation - reasons for approval

2. The Deputy Mayor for Planning, Regeneration, and the Fire Service, acting as the local planning authority, has considered the particular circumstances of this application against national, strategic and local planning policy, relevant supplementary planning guidance and all material planning considerations. He has also had regard to Newham Council's Planning Committee report and subsequent update report dated 23 October 2025, the draft decision notice prepared by Newham Council setting out recommended planning conditions, the incomplete draft s106 agreement prepared by the Council and the applicant, and all consultation responses and representations made on the case both to Newham Council and the GLA.
3. The below reasons set out why this application is considered to be acceptable in planning policy terms:
 - The site-wide remediation and flood defence works would unlock the site and make it safe for residential development, enabling the site to deliver the homes and jobs envisaged by the adopted and emerging Local Plans and the Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF).

- The residential-led redevelopment and optimisation of a derelict brownfield site is supported. The proposal would provide for 320,000 sq.m. GEA (indicatively circa 2,900 homes) of residential (Class C3) floorspace with 8% affordable housing by habitable room proposed, comprising 100% social rent. The proposal is supported in land use terms and accords with allocations in the adopted and emerging Local Plans, as well as the OAPF.
- The scheme would deliver a high quality design and standard of accommodation, secured through parameter plans and a design code developed in consultation with the GLA and Newham Council.
- The proposal demonstrates a design-led approach to site optimisation. The design and layout principles are well-considered and optimise the development capacity of an underutilised brownfield site which is restricted by the London City Airport Obstacle Limitation Surfaces.
- The overall height and massing strategy is well-considered in the context of the site. Overall, the visual, environmental, functional and cumulative impacts of the tall buildings are acceptable in accordance with Policy D9 (Part C) of the London Plan.
- The transport impacts of the proposed development would be satisfactorily mitigated through financial and non-financial contributions to the active transport network around the site, the wider borough and the public transport network.
- Appropriate, relevant, reasonable and necessary planning conditions and obligations are proposed to ensure that the proposal is acceptable in planning terms and the environmental impacts are mitigated, in line with Policies DF1 and T9 of the London Plan.
- Applying section 38(6) of the 2004 Act, it is GLA officers' view that the proposal accords with the relevant development plan, when read as a whole. The material considerations, when taken together, do not justify a departure from the plan but rather confirm that the proposals should be granted planning permission.

S106 legal agreement

4. The following heads of terms have been agreed as a basis for the planning obligations to be contained within the section 106 legal agreement:

Administrative

- The Council's reasonable legal fees in relation to the completion of the deed whether or not the matter goes to completion.
- Payment of the Council's reasonable fees in monitoring and implementing the legal agreement.

- Payment of the Council's reasonable costs associated with consultant costs for reviewing future viability and environmental matters.

Housing delivery

- Delivery of a minimum of 6.2% of the residential units as affordable housing, comprising social rent tenure (a minimum of 185 units).
- Delivery of 129 social rent units in the first phase of the development.
- A minimum of 50% of affordable homes shall be family sized units (3 bedrooms or more).
- Affordable Housing Statement (including location/tenure plans) to be submitted in advance of the first occupation of Phase 1 and subsequently updated with each Reserved Matters Approval (RMA) submission.
- Early, mid and late-stage review mechanisms.

Employment and skills contribution

- Commitment to providing 35% construction jobs to residents of the LBN through a financial contribution of £6,635,974 (+ RPI).
- Commitment to providing 50% end user jobs to the residents of the LBN through a financial contribution, to be calculated prior to the submission of each Reserved Matters Application which relates to the delivery of non-residential floorspace.
- Local Labour via Our Newham Work, including apprenticeships, and interns (2 per annum).
- Local Supply Chains – Commitment to promote the use of local supply-chain opportunities.
- Developer engagement with the Council to secure a Community Wealth Building programme.
- Prior to the commencement of above ground works for Phase 1, the Developer will submit a non-residential floorspace strategy to the Council for approval.

Transport

- Car free development
 - Enter in to a "Car Free" agreement with Newham council pursuant to Section 16 of the Greater London Council (General Powers) Act 1974 which precludes residents, businesses/occupiers of the development from being issued with resident/business parking permits and include this restriction in all leases.

- Permit Restriction Charges: £2,000 (+ RPI); payable prior to first occupation of the development.
- CPZ/Permit Restriction Charges: £150,000 (+ RPI) towards the investigation and/or implementation of on-street parking restriction or Controlled Parking Zone into the local area.
- Car Club Contribution of free 3-year premium membership for all residents and £50 starter pack per residential unit. Prior to the occupation of Phase 1 the Developer will submit a car club plan showing where the car club spaces will be located across the development. A minimum of two car club spaces shall be provided.
- Travel Plan
 - Residential Travel Plan £10,500 monitoring fee (+RPI) payable prior to the implementation of the development.
 - Non-Residential Travel Plan £10,500 monitoring fee (+RPI) payable prior to implementation of the development.
- S278 Highways Agreement
 - S278 agreement for highway improvement works proposed outside the red line including works to Armada Way and roundabout, alongside public realm improvements outlined within the approved Design Code.
 - A Highway Work Phasing Plan is to be submitted for approval as part of the first Reserved Matters Application.
- Connectivity contribution
 - A connectivity contribution of £750,000 towards off-site pedestrian, cycle and Active Travel Zone improvements.
- Riverbus safeguarding
 - Not to constrain the future delivery of a Riverbus Pier within the site and a subsequent Riverbus service.
- Transport for London
 - A financial contribution to be agreed with TfL towards the construction of a new canopy and/or upgrades to existing lift capacity on the westbound platform at Gallions Reach DLR station.
- Atlantis Avenue
 - Developer to use reasonable endeavours to work with the relevant landowner(s) to secure the continuation of the Armada Greenway route from the site to the junction of Atlantis Avenue and Armada Way.

Welcome pack

- Developer to provide information on - Parking permit restrictions, Travel Plan and Car Club to all new residents and occupiers of commercial/non-residential units.

Meanwhile use strategy

- Provision of a Meanwhile Use Strategy confirming the location of any meanwhile uses proposed across the development, the nature of those uses and their duration.

Sustainability

- Carbon Offset Contribution payable at a rate of £95 per tonne over 30 years to make the development the equivalent of zero carbon. A total contribution of £2,624,882.
- The developer will provide details to the Council on how the development would connect to any future District Heating Network coming forward within close proximity to the site.
- 'Be Seen' post-construction energy monitoring requirement prior to occupation of each building.

Biodiversity and ecology

- Provision of a Biodiversity Strategy which will identify how a minimum of 10% Biodiversity Net Gain will be achieved via a range of on and off-site measures.
- Submission of a Habitat Management and Monitoring Plan to the Council to secure the maintenance obligations for any off-site mitigation measures identified in the Biodiversity Net Gain Plan for at least 30 years.

Landscape and public realm

- Provision of a Public Realm and Public Routes Management Plan setting out how such spaces will be managed, maintained and public access retained
- The Architect appointed for each future RMA application shall be retained for any subsequent design related approval of details application relating to the relevant phase/plot. In the event the applicant proceeds with a non-approved architect, a fee of £100,000 shall be payable per phase.
- HTA, as Landscape Architect, shall be retained for the lifespan of the scheme (including for all future RMA applications) as Design Guardians to monitor the quality of landscape design and compatibility with the landscape vision. In the event the applicant proceeds with a non-approved architect, a fee of £100,000 shall be payable per phase.

- St William shall deliver works to Armada Way which shall include but not be exhaustive of – the delivery of a new footpath, cycle path and verges in line with the section drawings shown within the approved Design Code *Healthcare provision*
- A £1,500,000 (+RPI) contribution towards health provision, including GP and Primary Care facilities.

Sports and leisure floorspace strategy

- Submission of a Sports and Leisure floorspace strategy to the Council.

Education

- The first form of entry of primary school demand to be provided through the use of existing capacity at Gallions Primary School or an off-site contribution agreed up to 1FE.
- Financial contribution to be made for up to 2FE of primary school provision on the adjoining GLA Land or an alternative appropriately located provision.
- Annual housing updates and details of mix to be provided to the Council for on-going child yield monitoring.
- Submission of a Temporary Transport Provision Strategy to the Council for approval to facilitate transport from the site to Gallions Reach Primary School for primary aged school children until the primary school on the GLA land is delivered; or a full Primary School Education Contribution has been made; or it is confirmed the primary school on the GLA land will not be delivered by an agreed date or the primary school is deemed to no longer be required.

Waste management

- Prior to the commencement of the second phase of the development, the developer shall submit a feasibility study to the Council relating to the delivery of an underground pneumatic waste collection system (ENVAC).

Navigational safety

- In the event that the Port of London (PLA) undertake a Radar Assessment and such assessment demonstrates that the development has had a demonstrable and attributable degradation to the PLA's RADAR service the Port of London Authority shall notify the developer and the Council and provide a copy of the RADAR Assessment to the Developer and the Council, then the Developer shall make a contribution which shall not exceed £25,000 (+ BCIS) towards mitigation.

Conditions to be secured

5. See Draft Decision Notices accompanying the publication of this report.

Site description and surrounding area

6. The application site is a primarily vacant site forming the southern part of the former Beckton Gasworks site. The site comprised approximately 12 hectares and forms part of the former Beckton Gasworks, the largest gasworks in Europe, which was decommissioned in 1969. Since then, the above ground infrastructure has been cleared from the site, which is now vacant and is not publicly accessible.
7. The site is bound by the River Thames to the east, Atlantis way to the south and Armada Way to the west and north. To the north is land owned by the applicant which forms part of the wider masterplan area which is envisaged would come forward under future development phases. Further north are commercial uses associated with Gemini Business Park and Gallions Reach Shopping Park. Further beyond this, approximately 500 metres north, is the Beckton Sewage Treatment Works, operated by Thames Water. To the south and south west are the Royal Albert Wharf, Gallions Quarter residential developments and London City Airport. The Beckton Docklands Light Railway (DLR) depot is located to the west.
8. The site lies within the Royal Docks and Beckton Riverside Opportunity Area which has an indicative capacity for 30,000 new homes and 41,500 new jobs.
9. The site contains a strip of grassland which is designated as Metropolitan Open Land along the eastern edge of the site which adjoins the River Thames. The River Thames is designated as a Metropolitan Site of Importance for Nature Conservation. The site is not located within a conservation area, nor is it within the setting of a conservation area or any listed / locally listed buildings; however, it is within the Beckton Archaeological Priority Area.



Figure 1 Site location and surrounds (Source: Beckton Riverside Phase 1 Planning and Affordable



Housing Statement, Quod)

Figure 2 Site boundary and ownership plan

10. Vehicular access is from a roundabout on Armada Way at the Beckton DLR depot roundabout. Armada Way, for which the Council is Highway Authority, links to the A1020 Royal Docks Road (TLRN) to the southwest at the roundabout junction with Atlantis Way, Woolwich Manor Way and Royal Albert Way, and also to the northwest at the Armada Way/Royal Docks Road junction past the Gallions Reach Shopping Park

11. There are bus stops for two daytime (262 between Gallions Reach Shopping Park and Stratford, and 366 between Beckton and Redbridge) and one night bus service (N551 between the Shopping Park and Trafalgar Square) on Armada Way. Gallions Reach Docklands Light Railway station is just within PTAL maximum walking distance to the southwest. The Public Transport Access Level of the site is 2, indicating a relatively poor level of access. Currently this reduces to 0 towards the riverside although this should improve as more links to Armada Way are provided.
12. The Greenway cycle route to / from Stratford is 1.6 kilometres away, and Cycleway 3 alongside the A13 is approximately 2 kilometres away. A future north-south cycle route passes Gallions Reach station linking Ilford to the Woolwich Ferry.

Details of the proposal

13. The proposed development comprises two planning applications as follows:
24/00990/FUL
14. Comprehensive remediation and site preparation works (including raising the flood defence level and creation of a flood defence bund and repair works to the existing River Wall) to enable the future mixed-use development of the site.
24/00989/OUT
15. Mixed-use development (to be delivered in separate severable phases) to provide new buildings to accommodate new homes (Use Class C3), flexible non-residential uses (Use Classes E, F2 and sui generis (drinking establishments, drinking establishments with expanded food provision, cinema and entertainment venues)), energy centre, public open space and public realm, associated car and cycle parking, formation of new pedestrian and vehicular accesses and means of access within the site.
16. Planning permission is sought for up to 320,000 sq.m. of residential floorspace and 5,000 sq.m. of non-residential floorspace (Classes E, F2 and sui generis) with at least 1,000 sq.m. of this to be safeguarded for sports and leisure purposes. The residential and non-residential uses would be distributed across 14 plots consisting of 34 blocks. Buildings would range between 6 and 15 storeys, up to a maximum of 60 metres in height (AOD). The scheme would also deliver a minimum of 2.39 hectares of open space and public realm.
17. The development would be car-free, with the exception of blue badge parking and a minimum of two car club parking spaces. A total of 5,258 cycle parking spaces would be provided, including 151 short-stay and 263 larger cycle spaces.
18. This scheme is expected to be brought forward across five sub-phases over a period exceeding 30 years.

