

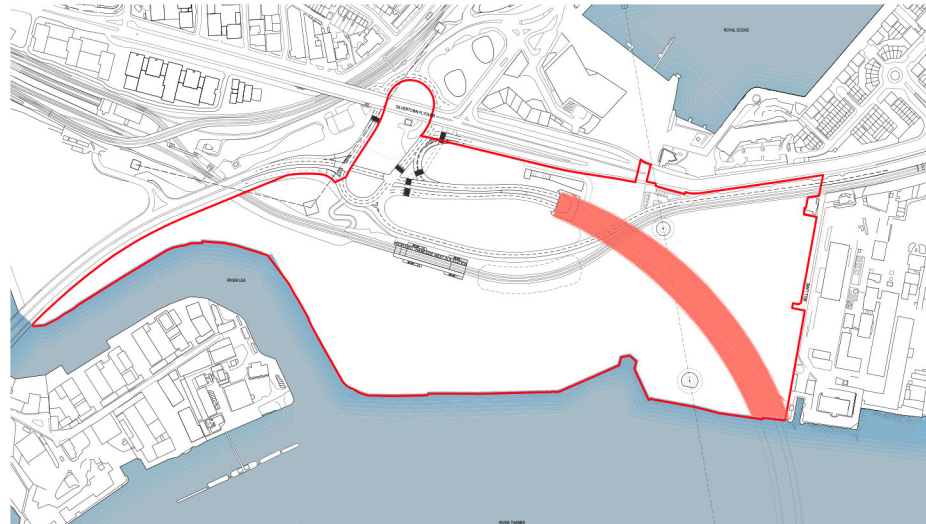
3.14 Site Constraints

A number of constraints exist for the Thameside West site creating a series of design challenges to minimise the impact on the masterplan whilst also maximising the development potential of the site.

Each constraint has been carefully considered and responded to in a positive way, through the location of public realm, parks, access points, transport nodes and building massing.

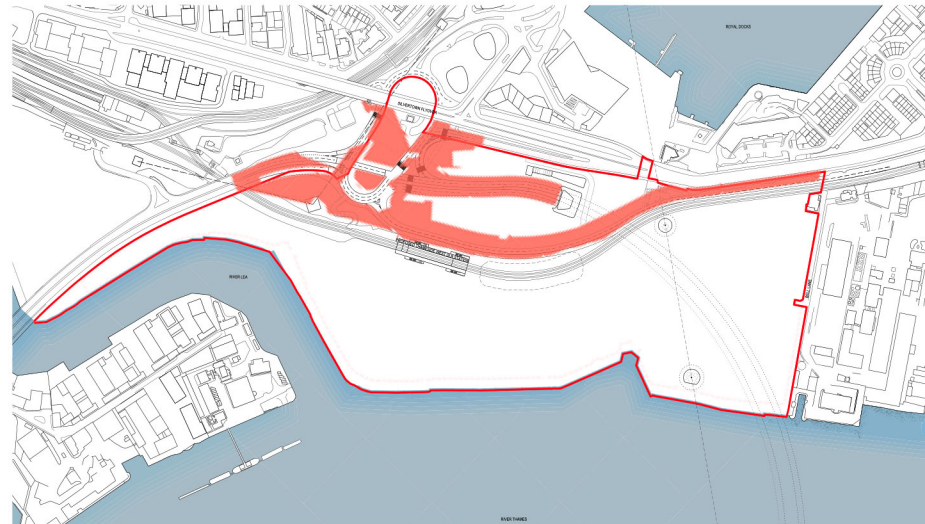
The following diagrams illustrate the key constraints across the site:

1. The Silvertown Tunnel



- The Silvertown Tunnel crosses underneath part of the site
- There are development constraints over and adjacent to the tunnel
- Areas denoted in red to remain undevelopable
- Noise pollution may impact suitable areas for different land uses
- Air quality may impact suitable areas for different land uses

