



Chapter 3 explores the site's history, alongside a detailed analysis of the site's constraints and opportunities.

The site's unique settings and the emerging character of the Royal Docks gives Thameside West opportunity to be a catalyst for change, creating a focal point for the borough on a gateway site.



### 3.01 The Site

#### Introduction

Thameside West is located at a strategic location on the south-west corner of the London Borough of Newham

A gateway site located on the banks of the River Thames, the site provides the opportunity to be a catalyst of change, creating a new link and focal point to the borough.

LBN is an inner London borough at the heart of East London surrounded by other urban and suburban authorities, whilst being only a few miles from the City.

The London Borough of Tower Hamlets (LBTH) is located to the west of the site, separated from Newham by Bow Creek and the River Lea.

The Royal Borough of Greenwich (RBG) sits to the south on the opposite side of the River Thames.

Strategic road and rail connections link the site to the City to the west, the wider Thames Gateway area to the east, and the Stansted-Cambridge corridor to the north. Stratford being a particularly important interchange, with potential for high speed rail travel to Europe, complementing London City Airport's domestic and international air links



The London Borough of Newham (LBN)

### 3.02 Local Site Setting

The site sits at the western end of an area known as the Royal Docks. The site is bounded by the River Thames on the south-western side, Silvertown Way on the north-eastern side, Lower Lea crossing to the north and Bell Lane to the south-east.

The Royal Docks has been a developing region for over two centuries and is continuing to see significant change. The former historic land uses are relocating to more appropriate sites and a mixed-use communities are emerging including significant residential developments. Located between three important water bodies, The River Thames to the south, the River Lea to the west and the historic Royal Docks to the north-west, the site has a unique setting and provides far reaching opportunities for future strategic development.

A large amount of regeneration and development has already been undertaken or is planned for the wider Royal Docks area, with several residential and employment-led, mixed use schemes currently under construction and more consented.

The proposed masterplan will provide an overarching discipline for development that delivers enhanced connectivity to the riverside, dockside and green open spaces.

At present, the site comprises a variety of industrial/business/dock uses and benefits from a significant length of River Thames frontage. In terms of scale, the buildings on site are largely 1-2 commercial storeys, with the Carlsberg Tetley building being an exception as it extends to circa 4 storeys. This building (now known as the Silver Building) is currently in "meanwhile use" as affordable workspace. The existing cable car stanchions run across the site (equivalent to 18 storey building in height).

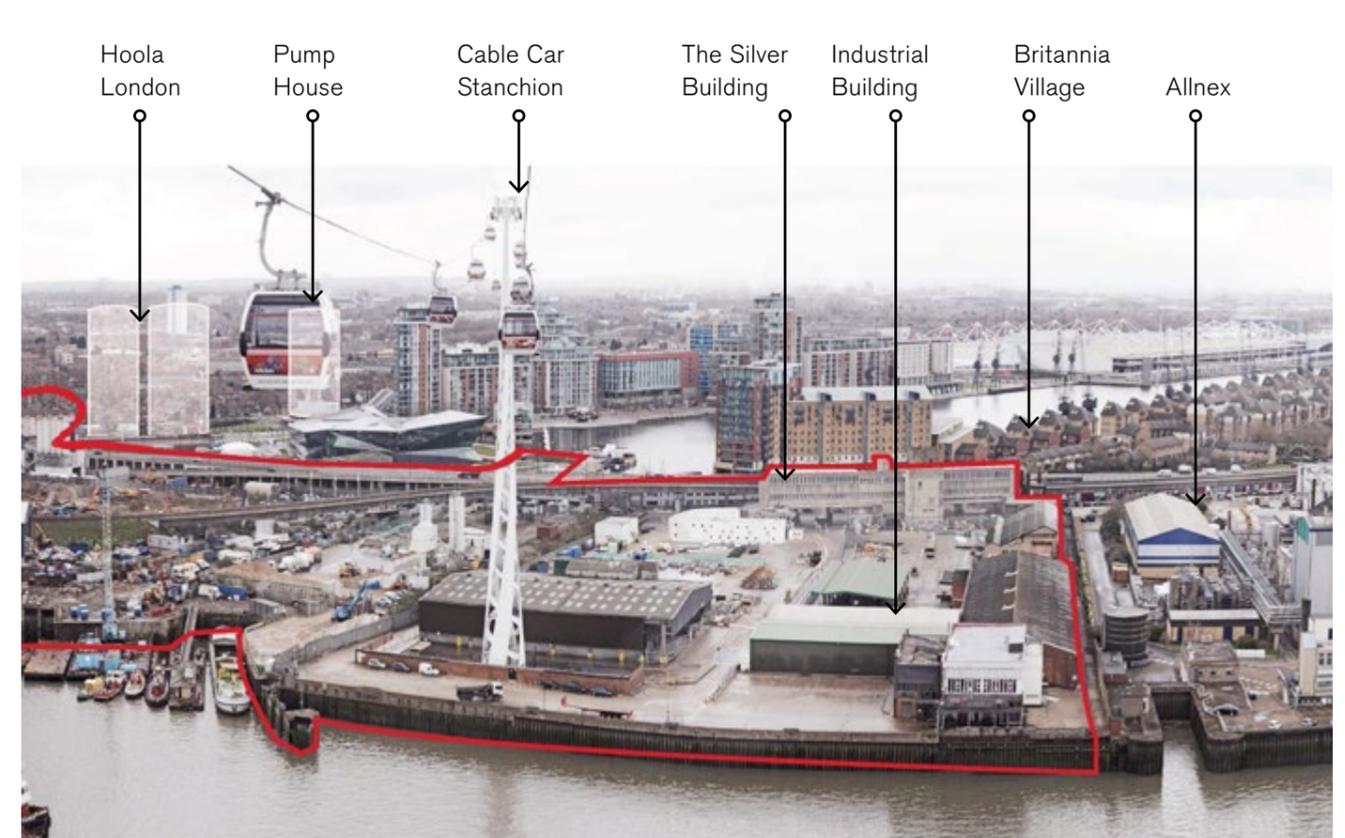
On the western side of Silvertown Way, the area predominantly consists of mixed residential and recreational uses around the perimeter of the Royal Victoria Docks.

On the southern side of Bell Lane there are industrial and commercial land uses. The area surrounding the site, is undergoing significant regeneration with several major developments recently completed, under construction or having received planning permission.

The Greenwich Peninsula is directly opposite the site, on the south side of the River Thames. Much of the Peninsula is undergoing re-development as part of the consented Greenwich Peninsula Masterplan



Thameside West Site Photo



The Carlsberg Tetley Site

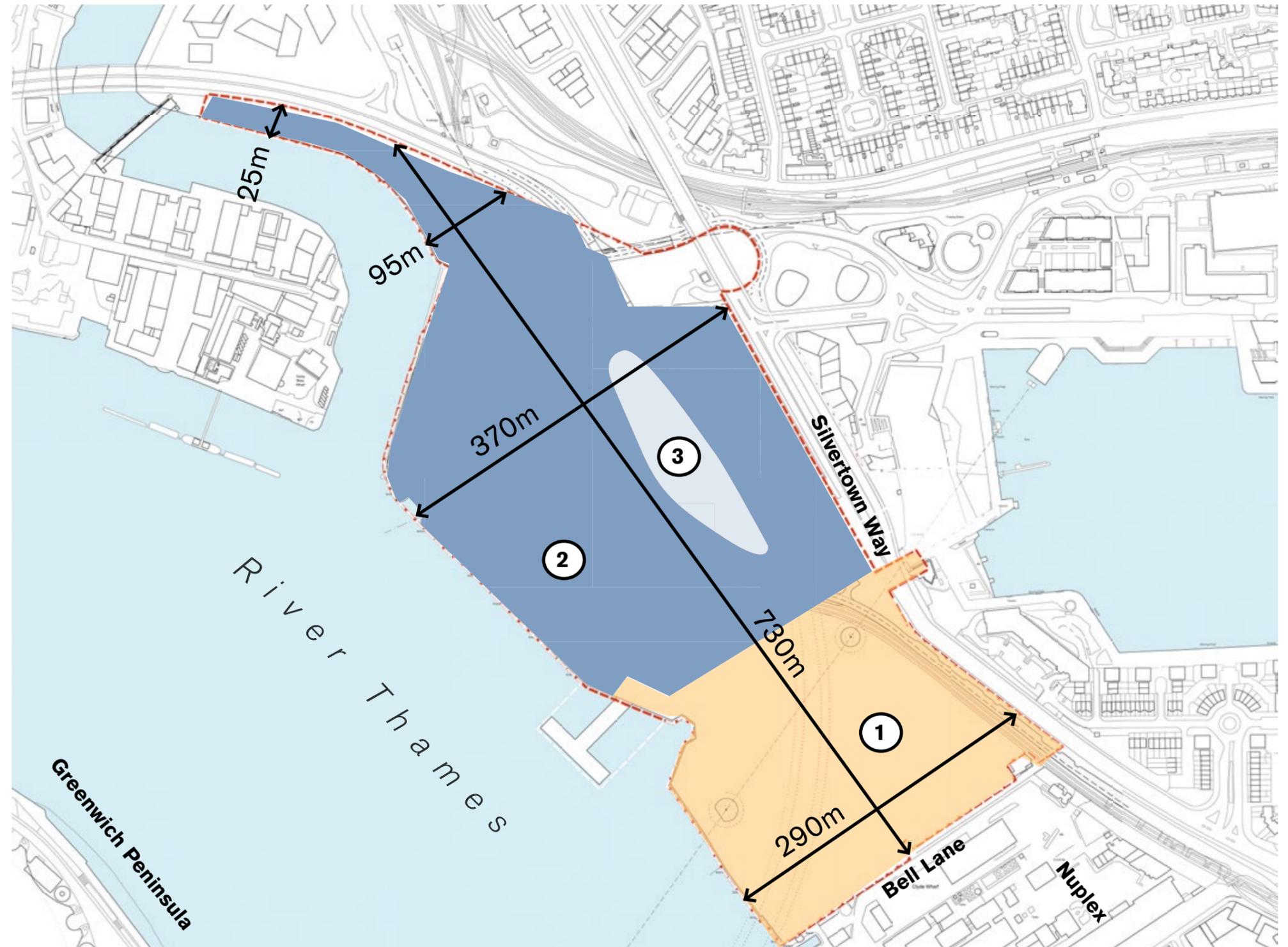
### 3.02 Local Site Setting (continued)

The site is ideally positioned to provide a distinct waterside development (the river frontage amounts to over 1km), benefitting from views of the River Thames and high quality urban form of the surrounding schemes, including the O2 and Canary Wharf.

The site extends to 18.79 hectares and is centred on Ordnance Survey Grid Reference 539781, 180540.

