

Canning Town and Custom House

Supplementary Planning Document



regenerating Newham



July 2008



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(EEA) Erick van Egeraat Associated Architects,
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We have ambitious plans for Canning Town and Custom House to create new opportunities for people – vibrant town centres, a radically improved environment, more green spaces, improved community facilities and high quality housing. We want to deliver a place of choice for current and new residents.

This Supplementary Planning Document will help to manage new development in Canning Town and Custom House, to help ensure our aspirations for this area are met.



Sir Robin Wales
Mayor of Newham

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Introduction



The regeneration of Canning Town and Custom House is a strategic priority for the London Borough of Newham, London Thames Gateway Development Corporation, Mayor of London and the London Development Agency. Together, the authorities are working to bring regeneration forward.

This Supplementary Planning Document (SPD) has been prepared to reflect the revised masterplan framework for the area by (EEA) Erick van Egeraat Associated Architects 2007. Throughout the production of the masterplan framework, various stakeholders and the local community were involved in shaping the ideas and aspirations.

This SPD is part of the planning policy framework which is within the Local Development Framework. The SPD provides development principles and standards and area-specific guidance for Canning Town and Custom House.

The revision of the 2004 masterplan and Supplementary Planning Guidance were commissioned to take account of changing circumstances – particularly land values, changing policy requirements in the delivery of additional housing, the forthcoming effects of the Olympics and Crossrail to the area and development opportunities being brought forward.

The purpose of this SPD is to:

- identify the Council's strategic aspirations to inform the regeneration of the area;
- explain how planning policies will be applied at this neighbourhood level;
- provide guidance to support the determination of planning applications;
- ensure sites coming forward for development fit together coherently and contribute to the regeneration objectives for the area; and
- provide guidance for developers, land owners and residents.

Policy context



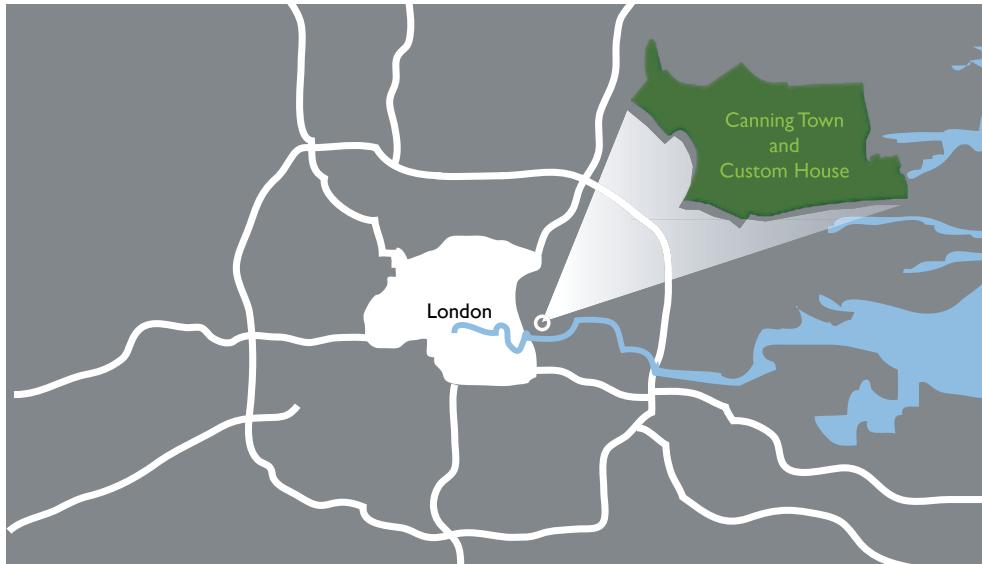
This Supplementary Planning Document (SPD) provides a local interpretation for the London Borough of Newham Unitary Development Plan 2001 (UDP) saved policies and the London Plan Further Alterations. A list of the most relevant saved policies is set out in Appendix A and London Plan 2008 (Consolidated with Alterations since 2004) are set out in Appendix B. The SPD is a material planning consideration to guide future development in Canning Town and Custom House, however planning applications will also need to be assessed against the statutory Development Plan.

The UDP will eventually be replaced by a borough-wide Local Development Framework. Key documents within the Local Development Framework that will particularly influence the future of the Canning Town and Custom House area are the Core Strategy and the Stratford and Lower Lea Valley Area Action Plan. The timetable for preparation and adoption of these documents is set out in the LBN Local Development Scheme (2007).

Key themes emerging from current local policy, that have informed the preparation of the SPD include:

- providing appropriate housing, particularly family housing, by increasing housing density and mixing housing tenures;
- ensuring the right mix of uses, particularly making provision for community facilities and open space;
- improving accessibility, particularly to retail, employment, services and community facilities, by means of transport other than the private car, giving priority to walking and cycling over other uses;
- regenerating retail centres as the centre of sustainable communities and a focus of activity;
- retaining employment opportunities and ensuring links with adjacent employment centres;
- raising the design quality of buildings and the public realm; and
- minimising the negative impact of development and maximising the opportunities to conserve resources, particularly by incorporating sustainable construction and renewable energy generation.

Canning Town and Custom House – then and now



Canning Town and Custom House is a historic East End neighbourhood which was built to support heavy industry developed outside the boundaries of the City of London in the mid 1800s, around the Royal (Victoria) Dock.

Today, the area is mainly a residential neighbourhood, ranging from terraced houses to tower blocks, with two local retail centres (Canning Town and Custom House) and pockets of industrial and commercial uses.

The area covers approximately 120ha and has a population of over 11,000 people. The residents of the area come from an ethnically diverse background, and have a younger age profile and households of a greater average size than either the Newham or UK average (ONS, 2001).

The area has a range of community services (health, recreation and education), but there are limited neighbourhood retail and commercial leisure facilities.

There are significant areas of open space, but some public spaces are of poor quality and many would benefit from upgrading and improvements. Buildings within the area are limited in architectural quality, although one building of note is St Luke's Church, located opposite Keir Hardie Recreation Ground.

Deprivation is high, with much of the area falling within the 2% most deprived areas within England and Wales (CLG, 2007).

Social rented housing is the predominant tenure, with over three in four of households living in properties owned by either the Council or a Registered Social Landlord (ONS, 2001).

The quality of the existing housing is mixed and the area is subject to a selective demolition, temporary relocation of households and rebuild programme through the Department of Communities and Local Government (DCLG) Mixed Communities Initiative. Many of the retained units are also subject to upgrading through a Private Finance Initiative to improve the quality of the housing stock.

Alongside existing public owned housing, there are also significant amounts of land in other uses owned by the public sector. Public agencies are also purchasing and assembling land to facilitate investment in the area.



The area has good public transport connections by bus, tube and Docklands Light Railway (DLR), with an interchange facility at Canning Town, but lacks a direct daytime bus route to the West End of London. There are good strategic road connections with the A13, which provides a fast link to the east-west.

A number of public transport improvements are planned including upgrading of the former North London Line to DLR. In the longer term, a direct Crossrail east-west link with a station at Custom House is planned, which will provide an enhanced and improved link from the area to the centre of London and beyond.

