

# 02

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# 02

## Context

### Introduction

2.0.1 This chapter sets out the context in which the Silvertown Tunnel Scheme is being developed. This includes the existing planning policy context, as well as the physical context of the local area. It also considers the Tunnel in relation to the regeneration of the adjacent areas.

2.0.2 The Scheme has been assessed against the policy context related to design and access aspects. This is presented in table format in Appendix AA and summarised in the following sections under the relevant national, London and local planning policy.

### 2.1 National Planning Policy

The relevant national planning policies are:

#### 2.1.1 National Policy Statement for National Networks (NN NPS) (December 2014)

National Policy Statements (NPS) set out the need and government policies for national significant infrastructure rail and road projects for England. The National Networks NPS was designated on 14th January 2015 and is the principal planning document against which nationally significant infrastructure projects on the road and rail networks are assessed. This is the main policy document that the Silvertown Tunnel will be assessed against. The most relevant policies are listed in Appendix AA.

#### 2.1.2 National Planning Policy Framework (NPPF)

The National Planning Policy Framework was published on 27 March 2012 and sets out the Government's planning policies for England and how these are expected to be applied to projects and plans.



### 2.2 Regional Planning Policy

The relevant regional planning policies are:

#### 2.2.1 London Plan (2011) consolidated with revised minor alterations (2013) and further alterations (2014)

The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the Capital to 2036. It forms part of the Development Plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

#### 2.2.2 Mayor's Transport Strategy (2010)

The Mayor's Transport Strategy sets out his transport vision for London and details how Transport for London and partners will deliver the plan over the next 20 years. It is a key part of the strategic policy framework to support and shape London's social and economic development.

#### Sub-Regional

#### 2.2.3 East London Sub-regional Transport Plan (2010) and updates

The Sub-regional transport plan outlines what investment has taken place and what is required over the coming years to keep London moving.



**2.3 Local Planning Policy**

The relevant regional planning policies are:

**2.3.1 Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014)**

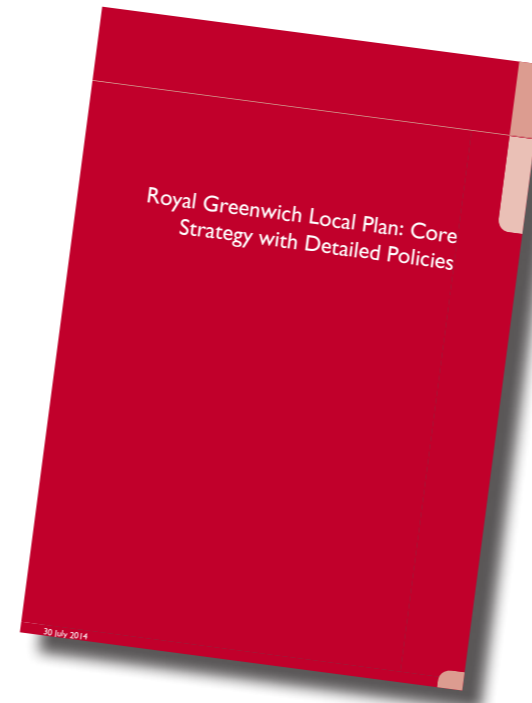
The Core Strategy sets out the strategic objectives for Royal Greenwich as well as the more detailed development management policies and the implementation framework required to deliver the strategies.

**2.3.2 Newham 2027 Newham's Local Plan – The Core Strategy (Adopted 2012)**

Newham's Core Strategy 2027 is the main document which forms the Newham Local Plan and sets out numerous policies in relation to jobs, homes, infrastructure and development sites.

**2.3.3 Newham Saved Unitary Development Plan policies (February 2012)**

The saved policies from the Unitary Development Plan are valid until the Detailed Sites and Policies DPD is adopted, which is currently being prepared. Until that time the policies identified below are adopted and considered relevant to the Scheme.