2. Road Network and Silvertown Flyover



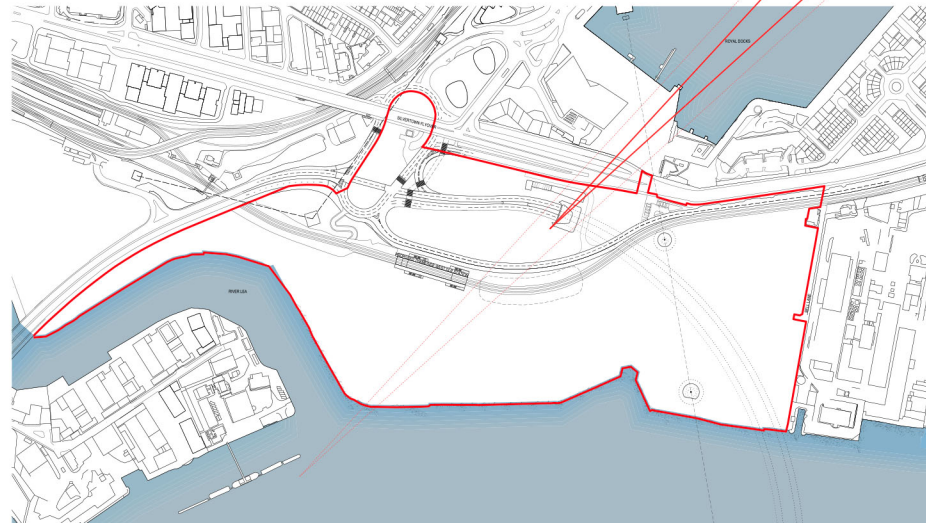
- As a result of the Silvertown tunnel Dock road is now realigned, sitting northwest of DLR viaduct dissecting northern plots
- New Silvertown tunnel road further dissecting northern site plots
- Complex ring road entrance to site
- Safeguarded zones to allow for access roads for DLR maintenance
- Silvertown flyover running length of site causing pedestrian severance

3. The DLR



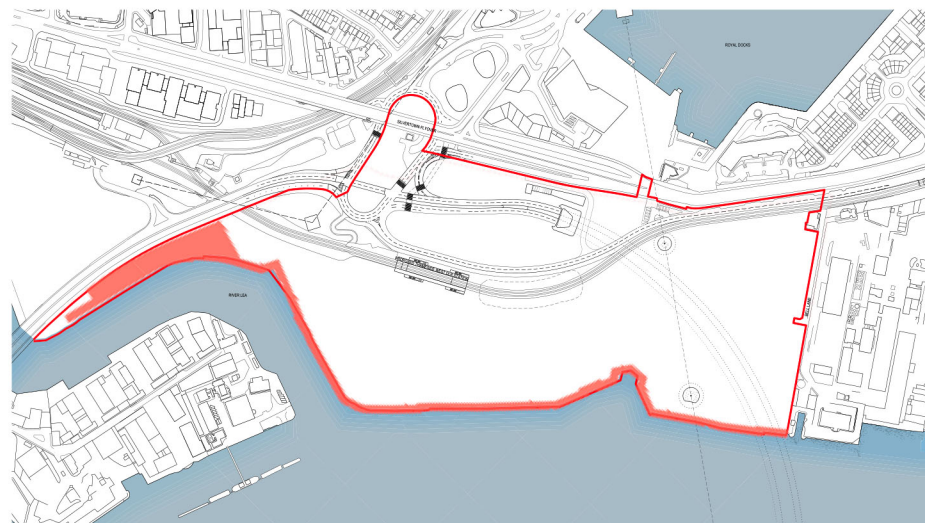
- DLR track viaduct dissecting length of site
- 5m setback from DLR track
- Designated crossing points for HGV and waste collection vehicles in 3 points
- New DLR Station to be located on straight piece of DLR track
- Safeguarded access roads to be maintained for DLR maintenance access