Stage 3

19. Following the Deputy Mayor's decision to call in the application, GLA officers have engaged with the applicant in a series of discussions on the scheme. As Newham's Strategic Planning Committee made a resolution to grant planning permission and a draft s106 Agreement was partially agreed between the Council and the applicant, GLA officers sought primarily to resolve the outstanding s106 matters. Subsequently, no new documents or information were submitted which would materially change the scheme and require re-consultation.

Relevant planning history

20. There are no planning applications or enforcement or appeal history relevant to the site. As set out in the Committee Report, the applicant sought a scoping opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) with respect to Phase 1 of a residentially-led mixed-use development at the former Beckton Gasworks (ref: 23/02472/SCOPE). The Council issued its response on 9 April 2024.

Pre-application

21. The GLA issued pre-application advice on 16 March 2023 giving broad in principle support for the commercial-led mixed-use development, however, GLA officers considered issues with respect to loss of existing uses; the quantum of development; heritage; and quality of public open space must be addressed in advance of an application being made.
22. The applicant engaged with the Council in 12 pre-application discussions between August 2022 and June 2024 as part of a Planning Performance Agreement (PPA). The applicant also engaged the Council's Design Review Panel (DRP) initially on 29 November 2023 and again on 16 January 2024 with a revised scheme similar to that submitted.

Stage 1

23. On 30 October 2024 the Mayor of London received documents from Newham Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses, as well as the linked application for site remediation and preparation works. This was referred to the Mayor under the following categories of the Schedule to the Order 2008:
 - 1A *"Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats"*;
 - 1B *"Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres"*; and

- 1Cc “Development which comprises or includes the erection of a building of more than 30 metres high and outside the City of London”.
24. On 9 December 2024 the Deputy Mayor for Planning, Regeneration and the Fire Service, acting under delegated authority considered planning report [GLA/2024/0586/S1/01](#)¹ and subsequently advised Newham Council:
- Land Use Principles: The proposed development would deliver up to 2,900 homes at this vacant brownfield site in accordance with the OAPF aspirations and the local plan site allocation. This is supported in land use terms.
 - Affordable housing: The proposal would deliver circa 8% affordable housing across the masterplan site, with 129 affordable housing units delivered in the first development phase (25% of that phase by habitable room), comprising 100% social rent. A viability assessment is being robustly scrutinised by GLA officers. Early, mid and late-stage reviews must be secured.
 - Urban Design: The proposed masterplan layout and design code are considered broadly acceptable, and Officers have provided separate detailed comments on the design code to the LPA and the Applicant. GLA Officers will conclude on the acceptability of the proposed tall buildings at the Mayors decision-making stage. All buildings over 18 metres tall would have two staircases.
 - Transport: Trip forecasting must be agreed to allow for a full assessment of the public transport impact and determine necessary contributions. Further work is necessary to support active travel and reduce construction traffic impact, and various details should be clarified and secured.
 - Environment and sustainable infrastructure: Further information is required on energy; whole life-cycle carbon; circular economy; odour; and water efficiency . The LPA should ensure biodiversity offsetting; air quality; flood risk; and sustainable drainage mitigation is secured appropriately.

Council resolution

25. On 23 October 2025 Newham Council’s Strategic Development Committee decided that it was minded to grant planning permission for the application subject to conditions, completion of s106 agreement; and Stage 2 referral to the Mayor of London.
26. The Council and the applicant engaged in s106 Agreement drafting and negotiations however, did not fully reach agreement on all points.

¹ <https://glaplanningapps.commonplace.is/planningapps/24-00989-OUT%20and%2024-00990-FUL>

Stage 2

27. Under the provisions of Article 7 (5) of the Town & Country Planning (Mayor of London) Order 2008 (“the 2008 Order”), where an authority has failed to determine an application within the statutory 16 week (in this case, for EIA development) determination period, and an applicant has submitted a request, the Mayor may issue a direction that he is to act as the Local Planning Authority for the purposes of determining the application and any connected application. On 14 April 2026, Quod, on behalf of the applicant St William Homes, wrote to the Mayor making a request pursuant to Article 7 (6) of the 2008 Order that the Mayor become the local planning authority for these applications.
28. On 27 April 2026, the Deputy Mayor for Planning, Regeneration and the Fire Service, acting under delegated authority considered the GLA Stage 2 report [2024/0726/S2](#)². The GLA Stage 2 report concluded that, having regard to the details of the application:
 - a) The development would have a significant impact on the implementation of the London Plan by way of the scheme’s potential contribution to housing and affordable housing delivery; and
 - b) There are sound planning reasons for intervening.
29. On 27 April 2026 the Deputy Mayor subsequently advised Newham Council of his decision that the Mayor will act as the local planning authority for the purposes of determining planning application 24/00989/OUT and 24/00990/FUL.
30. The GLA’s Stage 2 report outlined outstanding matters including affordable housing and transport.

Stage 3 (call in)

31. The Deputy Mayor visited the site on 26 August 2026 with GLA and TfL officers, representatives of the Council, and the applicant team.
32. The Deputy Mayor’s decision on this case, and the reasons for it, will be made available on the GLA’s website www.london.gov.uk

Referral to the Secretary of State

33. The power of the Secretary of State to call-in an application also exists where the Mayor has called-in an application.

Relevant legislation, policies and guidance

34. The Deputy Mayor must determine the application for planning permission in accordance with the requirements of Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory

² <https://glaplanningapps.commonplace.is/planningapps/24-00989-OUT%20and%2024-00990-FUL>

Purchase Act 2004. The Deputy Mayor is required to determine the application in accordance with the development plan unless material considerations indicate otherwise. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan consists of the Newham Local Plan and Policies Map (2018), the London Plan (2021) and the Joint Waste Development Plan for the East London Waste Authority Boroughs (2012).

35. The National Planning Policy Framework (NPPF) was published on 17 August 2026 following a period of public consultation. The NPPF aims to set out national planning policy in a clearer and more comprehensive manner and incorporates a number of substantive reforms designed to boost housing supply and unlock economic growth. The NPPF contains a series of National Decision-Making Policies (NDMPs), that whilst not afforded statutory weight, are material considerations where relevant.
36. Annex A, paragraph 2 of the NPPF states the following:
“Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. The only exception to this is where they have been examined and adopted or made against this Framework. Other development plan policies should not be given reduced weight simply because they were adopted prior to the publication of this Framework.”
37. The relevant NDMPs, along their consistency with the development plan, are discussed and considered throughout this report.
38. The Deputy Mayor is also required to have regard, as material considerations, to supplementary planning documents and, depending on their state of advancement, emerging elements of the development plan and other planning policies.
39. The relevant planning policies and guidance at the national, regional and local levels are as follows:
 - National Planning Policy Framework (August 2026);
 - National Planning Practice Guidance and Design Guide (as updated);
 - Royal Docks and Beckton Riverside Opportunity Area Planning Framework (2023);
 - Relevant strategic supplementary planning guidance (SPG) and London Plan Guidance (LPG), which can be found on the [GLA's website](https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance)³;

³ <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance>

- London Borough of Newham supplementary planning documents and guidance, which can be found on [Newham Council's website](#)⁴;
 - Newham (Regulation 19, Proposed Modifications) draft Local Plan 2026-2042 (2026), which has recently been found sound by the Planning Inspectorate (report dated 18 August 2026) subject to Main Modifications;
- and
- A strategy for the identification, inspection and assessment of contaminated land (LBN, 2023)
40. On 16 July 2026, the Mayor of London published the draft London Plan 2026 for consultation. The draft London Plan 2026 sets out proposals for how London could develop over the next 20-25 years, with the objective to make the best use of land; deliver the homes and neighbourhoods Londoners need; grow London's economy in a way that benefits all; and creating a greener, resilient and healthy city. Consultation on the draft London Plan closes on 15 October 2026. The draft London Plan 2026 is at a very early stage and, while emerging policies are considered throughout this report, only carries limited weight in planning decisions. Emerging policy can be a material consideration, with the degree of weight depending on its stage of preparation and the extent of unresolved objections.

Response to consultation

41. Newham Council put up site notices at Atlantis Avenue; Armada Way; Hornet Way; adjacent to Gallions Reach Retail Park; and adjacent to Gemini Business Park on 30 October 2024 and 8 August 2025. Press notices were also published in the Newham Recorder on 6 November 2024 and 13 August 2025. Newham also consulted statutory consultees. A summary of the statutory consultees responses is provided below.

Summary of statutory consultee responses to Newham Council

42. Environment Agency: Initial objection on the grounds of the development proximity to existing flood defences, no guarantee the upgraded flood defences would last the lifetime of the development and the flood risk assessment is inadequate. The applicant provided additional information in response and the EA removed its objection subject to recommended conditions.
43. TfL Safeguarding: Any approval must include a pre-commencement condition whereby no commencement is permitted until details are submitted to and approved by TfL demonstrating the flood defences would be compatible with the Thames Gateway Bridge structure.
44. Sport England: Initial objection on the basis no formal sports provision or contributions would be delivered. Followed up with a letter raising concerns that the proposed 1,000 sq.m. of sports and leisure floorspace is acknowledged

⁴ <https://www.newham.gov.uk/planning-development-conservation/planning-policy-local-plan/3>

however, it is not sufficient to address outdoor space needs and objection is upheld. The Council's Committee report sets out that in addition to the 1,000 sq.m. of indoor space, the applicant has confirmed a 1,250 sq.m. outdoor sports and leisure space would be provided, the nature of it would be informed by a needs assessment.

45. London City Airport: Recommended conditions as the development has the potential to conflict with LCA's safeguarding criteria.
46. Port of London Authority: Further assessment and details required and conditions and obligations recommended. The Council's Committee report notes the applicant has engaged with the PLA to overcome the concerns and queries raised and that appropriate conditions and planning obligations would be secured.
47. NHS Infrastructure: Contribution requested to fund build and fit out of a new health facility in the vicinity of the site.
48. Thames Water - Odour: Objections raised due to the location of the development within the Beckton Sewage Treatment Works odour impact zone, as well as noting the Municipal Waste Transfer Station site to the north. This is addressed in the "Land use principles" section below.
49. Homes England: The DLRTE_x to Beckton Riverside and Thamesmead Waterfront represents a key infrastructure priority to unlock housing and jobs. The development forms part of the wider regeneration of the area and represents an important early phase of the development.
50. Further responses confirming no comments or objection, or recommending conditions: Cadent Gas, Canal and River Trust, Historic England, Historic England - GLAAS, TfL Infrastructure Protection. Natural England, Marine Management Organisation, Crossrail, Metropolitan Police - Designing Out Crime Officer, Highways England and Thames Water.

Individual neighbourhood responses

51. Newham Council sent a total of 11 consultation letters to neighbouring properties on 29 October 2024. A total of 4 responses were received, one in support and 2 in objection.
52. Neighbourhood objections to the development proposals were broadly on the following grounds: failure to address community needs; affordable housing; biodiversity and environmental impacts; employment and local economic opportunities; impact on existing facilities and infrastructure; negative impact on local health and wellbeing; and closure of the East London Gymnastics Centre (ELGC). GLA officers note the ELGC is not located on the application site, and this development would not impact the ELGC.
53. Support for the development proposals were on the grounds of increased amenity to the area, however need to ensure there are sufficient amenities and infrastructure provided.

Representations made to the Mayor of London

54. The Deputy Mayor took over the planning application for his own determination on 27 April 2026. Letters were sent to neighbours outlining that the Deputy Mayor would be responsible for determining this planning application instead of the Council. The letters advised that if substantial amendments are made to the application, a public consultation would be held.
55. As outlined in this report, there were no substantial amendments made to the application following the decision to call in the application. Therefore, a further public consultation was not considered necessary.
56. At the time of writing, no responses have been received directly to the GLA.
57. All the consultation responses have been made available to the Deputy Mayor and have been taken into account in this report.

Planning issues

58. Having regard to the site and the details of the proposed development, relevant planning policy at the local, regional and national levels; and, the consultation responses and representations received, the principal planning issues raised by the application that the Deputy Mayor must consider are:
 - Environmental Impact Assessment;
 - Land use principles;
 - Housing;
 - Urban design;
 - Sustainability, environment and climate change;
 - Transport;
 - Mitigating the impact of development through planning obligations;
 - Legal Considerations; and
 - Planning balance.
59. These issues are considered in the following sections of this report.

Environmental Impact Assessment

60. The planning application represents Environmental Impact Assessment (EIA) development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The application is supported by an Environmental Statement (ES) which assesses the likely environmental impacts of the proposed development.