The site comprises three main parts (see adjacent plan):

1. The Carlsberg Tetley site;
2. The Thames Wharf site;
3. The Industrial site

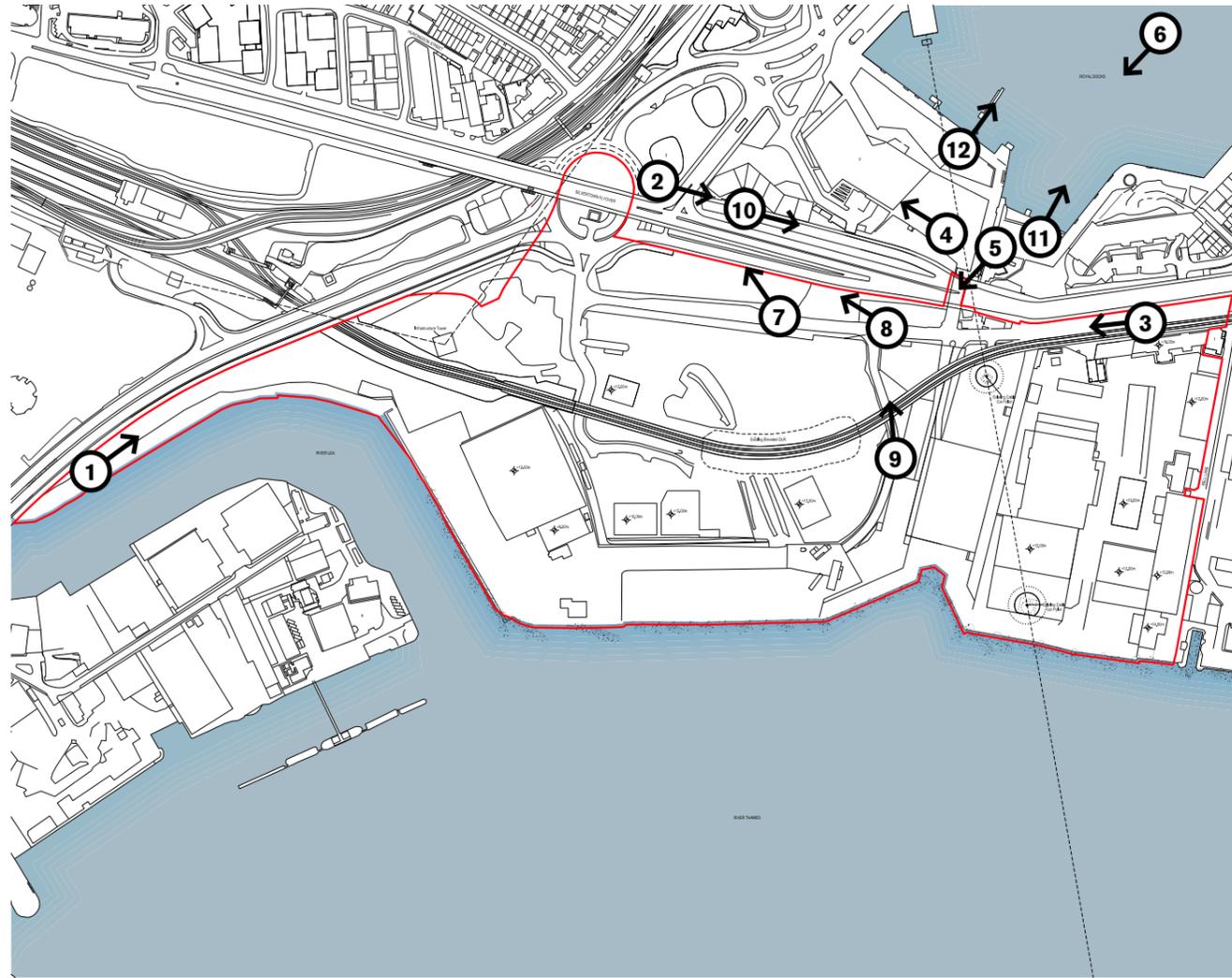


Site Areas

#### Key

-  Carlsberg Tetley Site
-  Thames Wharf Site
-  Industrial Site

### 3.03 Site Photos



— Hybrid Application Boundary for the Redevelopment of Thameside West

♂ Photograph location



**1. Area of Natural Habitat**  
 Located to the west of the site on the banks of the River Lea is a natural nature habitat. Good Luck Hope and Faraday School are on the opposite bank within the LBTH.



**2. Tidal Basin Road Underpass**  
 The underpass runs along Silvertown Way towards North Woolwich Road roundabout. It connects the Lower Lea Crossing, Tidal Basin, and Western Gateway with the end of Silvertown Way.



**7. Hoola Towers**  
 The Hoola Towers are located to the north of the site on the hostile Tidal Basin Road.



**8. Dock Road**  
 Dock Road provides access to the existing Industrial units.



**3. Dock Road**

Dock Road serves a series of industrial units with on street parking and deliveries throughout the day. The Silver Building is located to the left of the image.



**4. The Crystal Building**

The Crystal building is located to the north of the site. The crystal building is a sustainable flexible building hosting exhibition spaces and offices for global engineers.



**5. Site Access**

The current access to Dock Road and the site from the Royal Docks is underneath the Silvertown Way which creates a physical barrier along the length of the site.



**6. The Royal Docks**

The Royal Docks is frame by the historic cranes and modern developments with Canary Wharf clearly visible in the background.



**9. Site Barriers**

The DLR and raised Silvertown Way create significant physical barriers across the site.



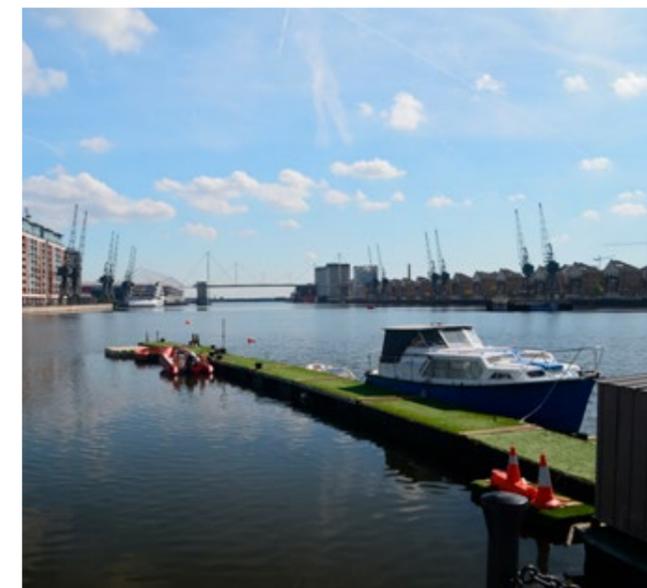
**10. Road Networks**

There is a complex road network around the site, including the raised Silvertown Way with the Crystal Building to the left of the image.



**11. New Communities**

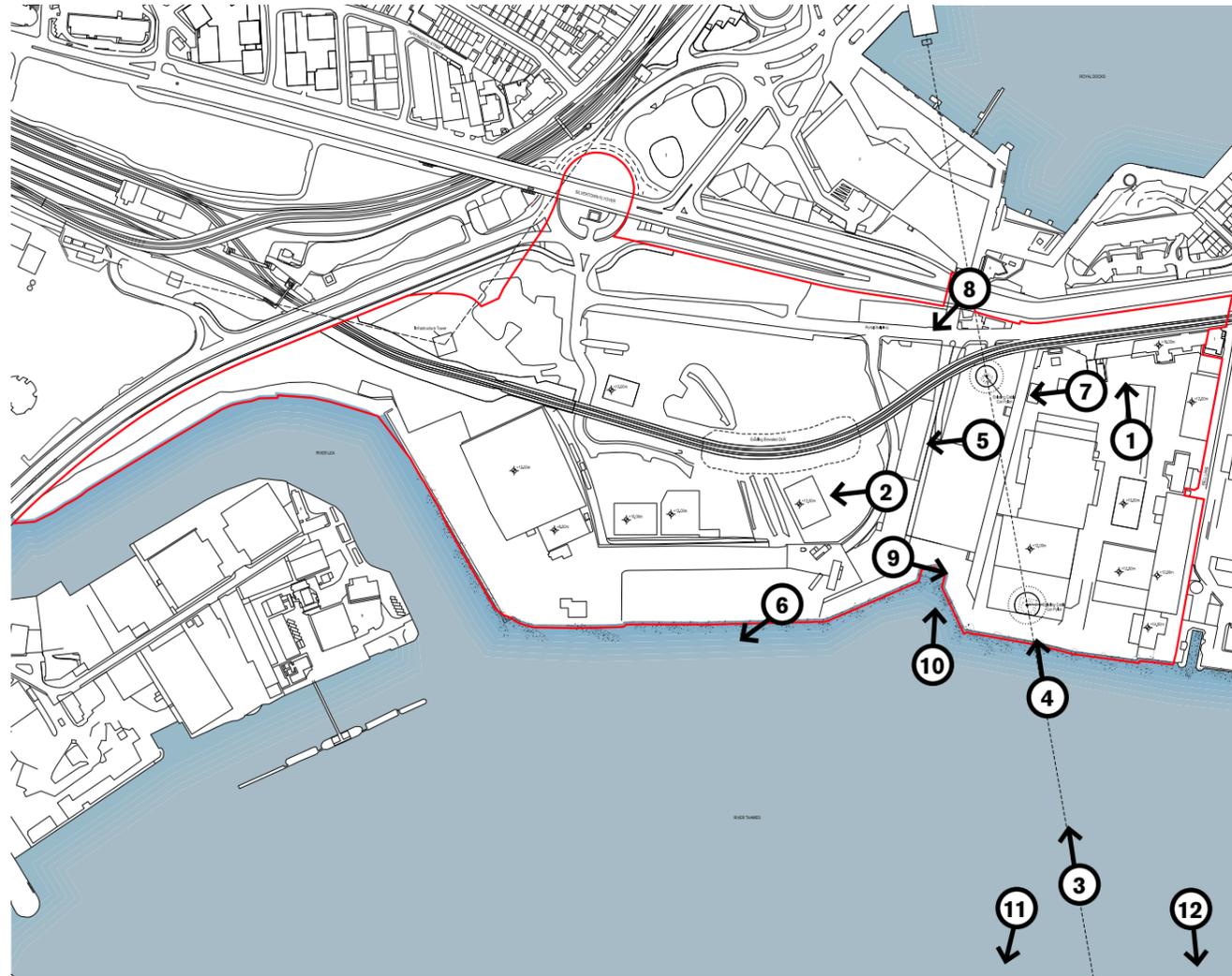
A mixed community frames the Royal Docks, including hotels, residential and the multifunctional Crystal Building.



**12. Recreational Uses**

The Docks are used for a series of recreational events, including triathlons, jet skiing and a pop up summer beach.

### 3.03 Site Photos



— Hybrid Application Boundary for the Redevelopment of Thameside West

♂ Photograph location



#### 1. The Silver Building

The Silver Building is currently occupied by meanwhile uses within the creative industry.



#### 2. Existing Industrial Building

The site is occupied by a series of under utilised industrial units and hardscaping.



#### 7. The Vision Centre

The Vision Centre is located to the rear of the Silver Building, providing an exhibition on the history and future of the masterplan.



#### 8. Island Site

The existing industrial site will be the entrance to the new tunnel entrance and proposed industrial land served by Dock Road.



**3. Emirates Air Line**

The Emirates cable car connects the O2 in Greenwich to the ExCeL centre in the Royal Docks, the cable car cuts across the site above Carlsberg Tetley.