4. City Airport



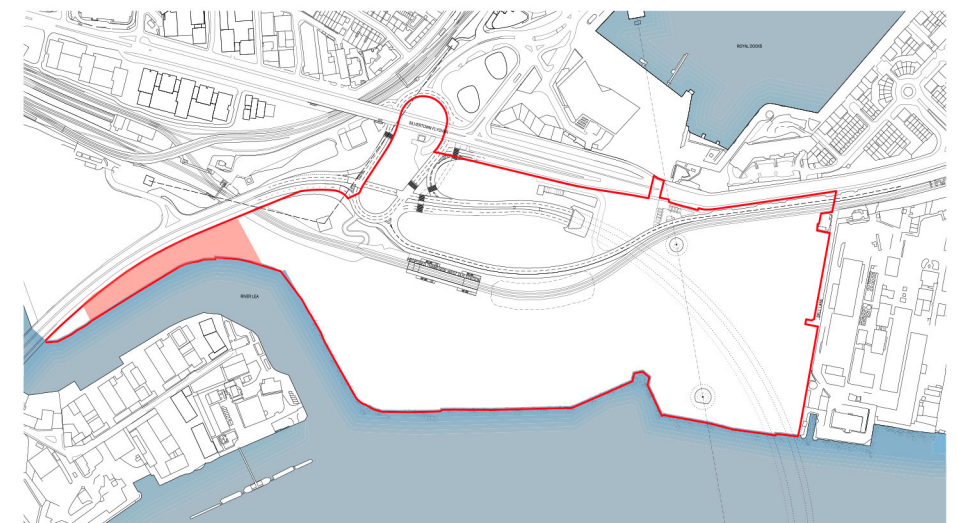
- (OLS) obstacle limitation surface restrictions apply across entire site
- Height restrictions range from 85.14m AOD (southeastern tip) up to 113.60m AOD (northeastern tip)
- (PSZ) Public safety zone build restrictions to be observed in northeast of site

5. Flood Defence and Site Levels



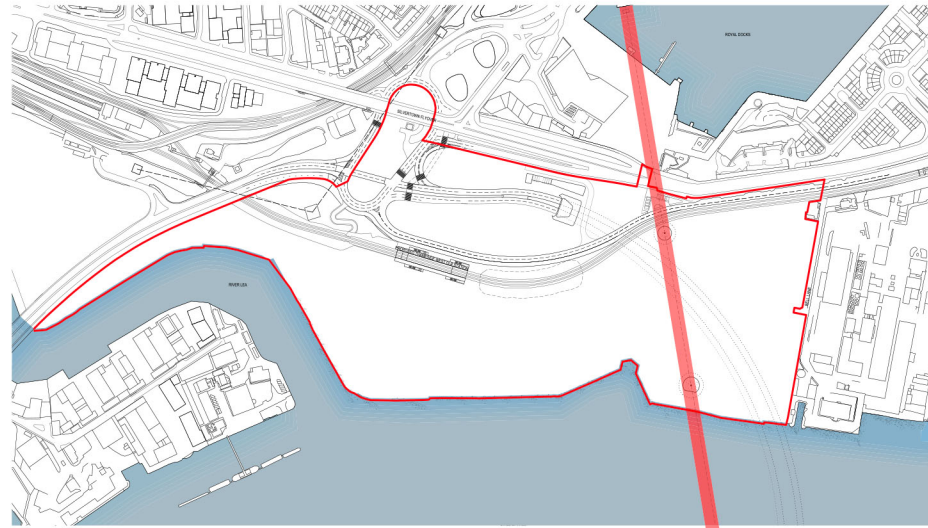
- Requirements to meet Environment Agency policy EA2100
- All riverside developments set at 6.20m AOD
- River wall 3 to be 6.20m AOD
- Riverwall 2 to be 5.20m AOD for pedestrian walkway
- 97,600m³ (approx) spoil added to meet flood defence requirements and
- Operational development remediation strategy

6. SINC Site



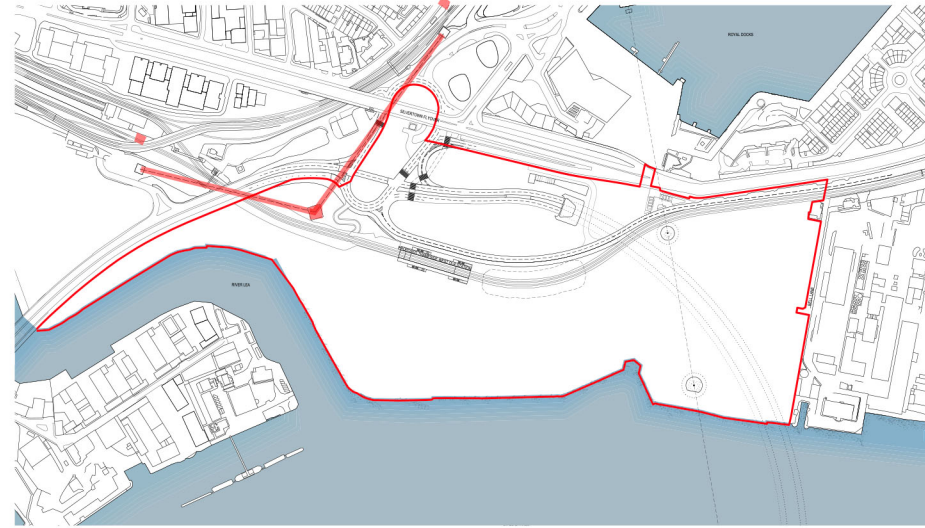
- Safeguarded area as defined by SINC4 in LBN's Local Plan for Biodiversity and Green Space north of site is to be preserved for nature conservation
- Ecological habitat to be retained and enhanced
- Thames Wharf (SINC) =1.57 ha

