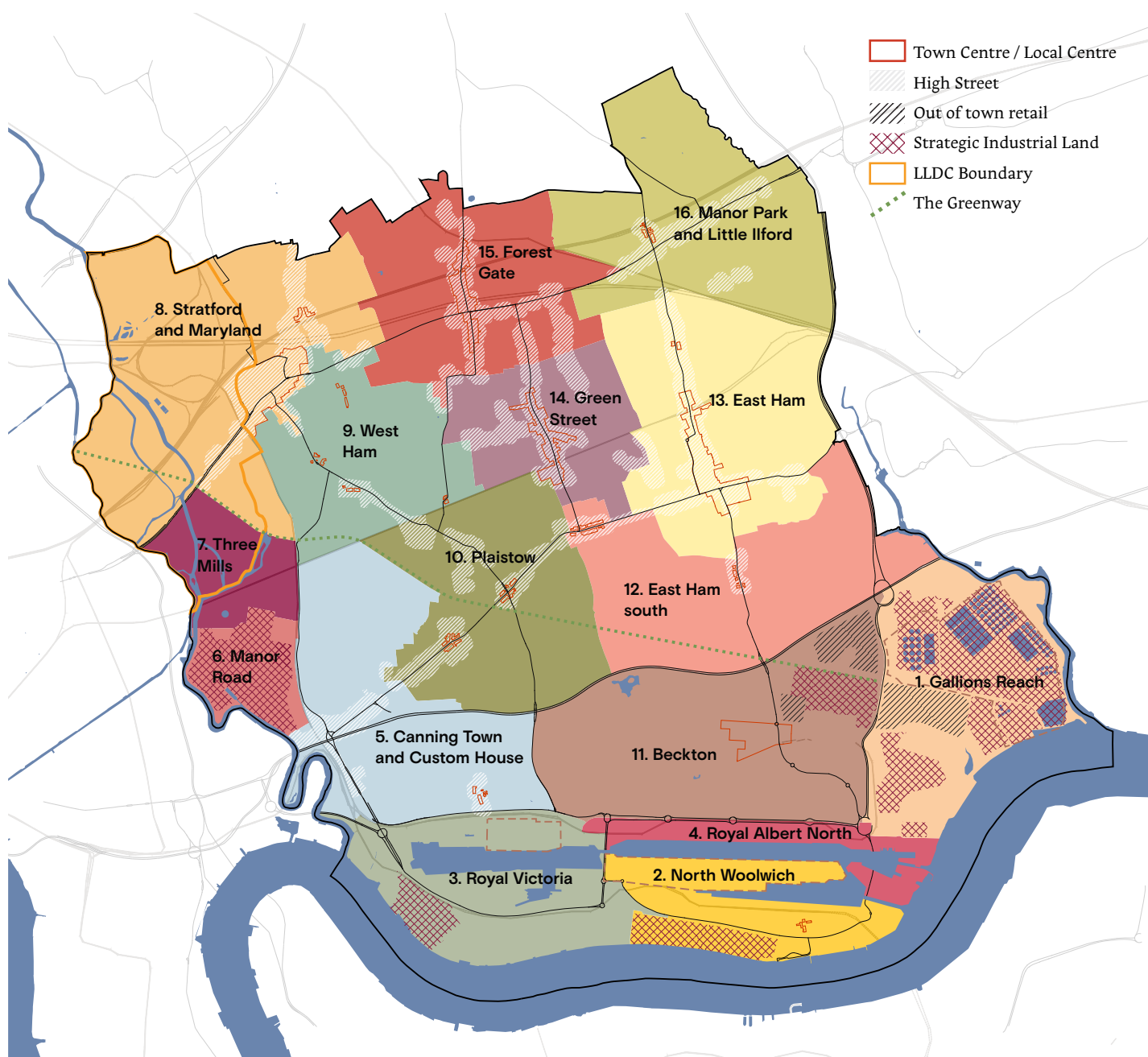


8. VISION – NEIGHBOURHOOD DESIGN PRINCIPLES

This chapter sets a summary analysis of the previous analysis in the context of each neighbourhood, outlining its key characteristics and identity. It also includes an assessment of its functional character, strengths and challenges it encounters. This informs the second half of the chapter which sets out a vision and key design principles for each neighbourhood to enable appropriate growth.

INTRODUCTION TO NEIGHBOURHOOD PRINCIPLES

This section introduces a vision for each of the neighbourhoods identified alongside design principles. The vision proposes a long term plan of the way in which the neighbourhood can develop in the future, along with the character it creates. The design principles set out the ways in which the vision should be delivered. The design principles relate to the character and identity of each neighbourhood, responding to the analysis from a physical, functional and socio-economic perspective is also informed by public engagement. The approach to conservation, enhancement or transformation of character, and associated approach to tall buildings, is reiterated at a neighbourhood scale here.



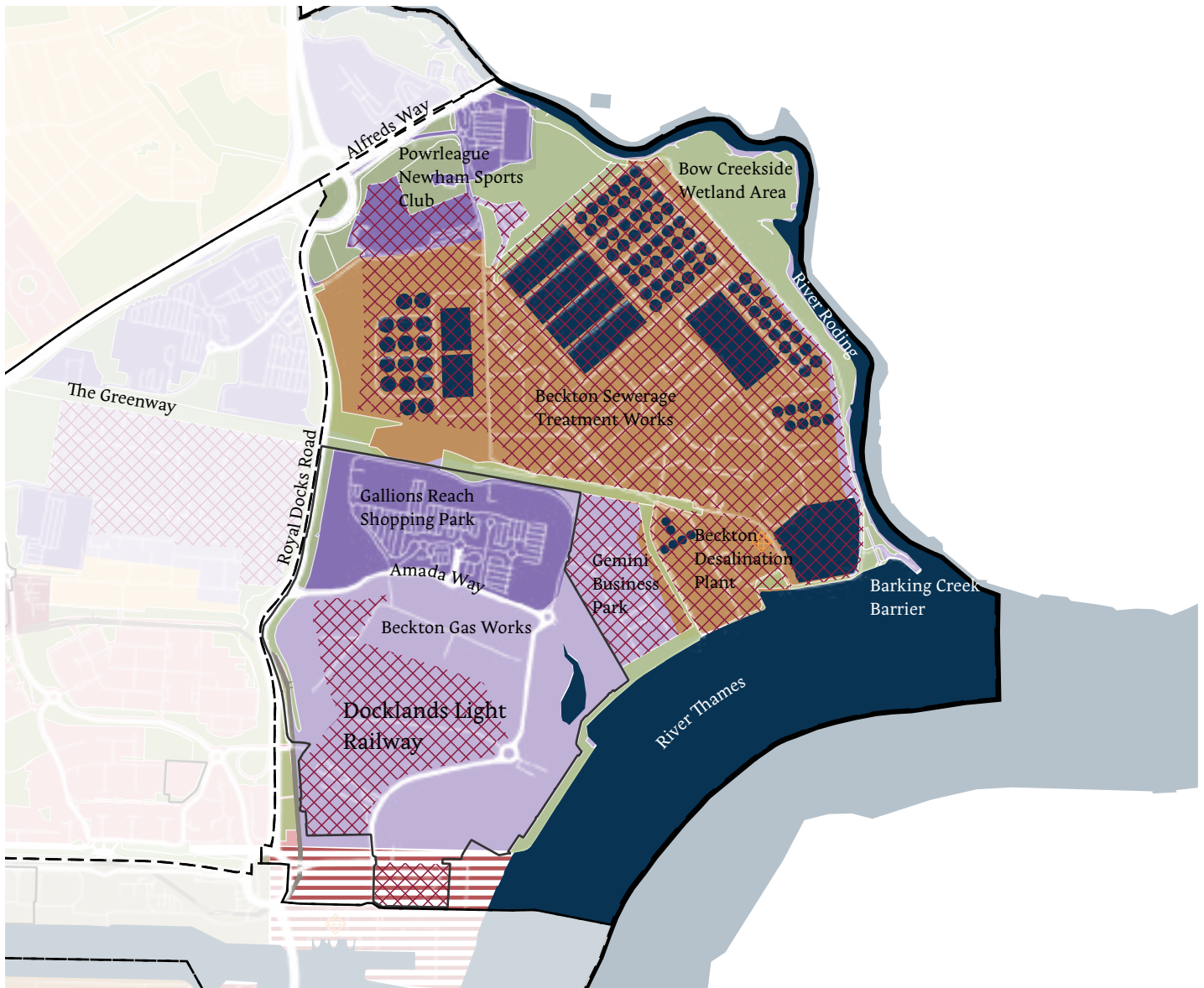
Neighbourhoods.



© Luke O'Donovan














FEATURES AND CHALLENGES OF NEIGHBOURHOODS

1. Gallions Reach



EXISTING CONTEXT AND IDENTITY

The entirety of the neighbourhood is dedicated to large infrastructure and industrial use, bar a small amount of residential at southern point of neighbourhood around the Gallions Reach DLR. The largest portion of the neighbourhood is attributed to the Beckton Sewage Treatment Works, a sewage treatment plant, and metropolitan scale piece of strategic infrastructure built from 1864. It is the largest sewage treatment works in Europe and covers over 100 hectares (250 acres). The plant is situated at the confluence of the River Roding and River Thames, buffered by the Beckton Creekside wetland. The entirety of the sewerage site is designated SIL. Both of these sites are currently completely inaccessible to the public.

- | | | | |
|---|-----------------------|---|-----------------------------------|
|  | Historic Inner Suburb |  | Beckton Sewerage Works |
|  | Post War Inner Suburb |  | Transition to Urban Neighbourhood |
|  | Urban Neighbourhood |  | Strategic Industrial Land (SIL) |
|  | Town Centre |  | Heritage Conservation Area |
|  | Local Centre |  | Newham Strategic Sites |
|  | Industrial | | |
|  | Out of town retail | | |
|  | Green Space | | |

The former gasworks site played a major role in East End industry for over 100 years. Formerly the largest gasworks in Europe, Beckton gasworks was in use from 1870 to 1969 when it closed down.

The Gallions Reach DLR station is a station on the Docklands Light Railway in the Royal Docks area of east London.

Access to the neighbourhood is by vehicle off Royal Docks Road (A1020) along the western edge of the neighbourhood or Alfreds Way along the north of the neighbourhood. The Barking Creek Barrier is a landmark along the riverside. It simultaneously provides flood protection and is a gateway for navigation by boat.

Gallions Reach Shopping Park is a major out-of-town retail park. Located on Armada Way, it is the largest retail park in London and contains typical shed structures surrounded by a vast swathe of at-grade parking.

The Powerleague Newham Sports Club is located to the north of the neighbourhood and provides a sporting community facility for the surrounding residents.

The Greenway terminates abruptly in this neighbourhood at the old Beckton Gas Works, connecting the neighbourhood to the rest of the borough, via a green pedestrian and cycling route, to Victoria Park to the west of Newham.

The area encompassing the Beckton Gas Works and Gallions Reach Shopping Park is LB Newham Strategic Site.

Engagement Response

Engagement comments directly relating to Gallions Reach were limited due to the current industrial nature of the area. A wider definition as an emerging neighbourhood may support place-development ambitions.

Functional Character

The neighbourhood has poor public transport access with a PTAL of between 0-2 and its closest stations being at Cyprus station and Beckton station. The edge of the neighbourhood along the River Roding consists of a wetland edge which forms part of the SINC network with pedestrian paths along its length. The neighbourhood has poor access to parks, mainly due to the lack of residential use in the area.

Heritage Assets

There is one Listed Building in the neighbourhood which consists of the Chimney to Beckton Sewerage Works (Grade: II).



Beckton sewerage treatment plant



Former Beckton gas works.