61. The applications are supported by an Environmental Statement (ES) (prepared by Trium, dated October 2024). Newham Council engaged Arup to undertake a review of the applicant's ES documents. As set out in the Committee report, the initial review identified a number of clarifications and potential Regulation 25 requests which were subsequently addressed by the applicant. The additional information was reviewed by Arup who confirmed all potential Regulation 25 requests had been addressed however, some minor points of clarification remained. These points were subsequently resolved and the Committee Report confirms the EIA review by Quod concludes a robust assessment of the effects of the proposed development has been provided.
62. The Committee report sets out Newham's assessment of each chapter of the ES: socio-economics; climate change and greenhouse gases; air quality and odour; noise and vibration; daylight, overshadowing and solar glare; wind microclimate; ecology and biodiversity; transport; ground conditions; archaeology; flood risk and water resources; and townscape and visual impact assessment.
63. The Committee report concludes that impacts would be largely not significant, and some benefits achieved, where appropriate mitigation is secured (including assessment at Reserved Matters application stages). GLA officers agree with these conclusions and have secured environmental mitigation measures recommended by the Council and the Council's independent ES assessor through planning conditions and / or obligations.

Land use principles

64. NPPF NDMP S3 applies a presumption in favour of sustainable development and NDMP S4 states that "Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework".
65. The proposed development does not give rise to any adverse effects in relation to the criteria in NDMP S4(2), notably the safeguarding of land or buildings for particular uses; recreational land and facilities; Local Green Space; biodiversity and geodiversity; Protected Landscapes or development within residential curtilages; for the reasons considered throughout this report.
66. The site is located within the Royal Docks and Beckton Riverside Opportunity Area (OA). The Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) identifies the OA to have capacity for over 30,000 new homes and 45,500 new jobs.
67. London Plan Good Growth objective GG2 seeks to make the best use of land, stating that development should explore the potential to intensify land uses and that those in planning should enable the development of brownfield land, particularly in Opportunity Areas. Good Growth Objective GG4 promotes the delivery of good quality homes, including affordable housing.

68. Pursuant to the Newham Local Plan, the site is allocated (site S01 Beckton Riverside). Local Plan Policy S5 (Part 2) states that:

“Beckton Riverside will provide a new hallmark mixed use area, building on the strengths of the riverside location, good Strategic Road Network access, [further] scope to extend MOL, continuous riverside access and optimal pedestrian and cycling permeability, and the established retailer commitment to the location, as well as extensive infrastructure investment yielding new connections including river crossings and station(s) and accessible community facilities commensurate with the scale of development. Gallions Reach Shopping Park will co-evolve and intensify to become a Major town centre for the area focused around a transport hub, in the mix of shops and wider offer provided, the variety of unit sizes, the connections with local residential areas including new housing in vertical mixed-use formats within it, and reduction in the dominance of car parking”.

69. The Site Allocation S01 itself identifies the wider area for “mixed-use delivering new neighbourhoods centred on a Major town centre and new station and wider transport hub, new and expanded Strategic Infrastructure and other SIL uses”. The new neighbourhoods should deliver pedestrian and cycle links through the area and to the river, enhancing the MOL, and provide residential, retail, leisure and community uses.



Figure 3 Strategic Site S01 key diagram

70. The application site is also allocated within the emerging Local Plan (N17.SA1 Beckton Riverside), which follows the same site boundary as the adopted local plan allocation. The emerging site allocation is designated for residential development, employment uses, open space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre. The draft local plan is at an advanced stage and therefore carries weight in decision making.

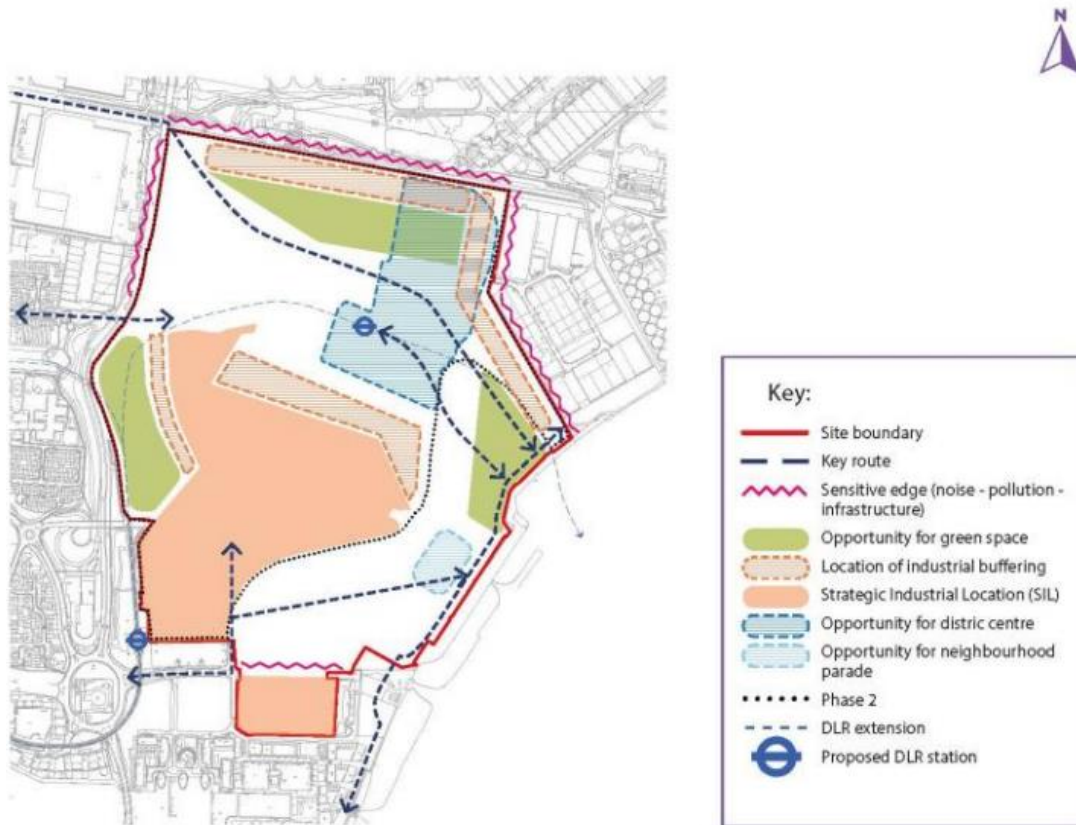


Figure 4 Emerging Local Plan (Inspector's Main Modifications) site allocation key diagram

71. The key diagrams in the adopted and emerging site allocations, as well as the Royal Docks & Becton Riverside OAPF, identify the application site as being required to deliver improved connections to the River Thames from Armada Way, improved links along the River itself and new public open space. The emerging site allocation identifies the site as having the opportunity to provide a neighbourhood parade.
72. For the reasons set out in more detail in the forthcoming sub-sections, the proposed development responds positively to the wider site allocation, delivering important pedestrian and cycle connections and riverside public realm in line with the above key diagrams; along with 2.39 hectares of public open space in total.

Masterplanning and design code

73. London Plan Policy D4 states that masterplans and design codes should be used to help bring forward development and ensure it delivers high quality

design and place-making. Further policies throughout the London Plan further encourage masterplanning to ensure positive planning outcomes including social infrastructure, air quality, energy, and transport.

74. Local Plan Policy S1 states that sites should be designed and developed comprehensively and specifies that large planning applications will be expected to be accompanied by realistic phasing proposals and that strategic sites should be masterplanned.
75. The applicant has submitted two concurrent planning applications. One planning application is seeking full planning permission for site remediation and preparation works to enable the development proposed to come forward under the concurrent outline planning application. The outline planning application proposes the phased development of “Phase 1” of the applicant’s wider development site (see **Figure 2**).
76. The GLA and the Council have worked with the applicant to ensure the proposed “Phase 1” would not prejudice development coming forward in the wider area. The planning application is subsequently supported by an illustrative masterplan demonstrating how the scheme could come forward within the “Phase 1” area, subject to future detailed planning applications, and how development on adjacent sites could come forward. This illustrative masterplan was prepared by the applicant in consultation with adjoining landowners however, it is noted no formal support or comment has been received from relevant adjoining landowners. It is also important to note this masterplan extends beyond the red line boundary and is illustrative only, and therefore would not form part of any forthcoming approval.
77. The applicant has also developed a design code which establishes parameters for development. The design code was developed in collaboration with the GLA and the Council, and would be secured appropriately should planning permission be forthcoming. The design code is discussed further in the “Urban design” section of this report.

Full planning application – site preparation works

78. NDMP L2 of NPPF places substantial weight on development proposals that remediate contaminated land to enable its more effective use.
79. London Plan Policy SD1 sets out how the Mayor will ensure that OA’s fully realise their growth and regeneration potential, including encouraging the strategic remediation of contaminated land. Policy SD1 also states that planning decisions should ensure appropriate measures are taken to deal with contamination.
80. Local Plan Policy SC1 supports the remediation of gasholder sites for more beneficial use that would meet other aspirations of the plan and specifies that where contamination is known, proposals will need to include adequate investigation and remediation works. It is also noted that emerging Draft Local Plan Policy CE1 states that development should remediate contaminated land.

81. The application is supported by a Preliminary Risk Assessment (PEA) which identifies the existing site condition, identifies constraints and risks, and provides recommendations for further works required. Due to the historic use of the site as a gasworks and for landfill purposes, the soil and groundwater are heavily contaminated, and there is also a moderate risk of Unexploded Ordnance at the site. The PEA considers the site could be made suitable for residential use subject to further investigation and mitigation.
82. The Council consulted their own Environmental Health and Environmental Control teams who raised no objection relating to the full planning application works, subject to conditions. The Council also consulted the Environment Agency who initially objected to the scheme for reasons relating to the flood defences however, withdrew this objection following receipt of additional information and recommended conditions (see the Response to consultation section of this report).
83. Planning application 24/00990/FUL would deliver remediation of the contaminated land and site preparation works, including flood defence and river wall repairs, required to deliver the concurrent outline planning application for a residential-led mixed-use scheme which aligns with the adopted and emerging Local Plan site allocations and the Beckton Riverside OA. Conditions have been secured requiring compliance with the approved plans and documents; a Construction Environmental Management Plan; contaminated land ground investigation; approval of a flood defence scheme; monitoring and maintenance of contamination; approval of a further remediation strategy if unexpected contamination is found and approval of a scheme for managing and decommissioning any borehole installed for investigation. As such, the works are considered consistent with London Plan Policy SD1 and Local Plan Policy SC1.

Residential development

84. London Plan Policy H1 seeks to increase housing supply and sets Newham a ten-year housing completion target of 32,800. Policy H1 encourages housing delivery on brownfield sites. It is noted the OAPF identifies an indicative capacity of 30,000 new homes for the OA.
85. The outline application is seeking planning permission for 320,000 sq.m. GEA (indicatively circa 2,900 homes) of residential floorspace. This would contribute around 8.5% of Newham's ten-year housing completion target, or around 9.3% of the OAPF indicative capacity. This is a significant contribution towards meeting housing targets and achieving housing delivery. The delivery of housing on this site aligns with the site allocations in both the adopted and the emerging Local Plans, and aligns with the vision of the OAPF. As such, the proposed residential development is supported in land use terms.

Non-residential uses

86. NDMP HC3 requires proposals for development which would give rise to a significant increase in population to provide for new community facilities and public service infrastructure. This aligns with the site allocation, which explicitly

plans for supporting infrastructure to serve future residents. NDMP HC4 states that substantial weight should be given to the benefits of such facilities when they are provided in new developments.

87. The scheme includes up to 5,000 sq.m. GEA of non-residential floorspace to include shops, cafes, drinking establishments, and community uses. This includes up to 500 sq.m. GEA of community use and 1,500 sq.m. GEA of sui generis floorspace. This provision is consistent with the adopted and emerging site allocations for mixed-use development and the envisaged neighbourhood parade / centre for the site, including community and health / sports uses.
88. It is noted that Sport England has objected to the application on the basis of the absence or lack of sports facilities provision to cater for the new residential population. To address the Sport England comments, as well as those from LB Newham Parks and Open Spaces, the applicant has committed to a minimum provision of 1,000 sq.m. GEA of floorspace for small scale sports and leisure facilities. This has been secured and will enable the flexibility to deliver a range of facilities subject to demand at the point of detailed design. In addition, 1,250 sq.m. of on-site outdoor space has been safeguarded for sport and leisure use, which could be used as a MUGA, tennis courts or urban sports. A sport and leisure delivery strategy is secured through the S106 and would be submitted with each reserved matters application.
89. The NHS also commented on the application, quoting the healthcare infrastructure requirement of the site allocation and seeking a financial contribution towards the provision of a new GP and primary care facility. A financial contribution is preferable to the NHS at this time, given that the amount of floorspace that can be assigned to Use Class F2 in the current proposal is insufficient to provide the large health centre required to meet the needs of the wider site allocation. A contribution of £1.5 million has been agreed with the NHS and secured in the S106.
90. With regards to education provision, a primary school with two forms of entry would be delivered on the adjoining GLA land located to the south of the development site once sufficient units within the wider site allocation development area are occupied and there is adequate need. A financial contribution towards this would be secured through the S106.
91. The proposed non-residential uses would comply with adopted and emerging site specific development plan policy. They would also provide the necessary community infrastructure, services and amenities for future occupiers, subject to the conditions and S106 obligations secured. As such, the proposed non-residential uses are supported in land use terms.