7. The Cable Car



- Emirates Cable Car has high user rates, and has an allocated protection zone
- 18m either side of cable track to be designation un-buildable area to ensure public safety

8. Electricity Pylons



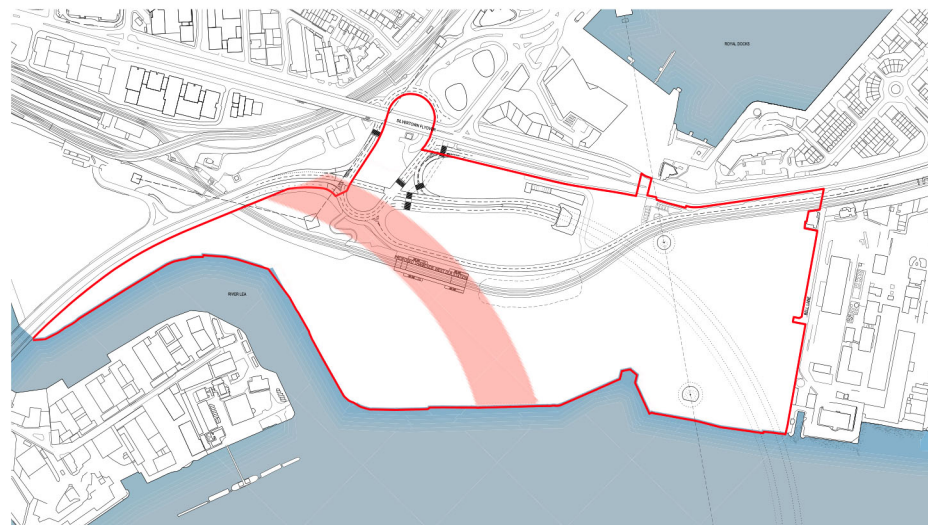
- The site is within proximity of existing electricity pylons and overhead power lines
- Requires building setback/consideration

9. Cleaning up the Ground and Underground Obstructions



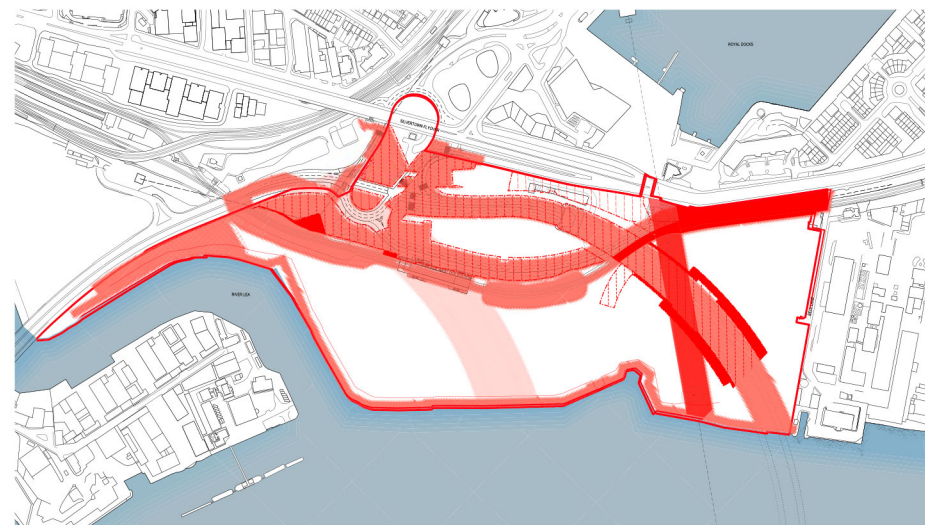
- Current brown field industrial site with a range of ground conditions
- Existing dry dock remains in situ below ground
- Old dock and river walls create structural complexities within the ground
- Minimum site excavation to avoid spoil disposal and efficient construction
- Historic timbers from Thames Iron Works & Ship Building Co. have been retained in situ