The strategic transport links present a major opportunity for the area, but the dominance of infrastructure, particularly the A13 and DLR, also restrict links within the local area and to adjacent areas. The A13 and DLR separate residential areas from the main public transport interchanges and shopping areas of Canning Town and Custom House, and inhibit walking and cycling. The scale of infrastructure also restricts links to adjacent areas and those offering employment for Canning Town and Custom House residents. Important adjoining areas include the EXCEL centre, London City Airport and the 2012 Olympics Games sites in Stratford and Canary Wharf.

The current provision of housing is also not adequate for the growing population in the area. Therefore it is essential that change is embraced and harnessed to tackle the issues and benefit the area.

Challenges in the regeneration of Canning Town and Custom House include:

- maintaining and strengthening existing communities and neighbourhoods, both during construction phases and in the design of new developments;
- regenerating the mixed-use centres of Canning Town and Custom House, encouraging investment and improving links from the centres to surrounding residential and employment areas and transport interchanges;
- maintaining and enhancing residential amenity for existing and future residents of the area;





- addressing severance, both within the area by the A13 and to a lesser extent Silvertown Way. Also, addressing the way the area is cut off from the surrounding areas by the River Lea and major infrastructure such as the DLR;
- prioritising walking and cycling over other forms of movement when addressing severance and improving connections within the area;
- managing the transition in height and density of development from the central city densities surrounding the area to the existing low and medium density residential areas;
- raising the quality and inclusiveness of building design and sustainable construction;
- ensuring that environmental issues are addressed, by increasing biodiversity, improving air and water quality, and reducing flood risk, noise, waste and energy use;
- securing appropriate levels of investment into community facilities and services, together with upgrading the public realm, to meet the needs of all people within the area;
- retaining employment within the area and ensuring this is able to move forward from traditional industrial sectors to meet changing economic requirements;
- securing local economic development opportunities through the regeneration programme;
- embracing the major change that Canning Town and Custom House is facing with vigour to change the way the area is perceived; and
- embracing the opportunities arising from the positive location in relation to key transport nodes, Canary Wharf, the City and the changes occurring to the wider area, including Crossrail, the 2012 Olympics and Stratford City.

Canning Town and Custom House - into the future

The masterplan framework for Canning Town and Custom House (2007) sets out a visionary, yet deliverable, long-term strategy for the regeneration of the area. It aims to engage local residents and businesses in bringing about change, supporting public sector intervention in the area and securing investor confidence.

Implementation of the masterplan framework will contribute to achieving a new future for the area. Improving the quality of life for existing local residents - economically, socially and environmentally.

The masterplan framework seeks to build upon the high level of community spirit that exists within this area and to take this forward to re-position Canning Town and Custom House as a vibrant and exciting neighbourhood within a changing London.

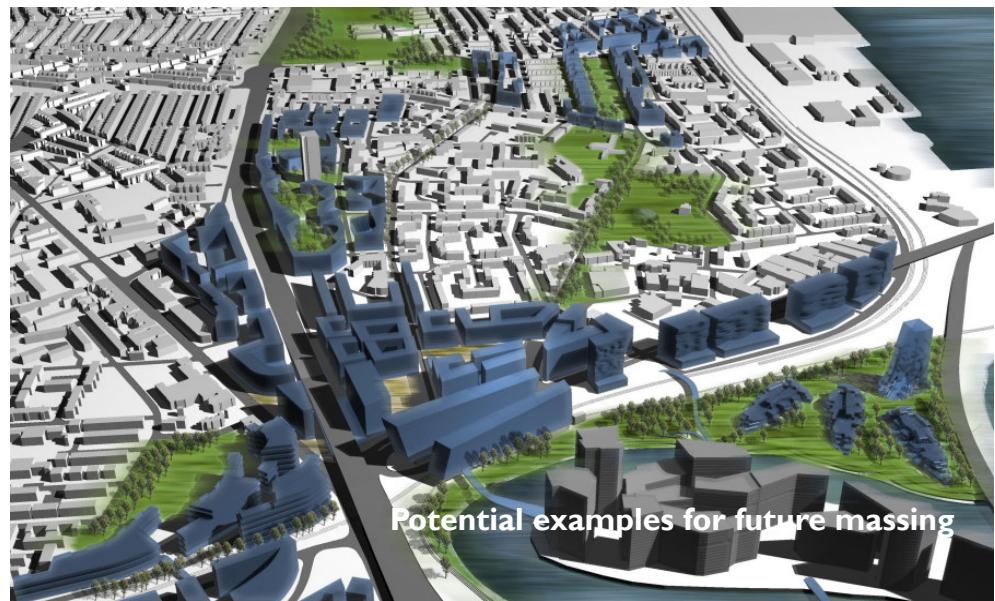
A summary diagram of the future vision is set out overleaf. The following objectives underpin the vision:

- Canning Town and Custom House will be a largely residential area that is better connected to surrounding neighbourhoods, local town centres and public transport;
- connections within the area will be improved, particularly by enhancing two streets that run through the area, enabling residents to move around the area safely, comfortably and securely. One will act as a focus for community activity (Activity Street). The other one will be mainly residential (Residential Street). Connections between residential areas, retail centres and transport nodes will also be improved;

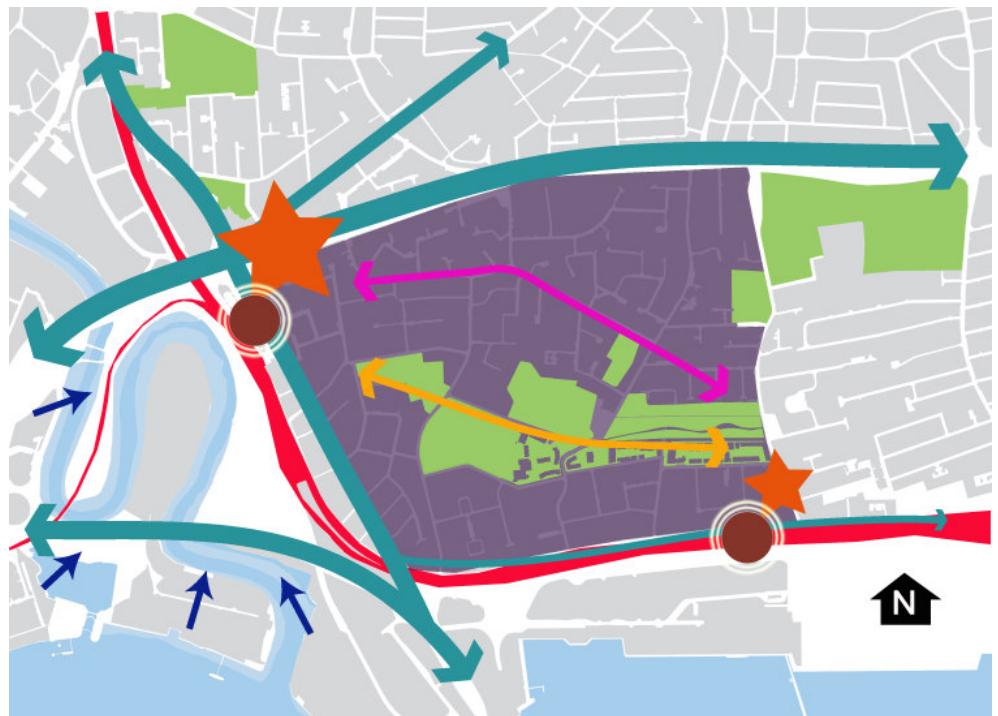
- the local centres of Canning Town and Custom House will be redeveloped to act as focal points for retail, commercial and community activity;
- Barking Road will be extended southwards, with a pedestrian and cycle connection under the flyover, to expand the mixed use centre and improve links between Canning Town North and Canning Town South;
- housing densities will be increased to fit the local context while making the best use of land. Housing tenures will be more mixed than presently found in the area. Providing housing that is suitable for families will also form a key part of the proposals;



- new housing will be accompanied by employment, community facilities and upgraded open and public spaces as part of creating sustainable communities;
- all development will be socially inclusive, and of the highest quality design and architectural style;
- distinctive neighbourhoods and communities will be created and enhanced within the area; and
- the benefits will be maximised from improved and enhanced public transport facilities in Canning Town and Custom House, such as the proposed Crossrail service.