**4. Pylons**

Two of the Emirates Air Line pylons are located within the site, offering a unique landmark.



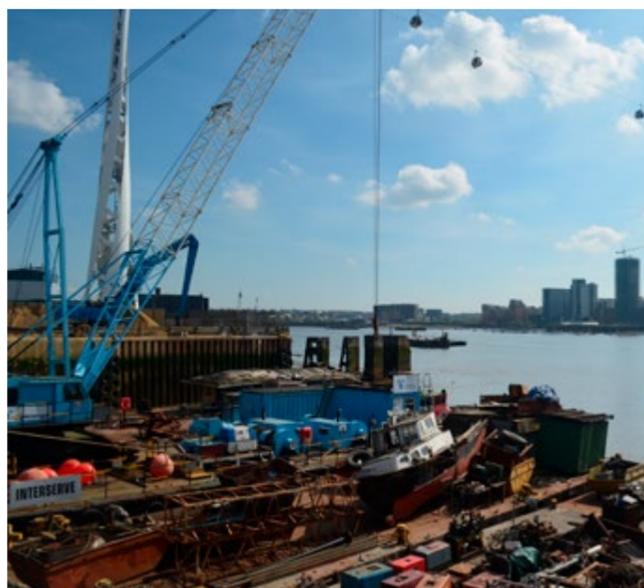
**5. The DLR**

The DLR cuts through the site providing a physical barrier with limited crossing points.



**6. Views**

The site offers exceptional views across the Thames to the O2, Thames Barrier and Canary Wharf.



**9. Historic Wharf**

A boat yard occupies the historic docks which was once the entrance to the Royal Docks.



**10. Historic Wharf**

The emerging skyline contains a variety of new highrise residential developments, whilst the current site occupies a prime river location on the entrance to Newham.



**11. O2 Arena Development**

Located on the opposite side of the river, the O2 provides a dramatic backdrop whilst also drawing in visitors to the multi-purpose arena.

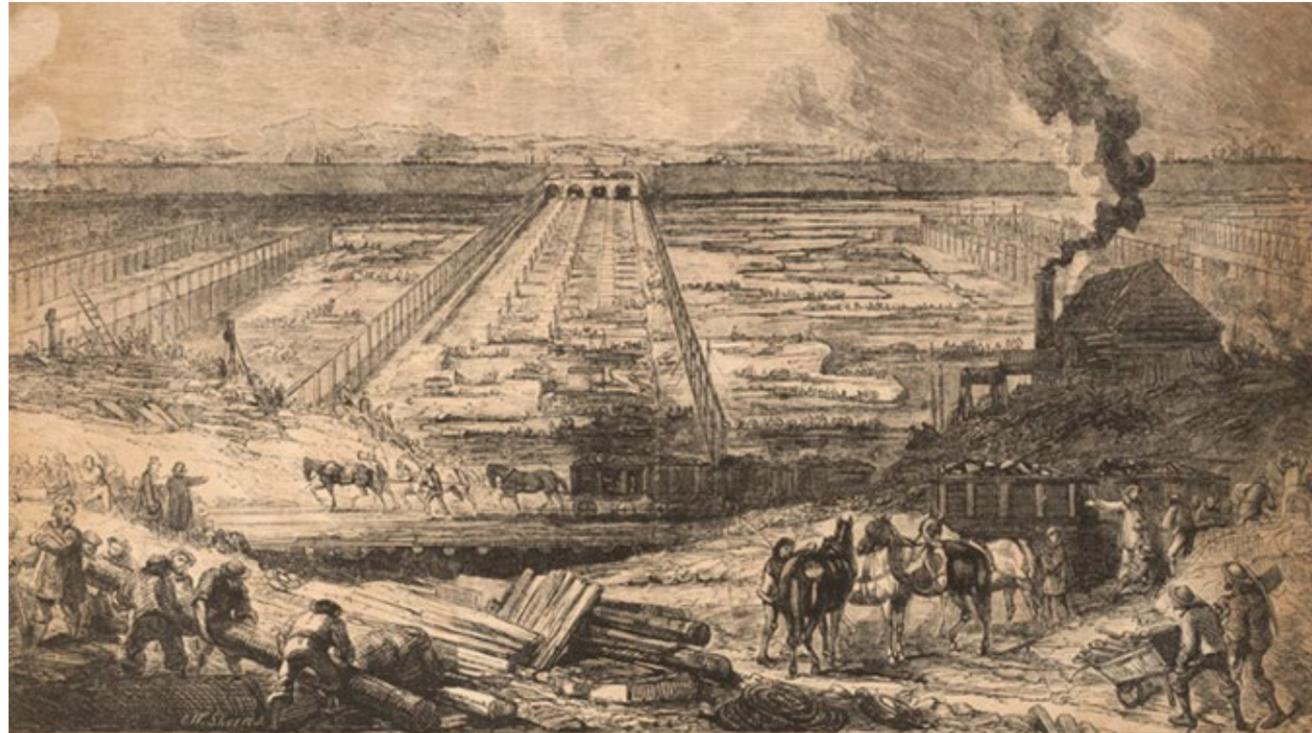


**12. Upper Riverside**

Five new high rise waterfront buildings containing over 1000 apartments are being constructed across from the site on the Greenwich Peninsula.

### 3.04 Heritage

#### Site History



The Royal Docks has had an interesting history, growing and adapting to the changing demands and times.

Understanding the site's varied history as it has adapted has played an important role in developing the masterplan and in forming its next phase in history.

#### 1800-1856

In the 1800's, the British Empire was expanding, steam power had arrived bringing with it an increase in trade. The Port of London identified that the increase in traffic on the Thames meant there was a desperate need for more docks with wider and deeper shores. First to be built were the East and West India Docks which helped, but it was a short term fix and the growing city needed a radical solution.

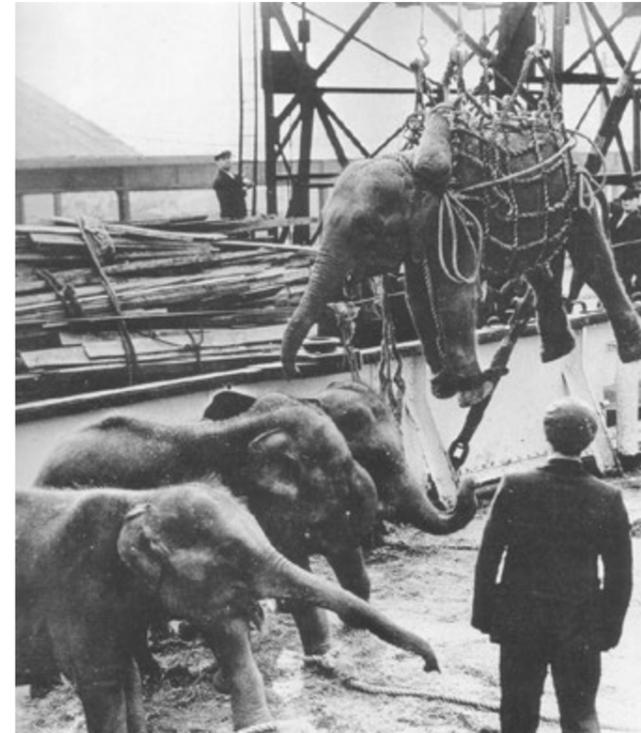
Plans were made to build docks that could ensure London could be supplied for a century or more. These docks were to be dug out of the marshland, known as 'Lands End', in what is now the Victoria Docks.

In 1855 Victoria Dock was opened, 13 metres deep and serviced by a giant ship lock, enabling it to handle multiple numbers of the new large ironclad steamships that were servicing the empire.

At the same time, the demand for land for factories had also increased and by the 1880's, the docks were one of London's biggest bases for the cargo industry.

#### 1880

No sooner was Victoria Dock opened that it became clear that more wharf space was required and plans for another dock were developed. Longer than Victoria dock, these new docks were served by railway lines that went straight to the dock edge. Albert Dock, a new addition was opened in 1880.



#### 1880-1920

Now linked to the new and expanding railway network and capable of accommodating the largest iron and steam ships, Victoria and Albert Docks became London's main docks. Hundreds of thousands of cargoes of grain, tobacco, meat, fruit, vegetables were unloaded onto the quayside and stored in the giant granaries and refrigerated warehouses. Passenger ships arrived in their hundreds. As a result, employment opportunities increased, creating a huge demand for accommodation for workers; thus new settlements were created, known as Hallsville, Canning Town, and North Woolwich. There was also expansion of housing in area's now known as Custom House, Silvertown and West Silvertown.

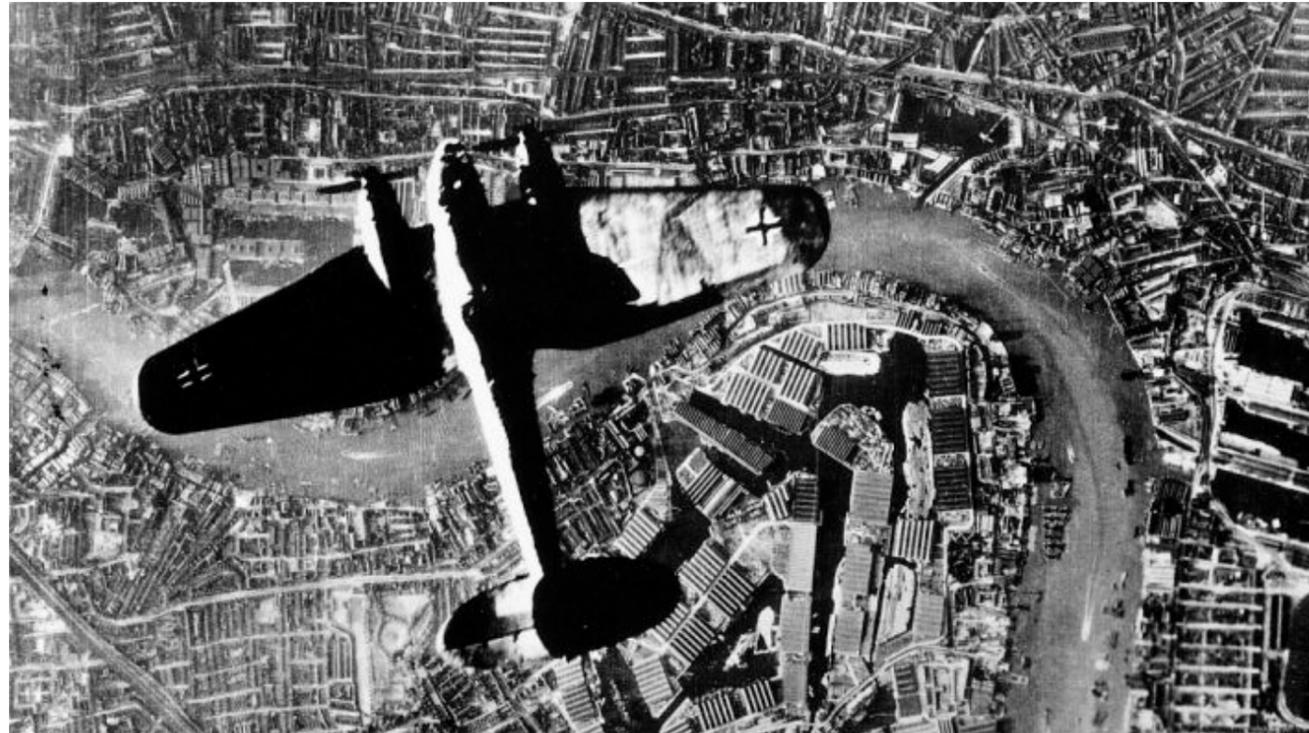


#### 1921

The final dock to be constructed was opened by King George V in 1921 with the group of docks being assigned the "Royal" name. King George V Dock featured a new 225 metre long lock.