Gallions Reach Shopping park

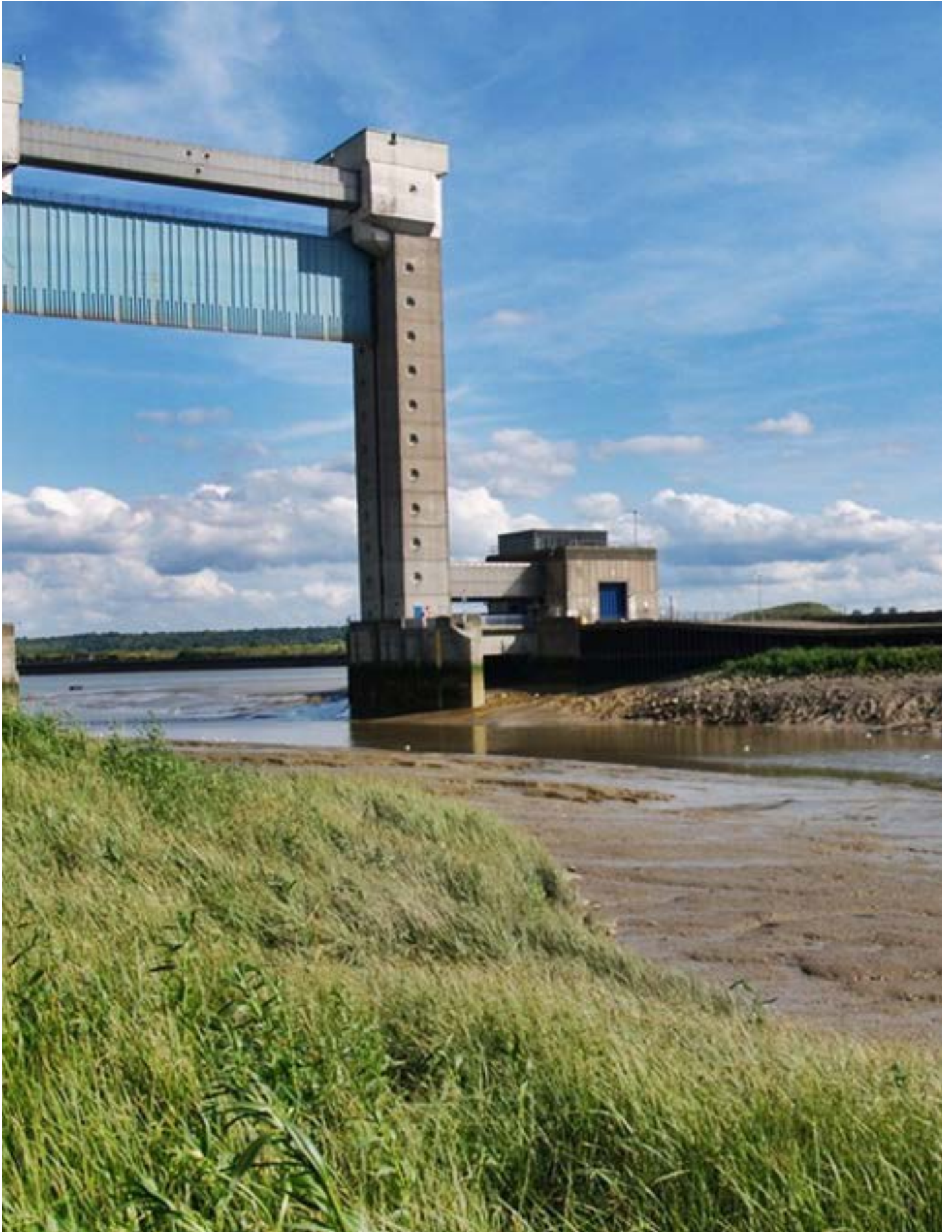
STRENGTHS

- Location at the confluence of the River Thames and River Roding.
- Wetland areas that are part of the SINC network at the edge of the neighbourhood that include pedestrian walkways.
- The Greenway extends into the neighbourhood.
- High motorway accessibility servicing industrial uses.
- Capacity for change, growth and development on the unused gasworks site.
- Gallions Reach Retail Park is very popular, second to Stratford in servicing borough’s retail needs
- Successful industrial uses.

CHALLENGES

- Not perceived to be a neighbourhood per-se, lacking both the necessary sense of place and amenity according to the engagement process.
- Large impermeable sites created a disjointed collection of land uses.
- Car dependent existing retail destinations
- Current uses considered ‘dirty’ and not currently conducive to interfacing directly with new residential.
- Currently not easily accessible via public transport or active travel.
- Currently the neighbourhood with the lowest tree coverage in the neighbourhood.
- Consideration needs to be given to locating vulnerable uses due to flood zones.
- Poor connectivity to surrounding areas and poor pedestrian and cycling network – impact of major route as boundary.
- No connection across or along the River Roding or River Thames.
- Flood risk.
- Poor access to accessible open space.

Sensitivity to change	Not sensitive to change.
Opportunity for growth	Large opportunity to grow with significant strategic development sites on edge with Royal Albert North, Currently, limited PTAL level requires public transport and active travel network enhancement.
Urban Form Quality and Character	Scarcely successful, inefficient land use and scarce synergy between land uses.
Socio-economic and cultural significance	High economic significance as employment location. Currently, absence of facilities to support a community in the area. The area is not currently perceived as a neighbourhood.



The Barking Creek Barrier.

VISION

Potential to support transformational mixed-use intensification with a town centre and industrial intensification.

PRINCIPLES

15 Minute Neighbourhood

- Needs multiple centres, across a variety of scales, in the vicinity of public transport to support residential intensification.
- Needs a tangible and legible focal point
- Needs enhancement of public transport provision to support residential intensification.
- There is opportunity for a DLR extension through the neighbourhood, and these principles are predicated on the assumption of its arrival.

Future mix

- Increase town centre uses to support the growing and future population, including community and commercial resources with the transformation of the old gasworks site.
- Potential for shift in use focus from former industrial / brownfield to residential-led mixed-use specifically at the old gasworks site.
- Intensify existing industrial use.

Natural infrastructure

- Make the most of riverside asset, wetlands, and walking routes by enhancing the green area on the edge of the River Roding with walking paths that connect to residential and commercial development.
- Extend the River Roding walking route along the River Thames edge, across Albert Island and towards Royal Victoria Gardens.

Morphology and density

- Has enough critical area to establish a character of its own. The old gasworks site has transformational potential.

- Requires the completed build out of its potential to successfully create a new character.
- Opportunity to create mid densities with new development that includes a mix of uses, additional to what currently exists in the neighbourhood.

Heritage & fixed elements

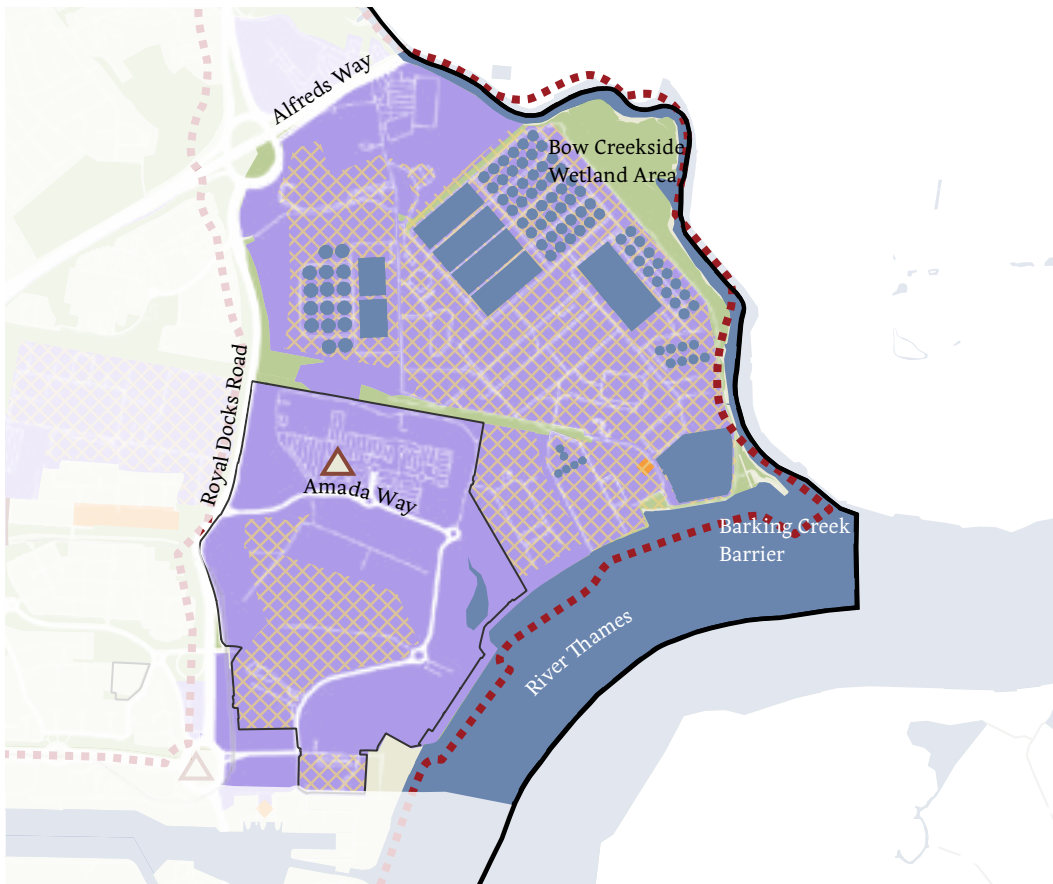
- Gas ring offers an opportunity to develop a bespoke character by incorporating it into new development as a feature within the transformational strategic site.
- Retention of the Beckton sewerage treatment plant and Beckton wetland area with potential to add a buffer between it and new development.

Inter-relationships

- Extend the active travel links along the River Roding towards East Ham to the north and North Woolwich to the south, across Albert island.

Conserve Areas	/
Enhance Areas	The enhance area corresponds to Beckton Sewers Treatment Works, a strategic infrastructure to be retained.
Transform Areas	<p>Transform Areas have the opportunity to establish their own character, with consideration to the type of development coming forward in Royal Albert Wharf. To support establishing a new community and the required set of functions, mid-density development can be adequate for a residential quarter in the area. Residential density can contribute to establishing a centre at Gallions Reach together with residential development in Royal Albert Wharf.</p> <p>A tall building zone has been identified in this area on Gallions Reach Strategic site. This area could have a main building datum up to 32m and the opportunity to include taller buildings up to 50 m in the North-eastern part of the site.</p> <p>A large part of the transform area is identified as SIL; this will maintain industrial uses but allows substantial intensification.</p>

CONSERVE / ENHANCE / TRANSFORM



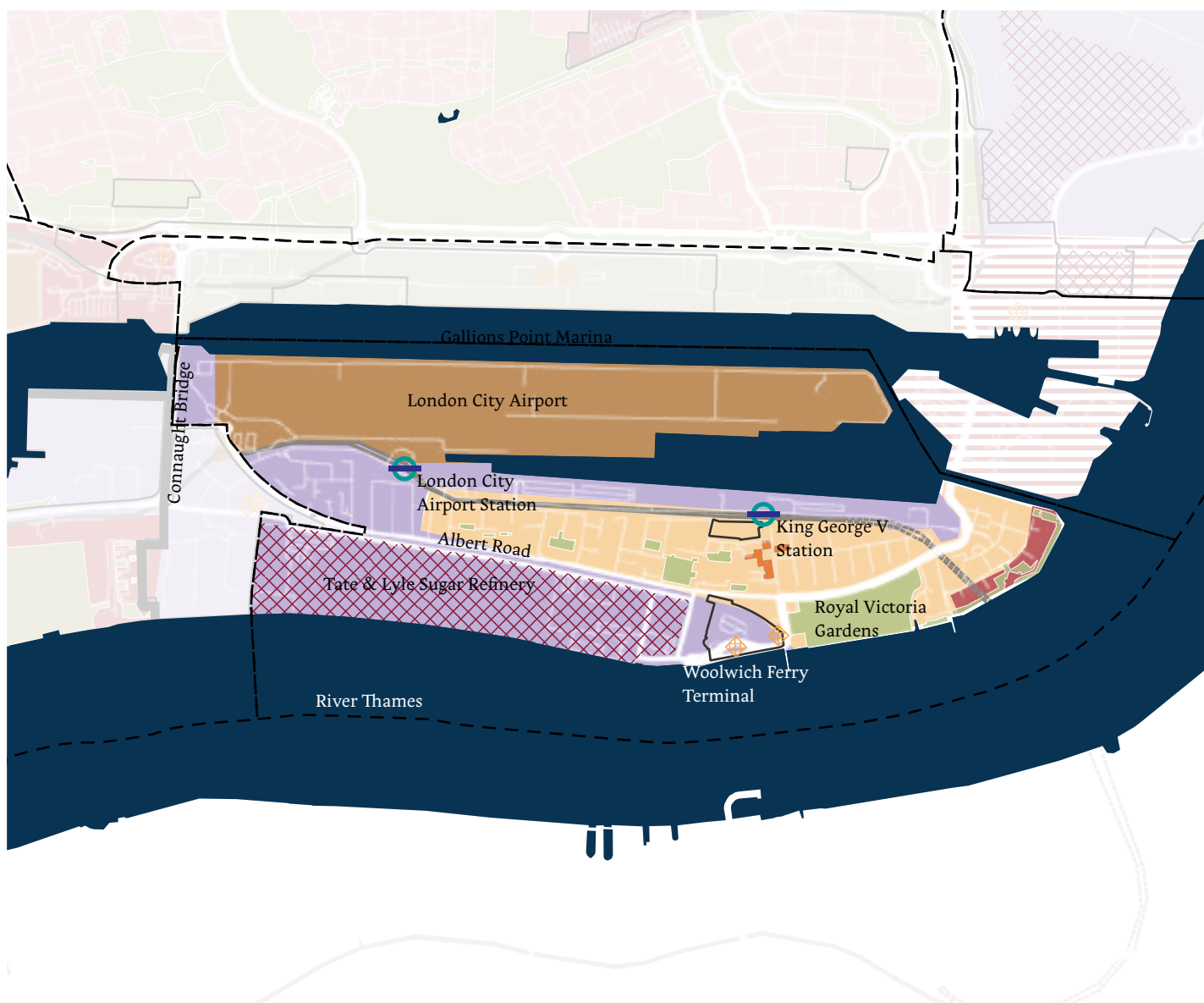
- Conserve
- Enhance
- Transform
- ◇◇◇◇ SIL - Strategic industrial land
- Royal Docks Opportunity Area and London Legacy Development Corporation
- Town Centres
- ▲ Location of Town centres and Local Centres
- △ Designated Future Local Centre and Town centre
- //// High Street
- Strategic Sites

TALL BUILDINGS



- Tall Building Zone up to 32 m
- Tall Building Zone up to 40 m
- Tall Building Zone up to 50 m
- Tall Building Zone up to 60 m
- Tall Building Zone up to 100 m
- ≡ Main building datum above 9m but below 21 m (ca. 4-6 storeys)
- ≡ Main building datum above 21 m but below 32 m (ca. 7-10 storeys)
- Sensitive context
- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre

2. North Woolwich
















EXISTING CONTEXT AND IDENTITY

The neighbourhood consists of a mix of industrial, residential and infrastructure use.

