

EXAMINATION IN PUBLIC OF NEWHAM LOCAL PLAN

HEARING STATEMENT PREPARED BY DP9 LTD ON BEHALF OF THE SILVERTOWN PARTNERSHIP LLP

06/11/2025

Matter 4 QUESTION 4.4

Introduction

1. This Hearing Statement has been prepared by DP9 Ltd on behalf of The Silvertown Partnership LLP ('TSP') specifically in response to Question M4. Neighbourhoods and allocations, issued by the Inspector on 9th October 2025.
2. TSP is the developer of the site known as Silvertown Quays (Land Bounded by Royal Victoria Dock, Connaught Bridge, Mill Road and North Woolwich Road), London, E161UR (the 'Site'). The freehold interest in the Site is owned by GLA Land and Property Limited ('GLAP'). TSP and GLAP have entered into a master development agreement whereby TSP is entitled to draw down long leasehold interests in the Site to enable its comprehensive redevelopment.
3. The Site has been allocated under the proposed site allocation 'N2.SA1' 'Silvertown Quays' in the draft London Borough of Newham ('LBN') New Local Plan, which this Hearing Statement focusses on.
4. The Site benefits from an extant Outline Planning Permission (14/01605/OUT) (the 'OPP') granted in 2016 and authorising c.3,000 homes and employment/town centre uses.
5. Formal Hybrid Planning Application pre-application meetings with LBN Planning, Design, Highways, Policy and Education Officers commenced in July 2021 and ran up to submission of the HPA. There was a regular programme of fortnightly pre-app meetings, supplemented by technical meetings as required and strategic pre-application meetings with senior LBN officers. Within this period, five Design Review Panel Meetings and two DRP Chair's Workshops were held.
6. On 21st December 2022, TSP submitted a Hybrid Planning Application (the 'HPA') (ref: 22/02855/OUT) which proposes a maximum of 885,000 sqm GEA of development comprising up to 730,330 sqm GEA of residential (c.7,100 new homes) on the Site in addition to a range of employment generating and town centre use. Please refer to the HPA area schedule in Appendix 1.



7. This Hearing Statement is submitted following TSP's earlier representations to the Regulation 18 and 19 stages of the draft New Local Plan. This Hearing Statement seeks to reinforce the points made in the previously submitted representations and requests modifications to ensure the policies are justified, effective and consistent with national and regional policy.
8. Please note that we will be submitting a separate Hearing Statement relating to Question M9 'Town Centres', noting the deadline of 27th November 2025.

Question 4.4

9. In particular, this Hearing Statement focusses on the following aspects of Question 4.4:
4.4 Are policies N2, N2.SA1, N2.SA2, N2.SA3, N2.SA4 and N2.SA5 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the Royal Victoria neighbourhood? In particular:
 - a) The requirements relating to exiting [sic] and improved transport infrastructure on site N2.SA1.*
 - c) The requirements relating to tall buildings.*
 - d) The assumption that around 2,900 homes will be built on N2.SA1 between 2028 and 2038.*
10. In addition, this Hearing Statement comments on the Topic Paper on Site Capacity Study (Examination Document Reference ED003a and ED003b)(the 'Capacity Study'), which is a newly released part of the evidence base not published at Reg 18 or Reg 19 stage, that has direct relevance to the resulting Site Allocations. TSP's primary concern is that the Capacity Testing undertaken in relation to Silvertown Quays significantly underplays the reality of the number of homes coming forwards on the site through the planning process.

Context

11. As noted above, the Site benefits from an extant OPP, as well as several reserved matters approvals (ref. 19/02657/REM, ref. 24/02043/REM and ref. 24/02648/REM) for the first phase of the OPP which approve the detailed design of 1,032 homes. TSP commenced delivery under the OPP in 2023 by commencing construction of Plot 6 comprising 106 affordable homes and commercial floorspace. Plot 6 has recently been completed. Plots 1D, 2D and 78 are also expected to commence under the OPP.
12. Also as noted above, TSP has submitted a HPA which is currently pending determination. The HPA's detailed component replicates the aspects of the OPP that benefit from reserved matters approval (save for Plot 78 which is included in the outline component of the HPA but which will be the subject of a reserved matters application shortly after the grant of the HPA which replicates the Plot 78 scheme that benefits from reserved matters approval under the OPP) so that those aspects of the development could be carried out either under the OPP or the HPA. Once planning permission is granted for the HPA, TSP intends to 'switch' from the OPP to the hybrid planning permission (HPP), after which the entire development, including the plots that have been delivered or commenced under the OPP will be regulated by the HPP.