Odour impacts

92. Local Plan Policy INF4 notes that development in the vicinity of Beckton Sewage Treatment Works (STW) should undertake an Odour Impact Assessment and respond with appropriate mitigation as necessary to avoid unacceptable exposure to odour in line with the principles set out within Local Plan Policy SP8. Policy W3 of the draft Local Plan goes further by specifying

development within 800 metres of the STW should undertake such an assessment.

93. The application was supported by an Odour Impact Assessment, with testing undertaken across various months and weather conditions to provide an accurate reflection of odour impacts. The applicant's assessment concludes that the odour concentrations would not exceed 3 OUE/m³ within the Phase 1 boundary, which indicates that the risk of odour nuisance is low.
94. The Council, in conjunction with Homes England, commissioned an independent review of the applicant's assessment and associated documents. This review concludes that the work undertaken by the applicant is considered appropriate and sufficiently robust for determination of the likely odour effects on development within Beckton Riverside, which includes the Phase 1 site the subject of this application, as well as the wider masterplan area. Notwithstanding, the independent assessment did recommend that good design principles should be adopted in the construction of buildings. In response to this, the applicant updated the design code to mitigate any potential odour impacts, identifying measures such as ensuring primary windows do not directly overlook the STW, vegetation barriers, landscape barriers and, where necessary, mechanical ventilation and odour filtration.
95. The Committee report notes the objections raised by Thames Water and the Council's Environment Control officers (see the Response to consultation section of this report), the report concludes that the Phase 1 proposals for residential-led development would be suitable and would experience acceptable odour levels subject to appropriate design code controls, and therefore conclude the scheme would be acceptable from an odour perspective. Newham's Committee decision included a condition for an odour management plan at Reserved Matters application stage and recommended securing the design code.
96. GLA officers have reviewed the applicants submissions and the Council's independent review of the applicant's odour assessment and consider agree with the Council's conclusion that these reports demonstrate that the site would be suitable for residential development subject to appropriate mitigation. As such, GLA officers recommend securing the conditions recommended in the Committee report.

Metropolitan Open Land

97. The site includes a strip of grassland along the eastern edge of the site adjoining the River Thames which is designated Metropolitan Open Land (MOL). The scheme would remove vegetation within the MOL to enable the required site remediation. However, the wider proposed development would open the MOL up into a publicly accessible riverside open space with no reduction in overall quantum. Overall GLA officers consider whilst the character of the MOL would change, there would be no adverse impact on openness and the quality of the MOL would be enhanced. As such there would be no conflict with London Plan Policy G3.

Waste use

98. The East London Joint Waste Plan (2012) aligns with Newham's Local Plan policy relating to waste and recycling (Policy INF3), which states that "development at Beckton Riverside will include a waste facility with capacity to meet strategic waste needs unless it is demonstrated that there is no longer a need for such a facility in that location".
99. Consultation is currently ongoing in relation to an updated East London Joint Waste Plan, which has been informed by an up-to-date evidence base. The latest evidence concludes that this is currently sufficient surplus capacity within the borough and as such the Beckton Riverside site is no longer required to deliver a waste facility.

Employment initiatives

100. The applicant's Planning Statement sets out that the proposed development would provide approximately 270 FTE jobs during operation. This would contribute towards meeting both local and OAPF employment targets.
101. During construction, the equivalent of 180 FTE jobs would be created each year, which results in indicatively 5,994 total jobs over the course of construction; noting that the proposed development is submitted in outline.
102. In line with Newham Council's recommendation to committee, the S106 agreement will secure various obligations to ensure borough residents and businesses benefit from the development, in line with Local Plan policy. These include a contribution of £6.6m to local construction employment, a commitment to 50% of end use jobs to borough residents and a commitment to promote the use of local supply chains.

Land use conclusion

103. The proposed remediation and site preparation works align with London Plan Policy SD1 and Local Plan Policy SC1 and appropriate mitigation has been secured. As such, these works are considered acceptable.
104. The proposed residential and non-residential uses are consistent with the adopted and emerging site allocations and the OAPF and are acceptable in land use terms, subject to the recommended mitigation.
105. The land use principles are consistent with the objectives of the NPPF NDMPs in terms of development within settlements, new development close to well-connected stations and optimisation of density.

Housing

106. The NPPF sets out the Government's approach to the delivery of new housing, including a requirement for housing of different sizes, types and tenures to meet the needs of different groups. NDMP HO7 states that "substantial weight should be given to the benefits of providing homes which will contribute towards

meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence”.

107. It is noted that the 2025 Housing Delivery Test (HDT) measurement for Newham is 61%, evidencing the acute unmet housing need in the borough.
108. London Plan Good Growth Objective GG4 seeks to ensure housing delivery. Local Plan Policy H1 sets a target net increase of 43,000 homes between 2018 and 2033, requiring all new housing sites to comprise a mix of housing sizes and/or tenure types, with 39% of new homes being 3 bedroom family sized homes. London Plan Policy SD1 and the OAPF identify the OA has the potential to provide 36,300 new homes.
109. Local Plan Policy H1 seeks to enable a net increase of more than 43,000 new homes between 2018 and 2033, while ensuring high quality homes and neighbourhoods are delivered. Emerging draft Local Plan Policy H1 revisits the target net increase of homes, setting a target of between 45,611 and 53,954 residential units between 2027 and 2042.
110. The scheme would deliver up to 320,000 sq.m. GEA of residential floorspace. This would inactively equate to circa 2,800 homes, being approximately 6.5% of Newham's housing target set by the London Plan and the Local Plan, or 7.7.% of the homes envisaged for the OAPF. This is considered a significant contribution towards housing delivery and is supported. It is also noted that this is Phase 1 of the applicant's longer-term development plans. While these plans are not yet clear, this site would unlock the potential for further development of the adjoining land.

Affordable housing

111. The NPPF (NDMP HO8) states that “development proposals should meet or exceed up-to-date development plan requirements for the proportion and mix of affordable housing tenures relevant to the location, including the minimum proportion of Social Rent”. Affordable housing should be provided on site unless an off-site or payment in lieu would deliver a better outcome.
112. London Plan Policy H5 requires 35-50% of residential units on site to be affordable with a tenure split of 40% intermediate homes and 60% social housing. If the scheme does not deliver 50% affordable housing, any planning application will need to be accompanied by a financial viability assessment, which would be independently reviewed on behalf of the Council.
113. It is noted the Committee report refers to the affordable housing provision by unit number. However, the London Plan's metric for reporting affordable housing is habitable room. As such, while this report will make reference to affordable housing by unit number, the report and, if approval is forthcoming, the subsequent s106 Agreement will primarily refer to habitable rooms.
114. The scheme proposes 8.1% affordable housing by habitable room (6.2% by unit), comprising 100% social rent as set out in Table 1 below. The applicant

intends to deliver the majority of the affordable housing upfront in the earlier phases of development. The initial phase of the development is projected to deliver circa 576 homes, 129 of which would be affordable housing (100% social rent). The first phase of the development would therefore deliver 27.8% affordable housing by habitable room (22.4% by habitable unit). The remaining 59 affordable units would be delivered in a subsequent phase.

Tenure	Units	%	Habitable Rooms	%
Social Rent	185	6%	604	8%
Private	2,792	94%	6,824	92%
Total	2,977	100%	7,428	100%

Table 1 Indicative tenure mix

115. In line with NDMP5 (development viability), the application is supported by a Financial Viability Assessment (FVA) which concludes that no affordable housing would be viable. The Applicant sets out this is due to the significant remediation works; flood defence infrastructure; river wall and infrastructure costs.
116. The Council (via independent consultant review) has scrutinised the FVA and concluded that the scheme would result in a deficit against the viability benchmark when 6.2% affordable housing (by unit) is delivered, and therefore conclude the affordable housing offer to be reasonable. It is noted that the Council also commissioned an independent review of the applicant's cost plan which identified a difference of 4.5% between the applicant's costs and the cost considered reasonable by the Council's independent assessor. The Council concluded that, accounting for a 5% contingency allowance between the costs identified, the total cost quoted by the applicant for the whole development is not considered to be unreasonable. GLA officers accept the conclusions of the Council's independent cost assessor.
117. GLA officers have also scrutinised the applicant's FVA. While GLA officers did not agree with all of the applicant's inputs into the FVA, officers have come to a position of accepting the scheme would deliver the maximum viable amount of affordable housing where the applicant has explored avenues to deliver additional affordable housing. This includes where the applicant has engaged the GLA in early discussions about the availability of grant funding to increase the delivery of affordable housing. Because the application is at outline stage, it is too early for the GLA to be able to confirm grant funding for this scheme. However, the GLA's Housing and Land team issued a letter to the applicant dated 22 April 2026 stating that grant funding for this scheme could be acceptable, the details of which would need to be investigated in detail at a later stage.
118. The applicant has proposed to the GLA to secure 8.1% affordable housing (by habitable room) or, if grant funding is secured, up to 20% affordable housing (by habitable room). In the scenario where no grant funding is secured, the

applicant is proposing an internal rate of return (IRR) which they have set out is required to fund the development given the significant upfront costs, the long-term build out and the risk of capital for this scheme.

119. GLA officers recognise the complexity and risk associated with bringing forward this highly contaminated riverside site, along with considerable uncertainty over the extent and severity of contamination. GLA officers acknowledge the significant amount of remediation, flood defence and site preparation works required to bring this site forward to deliver the objectives of the adopted and emerging site allocations and the OAPF, including a significant number of new homes. It is also noted that the applicant intends to remediate the entirety of the site from the outset, rather than remediating on a phase-by-phase basis. GLA officers acknowledge the significant upfront costs associated with this approach, and welcome the aim to make the entirety of the site suitable for residential occupation so early in the lifetime of the development.
120. Affordability levels and a suite of review mechanisms - including early, mid and late stage reviews - have been secured in the S106 agreement. GLA officers have also secured a cascade mechanism to secure the delivery of at least 8.1% affordable housing by habitable room and up to 20% affordable housing if grant funding is secured, with a mechanism to continue to seek grant to maximise the delivery of affordable housing for every phase. As such, the proposed affordable provision is considered to be acceptable on balance and satisfies the requirements of the NPPF, London Plan Policies H1 and H2 and the adopted and emerging Local Plan's.

Unit mix

121. London Plan Policy H10 states that schemes should generally consist of a range of unit sizes having regard to several considerations including the local need, the nature of the scheme and the site location.
122. The Newham Strategic Housing Market Assessment (SHMA) (2022) identifies that there is a need to deliver 3,280 new residential units per annum between 2019 and 2029. In December 2024 this figure rose to 4,760 units per annum to account for the London Legacy Development Corporation area being regained by the London Borough of Newham.
123. The Committee report states:

“The borough has failed to meet its housing delivery targets in four of the five years between 2018-19 and 2022-23 (Planning Policy Monitoring Figures, 2022), putting additional strain on the existing housing stock within Newham. There is therefore a clear need for the delivery of additional housing within the borough in order for housing delivery targets to be met. There is also expected to be a deficit of 16,278 units across the current London Plan period in terms of the number of houses delivered within the borough (Newham Site Allocation and Housing Trajectory Methodology Note, 2025).”

124. Local Plan Policy H1 sets out the Council's preferred unit mix, seeking 39% of new dwellings to be family sized units (3 bedrooms).
125. The proposed indicative unit mix for the first phase is set out in Table below. The scheme would provide 20% family sized units which is just over half of what the Local Plan seeks to deliver. The Committee report sets out the Council's view that viability is a reasonable justification for the scheme falling short of the target for family sized units and that the proposed housing mix would still make a positive contribution towards the overall quantum of family housing within the borough. The Committee report notes that 55% of the proposed 3-bedroom units would be social rent tenure, and considers the unit mix to be acceptable on balance.

Unit size	Market	Affordable	Total Quantum	Total Percentage
1-bed	194	25	219	38%
2-bed	210	32	242	42%
3-bed	43	72	115	20%

Table 2 Indicative unit mix

126. GLA officers consider the proposed unit mix to be acceptable where the Council has accepted this in the context of the London Plan, the Local Plan and the local housing need as identified in the SHMA.