10. The Jubilee Line



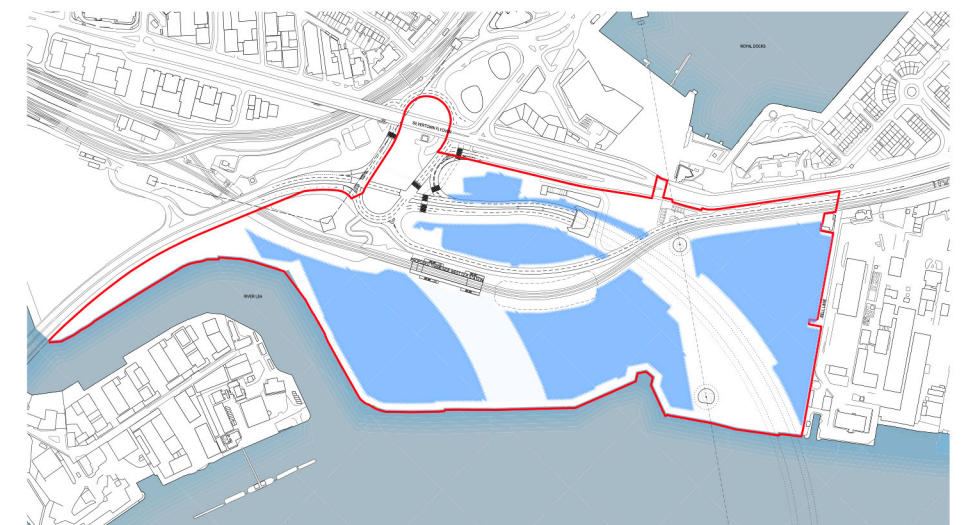
- Jubilee line tunnel running through the site, presenting structural complexities for later construction

11. Complete Obstruction Land Take



- Undevelopable Land - 9.65 Hectares / 96,510 sqm
- 51.3% of total site area [18.79 Hectares]

12. Developable Site



- Developable Area - 9.14 Hectares/ 91,390 sqm
- 48.6% of total site area [18.79 Hectares]

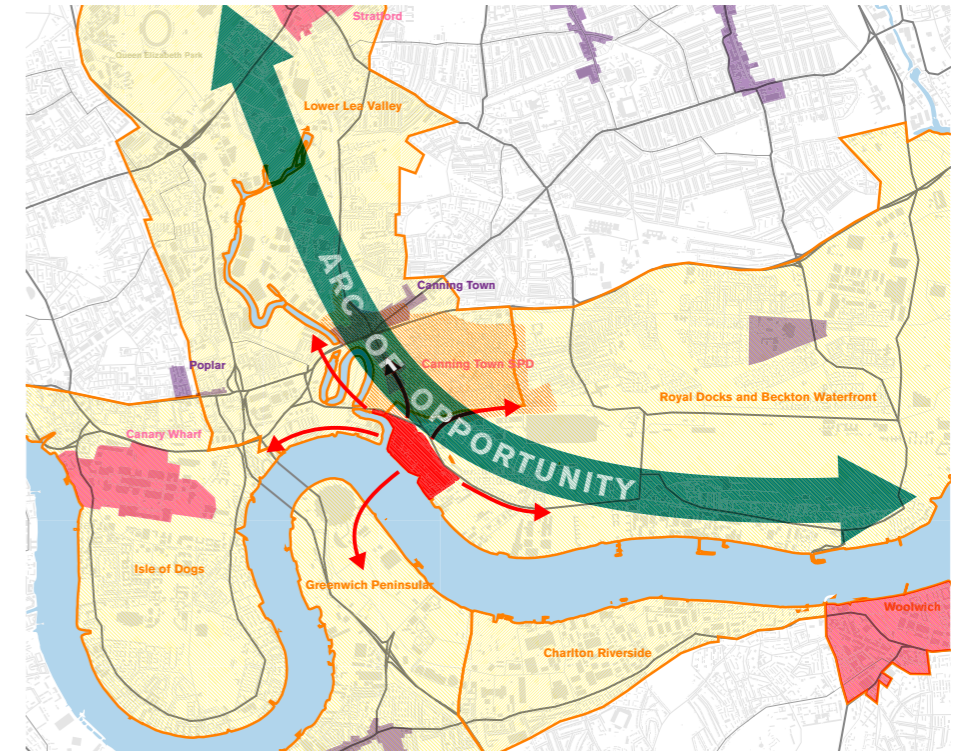
3.15 Site Opportunities

Planning Policy - “The Arc of Opportunity”