The HPP will be accompanied by a new S106 agreement, which will supersede and replace the OPP S106 from the point of implementation of the HPP. The intention of the strategy of being able to deliver under the OPP in anticipation of switching to the HPP has been adopted to ensure the continued delivery of homes whilst the HPA goes through the process of achieving planning permission.

13. At the time of writing the HPA has been published on the agenda for LBN's Strategic Development Committee meeting on 11th November 2025, with an Officer recommendation for approval subject to conditions, the completion of a S106 Agreement and referral to the Mayor of London. We will update the Inspector on the outcome of the committee decision at the Hearing. Subject to approval and as explained above, development on the Site will 'switch' from the OPP to the HPA as the operational planning permission for the Site, enabling a significant increase in the number of homes that will be delivered on Site whilst also providing a wide range of other uses and planning benefits.
14. The HPA represents the transformative residential-led mixed use regeneration of one of the largest and most strategically important brownfield sites in LBN and London as a whole; a site in public ownership that has been derelict and largely disused for circa 40-years. The HPA will contribute significantly towards LBN's housing targets by including residential floorspace that is expected to provide up to 7,100 homes, representing an increase of up to 4,100 new homes when compared to the OPP (which approved c.3,000 homes).

Question 4.4 – Consistency with the London Plan and effective planning for growth and sustainable development

15. As drafted, TSP consider that the Local Plan policies so far as they relate to Silvertown Quays are not justified and would not be effective in helping to encourage significant levels of growth or to achieve sustainable development in the Royal Victoria Neighbourhood. However, TSP consider that the Local Plan policies and site allocation can be made sound through the amendments set out in this Hearing Statement to align with the HPP and we invite the Inspector to recommend Main Modifications accordingly.
16. There is a large disparity between the Capacity Study which states an indicative site capacity for Silvertown Quays of 4,522 homes (512,603 sqm GEA of residential) compared to the HPA proposal (which has been recommended for approval by LBN officers) for up to c.7,100 homes (730,330 sqm GEA of residential), as well as disparity between other employment and town centre uses, as summarised below:

Land Use	LBN Capacity Testing	Silvertown HPA Max Proposals	Difference
Residential	512,603 sqm (4,522 resi units)	730,330 sqm (c.7,100 resi unit)	HPA = +217,727 sqm +2,578 resi units
Community and healthcare	1,729 sqm	956 sqm Community 2,000 sqm Health	HPA = +1,227



		TOTAL = 2,956 sqm	
Employment	28,460 sqm	71,705 sqm Mills Quarter Flexible Workspace* 45,000 sqm Silverworks Flexible Employment TOTAL = 116,705 sqm	HPA = +88,245 sqm
Commercial	7,221 sqm	6,500 sqm Retail 14,000 sqm F&B 5,000 sqm Live music/theatre 2,500 sqm Cinema TOTAL = 28,000 sqm	HPA = +20,779 sqm
Education	9,453 sqm	5,000 sqm	HPA = -4,453 sqm
Other		7,000 sqm Hotel	HPA = +7,000 sqm

All areas expressed as sqm GEA

**Mills Quarter has been consented under OPP*

Question 4.4 d) the assumption that around 2,900 homes will be built on N2.SA1 between 2028 and 2038.

17. In relation to the Inspector's question d) it is relevant that the programme submitted with the HPA EIA assumes 5,535 homes will be completed between 2028-2038 inclusive, representing a significant uplift of c.2,635 homes during the period.
18. Whilst TSP welcomes the principle of site allocation N2.SA1 confirming the strategically important status of Silvertown Quays, TSP maintains that the site allocation should reflect the reality of the development coming forward in the HPA and which has been recommended for approval by LBN officers and which may well be approved by LBN's Strategic Development Committee on 11 November 2025. This is necessary to ensure the Local Plan is positively prepared, justified, effective and therefore sound and to ensure the Local Plan is in accordance with the London Plan / Opportunity Area Planning Framework policy objectives for sustainable growth. Without changes to the site allocation, there is a significant risk that this element of the Local Plan will immediately be out-of-date upon its adoption, which in turn calls into question the soundness of various other policies within the New Local Plan which are informed by the site allocation.
19. Taking the above into account, TSP propose the following amendments to the N2.SA1 Site Allocation, to reflect the development expected to come forward under the HPA – a tracked changed version can be found at Appendix 2.