A large portion of the neighbourhood is allocated to the London City Airport which provides strategic infrastructure at a national scale. The Tate and Lyle Sugar Refinery, located on SIL (hatched in purple) was opened in the 1880s and significantly contributed to the industrial and employment landscape of the area. The refinery is the largest sugar refinery in the EU and one of the largest in the world.

The area between the Tate & Lyle and the London City Airport consists of a mix of historic terraced housing,

	Historic Inner Suburb		London City Airport
	Post War Inner Suburb		Transition to Urban Neighbourhood
	Urban Neighbourhood		Strategic Industrial Land (SIL)
	Town Centre		Heritage Conservation Area
	Local Centre		Newham Strategic Sites
	Industrial		
	Out of town retail		
	Green Space		

the former homes of factory workers to the Tate & Lyle, and some smaller areas of post war residential flatted walk ups of up to 8 storeys along Woodman Street. The area is seeing some redevelopment and densification of residential use, specifically along the Thames River. There is a continuous pedestrian and cycling path connection along the river edge from the eastern edge of the Tate

and Lyle towards Gallions Reach along Capital Ring Walk, which is part of a 70-odd mile walking circuit around London.

Victoria Gardens provides a quality green space along the Thames River and includes multi use community games areas.

The area between the Tate & Lyle and Royal Victoria Gardens is a strategic site (outlined in red) and the south eastern portion is being redeveloped to include 75 new homes.

The London City Airport, located between the northern and southern docks was opened in 1988 to serve the Canary Wharf development. It is served by a dedicated DLR station. In 2010, London City was the fifth busiest airport in terms of passengers and aircraft movements serving the London area.

The neighbourhood a small local centre on the corner of Pier Road and Woodman Street although it does not provide a sufficiently diverse range of uses to new and existing residents in the growing area. Aside from local bus routes, the area is primarily served by the DLR which goes from Canning Town (services west to Canary Wharf and Central London, and North to Stratford) along the north of the dock to Beckton, and along the south of the dock to North Woolwich and under the Thames to Woolwich Arsenal.

The North Woolwich pier and ferry terminal is located between the Tate and Lyle factory and Royal Victoria Gardens. It is a free service, operated by Transport for London (TfL), between Woolwich and North Woolwich, linking the north and south circular roads across the River Thames. The tunnel provides access for pedestrians, cyclists, cars, vans and lorries.

Functional Character

The neighbourhood has lower public transport access with a PTAL of between 1-4. Access and movement across the neighbourhood is also impeded by Royal Albert Way and Albert Road. These roads also perform poorly according to the London air quality analysis for the borough. The edge of the neighbourhood along the River Thames consists a network of pedestrian paths along the waters' edge, interfacing a SINC area which extends into Royal Victoria Park.

The south east of the neighbourhood has access to parks and green space within a 15 minute walk along the Thames River edge but the neighbourhood has notably few trees in comparison to the rest of the borough. There are some social and community amenities between Albert Road and the London City Airport where the majority of the residential use is located in the neighbourhood. The neighbourhood lacks a clear centre or high street function.

Engagement Response

According to the engagement process, this area was highlighted as a neighbourhood with a distinct lack of extensive high street amenity.

People described a “disparate, spread-out feel” in the more industrial areas. In terms of shopping, people spoke about difficulty in accessing shops without a car, and the lack of small, specialist food shops. Young people stated that they often need to travel out of the borough, to Woolwich to access shops and activities.

Heritage Assets

There are a number of Statutory Listed Buildings in the neighbourhood such as the North Woolwich Station (Grade: II) and the entrance to Woolwich Pedestrian Tunnel (Grade: II).

STRENGTHS

- London Airport attracts users from all over London.
- Strong industrial heritage.
- Location along the Thames.
- Good public transport access.
- Existing established park and residential area.
- The docks were specifically noted as an asset through the engagement process.
- Existing mix of uses – employment and residential
- Development opportunities.
- Cross river links.

CHALLENGES

- Large impermeable sites such as the Tate and Lyle and London City airport create barriers to movement across the neighbourhood.
- Severance also from the north of the borough with limited access across the docks.
- Distinct lack of high street amenity according to engagement process whilst residential population grows.
- Lack of access to social and community facilities.
- Large highway infrastructure limits walkability and decreases air quality along its length.
- Residents noted a lack of sufficient housing in the area.
- Royal Docks & Thames River areas may be a risk of over-development due to loss of important natural & man made historical sites, according to the engagement process.
- Consideration needs to be given to locating vulnerable uses due to flood zones.
- Environmental impacts – noise and air pollution from the airport, and industry.

Sensitivity to change	Not sensitive to change, with only a small portion of town houses of the former workers of Tate Lyle that have a historic value and the listed and locally listed buildings around the North Woolwich Gateway Site.
Opportunity for growth	The whole area is part of the Royal Docks Opportunity Area. The only large sites for complete transformation are the site adjacent to the former railway station, part of which is classified as SIL, and the Rymill Street site adjacent to King George V DLR station. The rest of the remaining area is to be enhanced with incremental intensification.
Urban Form Quality and Character	Poor urban form quality, incoherent fabric with a mix of buildings following different principles and road and infrastructure severance. Mixed land uses that do not come together to form a cohesive and vibrant environment.
Socio-economic and cultural significance	High economic significance as employment location. Airport makes this area a destination and place of passage. Scarce facilities to support a community in the area, especially for young people and limited retail offers. Appreciated landscape of the docks, however difficult to access from this neighbourhood



Tate & Lyle sugar refinery with historic worker terraced housing.

VISION

Acknowledge the broad mix of uses from industrial to high density residential; whilst supporting the creation of a cohesive neighbourhood

PRINCIPLES

15 Minute Neighbourhood

- Increase provision for community services and young people within existing residential areas.
- Enhance the centre around Pier Road and create a tangible and legible focal point with increased and diversified food & beverage offers.
- Tackle severance of Albert Road and the railway

Future mix

- Intensification of neighbourhood retail and commercial with community resources in particular in and around the existing local centre on Pier Road.
- Opportunity to capitalise further on the potential from the airport in the immediate vicinity.

Natural infrastructure

- Capitalise on Royal Victoria Gardens as a major asset by enhancing active travel access to it across Albert Road.
- Extend the riverside walkway along the Thames towards the Tate and Lyle and up towards the Beckton Creekside Nature Reserve.

Morphology and density

- Transform the strategic site adjacent to the former railway station to include mixed use housing opportunities.

Heritage & fixed elements

- Transformational site adjacent to the ferry terminal needs to be sensitive to context of locally listed assets and the old North Woolwich Station building and the Woolwich Foot Tunnel.

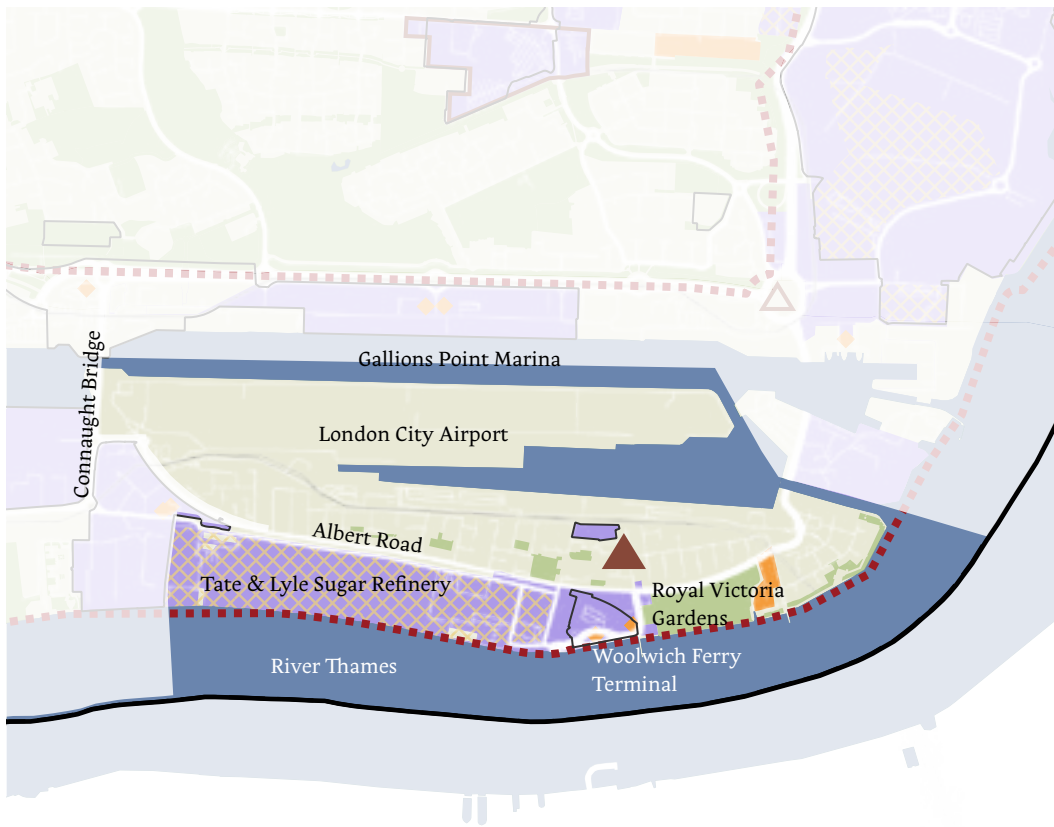
- Capitalise on heritage assets such as the Woolwich Foot Tunnel entrance and old station building by increasing active travel access to them and enhancing their surrounds.
- Retention of Woolwich Ferry and Tate & Lyle factory as local assets and landmarks but enhance active travel access to these resources.

Inter-relationships

- Direct relationship with other neighbourhoods around the Royal Docks.
- Enhance active travel access towards Albert Island along the river edge.
- Create active travel route east-west along the River Thames to connect to adjoining neighbourhoods.