Summary Diagram



	Significant development pressure		Residential area
	Public transport interchange		Residential street
	River		Railway
	Main roads		Activity street
	Community facilities		Centre

Introducing the Supplementary Planning Document



This Supplementary Planning Document (SPD) is presented in two parts :

Part A – Development principles and standards

- Applies general development principles and standards for all new development and explains how these fit together to deliver regeneration objectives across the area.

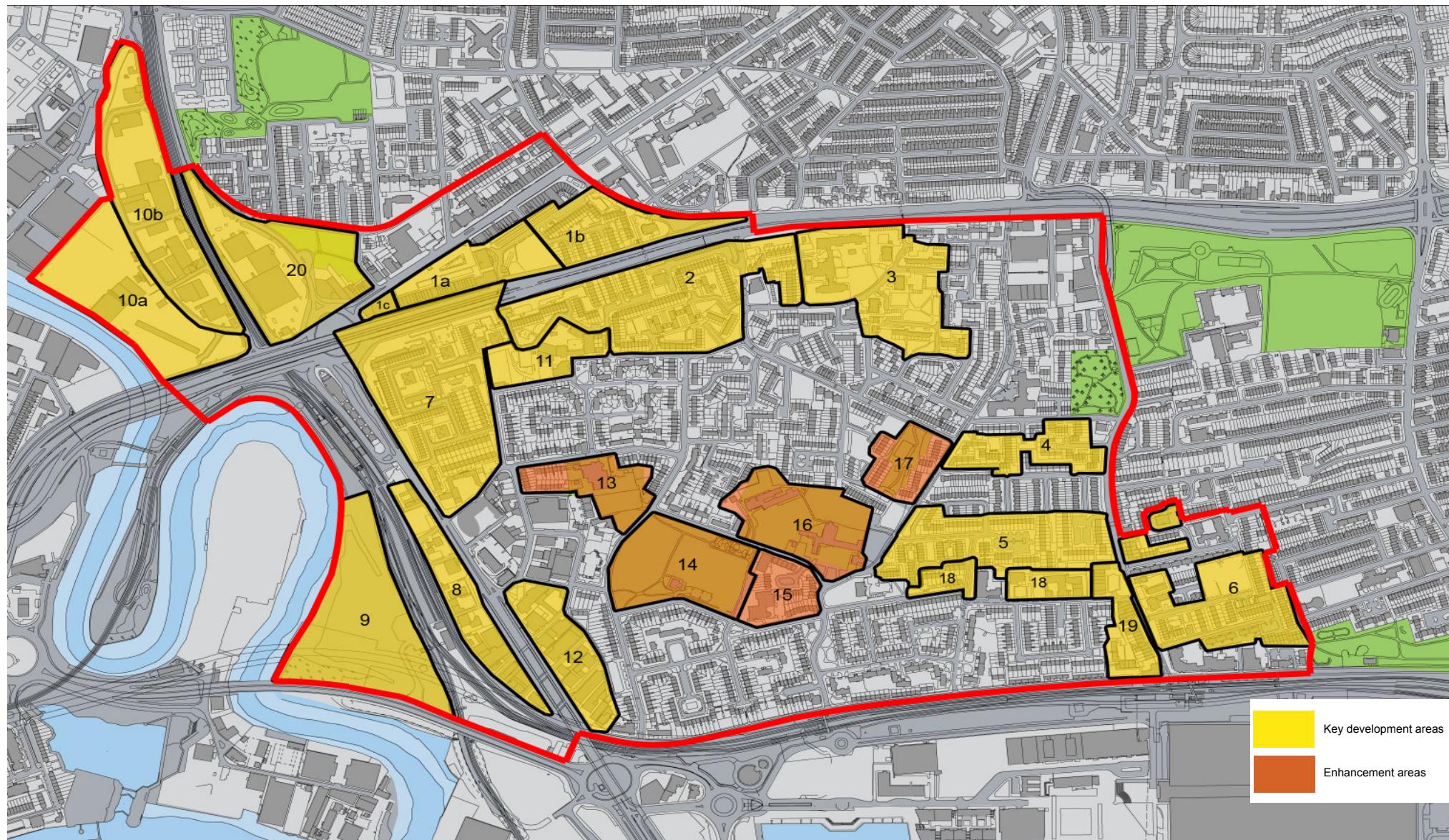
Part B – Area-specific guidance

- Provides advice on the interpretation of policy, demonstrating how development has to perform for specific identified areas.

The SPD sets out the strategic framework for the future of the area together with a set of principles and standards. Development proposals in Canning Town and Custom House will be expected to adhere to these and contribute to meeting the wider masterplan objectives.



SPD boundary and key areas





PART A

General principles



Development principles



Development principle 1



Make new connections

Movement across the area is characterised by poor connections and the area is dominated by the car. The main residential area is cut off from Canning Town centre by the A13 and from the transport interchange to the west. The SPD seeks to ensure that the area is welcoming and accessible to all and that pedestrian and cycle connections are improved. It also seeks to create safer routes in residential areas to retail centres, public transport interchanges, services, shops, parks and schools.

The SPD proposes an easy to use transport hierarchy throughout the area. The implementation of this hierarchy is focused on the creation of two streets through the area which will be accessible to all. They will be created by linking together existing routes and redevelopment sites.

Activity Street

A vibrant enhanced route with social and community uses (including schools, nursery, health facilities and parks) with provision to accommodate further uses as they arise. Other uses along the street will include large open spaces, formal exercise areas and event areas to create activity at street level.