#### 1926

The poor working and living conditions of dock workers came to a head when a strike was called for one minute to midnight on 3 May 1926. It may have been short-lived, but it hit the Royal Docks hard.



### 1939-1945

The Royal Docks suffered severe damage during World War II. German leaders believed that destroying the port with its warehouses, transit sheds, factories and utilities would disrupt Britain's war effort. It is estimated that some 25,000 tons of ordnance fell on the Docklands with much of that on the Royal Docks and surrounding area.

Despite the damage the Royal Docks enjoyed a brief boom in trade post war and for a while it looked as though the docks would continue to thrive through to the end of the twentieth century. But it was not to be.

### 1960-1981

The final challenge that the Royal Docks could not sustain came with the creation of containerised cargo, and other technological changes. This far more efficient method of moving goods required much larger ships that could not navigate down as far as the Royal Docks. Large container ports were developed further down the river and gradually the Royal Docks business fell into decline. As the docks declined, the Docklands Joint Committee was established, which published the London Docklands Strategic Plan in April 1976. Due to problems with the land and funding, it wasn't as successful as hoped, though it had a positive impact in Beckton, confirming it's development as a residential area, draining the marshes and putting in a foul drainage system. The docks finally closed in 1981.



### 1981-2020

In mid 1981 the London Docklands Development Corporation was formed with the objective of regenerating and finding new uses for the former docks of London. The DLR was built and Canary Wharf born whilst for the Royal Docks plans were made to create an inner city Airport utilising the former central wharf as the Airport Runway. London City Airport opened in 1987

Shortly after a major exhibition centre was opened – ExCeL with a further phase added in early 2000 whilst a new campus was built on Royal Albert Dock and opened as the new University of East London.

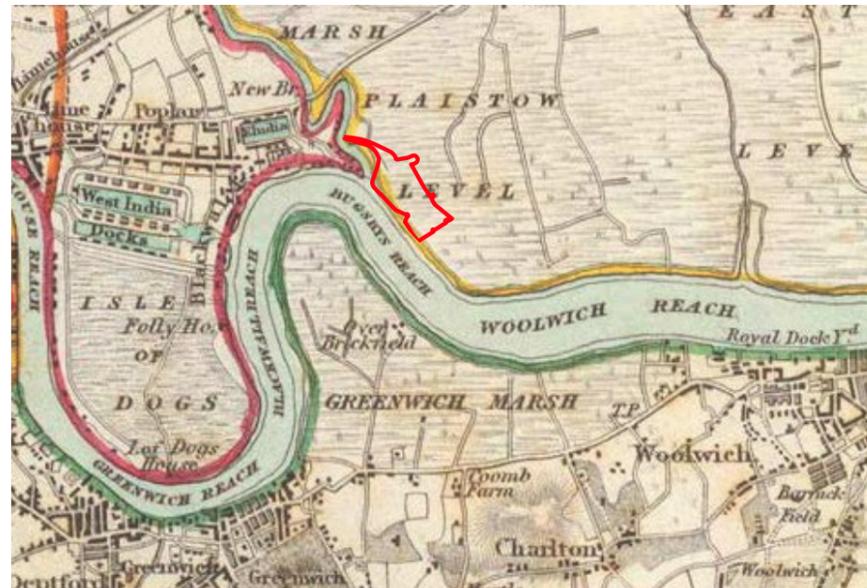
Today, thousands of people arrive into London's Royal Docks by air, tube, DLR, boat, road and even cable car. Residential, commercial and retail developments are springing up right the way along the 4 kilometres of London's Royal Docks, from Gallion's Reach to Canning Town

The University of East London continues to thrive whilst ExCeL now offers London's only international conference centre . A mass of hotels, restaurants and bars have opened to service the people who live, work and study here, as well as its increasing numbers of visitors. By 2020 much of what was formerly dock buildings and land will have been regenerated. The growth story of London's Royal Docks continues...



### 3.04 Heritage

#### History Maps



1832

In 1832, London had started constructing the docks to facilitate growing trade. The Royal Docks had yet to be constructed and was still marshland.



1872

In 1855 Royal Victoria Dock was constructed to accommodate large steam ships and trade started to grow



1901

In order to meet the growing cargo demands the dock was extended to the East with the opening of the Royal Albert Dock in 1880.



1934

The final dock to be constructed was King George V Dock with an entrance large enough to accommodate the new larger vessels.



1938

The Royal Docks area before receiving heavy bombing during WWII.



1940-1980

The Royal Docks area showing London City Airport, and ExCeL Centre.

### 3.05 Conservation Area and Listed Buildings

Whilst enduring a significant history, the Thameside West site is not located in or adjacent to a conservation area. There are not any listed building on the site or in the in the immediate vicinity of the site.

The site does however fall within an archeological priority area. Archeological priority areas can fall into one of four categories according to their sensitivity to development, indicated by an archaeological risk model. Tier 1 are the highest risk, and Tier 4 are considered medium or low risk for known archaeological interest, or the potential for new discoveries. The site is in Tier 3.

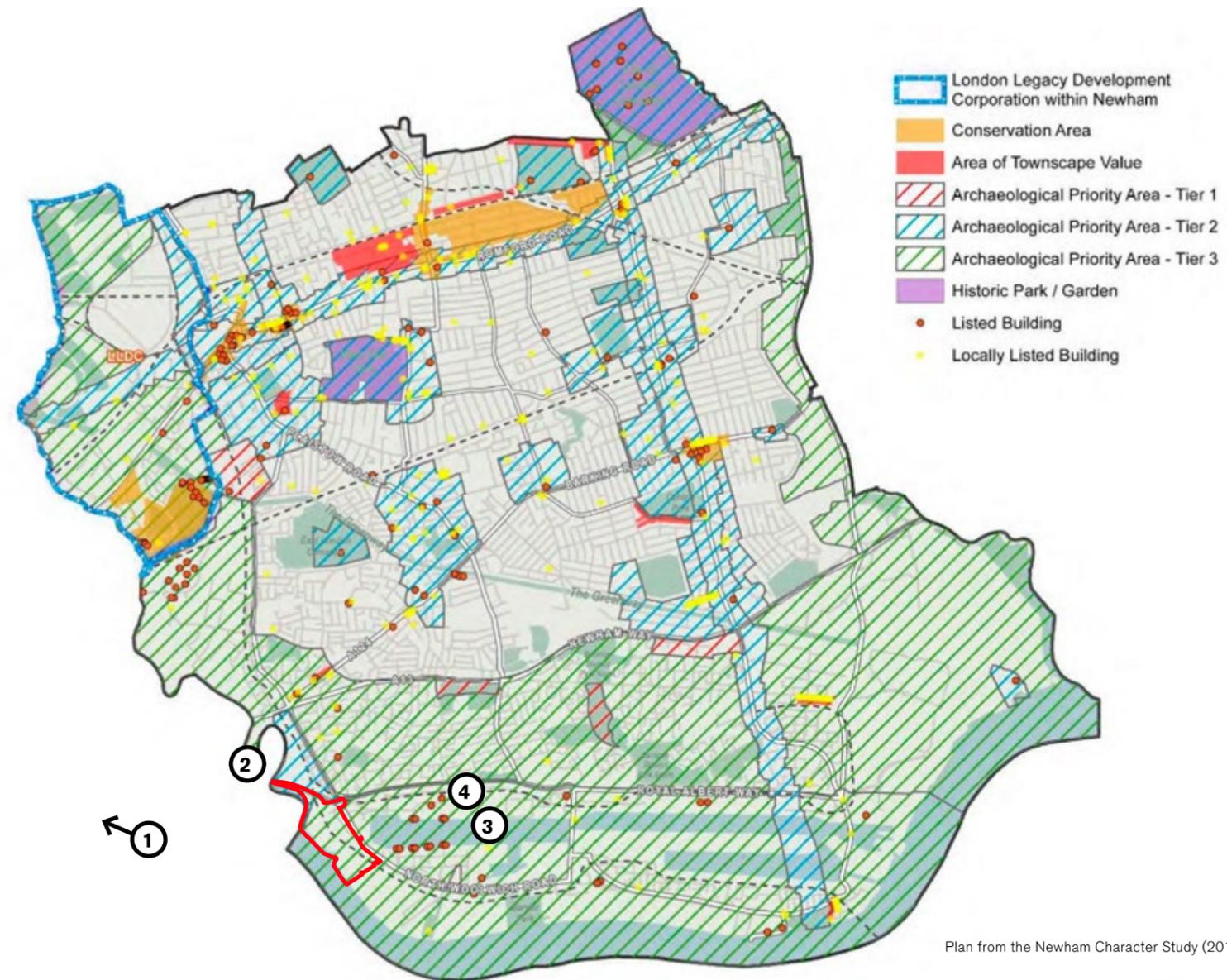
The following listed buildings and structures are located around the Royal Docks and on the neighbouring Good Luck Hope site.

#### Description of listed Buildings

- ① Trinity House Chain and Locker and Lighthouse Block  
Grade: II  
Home of the General Lighthouse Authority. It is also the Deep Sea Pilotage Authority. The original site dates back to 1796, and sustained heavy damage during WWII.
- ② Trinity House Buoy Wharf Quay and Orchard Dry Dock  
Grade: II  
Built in 1863. This is the site of London's only lighthouse, by confluence of the river Thames and Bow Creek at Leamouth.
- ③ Stothert and Pitt Cranes on north and south sides of The Royal Victoria Docks  
Grade: II  
Fourteen cranes dating from 1920-1960.
- ④ Warehouse W and Warehouse K  
Grade: II  
Nineteenth century industrial warehouses originally built as Victorian tobacco warehouses c.1850-65.

There are no Tree Preservation Orders on the site.

○ Listed building / Structure



Plan from the Newham Character Study (2017)



1. Trinity House Chain and Locker and Lighthouse Block



3. Stothert and Pitt Cranes



4. Warehouse W

### 3.06 Silvertown Tunnel

#### Development Consent Order (DCO)

##### Planning and Programme

In April 2016, Transport for London (TfL) submitted an application to the Secretary of State under section 37 of the Planning Act 2008 for an order granting development consent for the construction of the Silvertown Tunnel scheme.

The application was accepted for Examination on 31 May 2016. The Examination of the application began on 11 October 2016 and was completed on 11 April 2017. In May 2018, TfL were granted a 'Development Consent Order' (DCO) to build the Silvertown Tunnel. The DCO is known as the Silvertown Tunnel Order 2018. The construction of the tunnel is scheduled to commence in late 2019, with the earliest opening date of the tunnel being 2024.