**2.3.4 Royal Docks Vision (July 2010)**

London Borough of Newham, with the GLA, produced a vision for the Royal Docks in 2010 and followed this up with a Parameters for Development report in 2011. This establishes a vision for the future of the Royal Docks, including the area around the Silvertown portal.

**2.3.5 Greenwich Peninsula West Masterplan SPD (April 2012)**

This document establishes the vision of the Royal Borough of Greenwich for the western side of the Peninsula, including the area immediately to the south of the proposed Silvertown Tunnel portal.

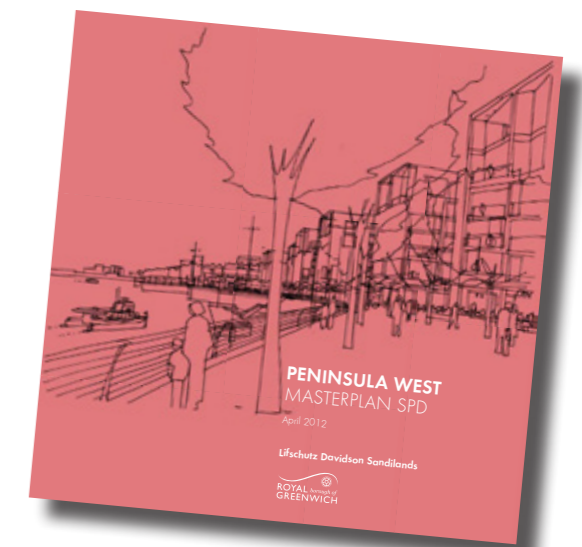
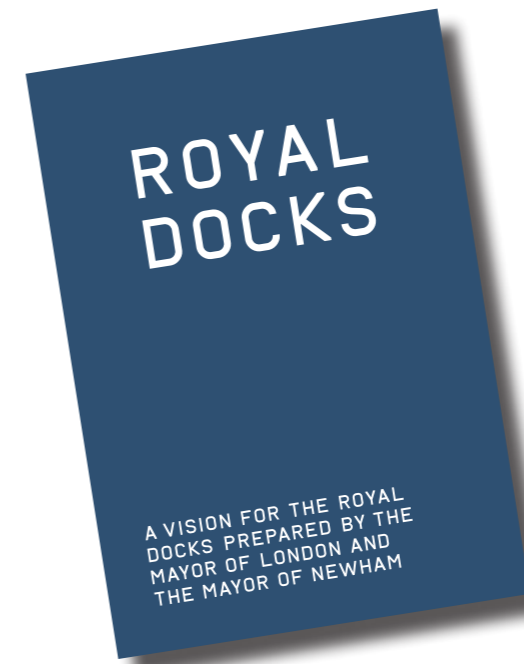
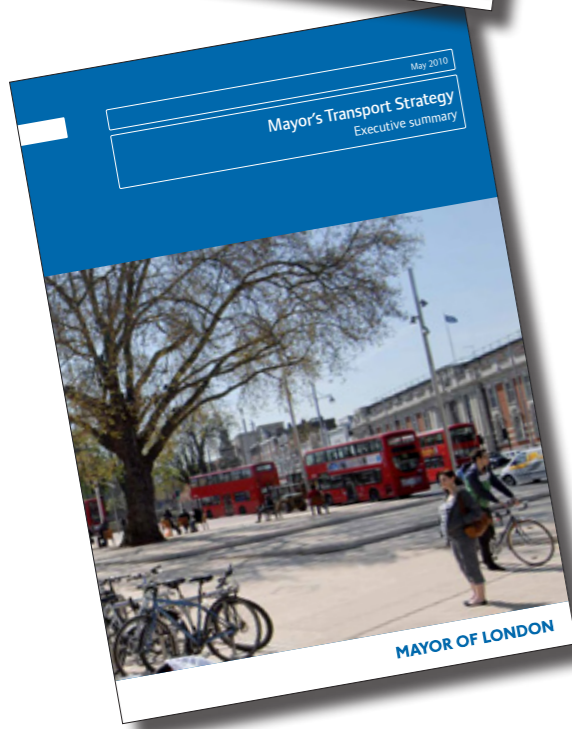
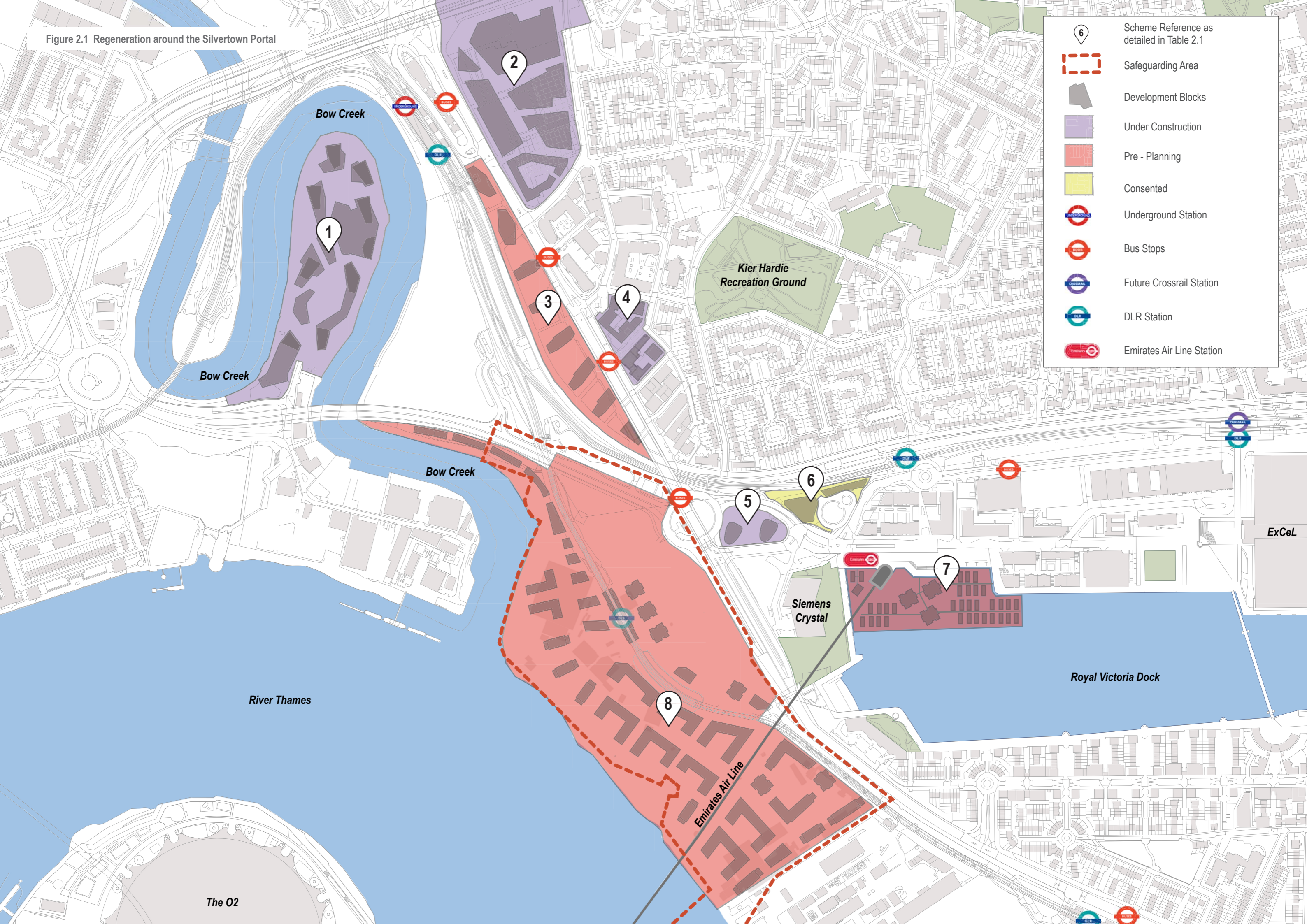