[N2.SA1 Silvertown Quays – Description \(page 376\)](#)



17. The draft N2.SA1 description on page 376 does not accurately depict the Site in its factual table and should be updated in line with the below:

- Site area – the site area should be amended to align with the area of the red line boundary for the HPA, which is 28.8ha.
- Public transport accessibility level – per the Transport Assessment submitted with the HPA, the current PTAL is 1a – 3, however the future PTAL for the Site is expected to increase to PTAL 3-4 when the Royal Victoria Dock Bridge opens and therefore we would advocate the inclusion of “(projected increase to PTAL 3-4)” for context.
- Relevant planning history has been removed. However, given the direct relevance of the planning history we recommend that the following planning permissions/applications are referenced:
 - Outline Planning Permission (14/01605/OUT).
 - Hybrid Planning Application (22/02855/OUT)
 - RVD Bridge and Jetty Planning Application (22/03046/FUL)
- Existing uses – there is no existing waste use on the site so this should be deleted. Reference could be made to substations and “meanwhile uses” which have periodically taken place on site. Plot 6 is also now completed (106 affordable homes).

N2.SA1 Silvertown Quays – Map (page 377)

18. The N2:SA1 Map is not aligned with the longstanding Illustrative Masterplan (‘IMP’) for Silvertown Quays proposed in the HPA in respect of the location of the Local Centre and the layout of open spaces. The HPA has been subject to several years of engagement with LBN, including its Design Review Panel, the GLA, and the community.

19. The focus of town uses (which include but are not limited to retail, food and beverage, drinking establishments, service, office, leisure as detailed within Appendix 1) within the HPA proposals cover a larger area than shown on the Site Allocation Map, expanding west (to Silvertown Avenue in the Masterplan) and north to Mills Quarter leading to the new Royal Victoria Dock Bridge, in addition to Food and Beverage uses focusses around Pontoon Dock (aligned with the adopted Local Plan allocation to locate leisure around the water). The distribution of land uses under the HPA is controlled by the area schedule (Appendix 1) which sets out the quantum of land uses geographically by ‘Development Zone’, which corresponds to the HPA’s Development Zone’s Parameter Plan and Illustrative Masterplan. To be accurate, the Site Allocation Map should reflect the HPA, which it currently does not do.

N2.SA1 Silvertown Quays – Development Principles (page 378)

20. TSP agrees with the broad messaging of the development principles of the Site Allocation. However, the quantum of uses as stipulated within the Site Allocation do not reflect the HPA which has officer recommendation for approval and will be determined at Newham’s November Strategic Development Committee. The HPA provides residential, employment



uses, main town centre uses and social infrastructure, including community facilities, sports and recreation facilities, education, and open space.

21. The HPA includes a range of employment generating and town centre uses. While the HPA includes 'Flexible Workspace' in the proposed 'Silverworks' district to the east of the Site (comprising up to 45,000 sqm GEA of Light Industrial E(g)(iii) / Office E(g)(i) / Research and Development E(g)(ii) / Learning & Non-Residential Institutions (F1) Storage and Distribution (B8) / Commercial Kitchen and delivery (Sui Generis), there is no current policy requirement for industrial use on site and we are not aware of any evidence which justifies the proposed requirement to "prioritise industrial floorspace", and therefore, this should be deleted from the Site Allocation.
22. The quantum and distribution of town centre uses in the HPA has been the subject of extensive Impact Testing. As evidenced in the Leisure, Retail and Office Impact Assessment ('LROIA') prepared by WSP and submitted alongside the HPA, the introduction of over 14,000 new residents and more than 6,600 workers to the Site is expected to generate substantial new expenditure within the catchment area. the local area. In comparison, the housing schedule associated with the capacity study generates a population of c.10,000 and does not assume any workers as there is no allowance for Millenium Mills or Silverworks. This influx of economic activity will not only sustain the proposed on-site facilities but also bolster the vitality of existing centres across Newham. Additionally, the new pedestrian bridge across Royal Victoria Dock will facilitate increased footfall from the ExCeL estate, drawing thousands of visitors and further enhancing local spend at Silvertown. The findings of the LROIA therefore robustly support the scale of retail and food & beverage provision proposed within the planning application. The Site Allocation should reflect the HPA town centre proposals. This matter will be expanded on as part of the separate Hearing Statement to be submitted by TSP on 27th November 2025 in relation to Question M9 'Town Centres'.
23. The reference to support for community facilities is welcomed, but it is considered that this should not solely relate to the Local Centre.
24. The reference to support for the delivery of sport and recreation facilities is also welcomed, but this should not be restricted to only water-related uses. The support for food and beverage uses around the water is welcomed in principle, however the reference to 'small-scale ancillary' should be deleted given the HPA proposals for Food and Beverage around the water as a key place making component of the Illustrative Masterplan.