Quality of residential accommodation

127. London Plan Policy D6 requires the provision of well-designed and high quality housing by setting minimum requirements for internal floorspace and outdoor amenity space, and requiring developers to consider accessibility, daylight and sunlight, and maximisation of dual aspect units.
128. The planning application including residential development is in outline only, therefore many details will come forward as part of future reserved matters applications. Notwithstanding, the application is supported by parameter plans and a design code, and have stated minimum and maximum specifications for many design elements to guide the development moving forward and give decision makers confidence of a high quality scheme.
129. The application is supported by an internal daylight and sunlight report which considers a worst-case scenario of maximum build-out of the parameter plans. The daylight and sunlight report demonstrates that a good level of daylight would be received by the residential units and that most of the public open spaces would receive a good amount of sunlight. The exception to this is the Community Green which would only receive two hours or more of direct sunlight to 20% of its area on 21st March. The Committee report notes that in the summer months, when people are more likely to spend longer periods in the open space, the Community Green would receive six hours of direct sunlight to approximately half its area, and in excess of three hours to the

remaining area. Given the quantum of outdoor spaces provided and the sunlight available in the summer months, GLA officers agree with the Council's conclusion that this is acceptable.

Children's play space

130. London Plan Policy S4 requires residential developments to include at least 10 sq.m. of good-quality and accessible play space for children of all ages. The Mayor's "Shaping Neighbourhoods: Play and Informal Recreation" SPD sets out requirements for play space provision, including a minimum requirement of 10 sq.m. per child. The SPD also specifies a preference for play space to be provided on site, within 400 metres for 5-11 year olds and within 800 metres for 12+ year olds.
131. Local Plan Policy INF7 requires play and informal recreation to be provided for as part of new residential developments per the Mayor of London's SPG (or subsequent updates). Draft Local Plan Policy GWS5 also requires development to provide or help to deliver play and informal recreation facilities, and specifies that opportunities to deliver new facilities should be maximised, setting out specific design considerations required.
132. The application is in outline, therefore the applicant has set out indicative child play space requirements. **Table** below sets out the applicant's calculations for play space requirements and the proposed quantum in a scenario where 35% affordable housing is delivered. GLA officers note this would be a maximum-case scenario, and the actual requirements when detailed planning permission for each phase is sought would likely be less. The maximum-case scenario has been applied here to demonstrate the site is capable of providing the maximum quantum of play space that may be required.

Age group	Required	Proposed (on-site)
0-4 years	3,695 sq.m.	5,530 sq.m.
5-11 years	2,607 sq.m.	4,285 sq.m.
11+	1,352 sq.m.	3,029 sq.m.
Total	7,654 sq.m.	12,844 sq.m.

Table 3 Children's play space

133. **Figure 5:** Indicative play space provision below shows all of the play space could be provided on site and the scheme is capable of delivering above the required quantum of play space. A condition has been secured requiring approval of the children's play strategy, including details of provision, planting, street furniture, security considerations and risk and safety testing of play proposals. The proposal is compliant with London Plan policy on play space.

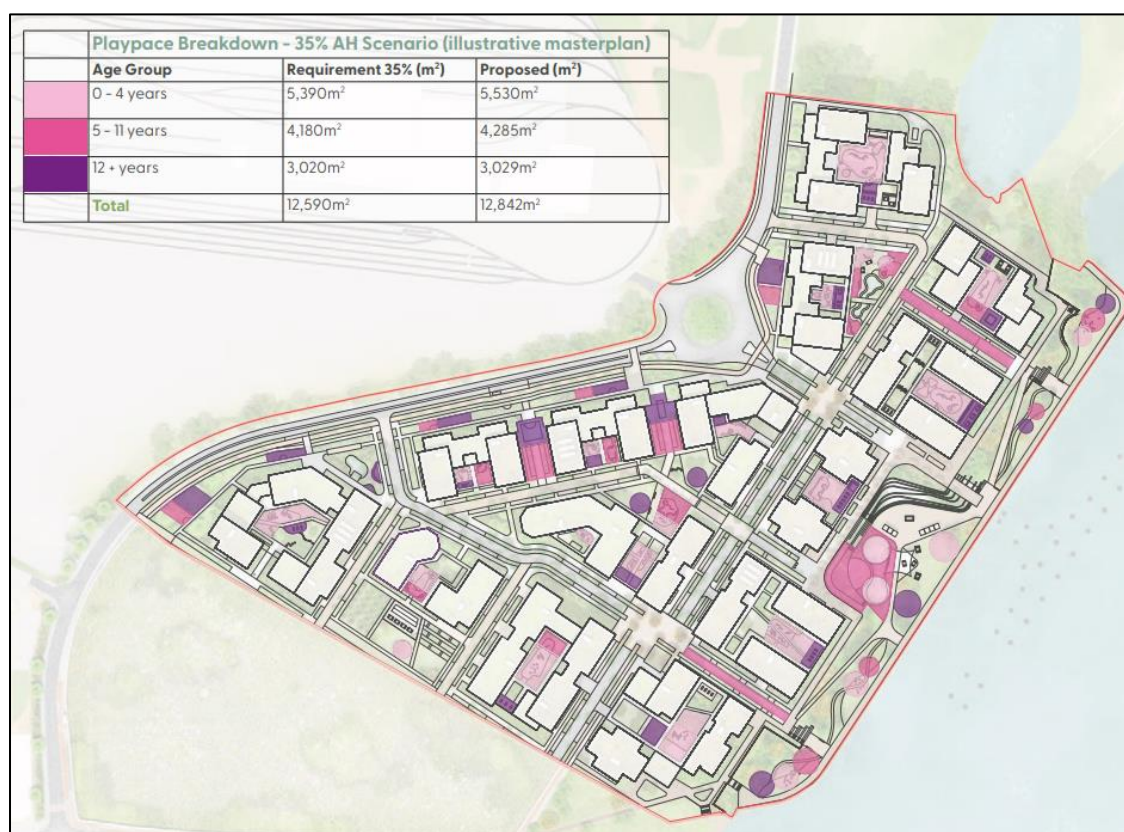


Figure 5: Indicative play space provision

Urban design

134. The NPPF (NDMP DP3) states that “Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.”
135. NDMP DP3 goes on to set out seven key design principles; Liveability, Climate, Nature, Movement, Built Form, Public Space and Identity. NDMP DP4 encourages the appropriate use of design review panels and promotes measures to secure the quality of the delivered development. In this context it is noted that the scheme evolved through an iterative process of pre-application advice and independent design scrutiny as detailed earlier in this report. Furthermore, a design code has been prepared alongside a number of robustly

worded conditions to secure matters such as green infrastructure, street design, boundary treatments and architecture, in order to ensure a high quality appearance.

136. In achieving the Mayor's vision and objectives relating to neighbourhoods and architecture, chapter 3 of the London Plan sets out a series of policies about the places and spaces in which Londoners live, work and visit. London Plan Policy D4 sets the overarching design principles for development in London. Other relevant design policies in this chapter include specific design requirements relating to: optimising site capacity (Policy D3); inclusive design (Policy D5); public realm (Policy D8); tall buildings (Policy D9); designing out crime (Policy D11); and fire safety (Policies D5 and D12).

Design code

137. The application is supported by a design code to provide a framework for future development of the site, outlining guidelines as well as mandatory requirements. The design code covers the overall masterplan framework, design of streets and access routes, public realm and the design of buildings and public spaces.
138. The applicant has prepared the design code in collaboration with Council and GLA officers, as well as Newham's Design Review Panel (DRP). Compliance with the design code has been secured by condition.

Development layout and density

139. The application site has been inaccessible and vacant for many years. The proposed development would see the site condition improved. The scheme design comprises four character areas: Armada Way, Beck Gardens, the Avenue and Waterside, as shown in **Figure 6**. The illustrative ground floor plan identifies the main quantum of commercial and other mixed uses onto The Avenue, the Plaza and Pier Green. This approach is supported.
140. GLA Officers welcome the inclusion of a second residential facility space in the northern portion of the site overlooking the Lagoon and Water Garden providing mixed uses and surveillance at the northern end of The Avenue. This is a positive step towards ground floor activation and is a critical piece of the masterplan connecting to the next phase. GLA officers also note the positioning of residential units along Armada Way would provide passive surveillance over this access route.
141. NDMP L3 requires developments within settlements "to contribute to an increase in the density of the area in which they are situated" to make more efficient use of land. Where development proposals are within reasonable walking distance of a well-connected station, which this would be, density of at least 45 dwellings per hectare should be achieved where service frequency is at least twice the minimum (which it would be here).
142. London Plan Policy GG2 states that to create successful sustainable mixed-use places that make the best use of land, development and those involved in

planning must proactively explore the opportunity to intensify the use of land to support additional homes and workspaces, promoting higher density development. The scheme proposes a density of up to 242 dwellings per hectare. It is noted that the Committee report sets out Newham officers view that, having regard to the local context and character, principles of good urban design, site layout and noting the potential future DLR extension, the proposed density is acceptable. GLA consider the proposed density, which is restricted in part by the LCA height limitation, would optimise development of this brownfield OA site while delivering good quality design in line with the secured design code. As such, GLA officers also consider the proposed density would be appropriate.



Figure 6: Character areas



Figure 7: Indicative site layout

Height, scale, form and massing

143. The London Plan states that a tall building should be above 6 storeys or 18 metres in height. Policy D9 (Part B) states that tall buildings should only be developed in locations identified as suitable for tall buildings in development plans. Part C of Policy D9 also states that tall buildings must address their visual, functional, environmental, and cumulative impacts.
144. Local Plan Policy SP4 identifies tall buildings as those of 6 or more storeys and sets out design considerations to demonstrate appropriateness, including scale, form and massing, proportion, materials, context, visual impacts, environmental impacts and safety. Under the adopted Local Plan, the site is not within a designated Tall Building Zone however, the site allocation specifies suitable building heights between 5 and 8 storeys, stepping up to 12 storeys at key locations, with up to 19 storeys within the new town centre and new DLR station.
145. Draft Local Plan Policy D4 defines tall buildings as those 21 metres or taller and specifies where these should be located within “Tall Building Zones”. The draft Local Plan includes a diagram which demonstrates the site would be located within the Tall Building Zone, appropriate for building heights between 32 metres and 50 metres, with a prevailing height above 21 metres but below 32 metres (7-10 storeys).
146. The draft site allocation (N17.SA1) is subject to Main Modifications recommended by the Planning Inspectorate, which state that “prevailing heights should **generally** be between 21m and 32m (ca. 7-10 storeys)” with

“opportunity to include tall building elements of **approximately up to 40m** (ca. 13 storeys) in limited locations in proximity to Gallions Reach DLR station and the riverside to mark the neighbourhood parade”.

147. It is also noted that building heights in this location are restricted by the London City Airport (LCA) which restricts building heights to a maximum of 60 metres.
148. The outline planning application is supported by a parameter plan to inform future reserved matters applications. The parameter plan outlines maximum building heights up to 15 storeys and since the application was originally submitted, the design code has been updated to include minimum building separation distances to avoid overlooking and ensure comfortable public spaces.
149. The Committee Report sets out Newham officers views that the proposed outlined heights and massing appear relatively comfortable within the setting based on the parameter plans provided, and that the proposed heights are largely consistent with the adopted and emerging site allocations. Newham officers therefore consider the proposed building heights are acceptable.
150. The tallest elements would be located to the riverside and to the north of the site (closer to the potential new town centre and future DLR station). GLA officers consider the height arrangement to be logical and note the applicant's effort to introduce some height variation across the masterplan, noting such opportunities are limited by the LCA height limitation. GLA officers consider the visual impacts of the scheme would be acceptable, subject to refinement to be secured at reserved matters stage in line with the Design Code.
151. In terms of functional impacts, as set out in sections of this report with corresponding headings, appropriate mitigation and/or details at reserved matters stage has been secured regarding fire safety, aviation / LCA and Secured By Design. Public transport capacity issues are mitigated through s106 obligations and appropriate transport and access management plans have been secured as detailed in the “transport section of this report”.
152. In terms of environmental impacts, as set out in sections of this report with corresponding headings, the development would not lead to unacceptable daylight, sunlight, overshadowing, wind microclimate and noise impacts subject to appropriate mitigation as secured and detailed design at reserved matters stage.
153. In terms of cumulative impacts, the redevelopment of this brownfield site is coming forward in line with adopted and emerging site allocations and the vision of the OAPF for the wider area. The indicative masterplan submitted with the planning application demonstrates how development of adjacent and nearby sites could also come forward in a cohesive way.
154. In accordance with London Plan Policy D9 Part C, and for the reasons set out above, the visual, functional, environmental and cumulative impacts of the proposed tall buildings are considered to be broadly acceptable at this stage and the principle of tall buildings is accepted for this development. London City

Airport does not object on airport safeguarding grounds, subject to conditions. Each reserved matters application including tall buildings will be subject to detailed assessment. Reserved matters details have been secured including materials; wind assessments; fire statement; energy and overheating strategies;

Architecture and materials

155. While the application is in outline, with details to be confirmed in reserved matters applications, GLA officers broadly support the details that have come forward in the design code. The proposal includes four-character areas; Armada Way, Beck Gardens, The Avenue and The Waterside which should create a varied yet visually cohesive group. The Design Code provides a clear and concise approach to each character area.
156. GLA Officers support the use of brick that would ensure the appearance of the new neighbourhood would be maintained throughout its lifespan. This responds to the sites industrial legacy and would help reinforce local distinctiveness, creating some place identity from early phases.
157. Approval of materials and finishes, as well as detailed elevation and section drawings, have been secured for each reserved matters application.