Figure 2.1 Regeneration around the Silvertown Portal



- 6 Scheme Reference as detailed in Table 2.1
- Safeguarding Area
- Development Blocks
- Under Construction
- Pre - Planning
- Consented
- Underground Station
- Bus Stops
- Future Crossrail Station
- DLR Station
- Emirates Air Line Station

Table 2.1 Regeneration schemes around the Silvertown Portal

Map ID	Scheme Name	Scheme Status	Details of Scheme	Impact on Silvertown Tunnel
1	London City Island	Under Construction	Mixed Use - 1,700 homes, commercial, retail and cultural inc. new base for English National Ballet	The peninsula nature of the site means that while it is close to the tunnel portal site, it is actually isolated from it by the Bow Creek (River Lea). The interaction between future occupiers of London City Island and the immediate vicinity of the tunnel portal is likely to be relatively limited, although those heading into the Royal Docks may pass the northern fringes.
2	Halesville Quarter	Under Construction	Mixed Use - 1,100 homes and 323,000sqm of leisure, retail and community space	The scheme is likely to generate additional pedestrian and cyclist movement around the Tidal Basin roundabout area as people move between the scheme and the Royal Docks, and combined with other schemes, will generally increase the density of people in the area to the north of the Silvertown Tunnel portal.
3	Silvertown Way	Pre-Planning	c. 1000 residential units and 8000sqm of ancillary commercial / retail floorspace	As with other schemes, the direct impact on the Silvertown portal is likely to be limited, although the increased background levels of pedestrian and cycle movement are likely to increase demand for surface level connections in the wider area. There is also likely to be increased demand for public transport services as a result of this and other developments in the area.
4	Caxton Works	Under Construction	336 residential units and supporting commercial uses	The scheme is likely to generate local pedestrian and cyclist traffic which in turn could pass through the area of the Silvertown Portal.
5	Hoola Towers	Under Construction	360 residential units in two 23 and 24 storey towers	The scheme is likely to generate new pedestrian and cycle desire lines around the portal area, partly due to its primary access being from the elevated Tidal Basin Road. This could increase the use of the steps from the elevated road down to the roundabout, and onward to the strategic cycle and walking routes that run along to the Royal Docks. These new routes will be picked up in the emerging landscape design.
6	The Pumphouse	Consented	161 residential units above commercial podium (23 storey tower)	The redevelopment will increase the number of pedestrian and cycle journeys in the area, and many of these additional journeys are likely to make use of enhanced infrastructure around the Tidal Basin Roundabout.
7	Royal Victoria Dock	Pre-Planning	'Floating Village' of c.50 residential units plus ancillary commercial / retail / leisure	As with other schemes, this is likely to generate additional movement in and around the portal, however the direct impact is likely to be more limited.
8	Thames Wharf	Pre-Planning	Mixed Use scheme 17.7ha likely to realise c.5,500 residential units and c.15,000 sqm commercial	The scheme is still at an early stage, but emerging concepts show how a scheme could be developed around the new tunnel portal and access roads, realigning Dock Road to serve a new development area by running to the south of the DLR line and providing a number of new public transport links, including a potential new DLR station between Canning Town and West Silvertown, and potential new riverboat pier as set out in the Royal Docks OAPF. These two significant public transport facilities would be likely to have a major impact on local movement patterns and networks, and could mean that people from a wider area are likely to pass through the area of the Silvertown portal. This in turn would mean that new routes for pedestrians and cyclists could be required, and there would also be additional capacity in the transport networks to support potential additional development on surplus land in the vicinity of the portal. NB the blocks shown in Figure 2.1 are entirely indicative.

## 2.4 Regeneration Context

2.4.1 Each end of the proposed Silvertown Tunnel is an area that is undergoing significant urban change. Many former industrial sites are being redeveloped for residential or residential-led mixed use schemes, and the character of the area in both Greenwich and Silvertown is changing. This section looks at some of the key development projects - underway and proposed - on either side of the River Thames, and considers how they should influence the design of the Silvertown Tunnel.