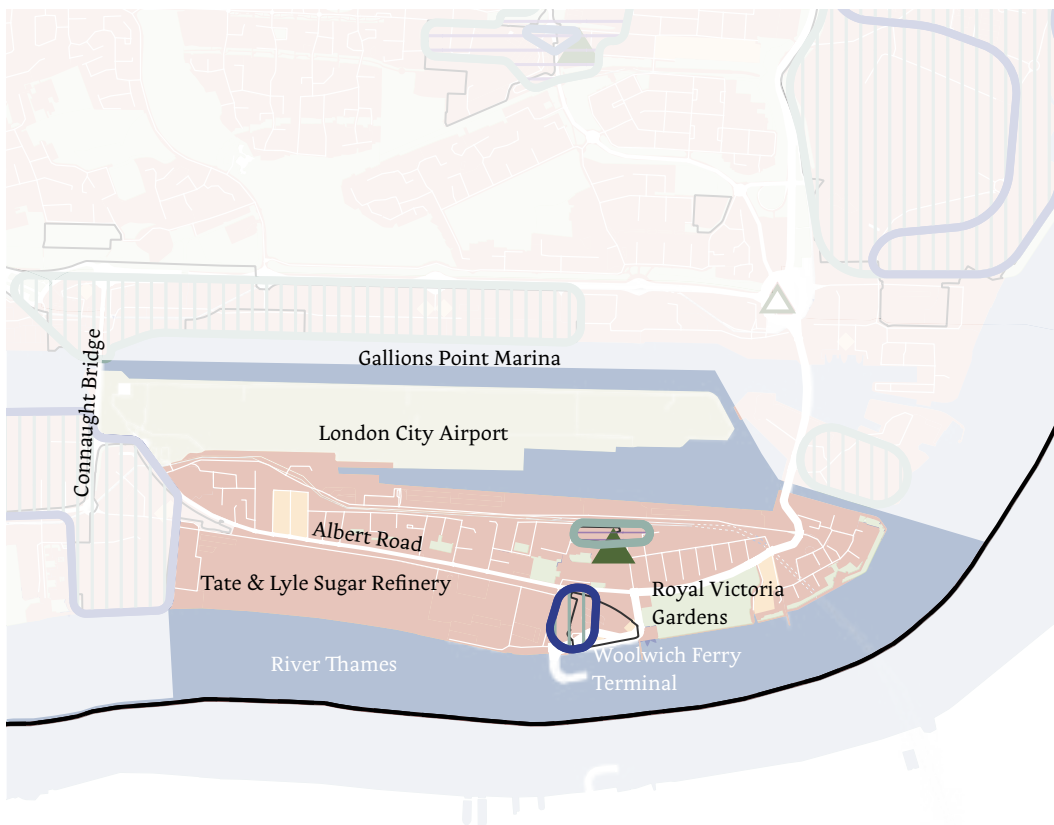
Conserve Areas	Woolwich Ferry, Tate & Lyle Factory, former Police Station, and Bargehouse Road / Woolwich Manor Way Area of Townscape Value are to be conserved in their current character.
Enhance Areas	The majority of the neighbourhood can be enhanced with incremental intensification, which could provide a modest uplift in density. The absence of a prevalent typology in the area with a mix of houses, apartment buildings and towers means it can support a range of typologies. New development should aim to improve the legibility of connections with other neighbourhoods, the context of the King George V DLR station, the water edge and the historic North Woolwich station building, and provide a mix of supporting uses.
Transform Areas	Opportunity to transform the strategic sites adjacent Rymill Street and the Woolwich Ferry Terminal, capturing the opportunity of the great location on the Thames and relative proximity to the DLR station. The site transformation need to be mindful of the context. The site can provide a substantial uplift in density. Around the transform site has been identified a tall building zone, which consider the potential for a main building datum up to 32m with taller elements, depending on the masterplan development up to 50m.

CONSERVE / ENHANCE / TRANSFORM



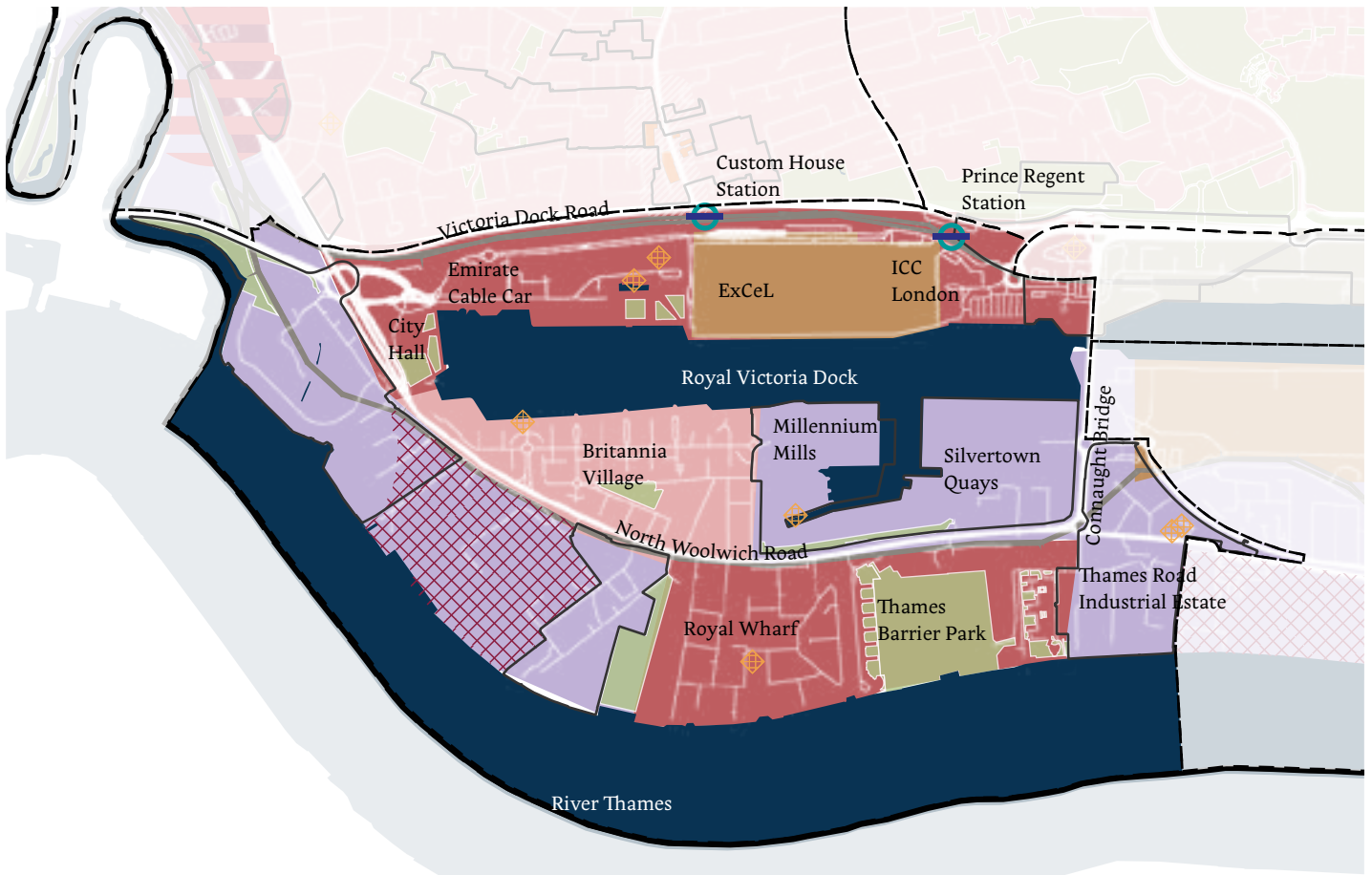
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TALL BUILDINGS



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- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre















3. Royal Victoria



EXISTING CONTEXT AND IDENTITY

The neighbourhood consists of a mix of industrial, residential and commercial use.

The western side of the Royal Docks is a riverside industrial district that is home to ExCeL London, an international events venue hosting high-profile exhibitions and trade shows. It is located along the Royal Victoria Dock and sees four million visitors per year – most of whom travel from Custom House to ExCeL without engaging with the docks. ExCeL’s enormous dockside façade is unused, and engagement with the docks from its waterside plaza are blocked by the Sunborn ship hotel.

- | | | | |
|---|-----------------------|---|-----------------------------------|
|  | Historic Inner Suburb |  | ExCeL |
|  | Post War Inner Suburb |  | Transition to Urban Neighbourhood |
|  | Urban Neighbourhood |  | Tall Building Zone |
|  | Town Centre |  | Strategic Industrial Land (SIL) |
|  | Local Centre |  | Heritage Conservation Area |
|  | Industrial |  | Newham Strategic Sites |
|  | Out of town retail | | |
|  | Green Space | | |

The westernmost dock, Royal Victoria is home to water-based activities. Nearby, a seasonal urban beach managed by the Royal Docks Team aims to attract local residents and families.

New, taller residential development around Barrier Park is an example of the changing character of the neighbourhood, from previously majority industrial to mixed use residential along the River Thames, although

large SIL sites are located along the western edge of the neighbourhood. Pockets of older residential suburbs are located at Britannia Village, which played a major role in shaping the character of the area when it was built.

City Hall, is the new headquarters of the Greater London Authority. The building dates from 2012 and was previously an exhibition centre known as The Crystal. The glass building interfaces the Emirates Air Line, nicknamed the Dangleway, a cable car link across the River Thames. The service is operated by Transport for London (TfL). In addition to transport across the river, the service advertises “a unique view of London”. The duration of a single crossing is ten minutes (reduced to five minutes in rush hour).

Silvertown Quays is a Strategic Site within the Royal Docks Enterprise Zone. The site includes the Grade-II listed Silo D, a former flour silo located on a small finger dock, which is an important component of its character.

From 2022, a branch of the Crossrail line will pass beneath the Royal Docks between Canning Town and Woolwich, serving Custom House station (and future provision for a station at Silvertown. Crossrail reuses the southern part of the former North London Line alignment from Custom House to North Woolwich (including the Connaught tunnel built in 1878).

The neighbourhood interfaces the Thames Barrier, a retractable barrier system that is designed to prevent the floodplain of most of Greater London from being flooded. Built approximately 3 km (1.9 mi) east of the Isle of Dogs, its northern bank is in Silvertown and its southern bank is in the New Charlton area of the Royal Borough of Greenwich and creates a strong visual landmark across the river.

Functional Character

The neighbourhood has low public transport access with a PTAL of between 1-3, except at Custom House and Prince Regent stations with a PTAL of 4. Victoria Dock Road and North Woolwich performs poorly according to the London air quality analysis for the borough. The edge of the neighbourhood along the River Thames consists a network of pedestrian paths along the waters' edge, interfacing a SINC area which extends into Thames Barrier Park.

The neighbourhood has poor access to parks and green space within a 15 minute walk and has notably fewer trees in comparison to the rest of the borough. There are some social and community amenities between North Woolwich Road and the docks where the majority of the residential use is located. The neighbourhood lacks a clear centre or high street function. A walking path is located along the edge of the docks.

Engagement Response

According to the engagement process, the heart of neighbourhood is unclear. The area is highlighted for a lack of extensive high street amenity. Residents in areas of significant and rapid new residential development, for example Royal Wharf, noted a lack of sense of place while surrounding developments were ongoing and a wider array of amenities were yet to be introduced.

Participants of the engagement process noted general lack of permeability and travel across this area. Residents west of the ExCeL Centre tend to be orientated in terms of amenity along Silvertown Way.

Heritage Assets

There are a number of Statutory Listed Buildings in the neighbourhood such as the Silvertown War memorial (Grade: II), the Stothert and Pitt Cranes (Grade: II), and a number of Victorian era warehouse buildings such as Warehouse and Warehouse K (Grade: II).

STRENGTHS

- ExCeL attracts users globally.
- Location along the River Thames.
- Western edge of the neighbourhood interfaces the River Lea.
- Existing established neighbourhoods at Britannia Village and developer appetite for building new housing on available sites.
- Existing high quality park at Thames barrier Park.
- Industrial heritage.
- The docks were specifically noted as an asset through the engagement process.
- Britannia Village – 1990s housing of a low to medium density classic of the development created by the LLDC – quite a significant contribution to that character and history.
- Character of open dock and long views towards Thames estuary.
- City Hall and emerging employment cluster.
- Millennium Mills is a significant landmark at Silvertown Quays.
- Opportunities to improve smaller parks too in this location.

- Residents noted antisocial behaviour and a fear of crime.
- Royal Docks & Thames River areas may be a risk of over-development due to loss of important natural & man made historical sites, according to the engagement process.
- Lack of connectivity across the water creates challenges for accessibility to resources.
- North Woolwich Road, in addition to the parallel railway line, is a barrier to north south movement.
- Environmental impacts – noise and air pollution from the airport, and industry.

CHALLENGES

- Distinct lack of high street amenity according to engagement process.
- Lack of permeability and travel across the neighbourhood due to large impermeable sites and large roads which also creates corridors of higher pollution.
- Lack of strong sense of place.
- Large industrial sites impermeable to active travel.
- The lack of community services were specifically noted as an asset through the engagement process.
- Residents noted a lack of sufficient housing in the area.
- Poor public transport access.
- Severance from the north of the borough.
- Activation and use of the water.
- Ability to retain ExCeL visitors in the wider location.
- Access to Thames and Thames Path .
- Lack of interface between developments. Series of clusters not a connected networked area.
- Significant population increase including of young people – ensuring sufficient services etc..