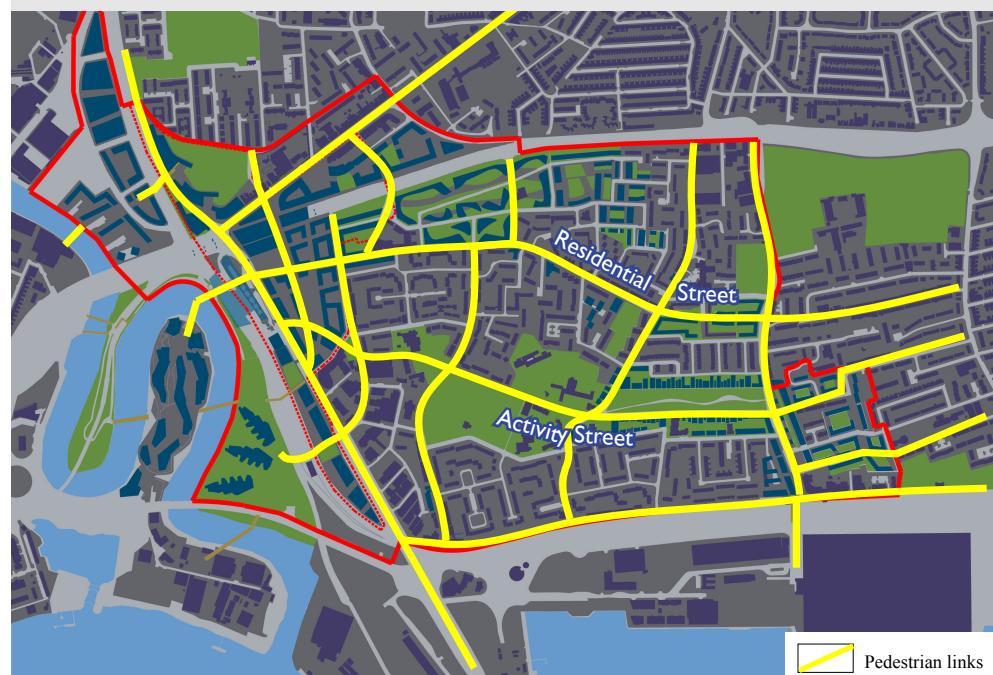
Residential Street

A new route primarily fronted by housing and accessible to all. Dwellings overlooking the street will offer informal surveillance, improving safety and security. The street will also front woodlands, local play areas and communal gardens.

The routes will offer pedestrian priority (in line with the policy requirement of T10 of the London Borough of Newham Unitary Development Plan) whilst also accommodating cycles and vehicular traffic. Development proposals will illustrate how they contribute, link into, and reinforce the routes, where appropriate, to meet the LBN UDP policy requirements of T19 (pedestrian), T21 (pedestrian) and T24 (cycle).

The routes connect residential areas with the local centres of Canning Town and Custom House and adjacent public transport interchanges.

Movement Framework



Development principle 2

Link to surrounding areas

Strategic transport connections (via train, underground, DLR and road) are excellent. However, the scale of road and rail infrastructure, together with the location adjacent to the River Lea, has isolated Canning Town and Custom House from its surrounding neighbourhoods. This has prevented connections further afield to the River Thames to the east of the area and the Lower Lea Valley.

Lack of connectivity with surrounding areas has made it more difficult for local residents to access opportunities elsewhere in London, particularly employment and retail. It also restricts people living and working in surrounding neighbourhoods from using shops, public transport and other services within Canning Town and Custom House. The masterplan framework aims to create accessible routes to make it easier for people to move in and out of Canning Town and Custom House, to make the area an accessible place to live and to visit.

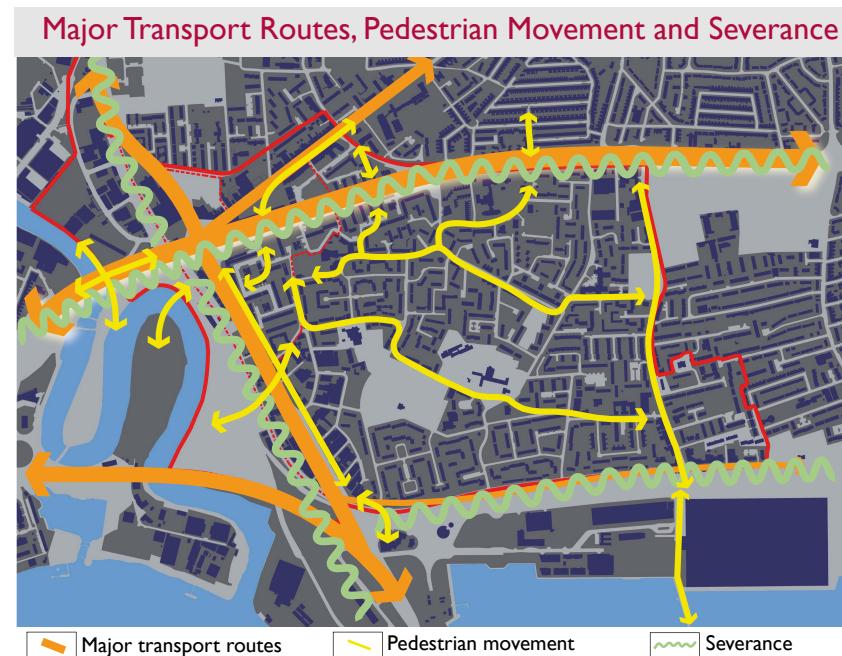
The following projects will form part of particular proposals to improve connections :

- a series of new pedestrian and cycle bridges across the River Lea, where these are deemed feasible, as part of the evolving development proposals
- a new bridge linking Custom House with the EXCEL centre, The Royals and adjoining areas
- a new pedestrian bridge over the A13
- removal of the roundabout which sits underneath the A13 at Canning Town, and the creation of improved connections between Canning Town Station and Barking Road

- pedestrian and cycle links as part of the East London Green Grid Network to Olympic Legacy Park, improved access to the River Thames and River Lea together with routes to the Greenway.

Development proposals will be expected to reinforce these links wherever possible and contribute towards these strategic connections through developer contributions in accordance with LBN UDP Policies T2, T3 and T4.

New development should not adversely effect the Strategic Road Network (A13, A124, A112 and A124). Applicants should discuss any proposals which may impact on the Strategic Road Network with Transport for London (TfL) at the earliest opportunity.



Development principle 3

Create distinct and unique residential areas

The SPD promotes a series of higher density residential areas. Each individual neighbourhood has unique qualities to distinguish it from its neighbours, enhance community cohesion and promote links with surrounding areas. Development proposals will be expected to reinforce this distinction between neighbourhoods and use innovation in design to provide residential areas for mixed income communities.

The type of housing must respond to each specific site, its context and respond to local need. The masterplan framework is not specific about the types of dwellings and architectural style, but does specify how areas should be designed differently (for example, those near parks should be designed differently to those within town centres). It also identifies where sites have been identified as more suitable for family housing.

The SPD proposes a mixture of housing tenures, aiming to retain the existing number of social rented units, but increasing the number of properties available through intermediate housing (shared ownership / shared equity etc) and within the private market.

Given the high level of social housing in the area and the designation as a Mixed Communities Initiative, affordable housing will be 35% of new housing provision – with an equal breakdown of social rented provision and intermediate provision.

This approach will move the tenure split in the area to a more even split between private and affordable accommodation across the area as a whole. A full explanation of this approach is set out within Appendix C.

Affordable housing should be of ‘blind’ tenure and pepper-potted within the development to meet the aspirations of a mixed-community within the regeneration area. All development proposals will be expected to illustrate how they provide for a range of housing in line with LBN UDP Policy H14.

Demographic trends show an increasing requirement for smaller household sizes nationally. However, providing increased smaller dwellings should be balanced with the requirement to address an under-provision in family accommodation across London and specifically the larger average household size within the regeneration area. Therefore, priority should be placed upon meeting this existing need alongside the provision of one and two-bed properties to meet the LBN UDP Policy H14 and 15.

Mixing the size, type and tenure of property within neighbourhoods increases residents’ choice and enables people to remain in the area as their housing needs and circumstances change.

Development proposals will be expected to demonstrate flexibility and explain how they meet ‘lifetime’ homes standards (100% of new homes) and make provision for wheelchair accessibility (10% of new homes) in line with the requirements of the London Plan Policy 3A.5.