### Northern Portal - Silvertown

2.4.2 The area around the northern portal of the tunnel is going through significant change as there is increased focus from the GLA, London Borough of Newham and London Borough of Tower Hamlets on the Regeneration of the Lower Lea Valley and Royal Docks.

2.4.3 Figure 2.1 on the adjacent page highlights a number of the main projects in the vicinity, and details of the schemes and provides details of their impact on the local context of the Silvertown Tunnel are in the adjacent table

2.4.4 The most significant future regeneration project, in terms of impact on the Silvertown Tunnel, is (8) Thames Wharf. This site is partly owned by the GLA and has the potential for a significant residential-led mixed use scheme which could also include a new DLR station. As a result there could be significant changes in the desire lines, walking and cycling routes within the vicinity of the tunnel.

Figure 2.2 Regeneration around the Greenwich Portal

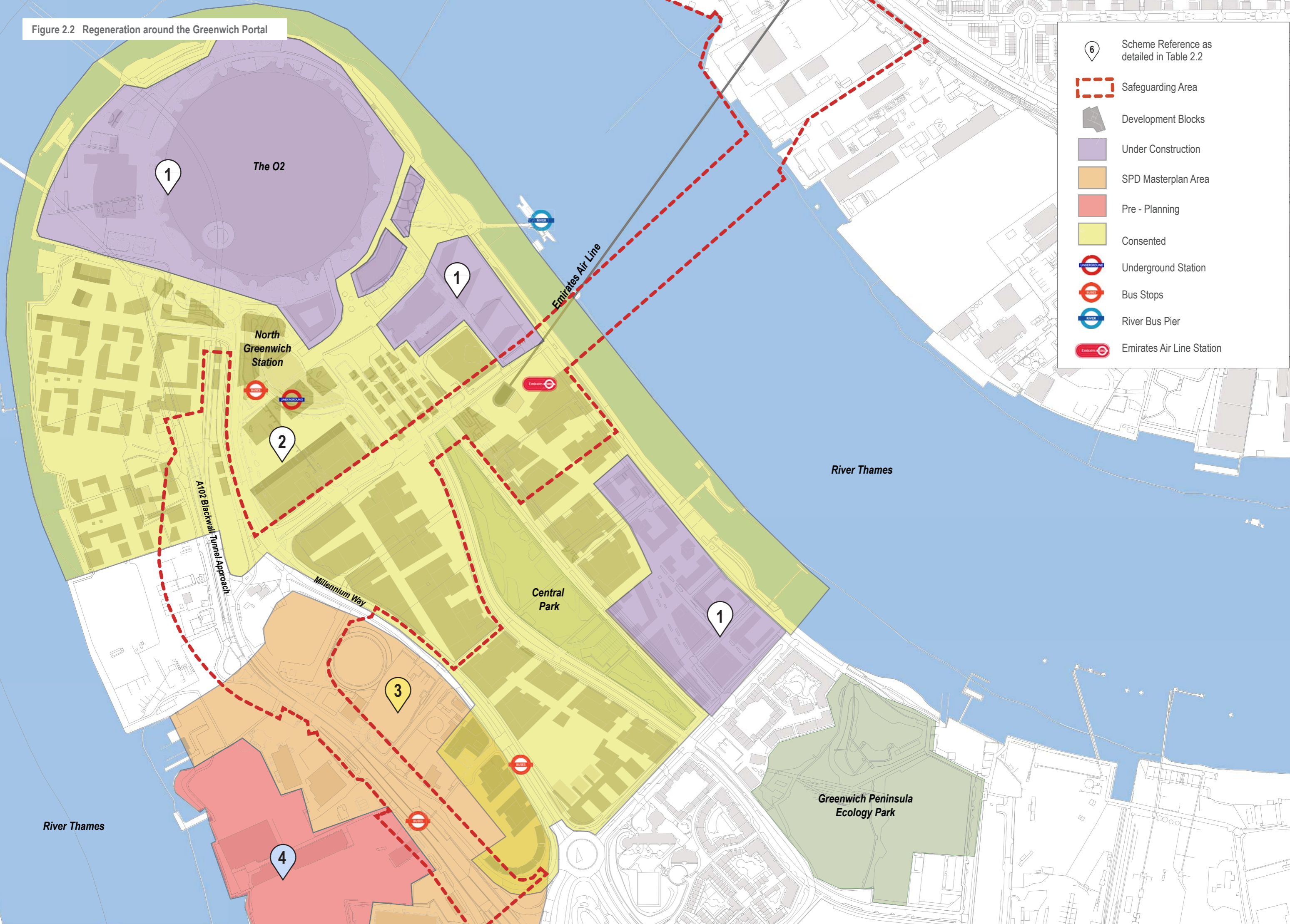


Table 2.2 Regeneration schemes around the Greenwich Portal

Map ID	Scheme Name	Scheme Status	Details of Scheme	Impact on Silvertown Tunnel
1	Greenwich Peninsula Masterplan (2004)	Completed and Under Construction	Mixed Use - homes, commercial, retail and community	While development on the peninsula has been slow in the past 15 years, a number of individual buildings have been realised, including the Ravesbourne College of Art, Pier Walk commercial office scheme, and a number of residential blocks. The new hotel and banqueting facilities are also currently under construction. These will all increase pedestrian and cycle traffic on the Peninsula, and stimulate the demand for, in particular, access to the the Emirates Air Line which provides access between the north and south for pedestrians and cyclists.
2	Greenwich Peninsula Masterplan (2015)	Consented September 2015	Mixed Use - up to 12,678 homes, plus leisure, retail, commercial and community spaces.	In 2015 the landowner submitted a new outline planning application which includes a significant quantum of development and a number of new facilities including a film and media studios, healthcare facilities and a new transport hub. While a long-term plan, the scheme if realised will significantly increase the intensity of use on site, and will generate significant volumes of movement of all modes, including pedestrian and vehicular traffic.