Question 4.4 c) The requirements relating to tall buildings

N2.SA1 Silvertown Quays – Design Principles (page 378 / 379)

25. In terms of building heights, the policy text describes it as ranging between 21-32m (which results in 7-11 storey buildings) with some buildings being as tall as 50ms in height which has been agreed via significant engagement with London City Airport. It is assumed that these



heights are AOD but this should be confirmed. The maximum height should be increased to 55.9m AOD as this is the maximum height of the approved proposals for Millennium Mills, which will be the tallest building on Site.

26. The reference to main town centre uses being located on North Woolwich Road should be deleted. As explained above, in addition to North Woolwich Road the focus of town uses within the HPA proposals covers Silvertown Avenue, Mills Quarter, and Food and Beverage uses focused around Pontoon Dock.
27. There should be no reference to industrial workspace or creative production maker space uses being located towards Millennium Mills. This has never been part of the HPA's proposals for the Site and there is no evidence to support this requirement. Millennium Mills is proposed to be used as a Mills Quarter Flexible Workspace (Office (E(g)(i)) / Learning & Non-Residential Institutions (F1) / Research and Development (E(g)(ii)) with ancillary active uses in the HPA, but not for industrial purposes.

Question 4.4 a) The requirements relating to exiting [sic] and improved transport infrastructure on site N2.SA1.

N2.SA1 Silvertown Quays – Infrastructure (*relating to transport*) Requirements (page 379)

28. In relation to the Inspectors's question about the requirements relating to existing and improved transport infrastructure on site N2.SA1 as reflected in the 'Infrastructure requirements' section of the Site Allocation, we can confirm that:
 - i. The HPA includes extensive open space and play space;
 - ii. TSP intends to construct a new bridge across the dock to Custom House (the RVD Bridge);
 - iii. An automated vacuum waste collection system does not form part of the HPA and should be deleted from the site allocation; and
 - iv. the draft HPA S106 heads of terms include a financial contribution to TfL towards Pontoon Dock station upgrades.
29. The transport improvements delivered as part of the RVD Bridge and the Pontoon Dock DLR Station upgrades will further contribute to greater footfall to and through the Site from the surrounding area.

N2.SA1 Silvertown Quays – Phasing Requirements (page 379)

20. In relation to the phasing requirements, we can confirm that the HPA will take into account the likely requirement for water supply and wastewater infrastructure upgrades. TSP endeavours to engage with Thames Water to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.



21. If the HPA is approved at the November Strategic Development Committee, it is TSP's vision to not only deliver the 1,032 dwellings approved under the OPP, but it will seek to deliver a total of 5,535 dwellings during the draft Local Plan period 2028 – 2038. To confirm, it is TSP's intention to deliver up to 7,172 homes as efficiently and quickly as possible.

Conclusion

22. In conclusion, TSP requests that Policy N2.SA1 is amended based on the matters detailed above, which are necessary to align the site allocation with the HPA and to make the site allocation sound.
23. However, a key concern remains the Capacity Study recently released by LBN which significantly underestimates the number of homes and the quantum of development coming forwards on the Site under the HPA, which has implications for population forecasts and the resulting approach to town centre uses in the site allocation. These discrepancies will be addressed further in TSP's representations under Matter 9, concerning Town Centres.
24. This point also calls into question to the Local Plan assumption that around 2,900 homes will be built on N2.SA1 between 2028 and 2038, compared to the programme submitted with the HPA EIA which assumes 5,535 homes will be completed between 2028-203.
25. As drafted, TSP consider that the Local Plan policies so far as they relate to Silvertown Quays are not justified and would not be effective in helping to encourage significant levels of growth or to achieve sustainable development in the Royal Victoria Neighbourhood. However, TSP consider that the Local Plan policies and site allocation can be made sound through the amendments set out in this Hearing Statement to align with the HPP and we invite the Inspector to recommend Main Modifications accordingly.



