

Hi [REDACTED]

I'm really sorry but I thought I had replied to you on this but evidently it didn't come through. I did have some email problems a while back so perhaps that's why.

In general term the briefs for development of GLA owned sites in the Royal Docks have been set based on a number of overarching objectives and policies, including but not limited to the relevant London Plan at the time, the Newham Local Plan and any site specific policies applied by Newham. As you know, there are three main sites in the Royal Docks for which development partners have been appointed over the last decade. I'll take each in turn so that you can see the approach taken and there are some bits of information too.

The first thing to say is that in the cases of Silvertown Quays and Royal Albert Dock, the procurement of the development partners was begun by the London Development Agency (LDA) and it was the LDA which set the criteria for the selection process. This is important as the process will have also reflected the LDA's statutory objectives and business plan at the time. Here is a news story from when the LDA launched the process for Silvertown Quays and Royal Albert Dock:
<http://www.mynewsdesk.com/uk/pressreleases/london-development-agency-london-lda-launches-international-promotion-of-royal-docks-642243>

If you want to look at more detailed information then The National Archive has a store of LDA info:
<https://discovery.nationalarchives.gov.uk/details/r/C17721>

Secondly, the procurements were OJEU processes - this is the process by which public contracts are advertised across the EU. The GLA now has a framework set up for development sites called the London Development Panel (LDP) for which developers are pre-selected and are then asked to bid against site specific briefs issued by the GLA or other public bodies in London. More info on the LDP can be found here: <https://www.london.gov.uk/what-we-do/housing-and-land/land-and-development/london-development-panel-2>

Silvertown Quays:

The procurement process was launched by the LDA. They undertook some soft market testing and then a two stage procurement. The site was advertised quite broadly - see attached flyers from Estates Gazette at the time - and the invitation for ideas was broad with mix of uses and size being the main points. Here is a press release by the LDA's agent (Knight Frank) from 2011:
<https://www.knightfrank.com/news/issued-by-lda-top-developers-invited-to-design-new-silvertown-quays-0693.aspx>

Royal Albert Dock:

Similar to Silvertown Quays, the procurement was started by the LDA with a very broad set of objectives - to create a new business quarter for London to help with the supply of commercial space with good connectivity via the airport and the then planned Crossrail link. Again, it was an open process with a wide field reduced to a shortlist by the LDA. Here is some press coverage from the time:
<https://madisonbrook.com/article/top-developers-aim-to-build-new-royal-albert->

[docks/76.html](#)

Albert Island

This procured was launched by the GLA and reflected a strategic need from the London Plan for a new boatyard for London. This was taken from the London Plan and the LBN Local Plan. There were decisions recorded by the GLA:

<https://www.london.gov.uk/decisions/md1539-albert-island-disposal>

<https://www.london.gov.uk/press-releases/mayoral/albert-island>

The brief for a site will therefore vary. But the process for creating a brief will follow the broad approach of assessing the site constraints, the local context and neighbouring uses, the local planning policies (including any site specific allocations in the Local Plan), any London Plan or Mayoral policies, etc. There is a balance between being too specific to limit competition and too broad to allow effective comparison.

Hope this helps.

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Head of Development & Placemaking