Industrial areas reflect a historic pattern of development, concentrated along waterways, railways and docks to the west and south/ south-east of Newham largely separate from residential areas. These areas are within easy reach of central London and provided for many of its needs, including coal gas production and grain import. Relatively cheap land and good transport connections mean food and waste processing together with industries that service commerce in the City and Canary Wharf continue to feature. However, over time, gaps have developed in these industrial areas due to changes in the economy including the closure of the Docks, which have meant that certain industries declined, vacating or less intensively using their sites. Whilst once this created an overall impression of dereliction and decay, today the new development benefiting from the location advantages of this area, known as the ‘Arc of Opportunity’, is beginning to shine through, particularly with the large scale transformation catalysed by preparation for the Olympic and Paralympic Games in 2012, and ongoing improvements to transport links. This is contributing to an area that is becoming more mixed use and densely developed, or in effect, urbanising relative to what elsewhere in the borough increasingly seems suburban.



Thameside West 3D View



Newham Core Strategy (2013) Page 18

This is concentrated mainly in the ‘Arc of Opportunity’ stretching from Stratford and the Olympic Park, down the Lower Lea Valley and east through the Royal Docks to Beckton, where changes in the economy mean there is a large supply of employment land, some of which can be justifiably released for alternative uses.

The Royal Docks is ideally placed as a residential, business and leisure destination with the waterfront, London City Airport, the expanding ExCeL estate and growing University of East London, new investment and the proximity to Canary Wharf and the O2 Centre.

The cable car link to the O2 centre on the Greenwich Peninsula, and potential for other river crossings will open up the Royal Docks and riverside to the wider area for new and existing residents and visitors, though further river crossing points will also be important to cement the area’s position as a key waterfront destination.



Queen Elizabeth Olympic Park



ExCeL Exhibition Centre, London

3.16 Planning Policy

Context

The relevant planning policy context to be considered in the determination of the proposed development comprises three levels of adopted and emerging policy – national, regional and local.

A detailed consideration of the proposed development and its conformity with this policy context is included within the Planning Statement and other relevant supporting documents, however a summary of the key policy documents and the site's designations are set out below, along with a list of relevant Supplementary Planning Documents/Guidance (SPD/SPG) and key design policies which have been considered to develop the proposal.

National Policy Context

National Planning Policy is contained principally in the National Planning Policy Framework (NPPF) (2019), which sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF seeks to support the Government's objective to significantly boost the supply of homes. It advises that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses. It further advises that local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs.

The National Planning Practice Guidance (NPPG) was initially published in March 2014, and is a regularly updated web-based resource to provide technical guidance to support the policies in the NPPF. The latest online version was published in November 2016.

The Development Plan Documents

At a regional and local level, the adopted Development Plan comprises:

- London Plan (Mar 2016); and
- Newham's Local Plan 2018

At a regional level, the emerging Development Plan comprises:

- The Draft New London Plan (Intend to publish version 2019).

There is no relevant emerging policy at a local level as Newham recently adopted its new Local Plan in December 2018.



3.16 Planning Policy

Context

Site Allocations and Designations

The Site is subject to two strategic allocations in the adopted Newham Local Plan for mixed use development.

The Thames Wharf part of the site is subject to Strategic Site Allocation S08 (Thames Wharf). It advises that:

“There is scope to consolidate the safeguarded wharf at Central Thameside West (Royal Primrose Wharf) and subsequently to remove the wharf safeguarding at Thames Wharf subject to there being no net loss of functionality or wharf capacity. This and Managed Release from SIL (see Policy J2) will provide the opportunity to develop a new neighbourhood, comprising new residential and community uses including a school, and employment, leisure/ tourism grouped around a new DLR station and Local Centre, well connected by pedestrian and cycle links. Continuous riverside access; links to the Lea River Park and across to Trinity Buoy Wharf, to Royal Victoria and West Silvertown DLR stations and Canning Town town centre; North Woolwich Road active street improvements; and appropriate connectivity and integration with adjacent Silvertown Landing strategic site will be secured. Indicative building heights Of 10 to 12 storeys with buildings of up to 18 storeys at key locations.”