Appendix 1: HPA Area Schedule

USE CLASS	MAX PERMITTED GEA (SQM)					SITEWIDE*	
	DZ1	DZ2	DZ3	DZ4	DZ5		
Residential	Residential (C3)	46,514	259,200	255,100	199,500	44,300	730,330
	Retail: Retail (E(a))	1,500	5,000	1,000	250	250	6,000
Active Use	F&B: Food and Beverage (E(b)) / Drinking (sui generis) / Hot Food Take Away (sui generis)	1,000	3,000	7,000	500	500	10,000
Residential Led	Service: Medical (E(e)), Creche / Day Nursery (E(f)) / Indoor Sport, Recreation and Fitness (E(d)) / Financial and Professional Services (E(c)) / Community (F2)	1,500	2,000	2,500	4,000	1,000	8,500
Plots at Ground Floor	Silverworks Incubator Space: Light Industrial (E(g)(iii)) / Office (E(g)(i))	0	0	0	2,500	2,500	5,000
*incl mezzanine	Mills Quarter Flexible Workspace: Office (E(g)(i)) / Learning & Non-Residential Institutions (F1) / Research and Development (E(g)(ii))	71,705	0	0	0	0	71,705
Employment Led	Silverworks Flexible Workspace: Light Industrial (E(g)(iii)) / Office (E(g)(i)) / Research and Development (E(g)(ii)) / Learning & Non-Residential Institutions (F1) / Storage and Distribution (B8) / Commercial Kitchen and delivery (Sui Generis)	0	0	0	0	45,000	45,000
Plots	Ancillary Active Use: Retail (E(a)) / Food + Beverage (E(b)) / Drinking Establishment (Sui Generis) / Indoor Sport, Recreation or Fitness (E(d)) / Medical or Health Services (E(e)) / Community (F2) / Learning & Non-Residential Institutions (F1)	4,627	0	0	0	2,000	6,627
Mills Quarter and Silverworks	Live music venue, Theatre (sui generis)	0	0	0	0	5,000	5,000
Mixed Flexible	Cinema (sui generis)	0	0	2,500	0	0	2,500
Cultural	Learning and Education (F1(a))	0	0	0	5,000	5,000	5,000
Other	Energy and utility infrastructure (sui generis)	0	1,000	1,000	500	1,500	4,000
	Hotel (C1)	0	0	7,000	0	0	7,000
TOTAL MAX AREA PERMITTED							885,000

- A **minimum of 956sqm** GEA Community (F2) floorspace will be delivered site-wide.
- A **minimum of 2,000sqm** GEA Medical (E(e)) floorspace will be delivered site-wide (to be controlled in S106 Agreement).
- A **site wide maximum 80,205sqm** GEA Office (E(g)(i)) will apply, of which:
 - a maximum of 5,000sqm GEA Office (E(g)(i)) to be delivered in Silverworks Flexible Workspace within Employment Led Plots.
- A **site wide maximum 6,500sqm** GEA Retail (E(a)) will apply, of which:
 - a minimum of 1,500 sqm GEA Convenience Retail (E(a)) to be delivered in DZ2; and
 - a maximum of 500sqm GEA Retail (E(a)) can be delivered within Ancillary Active Use within Employment Led Plots.
- A **site wide maximum 14,000sqm** GEA Food and Beverage / Drinking Establishments / Hot Food Take-away will apply, of which:
 - a maximum 2,000sqm GEA Drinking Establishments can be delivered site wide;
 - a maximum 500sqm GEA Hot Food Take-aways can be delivered site wide; and
 - a maximum of 4,000sqm GEA Food and Beverage / Drinking Establishments / Hot Food Take-away can be delivered within Ancillary Active Use within Employment Led Plots.