Landscaping and public realm

158. As set out in the GLA's Stage 1 report, GLA Officers are supportive of the overarching landscaping strategy and well-considered individual strategies for key spaces. The proposals include the creation of new public realm areas with differing characters, comprising the Pier Green and Park; Armada Greenway and Green; The Orchard; The Water Garden and Community Green as shown in **Figure 7**. The scheme would deliver a minimum of 2.39 hectares of new public realm and open space. These areas are reflected in the Parameter Plan through the incorporation of minimum areas for key green spaces. This is acceptable as it would ensure sufficient open space would come forward in a forthcoming masterplan for the site. GLA Officers also support of the improved riverside.
159. The Applicant has maximised active frontages to public spaces in the scheme, with active ground floor uses focusing along The Avenue, overlooking Pier Green/ Pier Park, the Orchard and Community Green. This is helping to create a safe, interesting and comfortable pedestrian experience in line with London Plan Policy D3.
160. This report section addresses the public realm outside the site boundary and access to the site in the "Transport" section of this report.
161. A landscape design plan has been secured by condition, requiring approval of all hard and soft landscape works, public routes and areas of public realm details, as well as a landscape management plan. A condition has also been secured to ensure the landscaping is implemented in good time to ensure the

planting becomes establishes and to maintain high quality visual amenity in the area. Wayfinding and signage has also been secured by condition.



Figure 8 Landscape character areas, plus brown and green roofs

Accessibility and inclusive design

162. London Plan Policy D7 requires residential development to provide at least 10% M4(3) compliant wheelchair user dwellings, with the remaining units to be accessible and adaptable in line with Building Regulation requirement M4(2). Local Plan Policy H1 echoes this requirement.
163. A condition has been secured requiring minimum 10% of all residential units to be Part M4(3) compliant and the remaining 90% to be M4(2) compliant, and specifies that each reserved matters application including residential accommodation must show that these targets will be achieved on a phase-by-phase basis.

Secured by design

164. London Plan Policy D11 specifies that boroughs should work with their local Metropolitan Police Service “Design Out Crime” officers to identify the community safety needs, and also states that proposals should maximise building resilience. NDMP P5 seeks to mitigate public safety risks through design.

165. Local Plan Policy SP3 requires new development to incorporate the principles of and achieve Secured By Design accreditation.
166. The Council consulted the Metropolitan Police Designing out Crime officer who gave broad in principle support however, noted the outline nature of the planning application and that while the applicant has worked with the Met Police to receive advice regarding the design, layout, public realm and open spaces; further consultation would be required as the scheme progresses. As such, a condition has been secured requiring approval of a Secured by Design report and certificate for each building.

Fire safety

167. London Plan Policy D5 requires the highest standards of accessible and inclusive design, including safe and dignified emergency evacuation for all building users. London Plan Policy D12 requires developments to achieve the highest standards of fire safety and sets out requirements for developments, including the submission of a fire statement with all major developments.
168. The application is supported by a site-wide fire statement and a gateway one fire statement prepared by a suitably qualified professional. These documents provide information on the buildings construction (as known at outline stage); an evacuation strategy; and includes details ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.
169. The application confirms Blocks 1C, 1D, 5E, 5F and 5I would not exceed 18 metres in height and would be provided with a single stair, and that all other block over 18 metres would have two staircases. All blocks with vertical access would have an evacuation lift and associated lobby.
170. The London Fire Brigade responded to the Council's statutory consultation to state they had no comments to make.
171. While the applicant has provided the information required by London Plan Policy D12, GLA officers note the residential application is outline only. As such, a condition has been secured requiring approval of a fire statement for each phase of development to ensure the detailed design continues to address fire safety requirements. A condition has also been secured requiring at least one evacuation lift per core to ensure compliance with Policy D5.

Archaeology

172. The NPPF requires a field evaluation for development on sites which include, or has the potential to include, heritage assets with archaeological interest.
173. London Plan Policy HC1 requires development proposals to identify asserts of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

174. Emerging Local Plan Policy D8 states that any major applications within Archaeological Priority Areas (APAs) must submit a desk-based assessment and where necessary a field evaluation to accompany a planning application.
175. The site is within the Beckton Archaeological Priority Area (APA) and is identified to have a high potential to include prehistoric and paleoenvironmental remains. The application is supported by a desk-based assessment.
176. Historic England's Greater London Archaeology Advisory Service (GLAAS) has commented on the scheme, identifying that the proposed remediation and site preparation works would result in the loss of any surviving remains associated with the site's previous use as a gasworks, and the river wall improvements and associated flood defence works could impact archaeological remains along the foreshore.
177. On this basis, the Committee report concludes that the development could cause harm to archaeological remains and therefore recommends a field evaluation to determine any appropriate mitigation measures to preserve any below-ground assets that may be present. The Committee report also notes the unique nature of the site provides a positive opportunity for the history of the site revealed by archaeological works to contribute to place making for residents within the proposed development. As such, the Committee report also recommends a public engagement condition related to archaeological investigations.
178. GLA officers note the response provided by GLAAS and agree with the conclusions set out in the Committee Report and have therefore secured appropriate condition. As such, while there is potential for harm contrary to London Plan Policy HC1, appropriate mitigation has been secured.

Amenity impacts

179. London Plan Policy D3 and Local Plan Policy D.DH8 state that the design of new buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings in relation to privacy, overshadowing, wind and microclimate. The policies also require the protection of the amenity of future occupiers.
180. In line with London Plan Policy D9, the impact of tall buildings on wind, daylight, sunlight penetration and temperature conditions around the building and neighbourhood must be carefully considered. Solar Glare and light pollution impacts around the building should also not detract from the enjoyment of these spaces. Furthermore, London Plan Policy D14 specifically seeks to reduce and manage noise associated with development.
181. Local Plan SP8 sets out the Council expectation that development achieves good neighbourliness, and specifies that overlooking, loss of privacy, overshadowing and overbearingness should be minimised. Development should also ensure adequate access to daylight and sunlight, while avoiding unacceptable exposure to light, odour, dust, noise, disturbance, vibration, radiation or health impacting pollutants.

Daylight, sunlight, overshadowing and solar glare

182. Guidance relating to daylight, sunlight and overshadowing is contained within the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight': a good practice guide' (2022).
183. The application is supported by a daylight, sunlight and overshadowing assessment. The nearest residential receptors would be located at Gallions Reach Phase 3B (Blocks E and F) which is approximately 55 metres from the southern boundary of the application site. As such, daylight and sunlight impacts to residential neighbours would be minimal.
184. A condition has been secured preventing installation of PV panels until the Council has approved the applicant's Glint and Glare Assessment in accordance with LCA requirements.

Privacy and overlooking

185. The design code specifies minimum separation distances between buildings within the development site to ensure privacy impacts are minimised. It is also noted that the development parcels located along the southern boundary of the site would be located a minimum of 55 metres from the ongoing residential development at Gallions Reach, which is considered sufficient to ensure no adverse overlooking or loss of privacy.

Wind microclimate

186. The application is supported by a wind microclimate assessment which concludes that, once operational, the wind conditions would be conducive to comfortably sitting and walking, and that strong and unsafe wind conditions would be very infrequent and only in the windiest season.
187. The applicant has identified mitigation including hedge and tree planting and design interventions such as recessing communal entrances, installation of screens and baffles around podiums, and suitable balustrades to balconies.
188. A condition has been secured requiring details of wind mitigation to be approved and further wind testing at reserved matters stage. The abovementioned mitigation has also been secured through the design code. As such, the wind microclimate impacts are considered to be acceptable.

Noise and vibration

189. London Plan Policy D14 states that development should avoid significant adverse noise impacts on health and quality of life. The Mayor's Environment Strategy aims to reduce the number of people adversely affected by noise and includes policies and proposals to support this aim.
190. Chapter 9 of the applicant's ES provides a noise and vibration assessment, supported by a noise impact survey, which identifies sources of noise including LCA, the DLR depot, DLR line and nearby roads including Armada Way and Atlantis Avenue. The assessment concludes that the existing noise generating

uses surrounding the site would not have a significant impact upon the proposed development. Once occupied, the development would have a de minimis impact upon background noise level, with an anticipated increase of less than 1dB.

191. The Committee report acknowledges that the construction phase would result in an adverse increase in the level of noise and vibration within the area for both existing development and occupiers of the future earlier phases of the proposed development. Notwithstanding, the Committee report also acknowledges this impact would only be felt during the construction period and not once the development is fully operational. The Committee report recommended conditions to ensure the appropriate noise mitigation measures are implemented and that the noise impacts associated with the construction phase of the development are minimised.
192. GLA officers have reviewed the applicant's ES and supporting documents and agree with the Council's conclusions as set out in the Committee report. As such, GLA officers recommend a condition has been secured requiring approval of a noise report with identification of any required mitigation to protect the internal and external amenity of future occupiers.

Sustainability, environment and climate change

Energy

193. London Plan Policy SI 2 requires major development to be zero-carbon by reducing greenhouse gas emissions by improvements on the 2013 Building Regulations, by 35% (with at least 10% for residential and 15% for non-residential coming from energy efficiency measures), in accordance with the energy hierarchy. London Plan Policy SI 3 requires development within Heat Network Priority Areas to have communal-low temperature heating system, with heat source being selected in accordance with a hierarchy (connect to heat networks, use zero carbon or local heat sources (in conjunction with heat pumps, if required), use low-emission CHP).
194. Local Plan Policy SC1 sets out mitigation and adaptation measures that schemes should incorporate to mitigate climate change. Local Plan Policy SC2 seeks to achieve net-zero carbon by 2019.
195. The application is supported by an energy statement and a completed copy of the GLA's carbon emissions spreadsheet. The applicant has refined the energy proposals in consultation with GLA and Council officers. The scheme would achieve a reduction of 64% for the domestic element and a 36% reduction for the non-domestic elements against the target emissions of Part L of Building Regulations.
196. The development would meet policy requirement for non-residential floorspace, by achieving a BREEAM rating of Excellent. This would be secured by condition and confirmed at reserved matters stage for each building.

197. There are no existing District Heat Networks (DHN) the development could connect to. The application proposes a new on-site energy centre which would generate heat and hot water provision to future occupiers of the development. There is potential for this energy centre to connect to an area-wide DHN should one become available in the future.

It is considered that the information provided is satisfactory for outline application stage, and a condition has been secured requiring approval of an overheating strategy for each reserved matters application. The energy strategy is considered to be acceptable in line with the London Plan, subject to payment of a carbon offset contribution which has been secured via s106 Agreement.

Whole Life Carbon

198. Policy SI 2 requires developments referable to the Mayor to include a Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
199. The application is supported by a WLC assessment and a completed version of the GLA's WLC template. At Stage 1, GLA officers sought additional information and points of clarification which have subsequently been provided and the development, at outline stage, is considered to be acceptable. Conditions have been secured requiring post-construction WLC reporting and submission of updated WLC assessments for each reserved matters application.

Circular Economy

200. London Plan Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI 7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG.
201. The application is supported by a circular economy statement. While the opportunities to employ circular economy principles are limited, given the site is largely vacant, the applicant would seek to divert 95% construction, demolition and excavated waste, and 65% of operational waste for re-use, recycling or recovery. Additionally, 20% of building materials would include recycled content. These objectives would align with London Plan Circular Economy guidance.
202. The submission of a post-construction monitoring is secured by condition, as well as updated circular economy assessments for each reserved matters application. Subject to details secured by condition, the development would comply with Policy SI 7 of the London Plan.

Urban Greening

203. London Policy G1 expects development proposals to incorporate appropriate elements of green infrastructure; Policy G4 expects development proposals to

create new areas of publicly accessible open space where possible; and Policy G5 requires major development proposals to include urban greening and sets targets for Urban Greening Factor (UGF) scores. For predominantly residential development, the target score is 0.4. It is noted this requirement is maintained by Policy GHR7 of the draft London Plan and is supported by emerging Local Plan Policy GWS3.

204. The applicant has calculated the scheme would achieve a UGF score of 0.48 which exceeds the London Plan and emerging Local Plan policy requirements. This is welcomed. A condition has been secured prior to occupation of each phase requiring evidence the UGF score can be achieved within that phase and how it contributes to the site-wide target of 0.48.