Sensitivity to change	The neighbourhood is formed of a patchwork of relatively recent and emerging quarters. Each quarter has a coherent identity, although not of historical value.
Opportunity for growth	The neighbourhood is part of the Royal Docks Opportunity Area. It has several strategic sites that can significantly uplift density; for most, there are developments in the pipelines or under construction. The built areas have relatively high density, a cohesive character and a limited opportunity to change unless for the addition of supporting uses.
Urban Form Quality and Character	The neighbourhood is formed by different quarters having an individual identity and following different logic. They have limited connectivity between them and to the surrounding neighbourhoods. Limited integration of supporting uses, even though there are various land uses in the neighbourhood, including residential, industrial, offices, and the ExCeL centre.
Socio-economic and cultural significance	Employment opportunities are concentrated in the SIL and under-used office hubs around the docks. The area lacks cultural and community facilities, services and amenities, including an adequate retail offer.



Britannia Village interfacing the docks.

VISION

Capitalise on the Dock as an amenity, and acknowledge the broad mix of uses from industrial to high density residential; whilst supporting the creation of a series of cohesive local centres in response to the geography, scale and configuration around the water

PRINCIPLES

15 Minute Neighbourhood

- Increase provision for commercial, community services and young people such as restaurants and food & beverage offer.
- Create a series of centres with tangible and legible focal points with a diverse offer that support the current and incoming population.

Future mix

- Potential for shift in use focus from industrial / brownfield to residential-led mixed-use of major plot opportunities around Silvertown Quays, Millennium Mills and the former SIL area between Royal Wharf and Canning Town along the River Thames and Thames Road Industrial Estate.
- Enhance the mix of existing areas with increased leisure, community and health provision to support existing densities and future growth.
- Opportunity for shared workspace, modern industrial units, and leisure space for sports.

Natural infrastructure

- Capitalise on and enhance Barrier Park, Lyle Park, Royal Victoria Dock, and Thames River edge to support leisure activities and access to green space for residents.
- Enhance active travel access to green spaces, specifically across North Woolwich Road.

Morphology and density

- New major plot opportunities to deliver densities similar to what has come forward recently around Silvertown Quays, Millennium Mills and the former SIL area between Royal Wharf and Canning Town along the River Thames and Thames Road Industrial Estate.

Heritage & fixed elements

- Amenity opportunity and interface with the Docks

Inter-relationships

- Direct relationship to Canning Town & Custom House for local resources, as well as with other neighbourhoods around the Royal Docks. Potential to increase active travel links to Canning Town through new development along the River Thames.
- Opportunity to create more direct relationships across the railway and Victoria Dock Road.
- Opportunity to create a new bridge link across Royal Victoria Dock.

Conserve Areas

Pockets of conserve areas exist around particular heritage assets within areas such as Silvertown Quays and adjacent to Tate & Lyle, which will need to be considered within the broader setting.

Enhance Areas

Enhance areas have limited opportunity for growth and a coherent character. Often these are recently completed masterplans, such as the Royal Wharf masterplan and the north bank of the docks. These areas, however, could be complemented by supporting uses, including shops and leisure, which have been highlighted as missing during the community engagement.

The neighbourhood lacks a centre, and a series of local centres should be integrated to bring together the different quarters.

Transform Areas

A large part of the neighbourhood is classified as a transform area. Several strategic sites on the Thames have the opportunity to contribute to a significant uplift in density, with reference to the recent developments around Barrier Park and Royal Wharf.

These areas have been identified as tall buildings zones, which can develop a main building datum between 6 to 10 storeys (up to 32m) and integrate taller elements up to 50m. However, heights in the area are limited by the proximity to London City Airport.

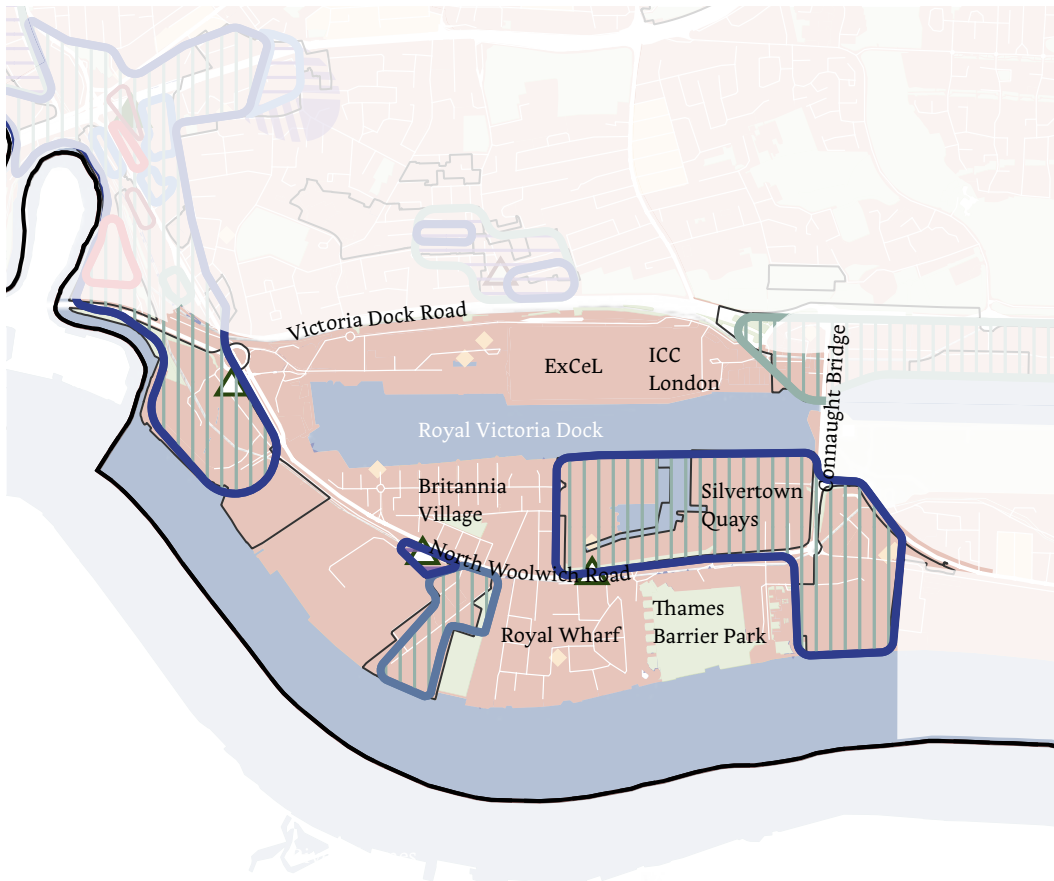
Part of the transform areas are SIL which will maintain industrial uses but can provide significant intensification.

CONSERVE / ENHANCE / TRANSFORM



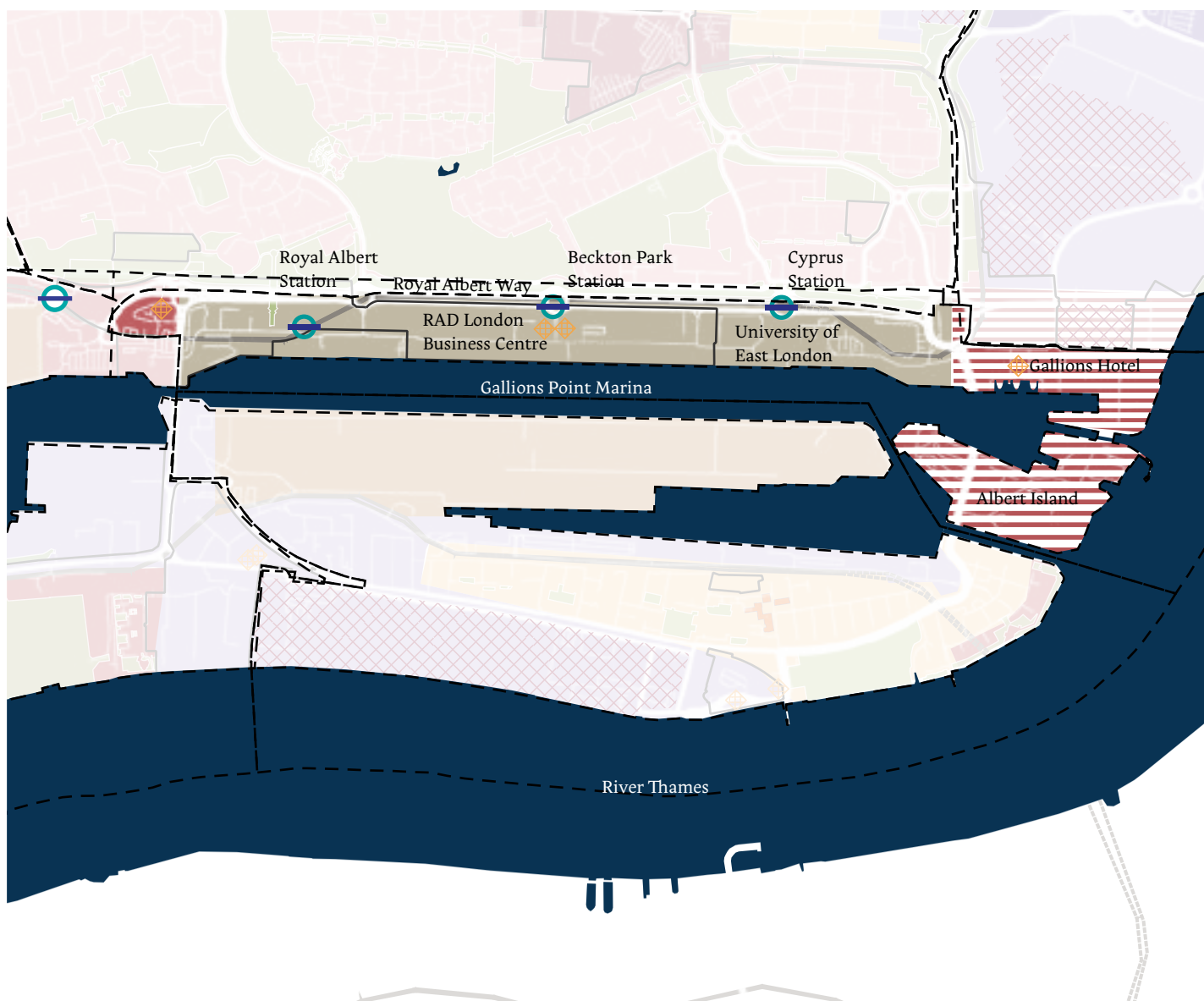
- Conserve
- Enhance
- Transform
- ◇◇◇ SIL - Strategic industrial land
- Royal Docks Opportunity Area and London Legacy Development Corporation
- Town Centres
- ▲ Location of Town centres and Local Centres
- △ Designated Future Local Centre and Town centre
- /// High Street
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TALL BUILDINGS



- Tall Building Zone up to 32 m
- Tall Building Zone up to 40 m
- Tall Building Zone up to 50 m
- Tall Building Zone up to 60 m
- Tall Building Zone up to 100 m
- ▨ Main building datum above 9m but below 21 m (ca. 4-6 storeys)
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- Sensitive context
- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre














4. Royal Albert North



EXISTING CONTEXT AND IDENTITY

The Royal Albert north neighbourhood is characterised by institutional and tertiary educational uses. It consists of large contemporary buildings, with portions of vacant land in between and surrounded by a wide motorway to the north and Gallions Point Marina to the south. The neighbourhood also interfaces London City Airport across Gallions Point Marina, influencing the height of the buildings and the character of the neighbourhood.

The neighbourhood is isolated from the adjoining areas by virtue of Royal Albert Way and the docks but it does have 3 light rail stations along its northern border. These stations service the university of East London to the

- | | |
|---|---|
|  Historic Inner Suburb |  Commercial |
|  Post War Inner Suburb |  Transition to Urban Neighbourhood |
|  Urban Neighbourhood |  Strategic Industrial Land (SIL) |
|  Town Centre |  Heritage Conservation Area |
|  Local Centre |  Newham Strategic Sites |
|  Industrial | |
|  Out of town retail | |
|  Green Space | |

east of the neighbourhood; the underutilised Advanced Business Parks (ABP) and the London Borough of Newham offices to the west. The Royal Albert Dock area is a Strategic Site within the Royal Docks Enterprise Zone which will guide development on the site.

Albert Island to the south west of the borough is currently undergoing development and transformation

and projected to be new, sustainable development project. It will build on the Royal Docks' strengths in terms of geography, history and people. Investment is focussed on transport infrastructure, arts and culture, digital connectivity and business growth. It is also a focus site as part of the Royal Docks Enterprise Zone.