Examples of housing types and architectural styles

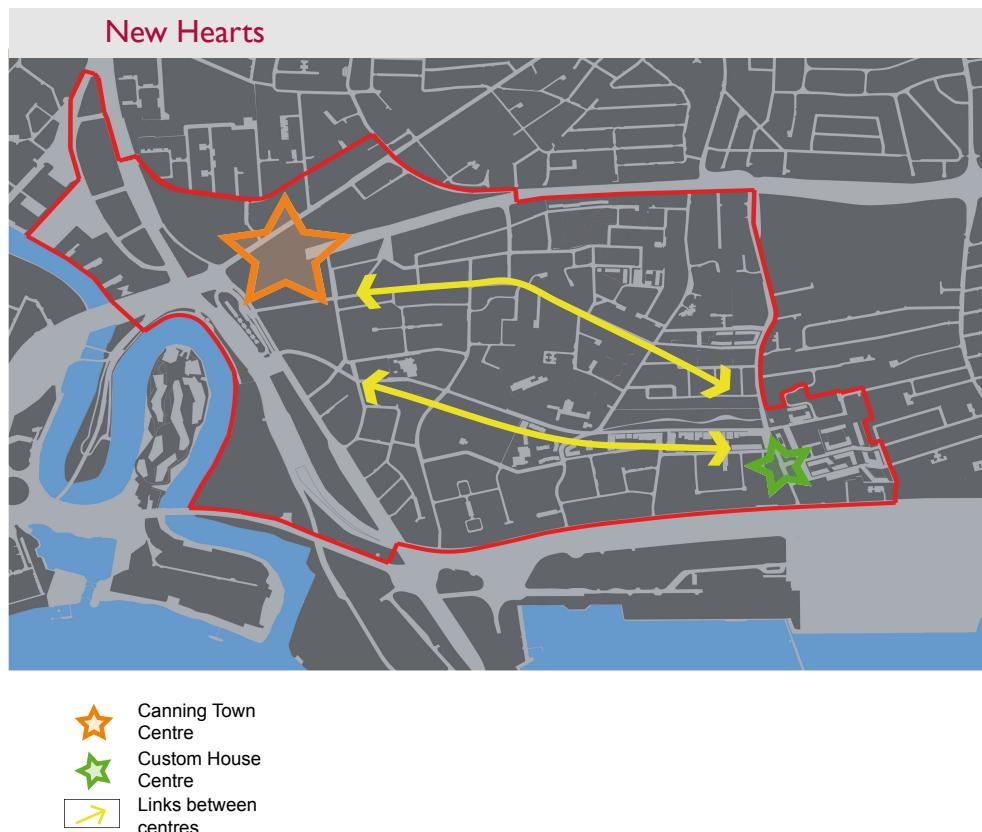


Development principle 4



Creating new hearts for Canning Town and Custom House

The local centres of Canning Town and Custom House will be redeveloped to act as focal points for retail, commercial and community facilities.



Canning Town

Central to the regeneration of Canning Town is the proposal to redevelop the town centre as a public transport interchange, community facility, employment hub and retail facility.

Canning Town will:

- comprise a mix of uses (on the same site and sometimes within the same building)
- accommodate the highest densities of housing in the local area
- provide active frontages at a ground floor level
- prioritise the public realm and the creation of squares and spaces, that are pedestrian friendly and accessible for all.

At Canning Town, the redeveloped centre will act as a focus for the whole regeneration area. The centre will connect better with surrounding residential areas and ensure it serves a wider catchment area to support its retail vitality. This will be supported by the careful locating of key attractors (such as an anchor foodstore) and reconfiguration of the roundabout and street layout.

Uses will comprise retail (including an anchor food store), offices, health, library/educational, food and drink and residential. Rathbone Market will be redeveloped and continue, and a new public space and environmental enhancements are proposed to the east of Canning Town Station.

Development principle 4



Barking Road in particular has a number of historic buildings. Development will retain and enhance the existing historic character, ensuring the historic environment is integrated into future proposals.

Key sites to deliver this aim and meet LBN UDP policy SH1 and SH5 are areas 1 (a and b), 7, 11 and 20. A masterplan for area 1a has been completed and implementation will begin soon.

Custom House

Central to the regeneration of Custom House is the proposal to redevelop Custom House as a public transport interchange, community service centre, employment area and retail centre.

Custom House will:

- comprise a mix of uses (on the same site and sometimes within the same building)
- accommodate among the highest densities of housing in the local area
- provide active frontages at a ground floor level
- prioritise the public realm and the creation of squares and spaces, that are pedestrian friendly and accessible for all.

The development of a new Crossrail station and interchange will act as a catalyst for the regeneration of the Custom House retail area. It is therefore essential that the new station and links to Custom House are designed with this objective.

Community uses should be retained alongside a mix of housing, offices, food and drink and shops that serve both the local population and surrounding areas, such as the adjacent EXCEL centre and Royal Docks developments.

Residential densities will increase with the advent of Crossrail, however the requirement to provide accessible family housing in this location will continue to be an important consideration.

Custom House will sit between the new park (Areas 5 and 18) and Cundy Park. Connections from residential areas will be improved to these parks.

Key sites to deliver this aim and meet LBN UDP policy SH1 are areas 5, 6, 18 and 19. Further detail on these areas can be found in Part B of this SPD.

Development principle 5

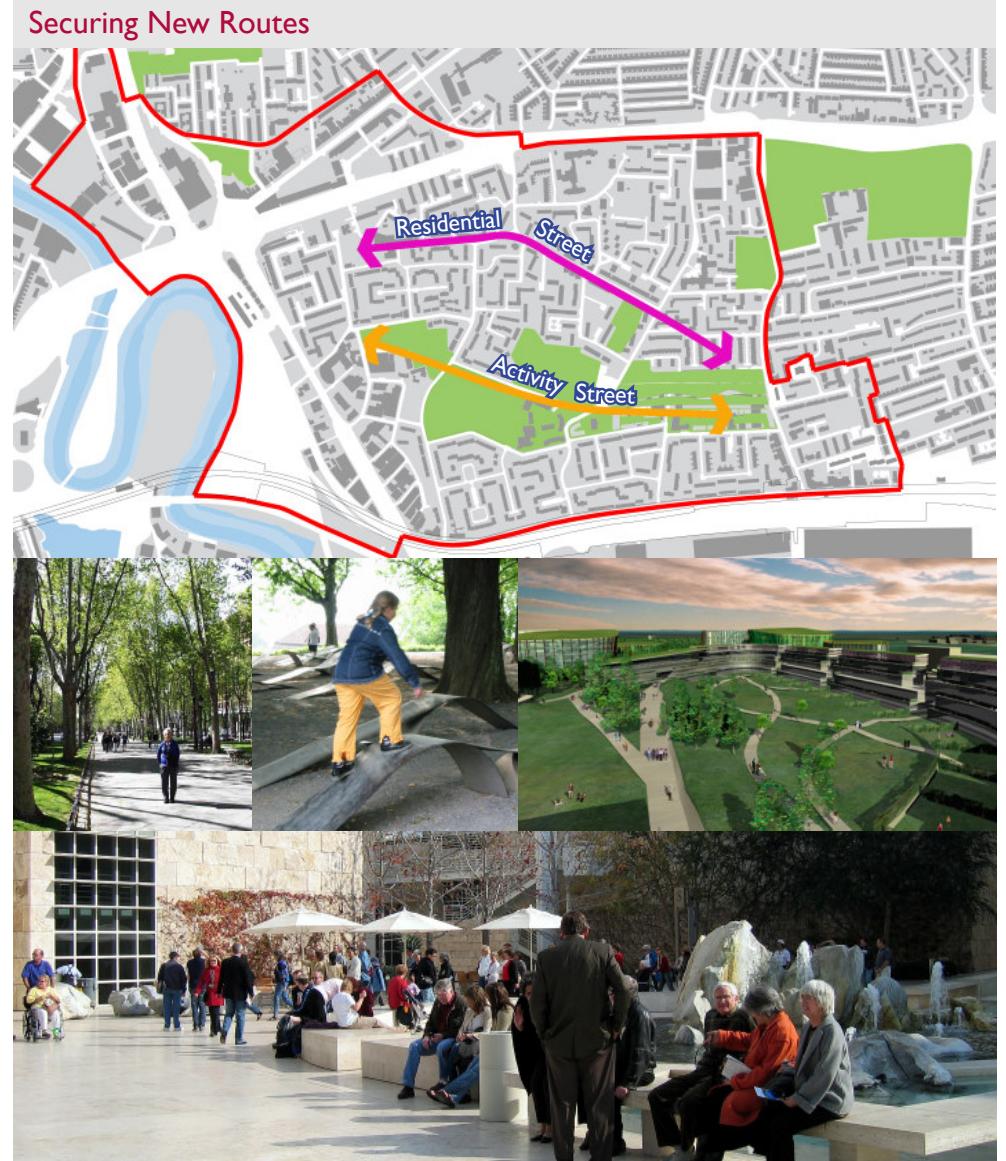
Focus on street character and secure design