Biodiversity, trees and ecology

205. Schedule 7A of the Town and Country planning Act 1990 sets a mandatory requirement for at least 10% biodiversity net gain (BNG) to be delivered on major development sites.
206. NPPF NDMP N6 states that development proposals affecting nature conservation sites of local importance should only be supported if:
- “i. There would not be a significant adverse effect on the integrity of the site;
- or
- ii. The benefits of development in the location proposed clearly outweigh the likely impact on the features which make the site valuable for nature conservation.”
207. NDMP N2 requires development proposals to contribute positively to the natural environment and support nature’s recovery; and seeks to avoid or mitigate significant harm to biodiversity.
208. London Plan Policy G6 states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain, and that Sites of Importance for Nature Conservation (SINCs), including Sites of Metropolitan Importance for Nature Conservation (SMINC) should be protected. Policy G6 expects schemes to avoid damage to significant ecological features; minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site; and as a last resort, deliver off-site compensation of better biodiversity value. Policy G7 states that development proposals should seek to retain trees of value wherever possible.
209. Local Plan Policy SC4 seeks to protect and enhance biodiversity, and requires schemes to be supported by a Biodiversity Statement. Emerging Local Plan Policy GWS3 promotes protection and enhancement of biodiversity, requiring developments to deliver at least 10% BNG and setting out requirements for ecological assessments.
210. The site is located adjacent to the River Thames and Tidal Tributaries SMINC. The site also includes areas of Open Mosaic Habitat (OMH). Paragraph 413 if

the Council's Committee report acknowledges that on the basis of OMH being located within the site, the emerging Local Plan proposes to designate parts of the site as a Site of Importance for Nature Conservation (SINC) however, notes the designation is yet to be adopted and cannot be afforded significant weight in decision-making. Since the Committee report was published, the emerging Local Plan is now at a more advanced stage and now carries weight in decision making, therefore GLA officers have given this further consideration.

211. The scheme would result in the total loss of the OMH which the applicant's ES identifies would cause moderately adverse impacts at both county and local levels. Notwithstanding, the ES also identifies that, through the delivery of a high quality biodiversity and management strategy the scheme would achieve a minor beneficial effect. Loss of the OMH is required for the site remediation works which are necessary to make the site suitable for residential development, in line with the adopted and emerging site allocations and the vision of the OAPF. As such, the loss of the OMH is not avoidable and is required to deliver this part of the site allocation and the extensive benefits which flow from it in line with NDMP N6. However, the proposed development would deliver a minimum of 2.5 hectares of open space with a comprehensive landscape strategy.
212. While the applicant has sought to optimise the landscaping and planting mitigation, the scheme would not achieve BNG and would result in a 54.3% deficit. The Council's Committee report acknowledges that while there would be a significant loss in terms of biodiversity, the reasons for the loss of OMH and biodiversity are accepted and the scheme proposes an acceptable landscape scheme and associated ecological strategy in line with the mitigation hierarchy set out at London Plan Policy G6. Further, the applicant has engaged the Council to identify opportunities for off-site mitigation to ensure 10% BNG is achieved. To do this, a Biodiversity Strategy has been secured, which would identify how BNG would be achieved within each phase of development.
213. GLA officers have reviewed the applicant's submission documents and agree the applicant has sought to follow the Policy G6 mitigation hierarchy. Appropriate mitigation has been secured by condition and s106 Agreement. It is therefore considered the scheme is acceptable in line with London Plan Policy G6, G7 and Local Plan Policy SC4.
214. The Committee report also considered the proposed development in the context of the Epping Forest Special Area of Conservation (SAC) and concluded there would be no likely significant effect on the SAC in terms of increased recreational pressure. As such, the Council did not require a further Stage 2 Appropriate Assessment or mitigation measures. GLA officers note the application site falls outside the recreational zone of influence and agree with the Council's conclusion that no further assessment of mitigation is required.

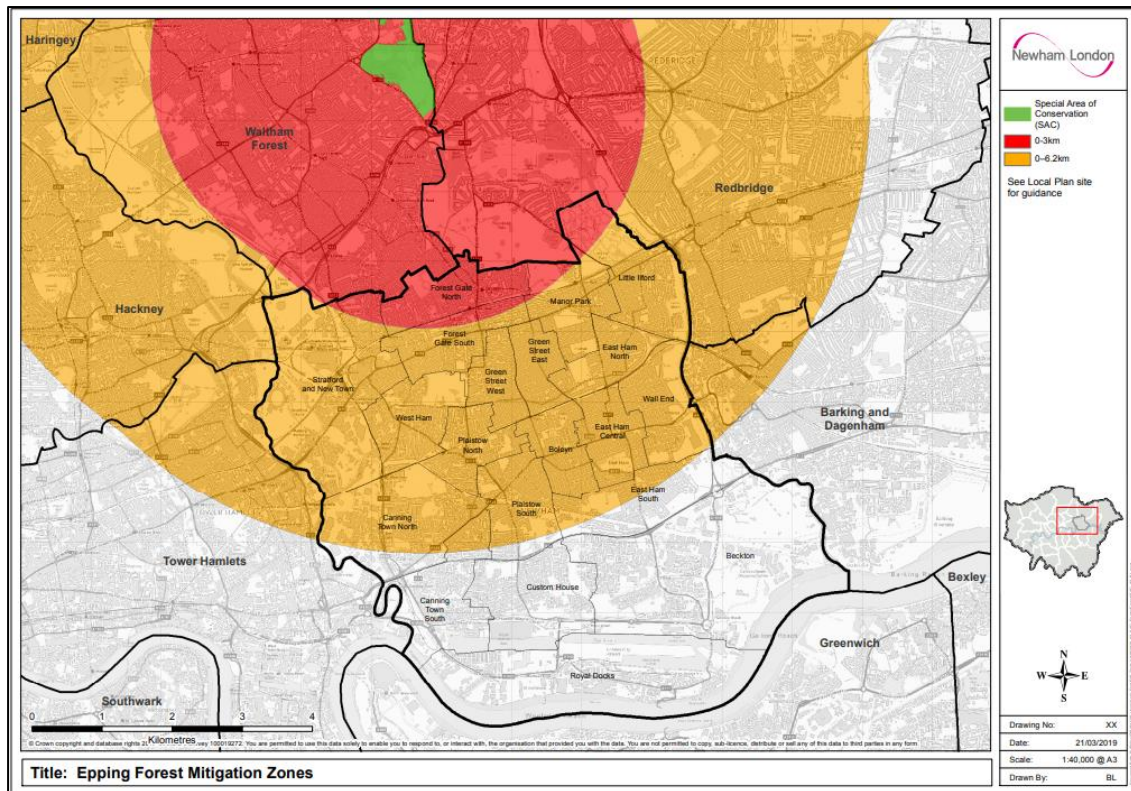


Figure 9: LBN Epping Forest Mitigation Zones map

Water

Flood risk

215. The application site is within Flood Zones 2 and 3, however it is allocated for residential-led mixed-use development so a sequential test is not required. The site is adjacent to the River Thames which benefits from existing flood defences however, the river wall currently protecting the site would not be adequate to protect the proposed development from the identified flood risk for the life of the development. As such the scheme includes flood defence improvement works which would make the development safe for its lifetime and would ensure that flood risk is not increased elsewhere, in line with NDMP F7.
216. The application is supported by a Flood Risk Assessment (FRA) which was updated to include additional information following engagement with the EA, who initially objected to the scheme but have since withdrawn that objection and now consider the scheme to be acceptable subject to conditions.
217. The Development Parcels and Heights Parameter Plan and Key Streets and Spaces Parameter Plan ensure there would be no conflict with the edge of the development zone and the existing flood defence wall line. This buffer zone has been secured in perpetuity.
218. The FRA is consistent with the London Plan and the approach to flood risk is therefore considered acceptable subject to the recommended conditions.

Drainage

219. The application is supported by an outline Drainage Strategy which includes measures to mitigate the impacts of surface water runoff and to optimise opportunities for natural attenuation. The scheme includes green roofs which would provide water attenuation and thereby reduce run-off speed. Pier Park would function as a further flood storage area, including a flood protection bank along the edge of the park.
220. The Council's Lead Local Flood Authority Officer has reviewed the scheme and has not provided any objections however, recommended a condition. A sustainable urban drainage (SUDs) for each phase has been secured.

Air quality

221. London Plan Policy SI 1 seeks to deliver improvements to air quality by ensuring development proposals so not lead to further deterioration of existing poor air quality; create any new areas that exceed air quality limits or delay achieving compliance; or create unacceptable risk of high levels of exposure to poor air quality. To achieve this, at a minimum major development proposals must be at least Air Quality Neutral; use design solutions to prevent or minimise increased exposure to existing air pollution and address local air quality problems; be submitted with an Air Quality Positive Assessment; and, for proposals in Air Quality Focus Area's (AQFA's), demonstrate that design measures have been used to minimise exposure. Policy SI 1 also expects large-scale development subject to EIA to consider how local air quality can be improved across the area as part of an Air Quality Positive approach.
222. London Plan Policy SI 1 also seeks to reduce the impact of proposals on air quality during construction and demolition, requiring development proposals to demonstrate how they comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings. The control of dust emissions in construction SPG supports this.
223. Local Plan Policy SC5 requires all development to be at least Air Quality Neutral and to support the implementation of Newham's Air Quality Action Plan. Emerging draft Local Plan Policy CE6 seeks to ensure all development mitigates and improves Newham's poor air quality by requiring developments to meet Air Quality Neutral standards, and encourages on-site delivery of measures to improve local air quality.
224. The EIA supporting the planning application includes an air quality assessment and an Air Quality Neutral Statement as required by the London Plan. These documents conclude that impacts during the remediation and construction phases would be negligible and that the development would be at least Air Quality neutral. An Air Quality Positive assessment has also been undertaken which concludes the proposed development would likely not lead to adverse impacts on local air quality and conditions for future occupiers. Accordingly, the development is compliant with London Plan Policy SI 1 and Local Plan Policy SC5.

225. It is noted that the scheme was reviewed by the Council's Environmental Health Officers who raise no objection subject to a condition requiring a Construction and Environmental Management Plan (CEMP).
226. A CEMP has been secured for both planning applications, including restrictions on the use of non-road mobile machinery, as well as requirement for approval of details relating to flue emissions, and restrictions on the use and testing of generators.
227. In summary it is considered that the scheme would not lead to adverse local air quality conditions and all construction and operational impacts can be satisfactorily mitigated through the recommended conditions. As such, it is considered the scheme complies with London Plan Policy SI 1 and Local Plan Policy SC5.

Waste management

228. An outline Waste Management Strategy (OWMS) has been submitted as part of the outline application. This been reviewed by Newham Council's Waste Management Team. The Council's Committee Report concludes that waste management arrangements are acceptable in the context of this outline application and subject to conditions. A S106 obligation has been secured to investigate the feasibility of an underground pneumatic waste collection system (ENVAC) system at a later stage.

Transport

Transport policy context

229. NPPF NDMP TR3 sets out the Government's aim to locate development in sustainable locations, utilising existing or planned infrastructure. Any significant impacts on the transport network should be mitigated.
230. NDMP TR4 seeks to create well-designed places, with transport considerations integral to design, including prioritising sustainable travel modes, efficient delivery of goods and levels of parking appropriate to the location.
231. NDMP TR6 requires development proposals likely to generate significant amounts of movement to be supported by a transport assessment and travel plan. Development proposals should be refused if they would have a severe adverse impact on the transport network.
232. Chapter 10 of the London Plan sets out the Mayor's policies on transport and the strategic approach for transport in London. London Plan Policy T1 (Strategic approach to transport) reflects the Mayor's Transport Strategy (2018) insofar as it requires new development to support the strategic target mode share for active travel, which in this area is for 90% of all trips to be made by walking, cycling and public transport.
233. Policy T2 (Healthy Streets) sets out where development proposals should demonstrate how they will deliver improvements that support the ten Healthy

Streets Indicators, reduce the dominance of vehicles on London's streets and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

- 234. Policy T3 (Transport capacity, connectivity and safeguarding) seeks to ensure that sufficient land and route alignments are provided for existing and new transport infrastructure. Policy T4 (Assessing and mitigating transport impacts) requires that proper assessment of transport impacts is undertaken and that any required mitigation is secured.
- 235. Policy T5 (Cycling) sets the expectation that developments will remove barriers to cycling, provide connections to and enhancement of existing cycling networks, and provide for cycle parking. Policy T6 (Car parking) and subsidiary policies set maximum quantum standards for car parking, which in this case is zero and minimum standards for disabled persons' car parking. Policy T7 (Deliveries, servicing and construction) seeks to mitigate the impacts of vehicle movements associated with construction and end-use servicing.