Functional Character

The neighbourhood has low public transport access with a PTAL of between 2-3. Royal Albert Way performs poorly according to the London air quality analysis for the borough. There are some pedestrian links at the east of the neighbourhood along the River Thames and north south between Beckton Park and the Newham Council Building.

The docks are part of the SINC network and the only accessible parks within a 15 minute walk are outside of the neighbourhood, to the north in Beckton. The neighbourhood has notably few trees in comparison to the rest of the borough. There are also few social and community facilities, these being the University of East London and a few within the new Royal Albert Wharf development.

Engagement Response

According to the engagement process, local residents identified a lack of an existing sense of place. However, neighbouring new development will enlarge this area northwards, increasing amenity. A wider definition as an emerging neighbourhood may support place-development ambitions.

Heritage Assets

There are a number of Statutory Listed Buildings in the neighbourhood such as the Dock Manager's Office (Grade: II), the Central Buffer at Custom House (Grade: II), the Connaught Tavern (Grade: II) and Gallions Hotel (Grade: II).

The Gallions Hotel is a Grade II listed buildings to the east of Gallions Roundabout. It was built between 1881 and 1883 for the Peninsular and Oriental Steam Navigation Company, to accommodate travellers who were stopping overnight. Rudyard Kipling stayed at the hotel when he was setting off for India, and the author mentions

the place in his novel *The Light that Failed* (1890): "Is it Tilbury and a tender, or Gallions and the docks?"



London Borough of Newham offices facing Gallions Point Marina



Grade II listed Gallions Hotel was built between 1881 and 1883.

STRENGTHS

- Large institutional uses that attract users from across the borough and broader London region provide an institutional / employment sense of identity
- Good public transport access with transport station all along its length.
- The docks were specifically noted as an asset through the engagement process.
- Unique Albert Island development and uses which relate to the water.
- Growth opportunities.
- Heritage assets.
- Dockside walkway.

CHALLENGES

- Lack of an existing sense of place.
- Distinct lack of high street amenity according to the engagement process.
- Large areas of vacant land contribute to the sense that the neighbourhood is 'unfinished' and makes it difficult to navigate.
- Large vacant sites make it difficult to navigate via active travel.
- The lack of community services were specifically noted as an asset through the engagement process.
- Residents noted a lack of sufficient housing in the area.
- Residents noted antisocial behaviour and a lack of law and order.
- Lack of connectivity across the water creates challenges for accessibility to resources
- Severance of Royal Albert Way along the northern edge creates a barrier to be overcome.
- Severance from the north of the borough due to DLR, road network and large open sites.
- Lacking in animation.
- Environmental impacts – noise and air pollution from the airport, and industry.

Sensitivity to change	The neighbourhood has limited sensitivity to change. Recently completed urban neighbourhoods such as Royal Albert Wharf and the west of the neighbourhood are in the process of being established.
Opportunity for growth	Large portions of the neighbourhood, such as Royal Albert Dock and Albert Island, are empty sites awaiting construction. At the same time, other areas are either recently completed urban neighbourhoods or hosting institutions like the East London University and Newham Council Offices.
Urban Form Quality and Character	All developments are relatively recent and share a similar approach to density and built form. Despite having good public transport access, the area feels separated from the rest of the borough (docks, river and train line) and lack a centre.
Socio-economic and cultural significance	The part of the neighbourhood on the north edge of the docks either falls within the Royal Docks enterprise zone or hosts the University of East London. This area is therefore of high socio-economic and cultural significance.



University of East London.

VISION

Draw on the academic and employment uses as an opportunity to diversify.

PRINCIPLES

15 Minute Neighbourhood

- Increase provision of resources, in particular to support the academic and employment uses along the dock edge.
- Improve active travel connections across of Royal Albert Way. Opportunity to co-locate enhanced crossings with existing transit stations.

Future mix

- Potential to mutually support a new centre at Gallions Reach with the Gallions Reach neighbourhood.
- Enhance the diversity of uses along the dock edge, supporting the academic and employment uses with leisure and active travel along the water edge.

Natural infrastructure

- Capitalise on River Thames edge, amenity in Gallions Point Marina, and aspect to the dock.
- Connect existing walking paths along the docks edge between Royal Albert Station past the University of East London and towards the River Thames.
- Enhance the green buffer along Royal Albert Way with additional planting to reduce noise and air pollution from Royal Albert Way.

Morphology and density

- New major plot opportunities to deliver densities similar to what has come forward recently between Royal Albert Station and the University of East London, and Albert Island.

Heritage & fixed elements

- Academic and civic institutions along the dock edge are a great asset and anchor for the neighbourhood.

Inter-relationships

- Direct relationship to Gallions Reach for local resources, as well as with other neighbourhoods around the Royal Docks.
- Opportunity to create more direct relationships with Beckton to the north across Royal Albert Way.

Conserve Areas

Pockets of conserve areas exist around particular heritage assets, such as next to Beckton Park DLR station, which will need to be considered within the broader setting.

Enhance Areas

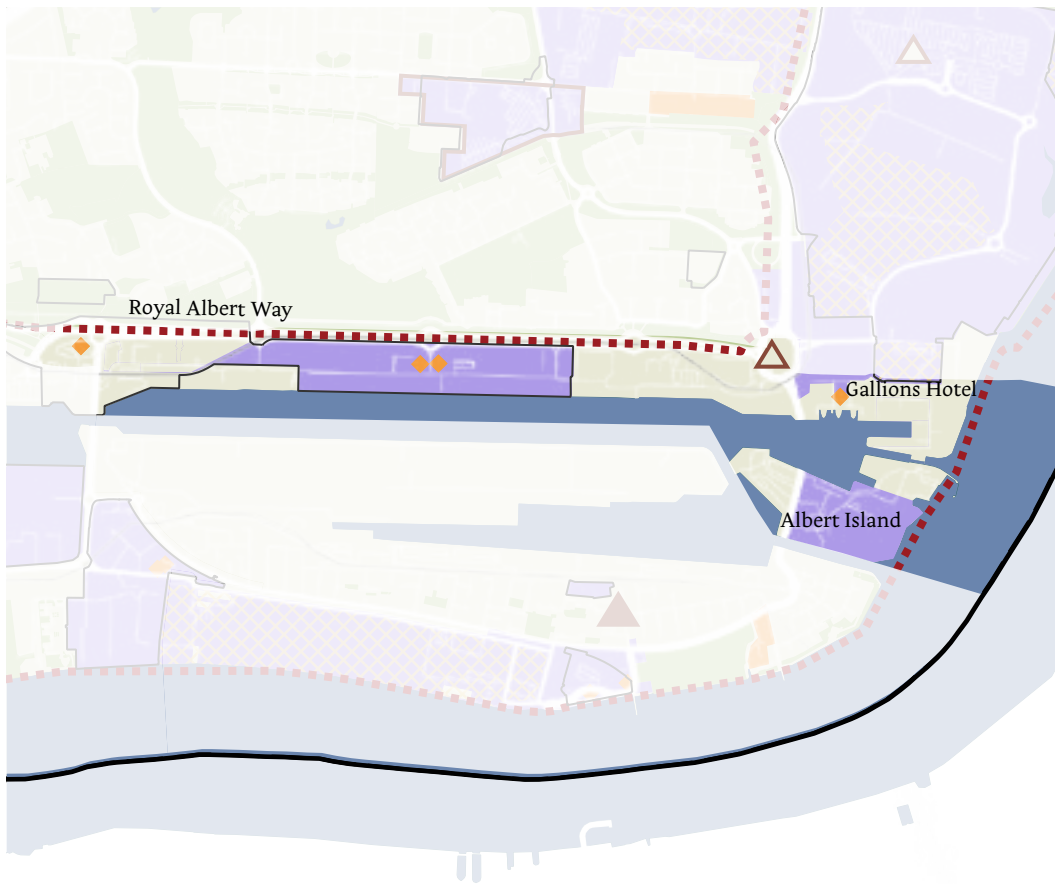
Enhance areas, especially around the University of East London site and the recently completed Royal Albert Wharf have a consolidated character, which can be complemented with supporting uses, such as retail, amenity and leisure.

Transform Areas

Intensification of the whole area and completing all construction phases across the various sites will be key in creating a sense of place and establishing a local centre. Several strategic sites along the docks have the opportunity to provide a substantial up-lift in density.

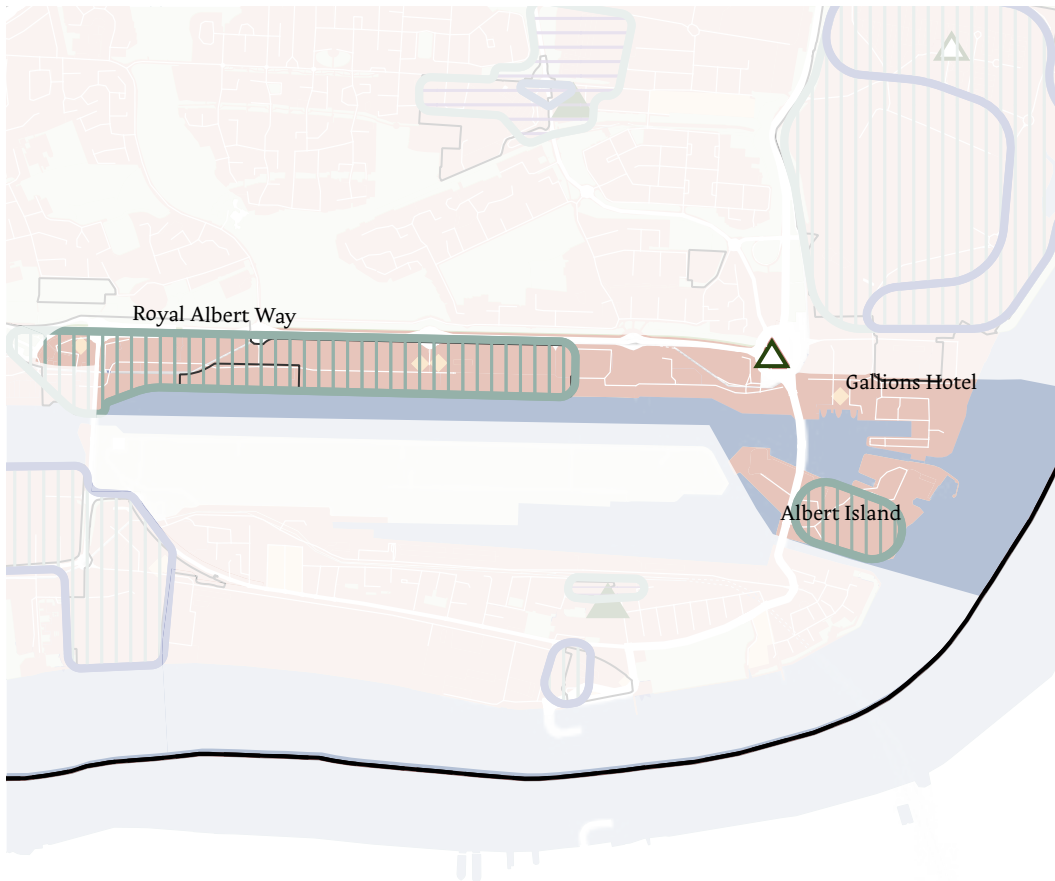
Tall building zones have been identified on the strategic site along Royal Albert Way and on Albert Island, with the opportunity of heights above 21m and up to 32m. New developments can refer to the scale and massing of Royal Albert Wharf, the Connaught Hotels and the emerging office complex in Royal docks. The nearby London City Airport partly limits heights. There might be a reduction in height from the west (Royal Victoria) to the east (Royal Albert North) of the docks.