The masterplan framework promotes the ease of movement and navigation across the area, as set out within Development Principles 1 and 2. However, a key role for these connections will be to reinforce the distinctive character and safety of routes through the area.

In particular, the two primary streets, Residential Street and Activity Street, connecting Canning Town with Custom House will each have a distinctive character through improved street lighting, paving, finishes, street furniture and public art. Indicative concepts are set out within the masterplan framework and a design code for each street will be produced by the Canning Town and Custom House Regeneration Team to illustrate the requirements and coordinate a strategic approach to implementation. All development proposals will be expected to reinforce, and contribute to, the implementation of this strategic infrastructure.

Uses fronting the streets should be designed to maximise natural surveillance over routes. Lighting requirements should be considered in keeping with the principles of 'Secure by Design' and in accordance with LBN UDP Policy EQ26.

In the town centre areas, the developments will include a mix of uses to cater for day time, evening and night time economies, resulting in successful centres which maintain activity and inform surveillance.



Development principle 6



Make accessible and enjoyable waterfronts

The western boundary of the regeneration area fronts onto the River Lea. Industrial uses mostly border the riverside locations making the waterway not visible or inaccessible from surrounding areas.

Wherever possible, the SPD promotes active use of land next to waterways near Canning Town and Custom House and, in particular, promotes this through the proposals for the sites adjacent to the River Lea – Limmo site (area 9) and land between Bidder Street and Stephenson Street (area 10b) in accordance with LBN UDP Policy EQ4 and the Blue Ribbon Network in London Plan Policies 4C.1-24. Development proposals at the river edge will need to illustrate how they have considered strategies relating to Bow Creek Eco Park and the Lea Valley Regional Park Authority plans.

Waterfront proposals will ensure:

- development of accessible community open space surrounding residential development on the Limmo site (area 9), in accordance with LBN UDP Policy OS6 and OS88;
- new riverside walkways linking these sites into the wider Lower Lea Valley Regional Park (in accordance with LBN UDP Policy T21 and the East London Green Grid);
- create and enhance open space for public use and access to water, as well as promoting recreational activities;

- new pedestrian and cycle crossings from the sites to surrounding areas, in accordance with LBN UDP Policy T2; and
- waterfront locations favour uses which require waterside locations such as water transport, leisure, recreation and flood defences.



Development principle 7

Secure open space

Enhancing and making the most of the public, semi-public and private spaces are central to the proposals within the SPD. The scope of landscape provision and improvements is great and ranges from refurbishment of existing spaces to the provision of new public realm, parks, semi-public spaces (such as opening up school grounds for wider public use) or sports facilities.

The character of each place or space differs according to its more defined role within the masterplan framework in meeting local need, performing a strategic role within the regeneration area, or connecting into wider green and blue infrastructure networks across the Borough or City, including the East London Green Grid.

Key issues to be addressed by development proposals include:

- creating a new park (Areas 5 & 18) within the main residential area;
- retaining and enhancing existing play areas, parks and other spaces, and development to create a sense of enclosure and ensure the spaces benefit from natural surveillance;
- using landscape to minimise the impact of the strategic road network (in particular A13);
- providing open space, play space and amenity space for new and existing communities;

- using landscape treatments to effectively manage surface water and reduce impact of flood risk in accordance with LBN UDP Policy EQ63;
- addressing the open space deficiency in Newham and upgrade Keir Hardie Recreation Ground in accordance with LBN UDP Policy OS9;
- increasing biodiversity in all developments and as part of river side proposals. This particularly applies to the Limmo Site (Area 9);
- considering the framing and protection of important views in development proposals, particularly in high density areas; and
- establishing and strengthening green links and access between sites and spaces.



Development principle 8

Create appropriate density

A key challenge for development proposals to address is the balancing of the desire to make the most efficient use of previously developed land, with managing the transition in scale of development from the central city densities to the west of the area, to the existing low and medium density traditional residential areas within the regeneration area.

Increasing the housing densities in the area enables a significant contribution to be made to meet the housing targets for the London Borough of Newham and achieve the objective of mixed and balanced communities, without a net loss of social rented housing.

Higher housing densities are only appropriate in particular areas, depending on location, accessibility (PTAL ratings), maintenance of privacy, and individual characteristics of the site.

The approach to densities in this SPD conforms with the London Plan Policy 3A.3:

- create the highest densities (215 – 405 units per ha) at Canning Town and Custom House centres to reflect the surrounding context and their proximity to public transport nodes;
- use medium to higher density development along major transport routes (55 – 275 units per ha) - particularly sites to the south of the A13 and along Silvertown Way. However,

care should be taken in these locations to ensure the development proposals do not have a negative impact on residential amenity of existing and future residents (in particular noise, air pollution and impact of flight paths) and that development proposals do not reinforce the segregation that these infrastructure routes create; and