The Carlsberg Tetley part of the site It is also allocated for redevelopment. Strategic Site Allocation 09 (Silvertown Landing) seeks:

“Mixed use consolidating the community centred on the new DLR station at Thames Wharf on the western part of the site through Managed Release of SIL, and employment/strategic infrastructure development at the east of the site, where the functionality and capacity of the SIL will be protected securing buffering of both new and existing SIL and strategic infrastructure with possible scope for further limited release via Managed Intensification as per J2. Employment uses on the SIL should include modern industrial and warehousing, but may also link to the adjacent LMUA, with the scope to secure Managed Intensification (as per J2) and further release if new formats are realised, reducing the spatial footprint whilst achieving the same capacity, functionality and ability to respond to industrial and warehousing demand. The Managed Release of the western part of the site for mixed use will secure an appropriate transition from SIL and strategic infrastructure and include

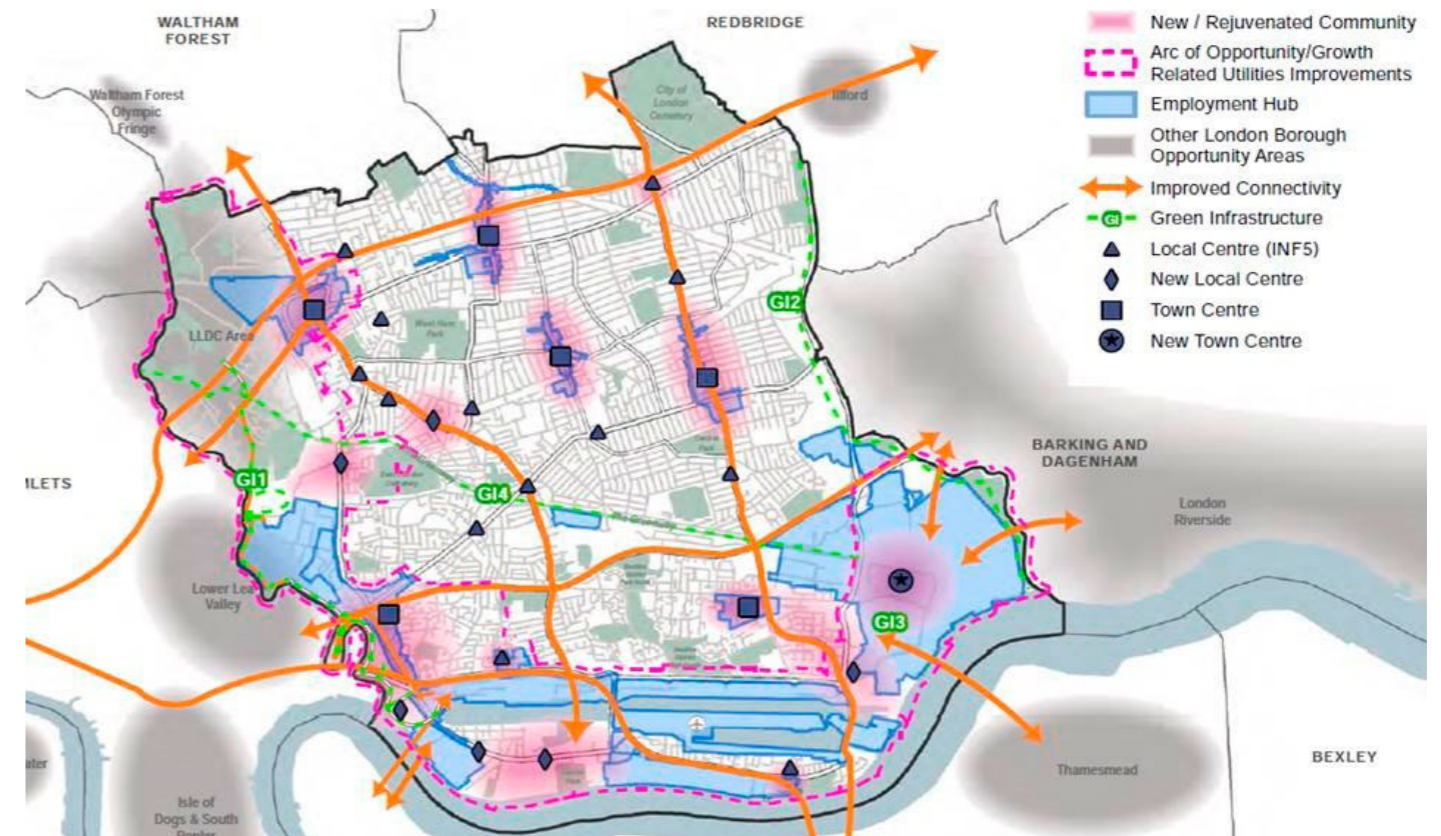
residential uses, green and community infrastructure meeting local need, and employment generating uses. Convenient and comfortable connections to the DLR stations at West Silvertown, Thames Wharf and Royal Victoria, and along and across North Woolwich Road will be improved as will pedestrian and cycle links through to and along the river (where public space will open out) and docks and to nearby local centres and Canning Town town centre. Indicative building heights of 10 to 12 storeys with buildings of up to 18 storeys being acceptable at key locations.”