##### The Consented Scheme

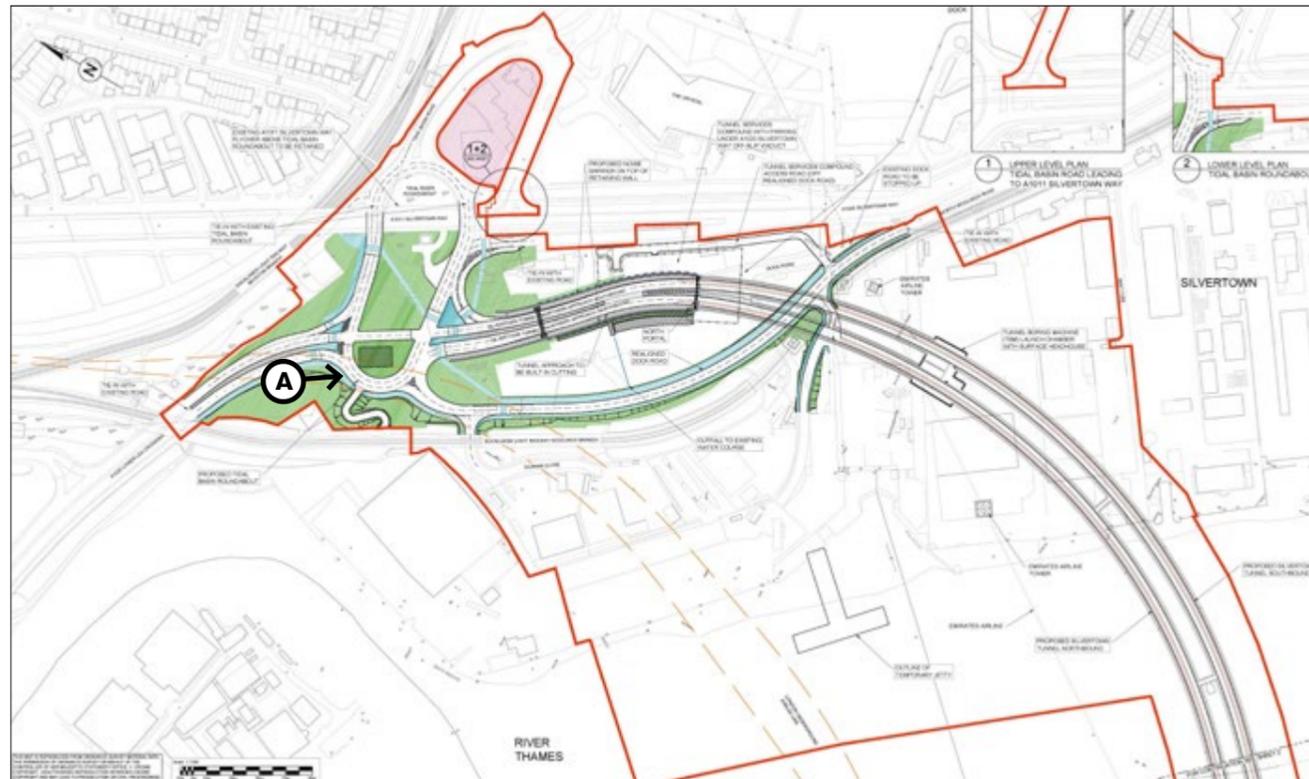
The Silvertown Tunnel scheme comprises the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Southern Approach on the Greenwich Peninsula (in the Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way (in the London Borough of Newham).

The Silvertown Tunnel will be approximately 1.4 km long and will include a dedicated bus, coach and heavy goods vehicle lane in each 2-lane bore.

The following project objectives have been adopted:

- To improve the resilience of the river crossings in the highway network in east and southeast London to cope with planned and unplanned events and incidents.
- To improve the road network performance of the Blackwall Tunnel and its approach roads.
- To support economic and population growth, in particular in east and southeast London by providing improved cross-river transport links.
- To integrate with local and strategic land use policies.
- To minimise any adverse impacts of any proposals on communities, health, safety and the environment;
- To ensure where possible that any proposals are acceptable in principle to key stakeholders, including affected boroughs.
- To achieve value for money and, through road user charging, to manage congestion.

The majority of the Thameside West Application site is subject to the Silvertown Tunnel Order 2018. The tunnel will run underneath the Carlsberg Tetley part of the site (where Dock Park is proposed) and surface in the Thames Wharf part of the site adjacent to the proposed 'Thameside East' industrial plot. The Order allows for the demolition of the majority of the buildings on the Thameside West Application site, as required to store excavation materials and machinery during the construction of the Tunnel.



Silvertown Tunnel Plan



View (A) looking East towards the Portal within an Illustrative Future Context

### 3.07 The Site Today

#### Land Use Context

The site is a brownfield site and sits within an existing strip of industrial land which runs along the riverbank. Surrounding it are areas of predominantly residential use, developments such as Good Luck Hope, Hoola London, Brunel Street works and Royal Wharf directly surround the site.

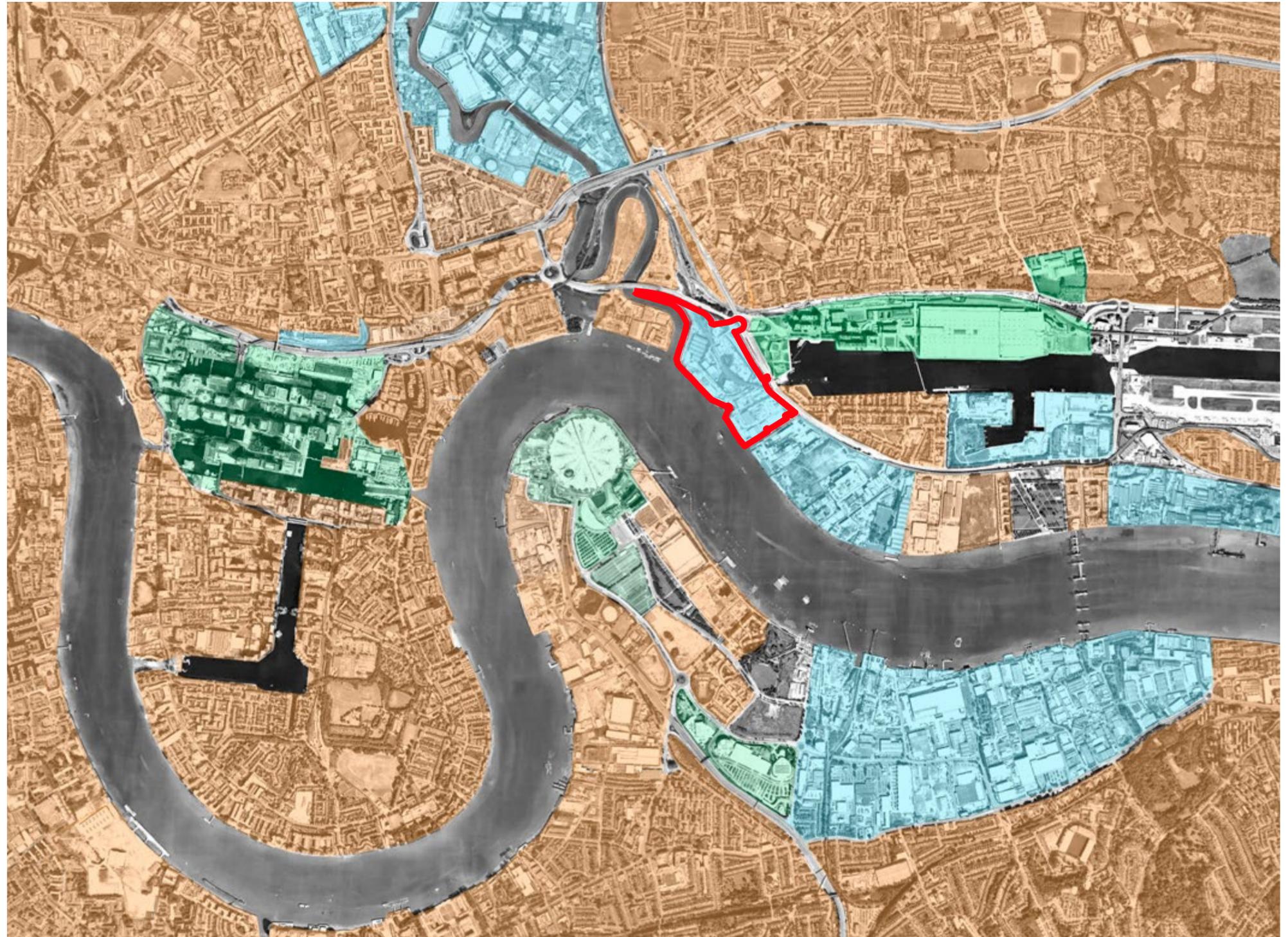
The site is itself partly occupied by industrial uses however, many of the occupants have vacated the site in preparation for the construction of the Silvertown Tunnel making it a key area ripe for strategic development.

A large amount of regeneration and development has already been undertaken or is planned for the wider Royal Docks area, with a number of residential and employment-led, mixed use schemes currently under construction and more consented. This also includes infrastructure upgrades such as the now consented DCO (pg. 33) for the Silvertown tunnel, improvement plans to the DLR and the imminent arrival of Customs House Crossrail station.

Canning Town and Customs house act as two residential centres in the wider Royal Docks area which have begun the propagation of residential and mixed use land use into disregarded industrial land. The illustrative masterplan creates a further link for these areas and bridges them to the waterfront.

#### Key

-  Site
-  Residential
-  Industrial
-  Mixed Uses



Site Land Use

### 3.08 Local Context

#### Surrounding Building Uses

On the eastern side of Silvertown Way, the land predominantly consists of mixed residential and recreational and commercial uses. To the south east of the site are areas of industrial warehousing and to the north west is the River Lea and more residential sites beyond.

The residential areas to the north and north west of the site provide community and leisure facilities including the Faraday primary school, London Film School and English National ballet performance space and school.

Directly north east the site is bordered by Silvertown Way where Waterfront studios and commercial units are located below the flyover.

The Royal Victoria Docks east of Silvertown Way also provides a diverse range of mixed uses to the area, containing the Siemens Crystal exhibition and conference space and the arrival concourse by the Emirates Cable Car.

Surrounding the Royal Docks further recreational spaces reside, including the Royal Docks OWS open water swim school, pop up markets at Dock Beach, and the ExCeL Exhibition Centre at the end of Western Gateway.