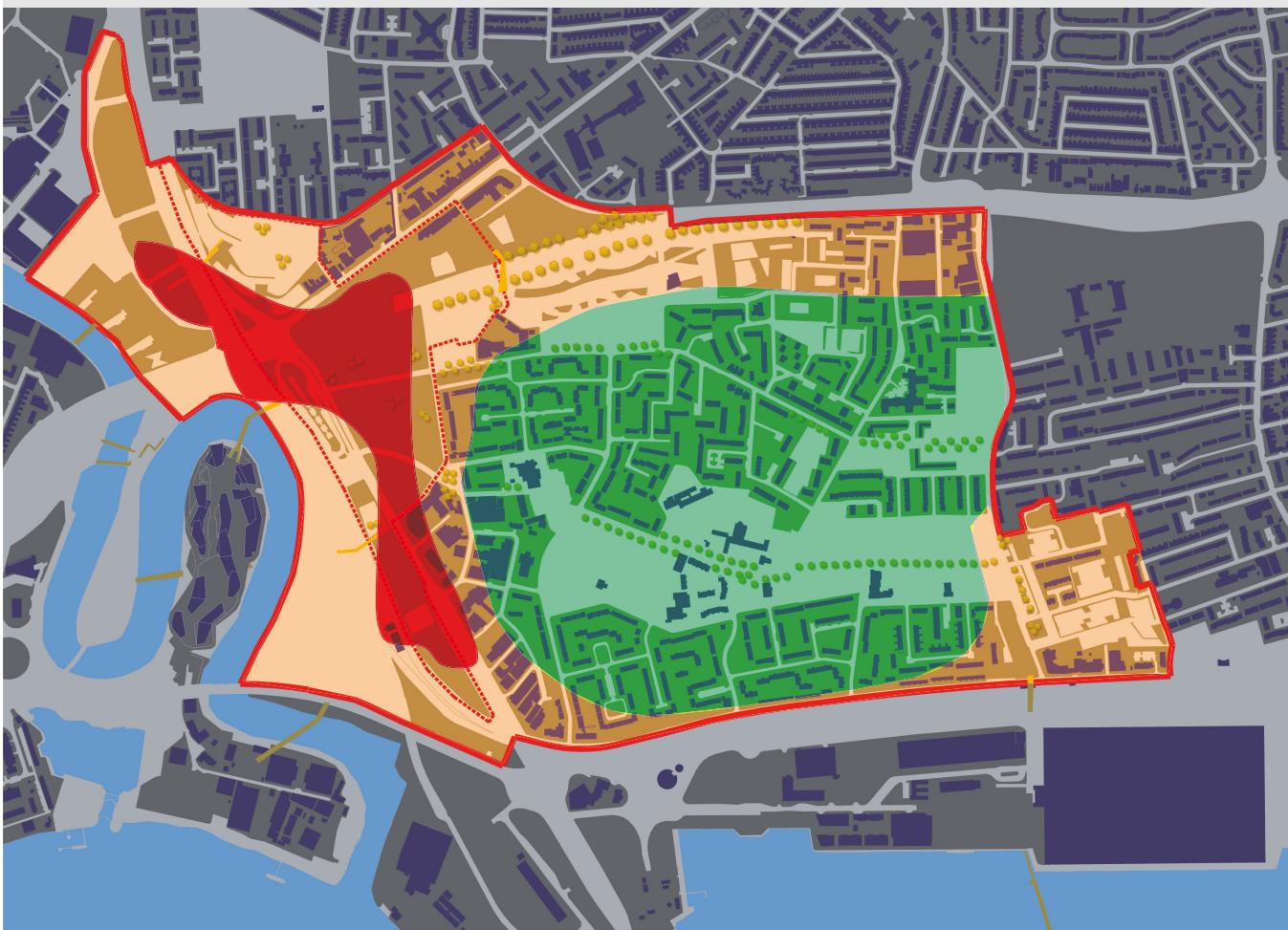
- reflect medium density development towards the centre of the regeneration area, reflecting the scale of the retained residential uses in accordance with London Plan densities of 45 – 185 units per ha.

The area-specific guidance in Part B identifies ranges for appropriate densities, heights and scale of development at key sites. This SPD is designed to allow flexibility to ensure that other objectives such as the provision of family housing can be delivered at different densities.

Development proposals at higher densities will be required to demonstrate design excellence and should also incorporate the provision of outdoor amenity space and maximise the potential for gardens, courtyards, roof terraces and balconies to reflect UDP Policy H17.

Tall buildings (8 storeys +) are considered suitable in a number of areas, however planning applications should justify their inclusion, in terms of how it fits within the context of the local area and satisfy London Plan Policies 4B.9 and 4B.10.

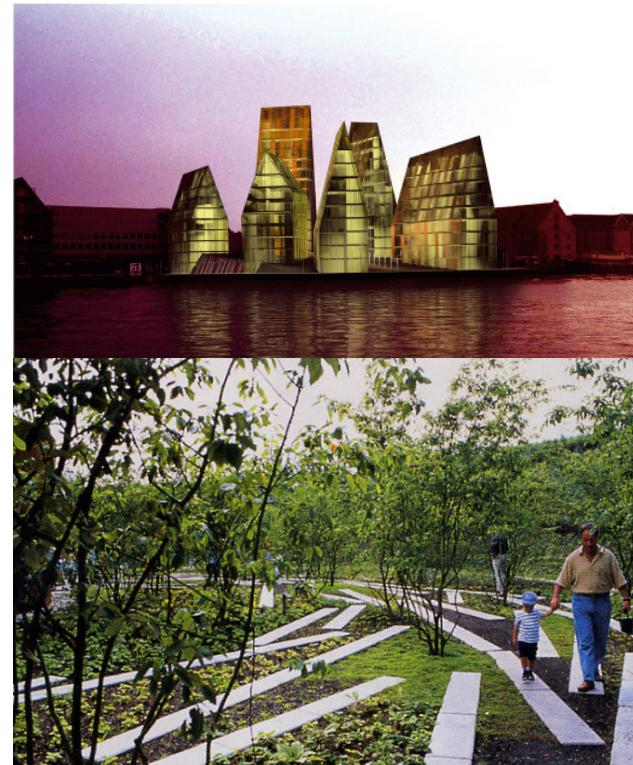
Approach to Residential Densities



- High density
- Medium to higher density
- Medium density



Development standards



Development standard 1

Ensuring high quality and inclusive design

Raising the quality of design within the area is a major aspiration of the London Borough of Newham. All development proposals will be expected to meet the following design standards:

- ensure spaces and places are well-used, accessible to all and inviting for people, whether they live, work or visit the area;
- use good design to reinforce the creation of safe, comfortable and visually appealing environments;
- strengthen, enhance and build upon the local identity, historic environment and character to create a sustainable community;
- consider the layout, form and function of the spaces created between buildings and their contribution to strategic aspirations such as new routes or tackling issues such as flood risk;