CONSERVE / ENHANCE / TRANSFORM



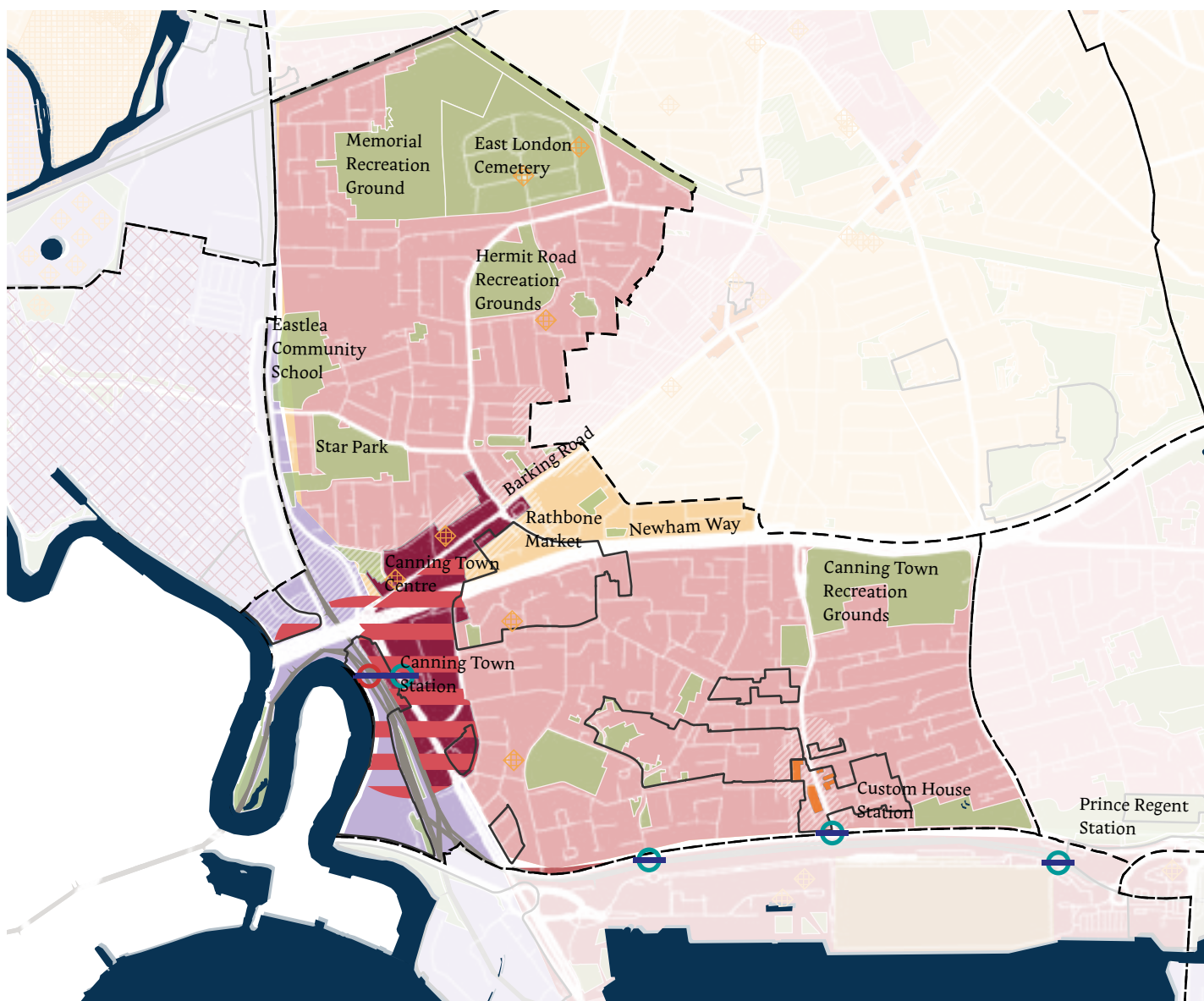
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5. Canning Town and Custom House



EXISTING CONTEXT AND IDENTITY

Canning Town centre is home to fast paced growth and development in the form of contemporary residential and commercial tower developments since its significant regeneration as of the 1990s.

The town centre is focused around Barking Road with its highest intensity and density at the intersection of Barking Road and Silvertown Way. This area contains a mix of tower blocks, the tallest in the area being the Vermillion Building, which is 21 storeys, and historic buildings of between 2-5 storeys lining the high street with mostly commercial ground floors. The town centre is overlaid with an existing tall building zone.

 Historic Inner Suburb	 ExCeL
 Post War Inner Suburb	 Tall Building Zone
 Urban Neighbourhood	 Strategic Industrial Land (SIL)
 Town Centre	 Heritage Conservation Area
 Local Centre	 Newham Strategic Sites
 Industrial	
 Out of town retail	
 Green Space	

The Hallsville Quarter masterplan development to the south of Barking Road is one of the latest masterplan redevelopments including approximately 1,100 new homes with a variety of tenures, including leisure and retail space and community facilities. New pedestrian links and cyclist provision are also included. Other new attractions in and around the town centre include the Custom House and Canning Town Community

Neighbourhood Centre, East City Point and Canning Town Walkway.

The areas beyond the town centre are characterised by lower density post war residential suburbs to the north and south of Barking Road. These areas have seen some regeneration in terms of providing updated community facilities. An example of this is the Kier Hardie Primary School, providing an array of community and educational facilities to the neighbourhood, including a large green recreational ground.

The redevelopment of the historic Rathbone market has provided space for a Community Neighbourhood Centre since 2017.

Multiple quality parks and green spaces exist in the area, such as the Canning Town Recreational ground and the Newham Memorial Park Play Area.

A number of existing strategic sites (outlined in brown) are located in the neighbourhood. These are focused around the existing town centre, around the Custom House station and between this station towards Hallsville Primary School.

Functional Character

The neighbourhood has good public transport access with a PTAL of between 2-6 with the highest PTAL located around Canning Town Station. Newham Way presents a barrier to north south movement, reducing access to the across the neighbourhood. It also has a poor air quality rating, which is exacerbated at the intersection of Barking Road and Silvertown Way.

The edge of the neighbourhood along the River Lea consists of a river edge which forms part of the SINC network with fragments of pedestrian paths along its length. Star Park and the East London Cemetery also form part of the SINC. The neighbourhood has good access to a variety of parks within a 15 minute walk.

Engagement Response

People described a “disparate, spread-out feel” in areas such as in Canning Town. Similar to other areas of the borough, safety was a commonly occurring theme, with people mentioning drug use in parks, and a lack of police

presence on the street. Others spoke about the poor condition of the streets, mentioning uncut grass and broken lampposts.

In terms of shopping, people spoke about difficulty in accessing shops without a car, and the lack of small, specialist food shops. Young people stated that they often need to travel out of the borough, to Woolwich to access shops and activities.

Heritage Assets

There are a number of Statutory Listed Buildings in the neighbourhood such as Royal Oak Public House (Grade: II), the former public hall and library (Grade: II), the Chapel of St George (Grade: II) and Church of St. Luke (Grade: II), among others.



Mix of historic and contemporary buildings along Barking Road high street.

STRENGTHS

- Existing well used and occupied town centre and high street along Barking Road.
- Good public transport access at Canning Town station and along the south end of the neighbourhood along Victoria Dock Road.
- Good access to parks and green space.
- Mix of uses within the neighbourhood from various typologies of residential to high street, commercial and industrial use.
- Location interfacing the River Lea.
- Many historic buildings and monuments.
- The river edge forms part of the Lea Park network connecting Queen Victoria Olympic Park to the River Thames.
- Estate regeneration and significant investment to increase and upgrade housing stock.
- Easy travel connections were specifically noted as a key asset through the engagement process.
- A sense of community and diverse local community was specifically noted as a key asset through the engagement process.

CHALLENGES

- Large road infrastructure creates a barrier to walkability east west and cuts the neighbourhood off from the River Lea.
- Large road infrastructure creates high levels of pollution along its length.
- The residential areas in the neighbourhood consist of largely post war housing and often form illegible street grids.
- Newham Way present a barrier to north south movement.
- A lack of quality pavements was noted as a key asset through the engagement process
- Residents feel that there is new development but this juxtaposed with the shutting down or reduction in

community services or increase of council housing or affordable rent properties.

- Residents felt that many community assets such as the youth club are closing.
- Newham Way creates a hostile corridor for active travel and for buildings fronting it
- Severance of the railways around the south-west corner create connectivity challenges to Tower Hamlets and to Royal Victoria.
- The Leaway is not yet all delivered, leaving incomplete connectivity from the Bow Creek Ecology Park to the Olympic park.
- Significant deprivation will require careful consideration on how to bring investment and economic opportunities.
- Connection between new parts and the traditional high street at Canning Town town centre.

Sensitivity to change	Low sensitivity to change due to various buildings of different types.
Opportunity for growth	The south part of the neighbourhood falls into the Royal Docks Opportunity Area; however, much of the growth possible has already been seized by regeneration around Canning Town Station which is also covered by a tall buildings zone. Opportunities for intensification primarily lie in continuing regeneration around Canning Town Station and Custom House. A large part has good public transport access with PTAL above 4.
Urban Form Quality and Character	Poor quality of urban form and character. The neighbourhood is primarily formed by a patchwork of urban blocks made of post-war apartment buildings and inner suburban houses with remaining fragments of historic terraces streets development. Buildings follow different principles and orientations, creating an incoherent movement network that is difficult to navigate. Newer tall buildings characterise the surroundings of Canning Town Station.
Socio-economic and cultural significance	Importance of the high street and town centre at canning town station for employment, services, and amenities. A number of community ad education facilities are found across the neighbourhood, together with excellent access to green spaces. This neighbourhood concentrates a high number of municipal tenants.



Vermillion Building, a landmark in Canning Town.

VISION

Enhance the provision of resources as part of the substantial regeneration around Canning Town station and revived Custom House local centre to create a coherent and diverse centre that is attractive to new business and residential use.

PRINCIPLES

15 Minute Neighbourhood

- Bolster the existing centre at Canning Town with a diverse range of employment, housing, amenity and retail opportunities.
- Enhance the offer and diversity of resources at Custom House and along Barking Road.

Future mix

- Potential to increase employment opportunities through shared workspaces within the town centre and along Barking Road.
- Support the growing residential centres with community facilities within existing neighbourhoods, but focusing the provision within new development areas.

Natural infrastructure

- Optimise opportunities for new green space to capitalise on existing parks and enhance green corridors between them by increasing active travel links to them along key routes.
- Enhance the existing active travel route along the River Lea which will form part of the Bow Creek Ecology Park in the future and increase access to it from the town centre.

Morphology and density

- The collection of taller, bolder buildings around Canning Town station has already capitalised on the opportunity for intensification. Further regeneration should carefully consider cumulative impact on the skyline.
- Opportunity for greater intensification around Custom House.

Heritage & fixed elements

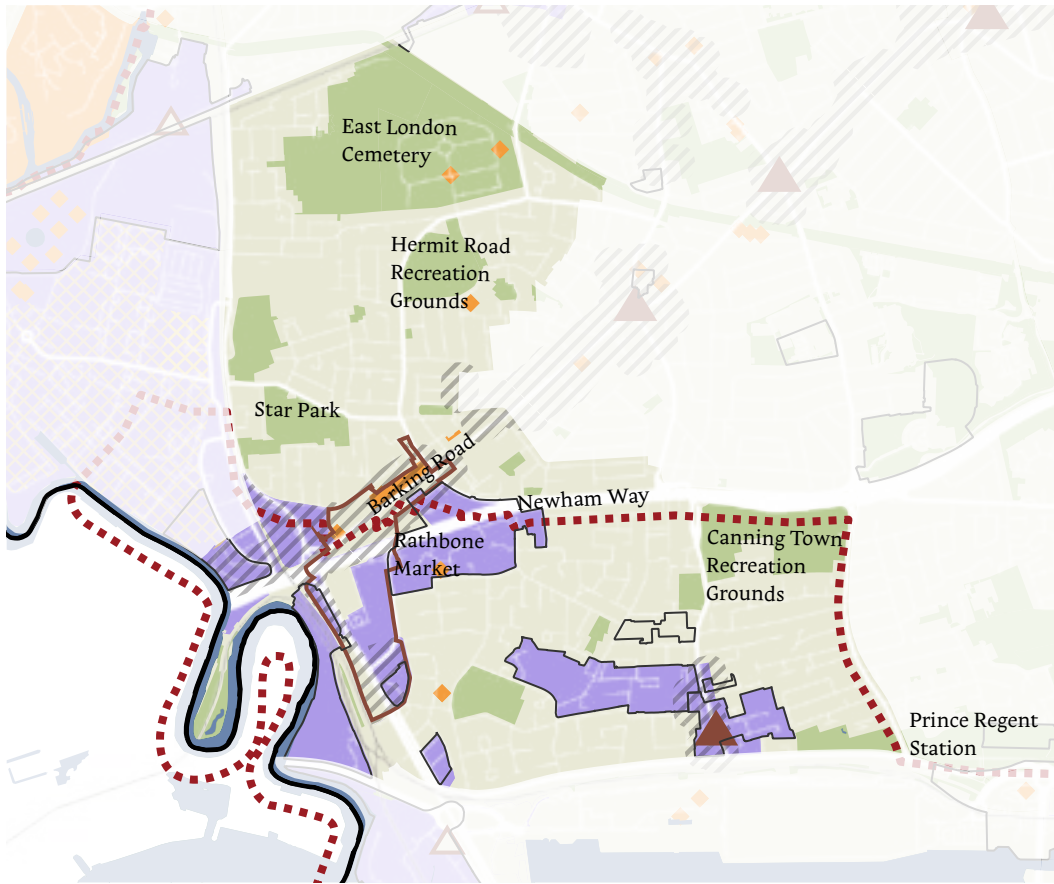
- Enhance the areas around and access to existing heritage assets.
- Ensure continuity between new development and existing heritage assets, specifically along the Conserve corridors.