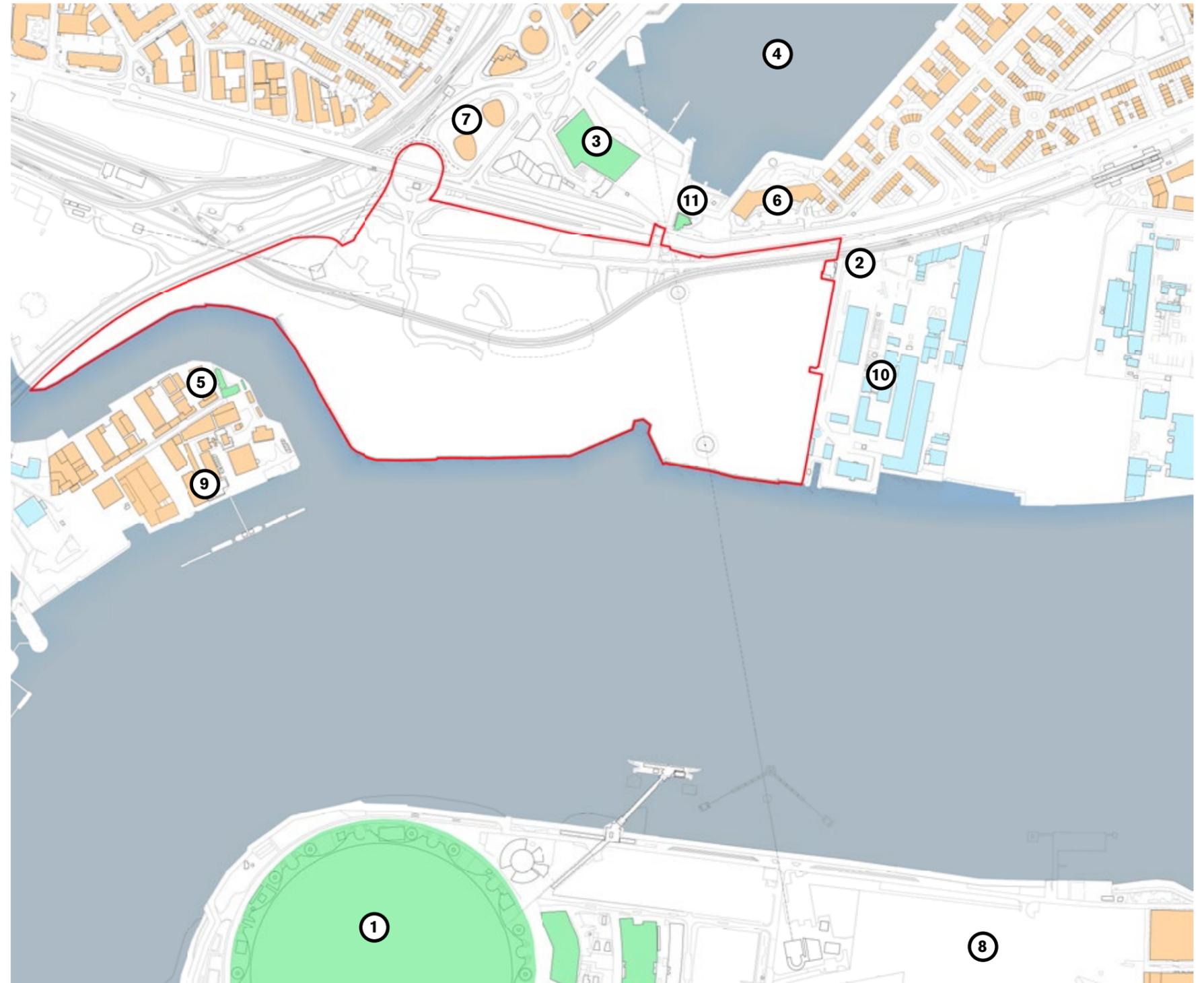
Directly south east of the site there are industrial and commercial land uses including the Allnex paint factory. The residential area further south east of the site contains Britannia Village, Royal Wharf and Silvertown Quays residential and mixed use development.

#### Key Buildings and community facilities:

- 1 O2 Arena
- 2 LA Lounge
- 3 The Crystal
- 4 Royal Docks
- 5 Faraday School
- 6 Britannia Village
- 7 Hoola Buildings
- 8 Upper Riverside
- 9 Trinity Buoy Wharf
- 10 Allnex
- 11 Nakhon Thai Restaurant

#### Key

- Residential
- Industrial
- Mixed Uses



Site Land Uses



### 3.10 Site Context

#### Townscape Context

The regeneration of Thameside West is supported by London planning policy at local, London and regional level. It is located within the “Arc of Opportunity” Royal docks opportunity area where planning policy sets to direct the majority of development in Newham. Significant numbers of schemes are currently at various stages of construction, submission or approval within the local area.

The Greenwich Peninsula is directly opposite the site (approx. 400m) on the south side of the River Thames. Much of the Peninsula is undergoing redevelopment as part of the consented Greenwich Peninsula Masterplan, which is a major high-density residential-led, mixed-use development. Currently the masterplan is part implemented with offices, hotel and college buildings set around the established ‘O2’ and new residential blocks to the south.

The area surrounding the site, incorporating the Lower Lea Valley, Royal Docks and Canning Town is undergoing significant regeneration with several major developments recently completed, under construction or having received planning permission. These include the Hoola Towers, The Pump House, Caxton Works, Brunel Works, Hallsville Quarter, Royal Wharf and Silvertown Quays within the London Borough of Newham, as well as London City Island and Good Luck Hope within the London Borough of Tower Hamlets. Most of these schemes are for residential led, mixed use development purposes and include buildings of between 20 and 27 storeys.

As such, the site is in a ‘gateway location’ on the boundary of London Borough of Tower Hamlets (LBTH) and the Royal Borough of Greenwich (RBG), at the entrance to the Bow Creek and opposite the O2 with spectacular views of the River Thames, Royal Victoria Dock, the O2 Canary Wharf and a generous riverside setting.

Some of the emerging masterplans determining the emerging context include:

#### Key

- 28 + storeys
- 16 - 27 storeys
- 5 - 15 storeys
- Up to 5 storeys
- Hybrid Application Boundary

#### London Borough of Newham

- Canning Town Masterplan
- Silvertown Quays Mastreplan
- Rathbone Market
- Royal Docks Masterplan
- The Hoola Buildings – 23 to 24 storeys
- Stephenson Street – 34 storeys
- Western Gateway – 20 storeys
- Brunel Street Works – 26 storeys
- Deanston Wharf – 19- storeys
- Royal Wharf – 16 storeys

#### London Borough Tower Hamlets

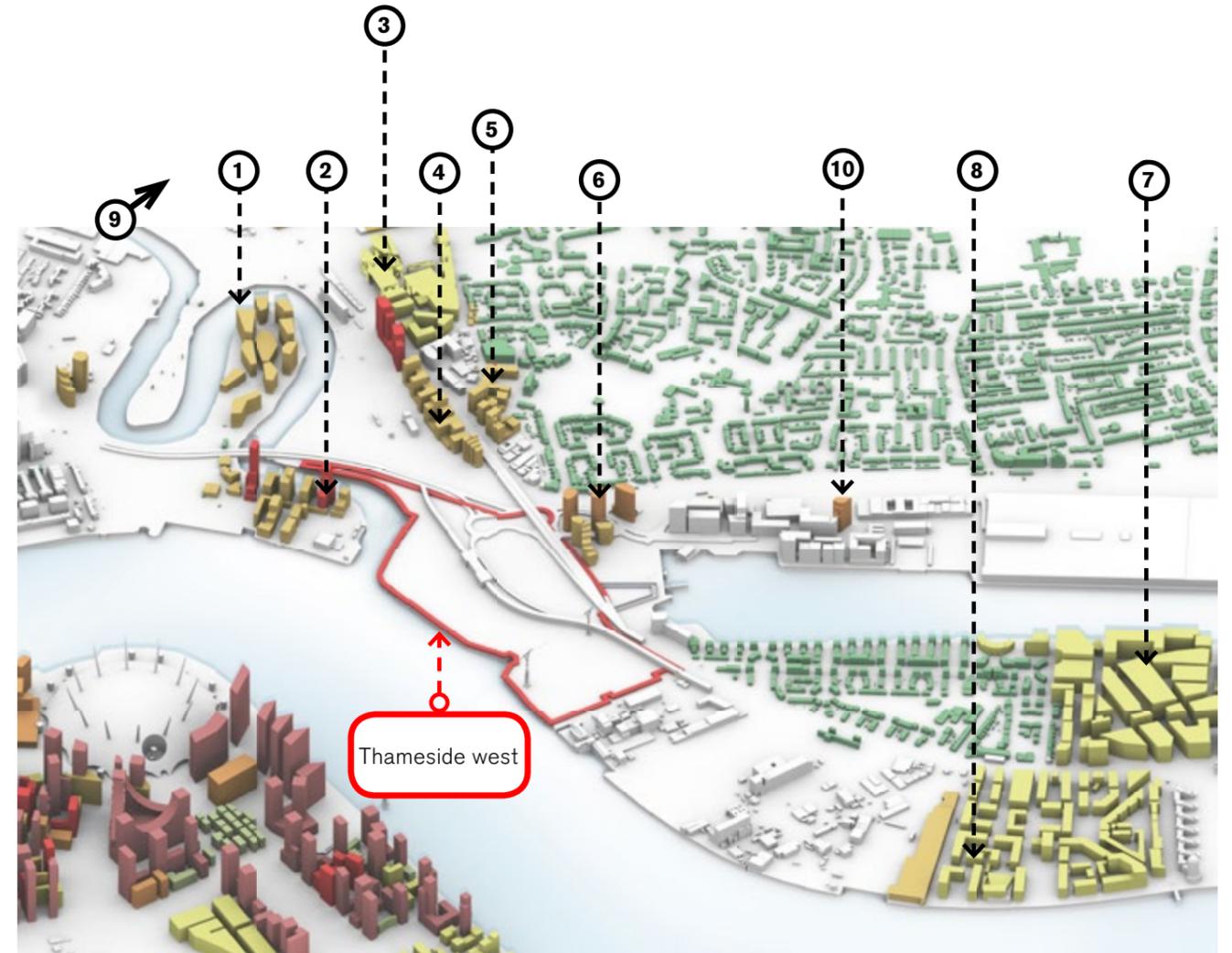
- Olympic park legacy Masterplan
- Wood Wharf Masterplan
- South Quay Masterplan
- City Island
- Providence Wharf
- City Island
- Blackwall Reach – 40 storeys
- Good Luck Hope - 30 storeys
- Orchard Wharf – 24 storeys
- Wood Wharf - 60 storeys
- Meridian Gate – 53 storeys