Appendix 2: Tracked Version of N2.SA1 Silvertown Quays

N2.SA1 Silvertown Quays	
Site address	Land at Silvertown Quays, North Woolwich Road
Neighbourhood	Royal Victoria
Site Area	21 28.8 hectares
Public Transport Accessibility Level	1a-3 (Projected increase to PTAL 3-4)
Relevant Planning Permissions / Applications	Outline Planning Permission (14/01605/OUT). Hybrid Planning Application (22/02855/OUT) RVD Bridge and Jetty Planning Application (22/03046/FUL)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Existing on-site sewer
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) Millennium Mill (Locally Listed) Silo D (Grade II) (Currently on the Heritage at Risk register) In the vicinity of: Strothert and Pitt Cranes (Grade II) Harland and Wolff Gates, Lyle Park (Locally Listed)
Natural environment Designations	Air Quality Management Area In area of deficiency of access to all parks, except small parks, and of under provision to publicly accessible green space by head of population in 2038. Royal Docks Site of Importance for Nature Conservation
Map	<i>Please refer to main body of representation.</i>
Existing uses	Residential, Substations, Vacant land, vacant heritage assets, meanwhile use and waste use. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Drum Distribution Services U K Ltd and Waste Transfer Station, Silvertown).
Development principles	Residential, employment uses, main town centre uses and social infrastructure, including community facilities, sports and recreation facilities, education, and green space. The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace in the form of workspace for cultural and creative production maker space and warehousing and distribution uses. The type and quantity of main town centre uses should extend and complement existing provision at Silvertown Local Centre, and should remain consistent with a local centre designation and Local Plan Policy HS1. The site should also provide a small to medium sized food store to meet local need, subject to passing the Impact Assessment. Development should address the need for community facilities in the area by delivering new community facilities in Silvertown Local Centre , unless it can be demonstrated that the needs of the community have already been



	<p>met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.</p> <p>Sports and recreation facilities in the form of water-related and water-dependent activities will be supported. These uses may be supported by small-scale ancillary uses such as food and drink uses around the water.</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).</p>
Design Principles	<p>The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.</p> <p>Building heights should range between 21 – 32m (ca. 7-10 storeys) with taller buildings up to 50 55.9m (ca. 16 storeys). Massing should step down towards the south west of the site to sensitively integrate with the low rise context on Mill Road.</p> <p>The location of frontages and public realm as part of the extension to Silvertown Local Centre should help create a continuous centre by connecting to the existing designated Primary Shopping Area at Admiralty Avenue, via Pontoon Dock DLR Station and surrounding public realm on North Woolwich Road to the River Thames. Main town centre uses should be located towards North Woolwich Road with the industrial workspace for cultural and creative production maker space located towards Millennium Mills.</p> <p>Development should conserve and enhance the locally listed Millennium Mills and Grade II Silo D, which is on the Heritage at Risk Register, and their settings, in accordance with Local Plan Policy D9.</p> <p>The layout of the site should increase access to the water, create high quality, green public realm along the dock edge and maintain the open character of the water and protect the Site of Importance for Nature Conservation. Water-related and water-dependent activities should activate the water at Pontoon Dock.</p> <p>The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through, and to and from, the site should improve access and connectivity across the dock, along the dock edge, to the DLR station and to Royal Wharf. Separate HGVs and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the employment uses. Greenspace provision should enhance connectivity north to south and connect the site to Thames Barrier Park.</p>



	<p>Design measures should minimise exposure to poor air quality on North Woolwich Road and Connaught Bridge.</p> <p>The layout of the site should take account of the noise contours across the site, the Public Safety Zone and the Operational Limitation Surfaces from London City Airport and design measures should minimise exposure from the airport. The design and layout of the site should take into account the existing on-site sewer.</p> <p>The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.</p> <p>Buildings should be set back from water spaces to avoid overshadowing impact.</p>
<p>Infrastructure requirements</p>	<p>Development should address green space deficiency by providing a consolidated local park with a minimum area of 2 hectares to service nearby residential neighbourhoods. The green space provision should prioritise community growing opportunities.</p> <p>In addition to the green space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as play space in the form of a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.</p> <p>Development should provide a new bridge connection across the dock to Custom House.</p> <p>Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development, in accordance with the requirements of Local Plan Policy W3.8.</p> <p>Development should provide a primary school with early years childcare provision in accordance with Local Plan Policy SI4.</p> <p>Development should contribute to active and public transport upgrades, including upgrades at Pontoon Dock Station, including escalators to improve access.</p>
<p>Phasing and implementation</p>	<p>Phasing of the site should take account of the likely requirement for water supply infrastructure upgrades, which will need to reflect the cumulative impact of significant quantities of development in this location. This requires early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. Impact from the existing on-site sewer on design and layout</p>



	<p>should be taken into account at the pre-application stage through early engagement with Thames Water.</p> <p>Short to long term.</p>
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