S08 Thames Wharf



S09 Silvertown Landings



3.16 Planning Policy

Context

The adopted Development Plan (local level) confirms that the site is also designated as follows:

- As a Strategic Industrial Location (SIL - although the majority is allocated for release);
- As the Silvertown Crossing Safeguarding Area;
- Flood Defence Maintenance (TE2100)
- Safeguarded Wharf;
- Part of the Crossrail Safeguarding Area;
- Part of a site of Importance of Nature Conservation (SINC);
- New DLR Station Safeguarding;
- Employment Hub (E2 Thameside West);
- The EA cable car safeguarding area; and
- A mooring point that is protected for future river bus services.

The site is also located within Flood Zones 2 and 3, an Archaeological Priority Area (Tier 3) and the Thames Policy Area. The whole of the riverfront within the site and through the middle of the site is designated for recreational footpath / cycle network.



In addition to the previous designations, the site is located within the Arc of Opportunity and the Royal Docks & Beckton Riverside Opportunity Area (Royal Docks OA), where policy confirms that most growth in Newham will be focused.

The Draft New London Plan describes the Royal Docks OA as “one of the largest regeneration opportunities in London” and confirms that it has capacity for 30,000 new homes and 41,500 new jobs. The Thames Wharf part of the site is subject to adopted Strategic Site Allocation S08 (Thames Wharf) which will allow its release from SIL to mixed use development, grouped around a new DLR station, provided the Crossrail and Silvertown Crossing Safeguarding Areas are not compromised and the wharf safeguarding is retained or is removed.



Supplementary Planning Guidance

Relevant supplementary planning guidance comprises the following Mayor of London (MOL) SPGs:

- Housing SPG (March 2016)
- Affordable Housing and Viability SPG (August 2017)
- Social Infrastructure (May 2015)
- Sustainable Design and Construction (April 2014)
- Play and Informal Recreation (September 2012)
- Character and Context (June 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Safeguarded Wharf Review (March 2013 and May 2018)
- Land for Industry and Transport (September 2012)

Design Policy

The following documents and policies have been considered in the formulation of the proposed design:



- English Heritage Tall Buildings Advice Note (Dec 2015)
- CABE Guidance on Tall Building (Jul 2007)
- Adopted London Plan Policy 5.10 Urban Greening
- Adopted London Plan Policy 7.1 Lifetime neighbourhoods
- Adopted London Plan Policy 7.2 An Inclusive Design
- Adopted London Plan Policy 7.3 Designing out crime
- Adopted London Plan Policy 7.4 Local character
- Adopted London Plan Policy 7.5 Public realm
- Adopted London Plan Policy 7.6 Architecture
- Adopted London Plan Policy 7.7 Location and design of tall and large buildings
- Draft London Plan Policy D1 London's form and characteristics
- Draft London Plan Policy D2 Delivering good design
- Draft London Plan Policy D3 Inclusive design
- Draft London Plan Policy D4 Housing quality and standards
- Draft London Plan Policy D5 Accessible housing
- Draft London Plan Policy D6 Optimising density
- Draft London Plan Policy D7 Public realm
- Draft London Plan Policy D8 Tall buildings
- Draft London Plan Policy D10 Safety, security and resilience to emergency
- Draft London Plan Policy D11 Fire safety
- Adopted Newham Local Plan Review Policy SP1 Borough-wide Place-making
- Adopted Newham Local Plan Review Policy SP2 Healthy Neighbourhoods
- Adopted Newham Local Plan Review Policy SP3 Quality Urban Design within Places
- Adopted Newham Local Plan Review Policy SP4 Tall Buildings