#### Royal Borough of Greenwich

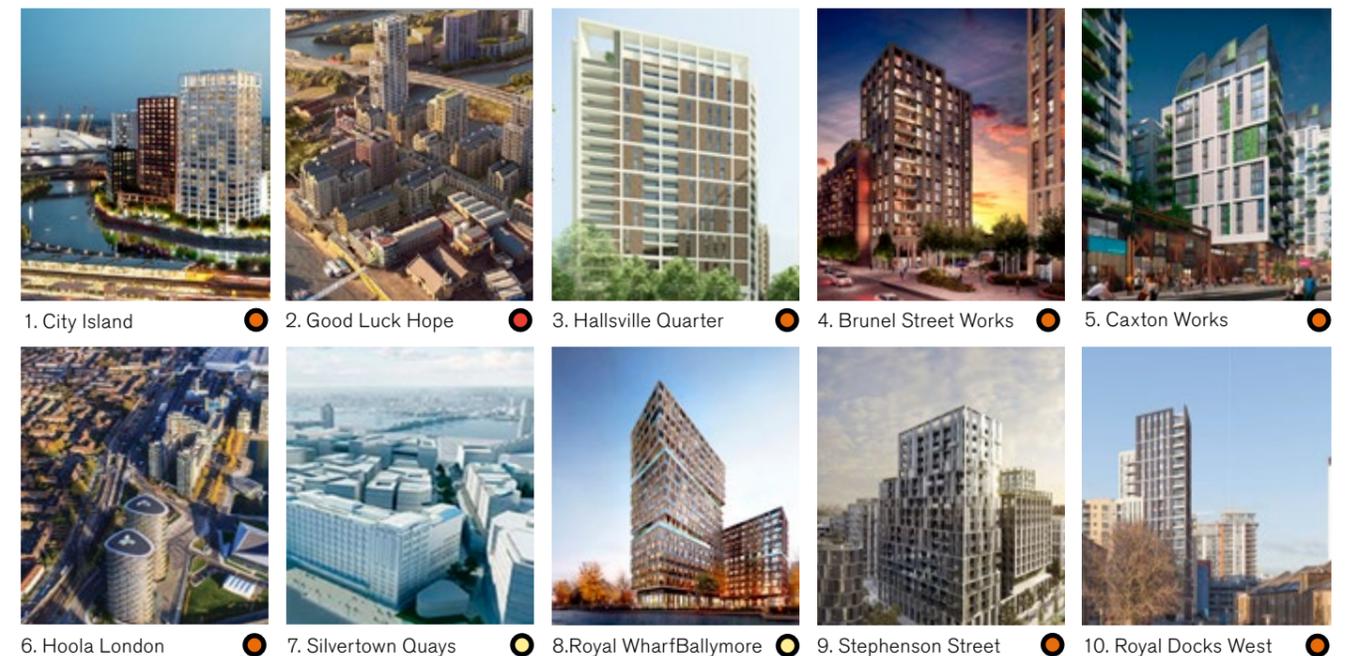
- Greenwich Peninsular Masterplan
- Greenwich Peninsula Central East – 30 storeys
- Greenwich Peninsula (South of O2) – 40 Storeys
- Various sites on the Greenwich Peninsula – +36 storeys

With these new developments, the residential population in this part of the Docklands is set to increase rapidly. In turn, amenity provision will increase too. Canning Town will provide a much needed retail hub around the station, whilst development on the Greenwich peninsular will increase leisure and retail facilities, City Island and Good Luck Hope will improve connectivity, whilst Thameside West will enhance and compliment the offerings with significant public realm and amenities occupying prime riverfront location.

Thameside West is at the centre of a new and emerging residential community across these three boroughs.



Emerging Context



### 3.11 Connectivity

#### Public Transport Connections

The site has a varying level of access to public transport, ranging from 2 to 3 on TfL's Public Transport Accessibility Level (PTAL) scale (where one is lowest and six is highest).

The site is located a 10-minute walk to two DLR stations (Royal Victoria and West Silvertown stations) that connect to the wider Overground and Underground networks.

A safeguarding exists for a new DLR station to be constructed on the Thameside West site. Custom House Crossrail Station is programmed to be open in 2021.

The opening of Thames Wharf DLR station will result in a modest increase in PTAL across the site, to 4 in the north, 3 in the middle and 2 in the south.

The site will also have improved access to the strategic road network when the Silvertown Tunnel is completed in 2024.

**KEY**

-  Walking Routes
-  Bus Routes
-  Bus Stops
-  DLR Stations
-  Crossrail route + New Customs House Station
-  London underground Stations

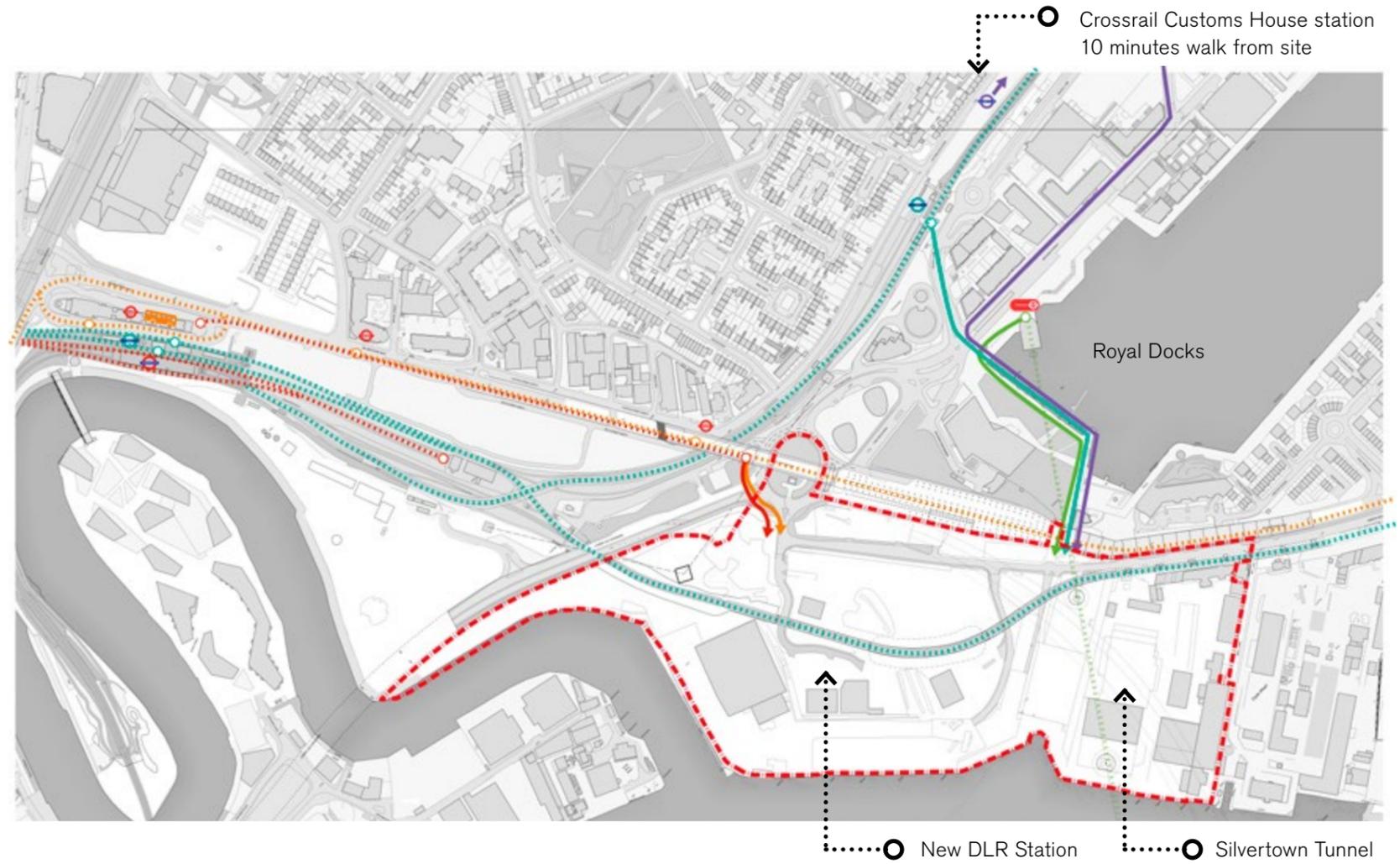


Diagram indicating Potential DLR extensions

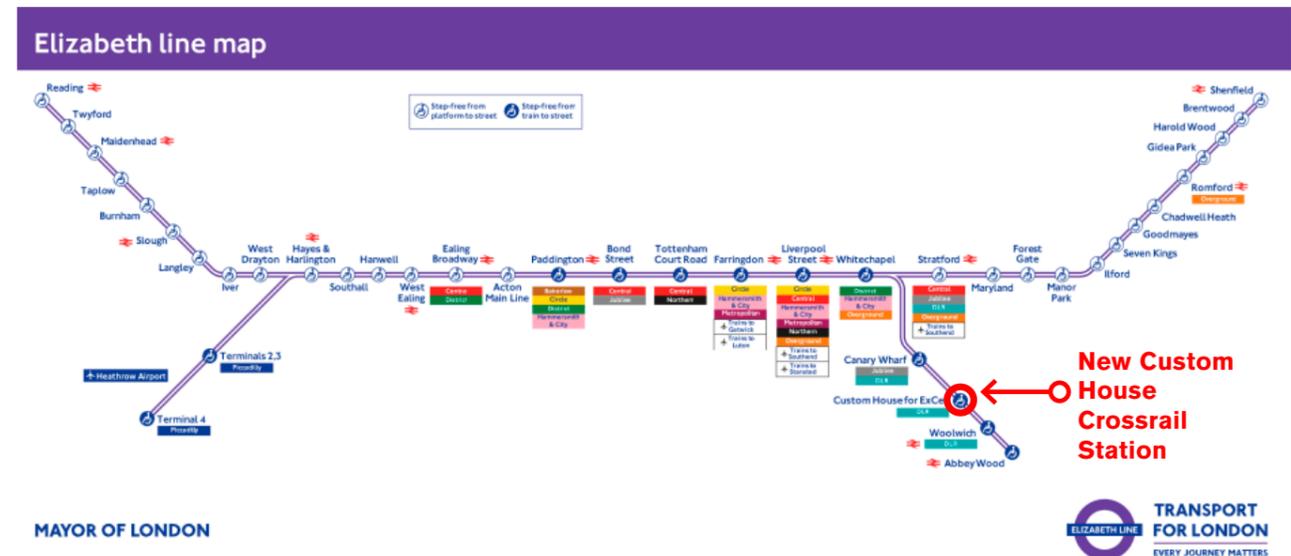
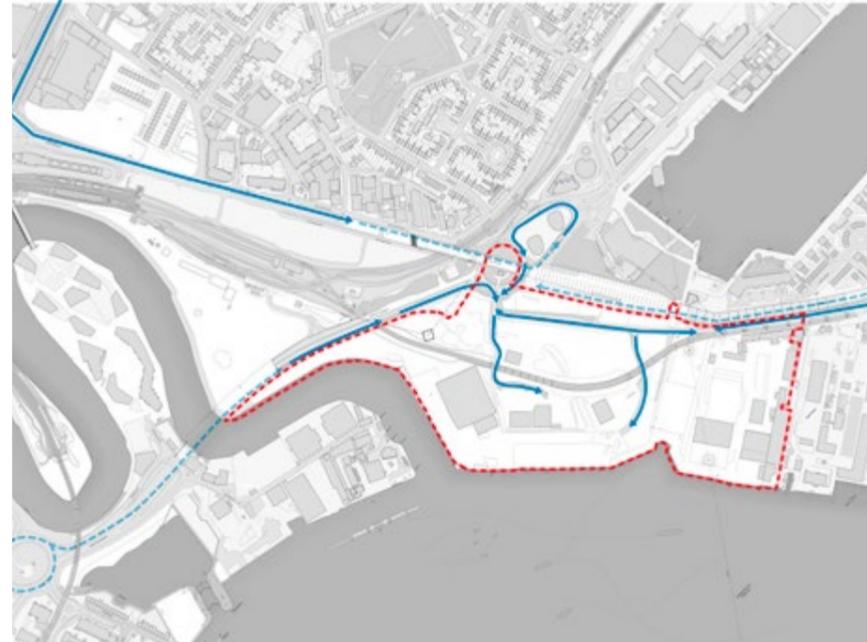