Inter-relationships

- Direct relationship to Royal Victoria, particularly around City Hall, with an opportunity to break down severance of railway
- The neighbourhood has a an almost indistinguishable boundary with Plaistow and Beckton in terms of character.

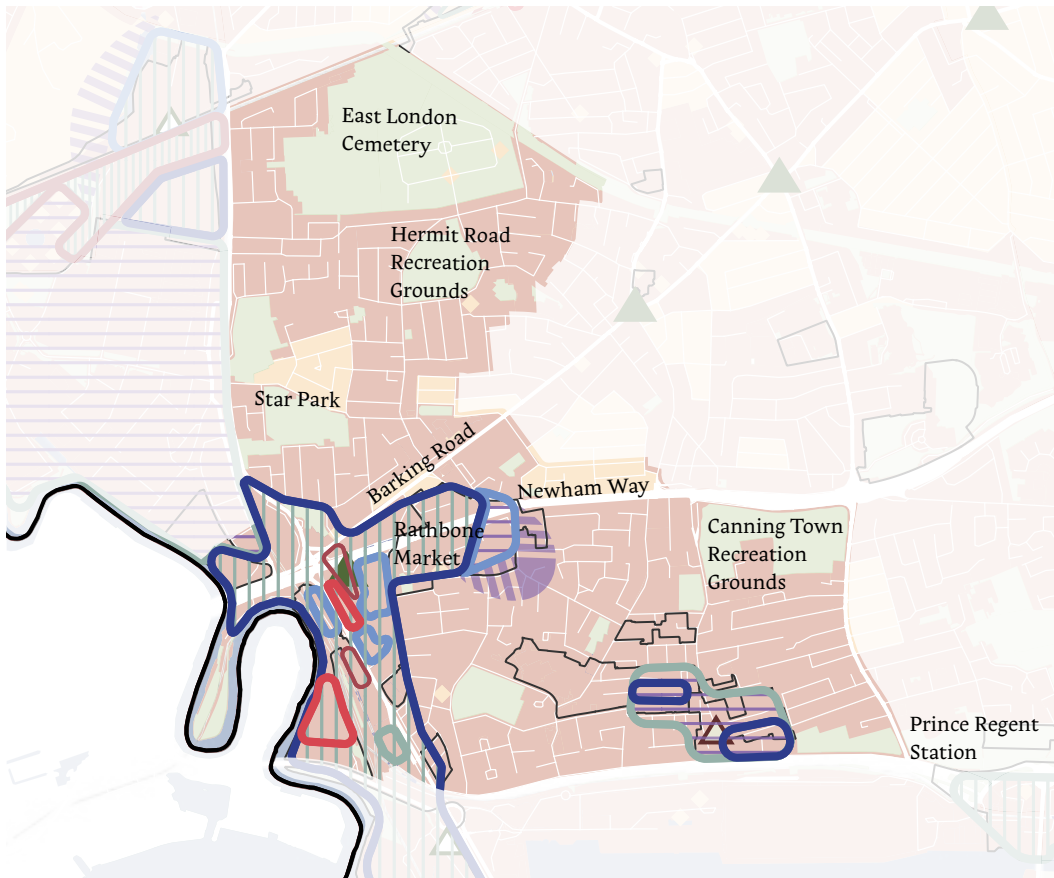
Conserve Areas	Canning Town Area of Townscape value, on Barking Road.
Enhance Areas	Enhance areas are characterised by low sensitivity to change and not successful urban form quality. The area south of Newham way is characterised by a fragmented urban form with a tree-like structure, incremental intensification should seek to improve its legibility. Large portions of this neighbourhood north of Newham Way and close to Silvertown Way, which have a low sensitivity to change can support a moderate uplift in density.
Transform Areas	The transform sites around Canning Town Station should be mindful of the level of development achieved by previous regeneration sites. A tall building zone has been identified around these strategic sites. The suggested main building datum here can be above 21 m but below 32m. Additional taller elements, up to 50 m, and in some places 60 m, could be integrated in future development, however, they should be limited in number on each site, considering the cumulative impact with existing tall buildings to avoid saturating the skyline. These elements should be positioned carefully to aid wayfinding and mark special locations. Their impact on conserve areas should be carefully assessed. Custom House transform site can support the creation of a new local centre around the station. Part of Custom House transform site is identified as a tall building zone. The main building datum should be here below 21 m, however, a small number of tall elements up to 50 m can be integrated. These elements should be positioned to mark the station and the link to the ExCeL Centre.

CONSERVE / ENHANCE / TRANSFORM



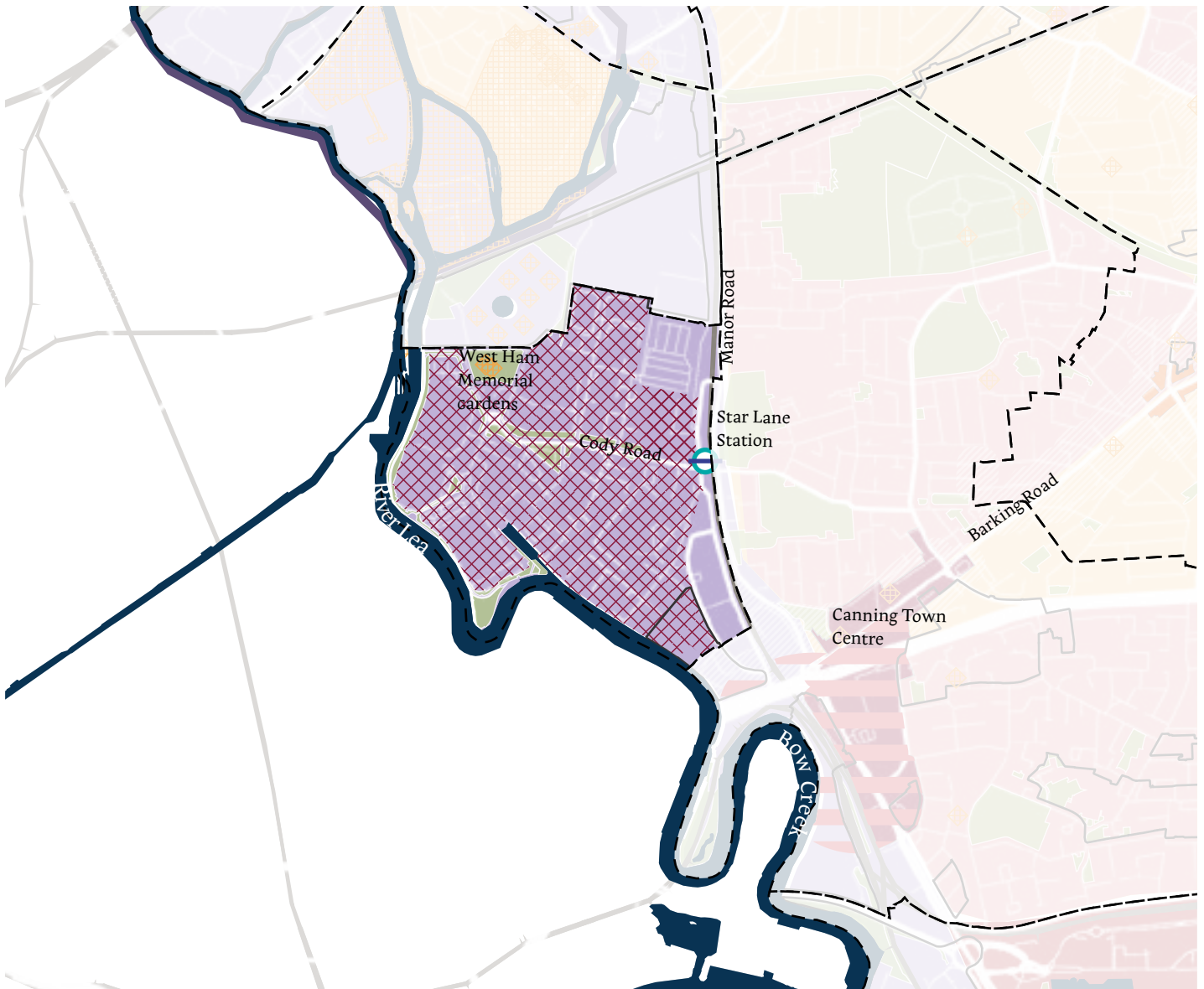
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6. Manor Road



EXISTING CONTEXT AND IDENTITY

The Manor Road neighbourhood is characterised by riverside industrial development together with large scale infrastructure. Gasometers, power lines, sewage works, busy highways, railway lines, wharves, tanks, and tunnels have formed a topography consisting of a series of large impermeable sites, making it difficult to navigate, mono functional and, closed to the public. The Lea Valley is however, historically significant as a place of invention of plastic, and India Pale Ale.

The neighbourhood is a mix between older and newer industrial estates, comprising of sheds and offices of varying sizes, usually constructed in concrete and steel. The newer industrial units are constructed within gated

- Historic Inner Suburb
- Post War Inner Suburb
- Urban Neighbourhood
- Town Centre
- Local Centre
- Industrial
- Out of town retail
- Green Space
- Transition to Urban Neighbourhood
- Tall Building Zone
- Strategic Industrial Land (SIL)
- Heritage Conservation Area
- Newham Strategic Sites

industrial estates, with planted and private streets. There is also small scale industry and recycling processing between the river Lea and Bidder Street.

City-scale roads and rail infrastructure crosses the River Lea and character area forming the principal urban structure. These create north-south barriers to movement along the riverside. The River Lea is navigable but largely

unused and its edges are well planted, forming a natural green barrier between the water and the road.

Stephenson Street and Cody Road are the two main roads through the area, with all roads off this main structure forming entrances to private industrial estates, producing an illegible and impermeable network of streets.

West Ham Memorial Gardens is a heavily forested park with some heritage features within it.

Lea River Park proposal and ongoing development will connect Queen Victoria Olympic Park to the River Thames through the site.

Functional Character

The neighbourhood has poor public transport access with a PTAL of between 0-4 with the highest PTAL located around Star Lane Station and low PTAL towards the west of the neighbourhood along the River Lea. The edge of the neighbourhood along the River Lea consists of a river edge and Memorial Gardens forms part of the SINC network with pedestrian paths along the length of the river. The neighbourhood has access to a metropolitan scale park and some smaller parks within a 15 minute walk.

Engagement Response

According to the engagement process, this area is not perceived to be a neighbourhood per se, lacking both the necessary sense of place and amenity. The area is also clearly perceived to be divided from the rest of the borough by Manor Road and the DLR line, this severance poses a significant challenge to integrated active travel.

Heritage Assets

There are a number of Statutory Listed Buildings within the West Ham Memorial Gardens such as the Statue of Sir Corbet Woodhall (Grade: II), the Gas Light and Coke Company War Memorial Rotunda (Grade: II), the Gas Light and Coke Company War Memorial Plaque (Grade: II) and Gas Light and Coke Company War Memorial Lamp (Grade: II).



Heritage features within West Ham Memorial Gardens.



Typical gated industrial development behind tree planted street edges.

STRENGTHS

- Existing well used and occupied industrial workspace.
- Large SIL area protecting industrial use.
- Location along the River Lea.
- Quality green space at the Memorial Gardens.
- The river edge forms part of the Lea Park network connecting Queen Victoria Olympic Park to the River Thames.
- Cody Dock is a community led creative and community space with workspaces and gardens.

CHALLENGES

- Large and gated industrial sites reduce permeability across the neighbourhood.
- Manor Road and the DLR line divides the neighbourhood east west, posing a challenge for supporting active travel between adjoining neighbourhoods.
- Pressures on vehicular traffic from industrial intensification should be considered, taking opportunity from alternative modes.
- Very limited east-west connections across the Lea – and none in this neighbourhood.
- Difficult legibility to Star Lane.
- Environmental quality from some industrial uses – especially Bidder St reduces cycling and pedestrian environmental quality.
- Emerging residential context at various locations adjacent to SIL.

Sensitivity to change	Low sensitivity to change of the industrial character, but the land use of the area is protected.
Opportunity for growth	Most of the area is classified as SIL land and has opportunity for industrial intensification. There is also opportunity to better connect with LB Tower Hamlets by way of future bridges.
Urban Form Quality and Character	Industrial character with large fenced sheds and limited facilities. No real sense of place and complex wayfinding has been reported through the engagement process.
Socio-cultural significance	High economic significance of the neighbourhood as strategic industrial land and employment hub.



Edge of the River Lea facing Cody Dock.