Transport impacts of the proposed development

- 236. A Transport Assessment (TA) and supporting documents, including an outline Travel Plan and framework Delivery and Servicing Management Plan, were provided with the outline application. Elements of the Design Code also relate to transport, particularly in respect of design parameters for roads and connecting spaces within the site.
- 237. Subsequently the trip generation, mode split, distribution and assignment work within the TA were agreed with TfL officers after a period of negotiation. A revised TA was submitted in August 2025. It showed 1430 people leaving their homes in the morning peak hour (8-9am) and 800 returning in the evening peak hour (5-6pm).
- 238. Given the proposed car-free nature of the site, the mode split shows a very good proportion of trips made by foot, cycle and public transport, and including access to DLR services at Gallions Reach station largely by foot. Vehicle trips arising from deliveries/servicing and disabled residents would be in very low numbers.
- 239. The number of trips forecast by bus and DLR have been assessed against existing capacity of services, and of the station itself. Generally TfL has determined that there is sufficient spare capacity on DLR and bus services to accommodate the trips arising from the development. The exception to this is trips by children and accompanying adults to Gallions Primary School which is expected to accommodate all primary school education prior to the construction of a school on the adjacent GLAP land to the south of the site. When fully occupied, the development is expected to generate trips to the school sufficient to fill over five buses, on top of the existing demand on the relevant service. A section 106 obligation requires monitoring of primary school children's travel and assessment of its impact on bus services, and provision of a school transport measures shuttle bus service by the developer if it is shown to be necessary.

240. While DLR services have sufficient capacity, Gallions Reach station would be affected in two ways. The station has 44 steps up to platform level, and a very small lift for access by disabled customers. Naturally with this number of steps, the existing lift is very well used and is very close to capacity at peak times. Without improvement a queue for the lift in the morning peak will mean customers missing trains, and will provide for a poor level of access for disabled customers. The draft Section 106 agreement secures the provision of a new, much larger lift, either through direct delivery or a contribution. This applies only to the platform for westbound trains (toward Canary Wharf and the City), since the peak flow of customers on the other platform will involve descending the steps from the other platform, something which many more customers will be able to do, and any queue to descend in the lift will not result in missed trains.
241. The second matter relates to the need for a longer platform canopy. The station has a small canopy near the top of the stairs, meaning that in poor weather customers will wait on a small section of the platform. The platform is of sufficient length for two-carriage trains, but is already served by three-carriage trains operating with selective door opening which generates some congestion at peak times. The growth in passenger demand as the development is built out will mean that, during times of poor weather, an even more limited number of train doors will in practice be used, to the extent that the additional dwell time in the station will start to affect service frequencies and reliability. Further, the canopy is at the top of the stairs and so platform crowding will lead to queueing on the stairs, which has safety implications. The draft Section 106 allows for a contribution toward an extended canopy on the westbound platform albeit it is recognised that the priority is the lift capacity.

Trip generation

242. The proposed layout of the site itself provides a relatively traffic-free environment which will support walking and cycling around the site. The design for the streets and public spaces around each building will follow the principles set out in a Design Code with details submitted within Reserved Matters Applications (RMAs). Full details of cycle parking, demonstrating compliance with numerical and quality standards applying at the time, will be submitted with RMAs. The development will deliver a network of walking and cycling routes including as necessary interim arrangements as phases are built out. These will include links to and along the river as well as to Armada Way.
243. The TA contains an Active Travel Zone assessment which is acceptable following a period of negotiation and supplemented with additional information from TfL and Newham officers. Improvements are secured in two ways:
244. First, the Section 106 agreement will secure a Section 278 agreement to cover works along the Armada Way frontage of the site and the adjacent GLAP land to provide a continuous footway and cycleway each of sufficient width, including by extending works on an interim basis on into the GLAP land, to provide good quality routes between the site and towards local facilities and Gallions Reach station and allow space for bus passengers as well as

pedestrians and cyclists. Bus stops in the vicinity will be improved where necessary to meet current standards. Two pedestrian and cyclist crossings are to be provided on Armada Way, one just north of the site access and one further north near the Gallions Reach Shopping Park. Other ancillary works are also included to improve the environment and facilities for walking and cycling in the immediate area.

245. Second, the Section 106 agreement secures a fund of £750,000, to be paid in instalments, toward improvements further afield on routes to and from the development. This fund is to be applied by Newham officers and TfL (for improvements on the TfL road network) according to priorities applicable at the time, but is likely to include:

- A contribution to pedestrian and cyclist crossings at Gallions Roundabout as this is on the main route to the primary school, nearest GP surgery and other attractors and improvement beyond the roundabout to these attractors;
- Providing a link between the Shopping Park and the Greenway walking and cycling route which links the area to Stratford;
- Works to bus stops and walking links from Woolwich Manor Way to Gallions Primary School; and
- A contribution to a cycling route under design development on the Royal Docks Road corridor.

Riverbus safeguarding

246. The adopted Newham Local Plan safeguards a mooring point serving the Beckton Riverside development for future Riverbus services, noting that the OAPF identifies potential for a new Riverbus pier within/adjacent to this site.

247. While it is noted that there is unlikely to be sufficient demand for such facility resulting from the initial phase of the Beckton Riverside development and therefore not yet commercially viable, a Riverbus service has the potential to enhance the strategic transport network serving the Beckton Riverside neighbourhood and Royal Docks area once future phases are delivered.

248. Consequently, a Section 106 obligation would secure space and free pedestrian and cycle access with similar rights for vehicles associated with construction and operations to a location suitable for provision of a Riverbus pier equivalent to if the access was adopted.

Car parking

249. In line with Newham's emerging Local Plan and London Plan principles, the site is proposed to be car-free. A minimum of 3% of homes will have access to a parking space for disabled "Blue Badge" holders, or for those providing domiciliary and medical care to such residents. Electric vehicle charging points will be provided. All details of car parking, and a car parking management plan,

including showing how provision can be increased beyond the 3% if needed, will be provided in RMAs or through Section 106 obligations. A permit -free obligations is also imposed, with funding of £150,000 provided toward investigation and implementation of parking restrictions in the surrounding area.

250. In line with Newham policy, provision of car-club vehicles is secured along with free membership for all new residents including £50 credit toward initial use. While the development is car-free, London Plan standards would otherwise allow a small amount of car parking if justified, and it is acknowledged that car clubs can support what are otherwise car-free lifestyles.

Other mitigation

251. Various outline or framework plans were submitted with the outline application, covering Travel Plans, Deliveries and Servicing, Parking and Construction Logistics. Section 106 obligations and conditions secure the provision of revised plans for approval by the LPA, some in consultation with TfL, to ensure that they are of a suitable standard to be effective in contributing toward mitigation of the adverse impacts of the development.

Transport summary

252. Through design features secured through the Design Code and requirements for Reserved Matters Applications, and through proposed conditions and Section 106 obligations bearing in mind viability constraints, the proposed development complies with Local Plan, London Plan and NPPF transport policy requirements and should be considered acceptable in transport terms.

Mitigating the impact of the development through planning obligations

253. Regulation 122 of the Community Infrastructure Levy Regulations 2010 as amended in 2019 states that a section 106 planning obligation may only constitute a reason for granting planning permission for the development if the obligation is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. These are statutory tests.
254. NPPF NDMP DM3 states that local planning authorities should “Consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.” Policy DM6(4) states that “Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”
255. The Newham Local Plan provides further guidance on how the Council will secure planning obligations, where these are necessary to mitigate the impacts of development.
256. Pursuant to the consideration within the previous sections of this report, and in line with the policy context set out above, GLA officers propose to secure

several planning obligations required to appropriately mitigate the impact of this development, which are set out above and where appropriate there is detailed consideration given in the relevant topic section of the report. GLA officers consider that the obligations in the Section 106 agreement meet the tests in Regulation 122 of the CIL Regulations 2010 as amended in 2019 as they either will not be spent on “infrastructure” as defined in the regulations or will be sufficiently narrowly described in the section 106 agreement.

Legal considerations

257. Under the arrangements set out in Article 7 of the Order and the powers conferred by Section 2A of the Town and Country Planning Act 1990 (as amended) the Deputy Mayor, acting under delegated authority, is the Local Planning Authority (LPA) for the purposes of determining this planning application refs: 24/00990/FUL and 24/00989/OUT.
258. Section 35 of the Greater London Authority Act 2007 inserts section 2F into the Town and Country Planning Act 1990 which includes a requirement that for applications the Mayor takes over, the Mayor must give the applicants and the borough the opportunity to make oral representations at a hearing. He is also required to publish a document setting out.
- who else may make oral representations;
 - the procedures to be followed at the hearing; and,
 - arrangements for identifying information, which must be agreed by persons making representations.
259. The details of the above are set out in the Mayor’s Procedure for Representation Hearings which reflects, as far as is practicable, current best practice for speaking at planning committee amongst borough councils.
260. In carrying out his duties in relation to the determination of this application, the Deputy Mayor must have regard to a number of statutory provisions. Listed below are some of the most important provisions for this application.
261. Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that in dealing with such an application the authority shall have regard to:
- a) The provisions of the development plan, so far as material to the application;
 - b) Any local finance considerations, so far as material to the application; and
 - c) Any other material consideration.
262. Section 70(4) defines “local finance consideration” as:

- a) A grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
 - b) Sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.
263. Furthermore, in determining any planning application and connected application, the Mayor is required by section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine the application in accordance with the Development Plan (i.e. the London Plan and the adopted Local Plan) unless material considerations indicate otherwise.
264. Other guidance, which has been formally adopted by Newham Council and the GLA (e.g. Supplementary Planning Documents and Supplementary Planning Guidance), will also be material considerations of some weight (where relevant). Those that are relevant to this application are detailed in this Representation Hearing report.
265. GLA Officers are satisfied that the current report to the Deputy Mayor has had regard to the relevant provision of the Development Plan. The proposed section 106 package has been set out and complies with the relevant statutory tests, adequately mitigates the impact of the development and provides necessary infrastructure improvements.
266. As regards to the Community Infrastructure Levy (CIL) considerations, the Mayoral CIL and Borough CIL payments are expected to be paid in association with this development.
267. Where the Mayor takes over an application, he becomes responsible for the section 106 legal agreement, although he is required to consult the relevant borough. In this instance, there have been a series of lawyer led meetings to discuss the section 106 content, and it has progressed on a number of key issues. Both the Mayor and the borough are given powers to enforce planning obligations.
268. When determining these planning applications, the Deputy Mayor is under a duty to take account of the provisions of the Human Rights Act 1998 as they relate to the development proposal and the conflicting interests of the applicants and any third party affected by, or opposing, the application, in reaching his decision. Planning decisions on the use of land can only be taken in line with the Town and Country Planning Acts and decided in accordance with the development plan unless material considerations indicate otherwise.
269. The key Articles to be aware of include the following:
- A) Article 6 - Right to a fair trial: In the determination of his civil rights and obligations... everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.
 - B) Article 8 - Right to respect for private and family life: Everyone has the right to respect for his private and family life, his home and his correspondence.

C) Article 1 of the First Protocol - Protection of property: Every person is entitled to the peaceful enjoyment of his possessions.

270. It should be noted, however, that most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted i.e. necessary to do so to give effect to the Town and Country Planning Acts and in the interests of such matters as public safety, national economic well-being and protection of health, amenity of the community etc. In this case this Representation Hearing report sets out how this application accords with the development plan.
271. Regulation 122 of the Community Infrastructure Levy Regulations 2010 states that a section 106 planning obligation may only constitute a reason for granting planning permission for the development if the obligation is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. These are now statutory tests.
272. The Equality Act 2010 provides that in exercising its functions (which includes the functions exercised by the Mayor as Local Planning Authority), that the Mayor as a public authority shall amongst other duties have due regard to the need to a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act; b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
273. The protected characteristics set out in the Equality Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Equality Act acknowledges that compliance with the duties set out may involve treating some persons more favourably than others, but that this does not permit conduct that would otherwise be prohibited under the Act.
274. GLA officers are satisfied that the application material and officers' assessment has taken into account the equality and human rights issues referred to above. Particular matters of consideration have included provision of affordable housing, accessible housing and the protection of neighbouring residential amenity.

Conclusion and planning balance

275. As detailed above Section 38(6) of the Planning and Compensation Act 2004 requires matters to be determined in accordance with the development plan unless material considerations indicate otherwise.
276. When assessing the planning application, the Deputy Mayor is required to give full consideration to the provisions of the development plan and all other material considerations. He is also required to consider the likely significant environmental effects of the development.

277. GLA officers consider that the proposals generally comply with relevant planning policies at national, regional and local level. Overall, the proposed development is considered to accord with the relevant development plans, when read as a whole, and there are no material considerations of sufficient weight to justify the refusal of permission.
278. The remediation, site preparation and flood defence works would make the site suitable for residential development, which would realise the vision of the OAPF and make a significant contribution towards housing targets set out in the Local Plan, the London Plan and the OAPF.
279. A comprehensive Design Code has been prepared and secured which would ensure a high quality and cohesive development would be delivered. Detailed elements will require approval at reserved matters stage including materials, finishes, landscaping and installation of appropriate mitigation measures.
280. The proposed development also results in a number of financial and non-financial obligations including construction apprenticeships, DLR station improvements, highways improvements and the delivery of a significant quantum of public realm and outdoor space.
281. This report has considered the material planning issues associated with the proposed development in conjunction with all relevant national, regional and local planning policy, and has found that the proposed development is acceptable. Accordingly, it is officers' recommendation that planning permission should be granted, subject to the obligations and conditions stated within this report.

For further information, contact GLA Planning Unit (Development Management Team):

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We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.