Diagram indicating the Elizabeth line

### 3.11 Connectivity

#### Transport Connections

#### Road



- - Vehicle route
- Vehicular access to site

#### Vehicular routes connecting to site

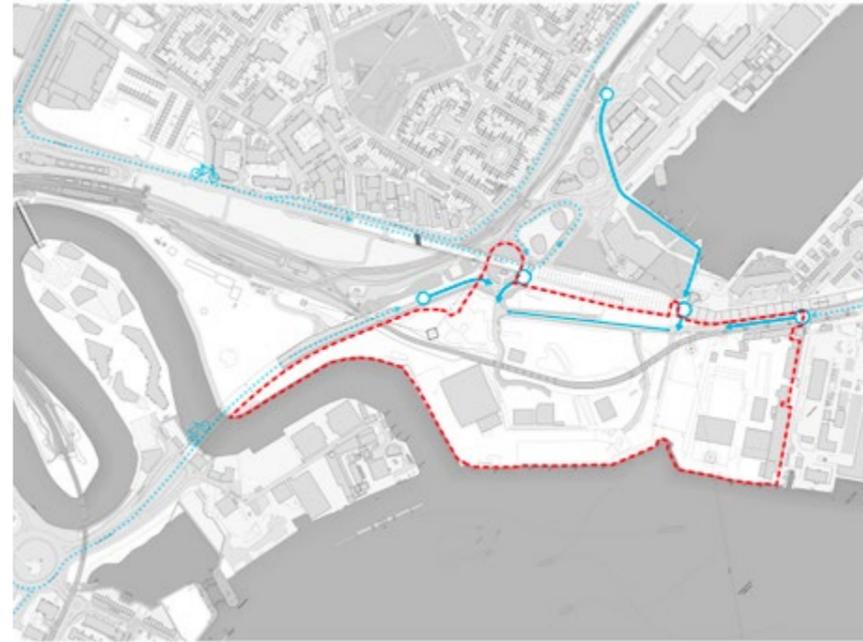
The existing road network provides connections predominantly in an east-west direction around the site.

Silvertown Way runs along the edge of the site and Royal Docks, and serves as a connection that runs from Canning Town to the neighbouring Silvertown and Woolwich, further east.

Dock Road also runs from east to west and is the primary road that links the site to the local road network.

The construction of the Silvertown tunnel is scheduled to commence in late 2019, with the earliest opening date of the tunnel being 2024. This will provide a new connection between the A102 Blackwall Tunnel Southern Approach on the Greenwich Peninsula (in the Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way (in the London Borough of Newham).

#### Cycle



- - Bicycle route
- Bicycle access to site

#### Bicycle routes connecting to site

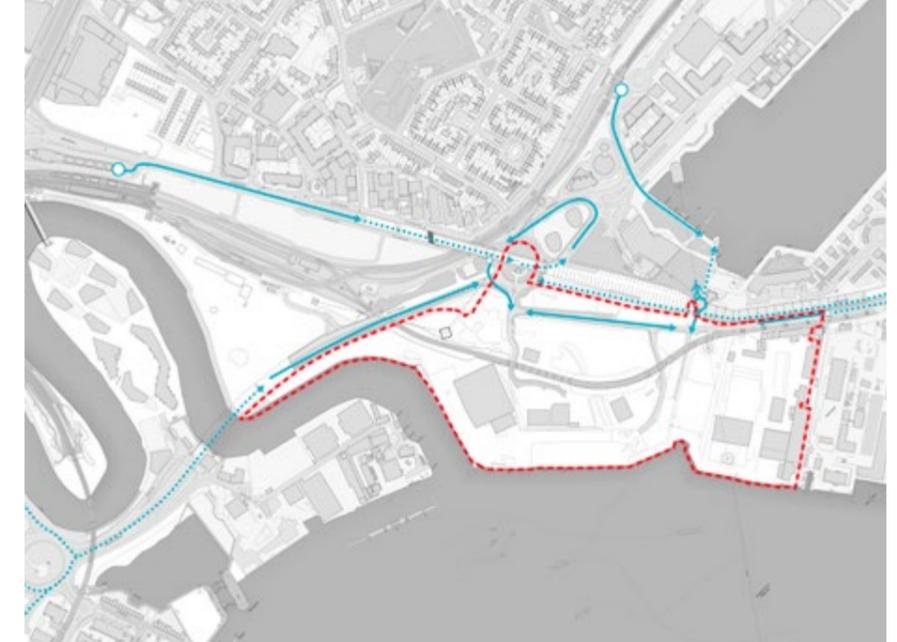
The site is in direct proximity to both national and local cycling networks.

The most important cycling connection runs through the site on Dock Road, and is the NCN National Route 13. It connects the site to the Canary Wharf area towards the west and exits the site towards the Royal Docks before heading east towards Wennington. When complete, this route will connect Tower Bridge in London with Fakenham in Norfolk. The route is currently 125 miles long.

There is also a Local cycling route nearby that runs from the Royal Docks to Newham, connecting the site towards the north.

There is enormous potential for improvements in terms of connectivity. In line with the TFL's Healthy Streets Approach, which is based on the expansion of London's network of quality cycle routes.

#### Pedestrian



- - Pedestrian route
- Pedestrian access to site

#### Pedestrian routes connecting to site

The surrounding areas to the site are also served by local pedestrian routes. The most significant are the Leaway running north-south along the river Lea; and a pedestrian route which originates at the Royal docks and heads south. Currently there is no pedestrian access to the site or the River Thames. However, there is great potential in terms of improving connectivity to established walks across the City.

### 3.12 Community Infrastructure

#### Social Economic Context

##### Population

The Study Area has a population of 32,900 people, accounting for 9% of the LBN total population (348,000 people). Since 2011, the Study Area's population has increased by 23%. This increase is characterised by a young, working age

##### Open space

The area has few provisions of open space, sports facilities and parks. With Lyle park, Limmo Peninsula Ecology Park, Thames Barrier Park, Cundy Park, Keir Hardie Recreation Ground; within a 1-mile radius of the site.

##### Employment

The Borough suffers from a below average level of unemployment. With an unemployment rate for working age residents of 5.7%, where London and England demonstrate a level of 5.2% and 4.3% respectively. Unemployment in LBN is higher than London and England. There is capacity therefore to accommodate additional employment.

##### Housing

The 2011 Census recorded approximately 101,519 households in LBN, and as a whole LBN has a wider spread of accommodation types with high levels of flatted development also being joined by relatively high levels of terraced dwellings. Both the Study Area and LBN have a higher proportion of social and private rented accommodation than the regional (London) and national (England) average.

##### Education

A total of 9 primary schools have been identified within a 1-mile radius of the site. Primary schools within 1 mile of the site are over-capacity with a deficit of 276 places. Rosetta Primary school and Ravenscroft Primary school have marginal surplus capacity currently totalling 30 places

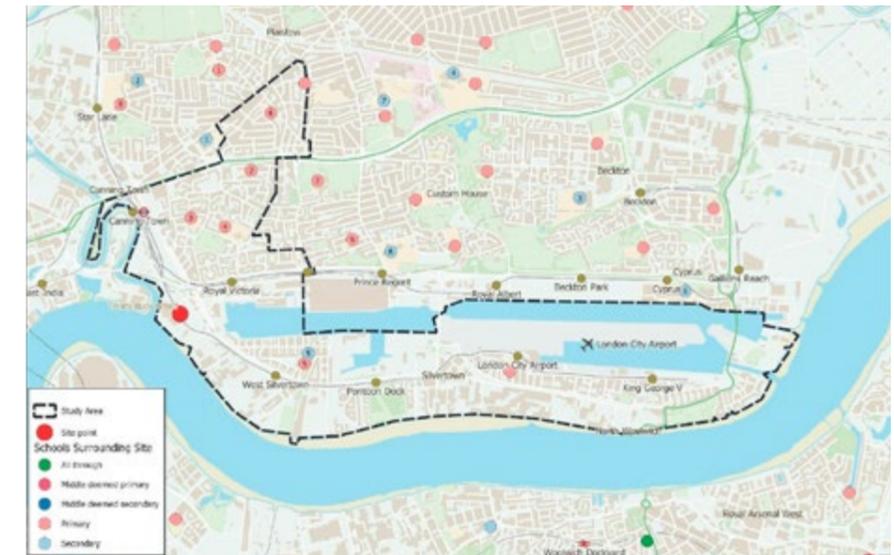
##### Primary Care

There is a total of seven GP surgeries operating from within or immediately surrounding the Study Area. In combination, the seven GP surgeries are operating significantly above the HUDU standard with an average of 1 GP to 3,037 patients. A total of five dental practices have been identified within or immediately surrounding the Study Area.

Assessment of GP and Dentist Provision of Surrounding Site



Assessment of Local Schools Surrounding Site



Retail and Leisure Facilities



Key

- Retail
- Entertainment
- Food and Beverage
- Services

Social Amenities from new consented schemes



Key

- |                            |                                   |
|----------------------------|-----------------------------------|
| 1. Hoola London,           | 5. City Island                    |
| 2. Royal Wharf Development | 6. Silvertown Quays               |
| 3. Brunel Street Works     | 7. Barrier Park East              |
| 4. Trinity Buoy Wharf      | 8. Greenwich Peninsula Masterplan |

### 3.13 Cultural Connections

Thameside West is located in a unique opportunity area with a variety of cultural destinations in the immediate vicinity.

#### 1. The Line

The site runs along London's first dedicated modern and contemporary art walk. Running from North Greenwich to Stratford, between The Greenwich Peninsula (The O2) and Queen Elizabeth Park. It broadly follows the line of the Greenwich Meridian. Famous artwork by Alex Chinneck, Anthony Gormley, Richard Wilson, and others are on permanent display.

#### 2. London Royal Docks

The London Royal Docks house the Wake Up Docklands and Royal Victoria Dock Watersports Centre (RVDWC) with a range of activities open to the public. Winter Swim open water swimming, Sailing and kayak lessons are only some of the activities this neighbouring site has to offer the community.

#### 3. Siemens Crystal Cultural Centre

This permanent interactive exhibition on the future of cities has been visited by over 100,000 people since its opening in 2012. The building sets a precedent for sustainability, and hosts numerous events during the year such as product launches, the Eco Summit, and the Guardian Sustainability Awards.

#### 4. O2 Arena

Connected to the London Underground's Jubilee line via North Greenwich station, the complex features a multipurpose indoor arena with 20,000 seating capacity. Hosts a variety of events during the year including professional sports, conferences, festivals, and concerts.

#### 5. ExCeL London

The convention centre boasts 100,000m2 of exhibition space. It is the home of the Virgin Active Triathlon which it hosts on an annual basis, with the swimming, cycling, and running taking place around the venue. Industry exhibits range from technology, food, and travel, to education and policy.

#### 6. Emirates Aviation Experience

This permanent interactive exhibition sits on a site next to the Emirates Cable Car, and is on aviation and the science of flight. It features full scale working models for exploring the intricacies of air travel. There are 4 state of the art flight simulators on-site.