3	Peninsula West SPD	Adopted SPD	N/A	<p>In 2012 the Royal Borough of Greenwich adopted this supplementary planning document, which recognises that this part of the peninsula has been relatively under-developed, and has been held back from the regeneration seen elsewhere in the area due to its ongoing industrial use, and also the severance that it faces from the A102 Blackwall Tunnel Southern Approach. There are also Health and Safety Executive (HSE) safety zones around the gasholder and Brenntag facility have further compounded these problems.</p> <p>The SPD sets out six core objectives for the site:</p> <ol style="list-style-type: none"> <li>1. To transform the contribution of the area to the Royal Borough and the sub-region by focusing development and regeneration around a new multi-purpose sports/ entertainment/ education facility that links with, and complements the offer at The O2.</li> <li>2. To provide employment and education opportunities of excellence.</li> <li>3. To realise the unique design and other opportunities offered by this Thames side location.</li> <li>4. To improve transport and pedestrian links in to, out of, and through the area.</li> <li>5. To provide a major Thames Side mixed use development with seamless links to historic Greenwich and the masterplanned zone of Greenwich Peninsula adjacent to The O2</li> <li>6. To provide development of the highest design and sustainable quality.</li> </ol>
4	Morden Wharf	Pre-Planning	N/A	The developer 'Cathedral' has appointed a team to develop a masterplan for the Morden Wharf site, but no details are available at present. It is anticipated that it will be mixed use, and is likely to generate movement between the station and Emirates Air Line, which will need to use the proposed new pedestrian and cycle bridge at Boord Street.

### Southern Portal - Greenwich Peninsula

2.4.5 The area around the southern portal of the tunnel is going through similar change to the north, but rather than comprising a number of separate schemes in multiple ownerships, the southern side is dominated by a few major projects.

2.4.6 The plan on the adjacent page highlights these major projects in the vicinity. Further details of the schemes and their impact on the local context of the Silvertown Tunnel are in the adjacent table.

2.4.7 It should be noted that in September 2015 the revised masterplan for the Greenwich Peninsula was consented by Royal Borough of Greenwich, which will alter the quantum and type of development being brought forward when compared to the 2004 masterplan which has guided development to date.