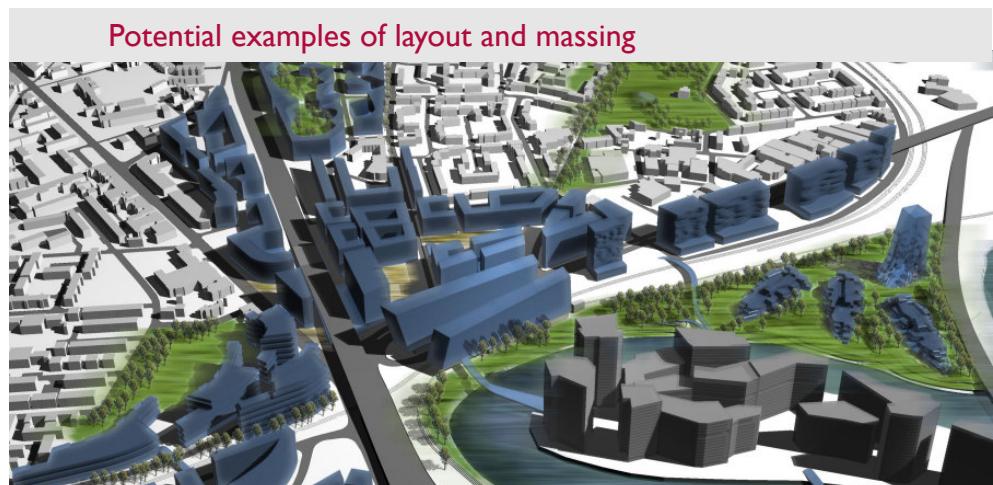
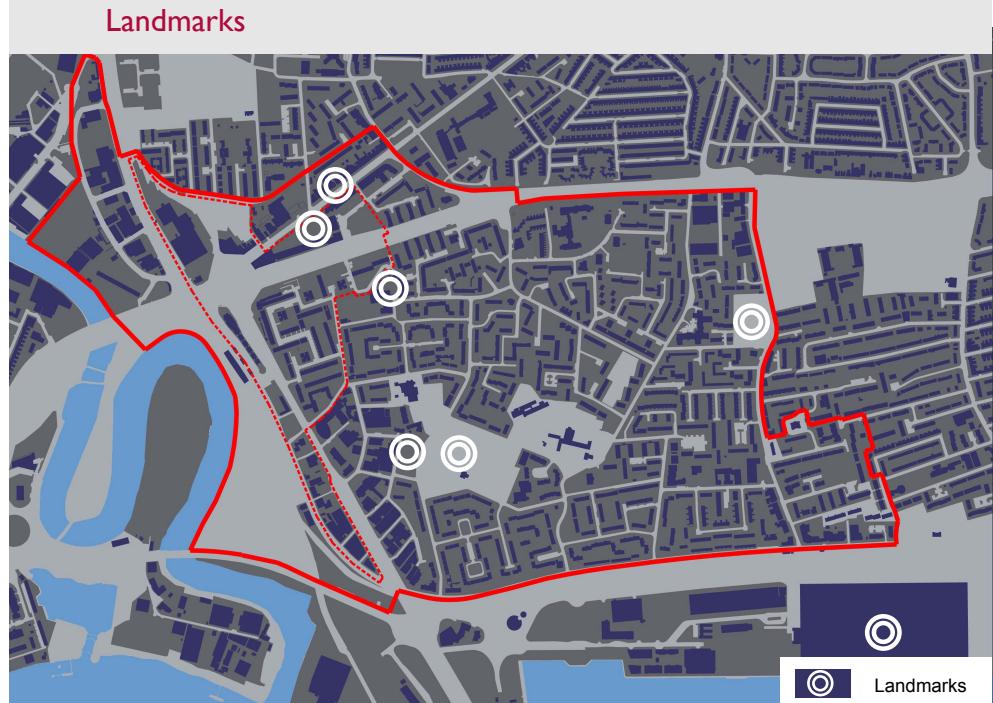


- use high quality materials (including landscaping) to create a unique 'sense of place' for individual developments, streets or neighbourhoods;
- where appropriate, use distinctive architecture as a driver, and a sign of investor confidence, in the regeneration area;
- remove barriers that create undue effort, separation or special treatment and enable everyone to participate in activities independently with choice and dignity;

Key Views



- weave together different building forms, uses, heights, tenures and densities to reinforce the area's identity, strengthen character and fit with the local context;
- ensure the scale, bulk and massing is appropriate to the site and its context;
- enable people to find their way around the area easily (especially on foot or by cycle) and ensure new development takes the opportunity to reinforce the ease of movement around the area wherever possible;
- maximise energy conservation and amenity through using the most sustainable materials and efficient use of resources; and
- ensure effective maintenance and management is built into spaces and places from the start.



Development standard 2



Addressing flood risk

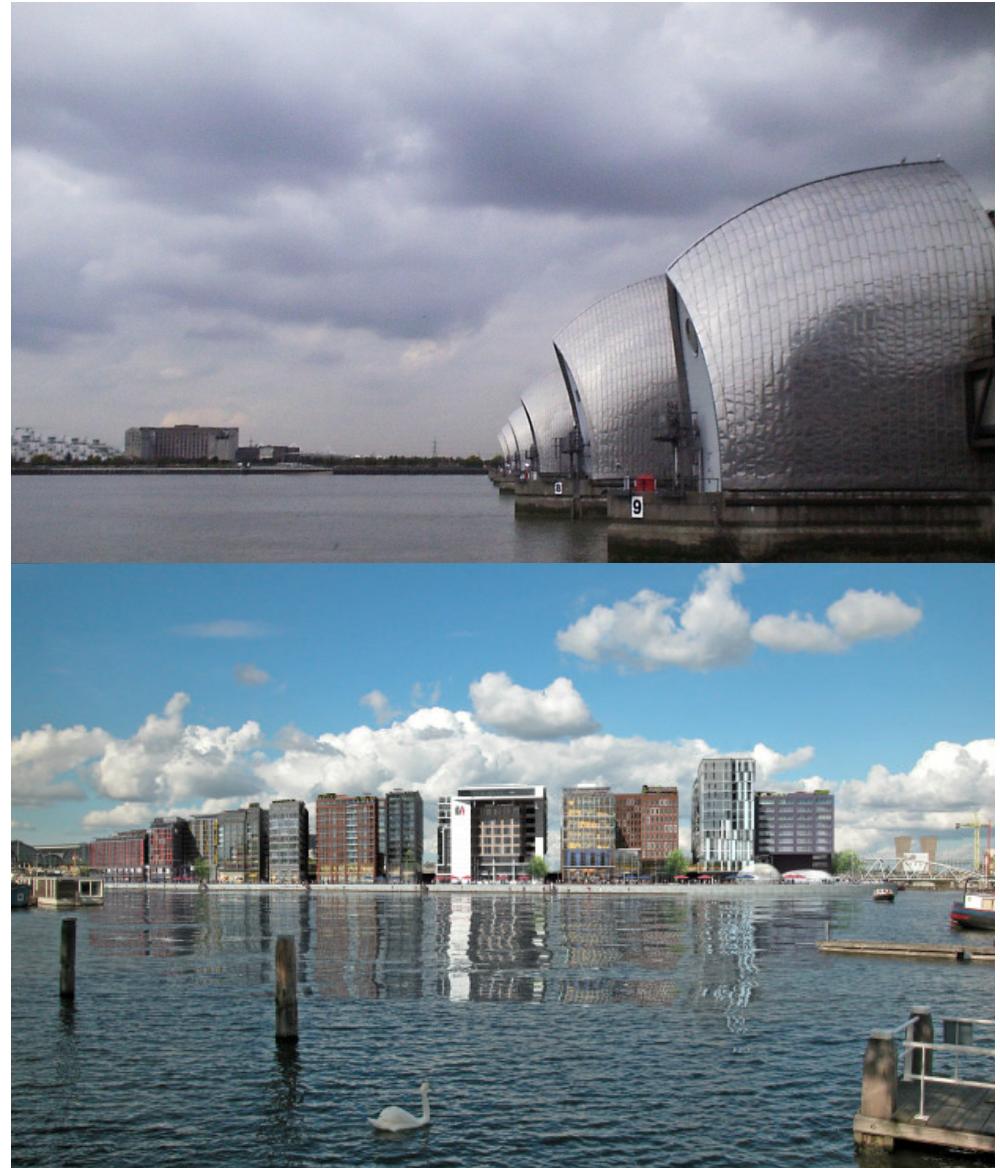
The regeneration area lies within the Environment Agency Flood Risk Zone 3 which means the area is at high risk of flooding. However, it is protected by existing flood defences, including the Thames Barrier, which will prevent inundation except in an extreme event.

Planning Policy Statement (PPS) 25 'Development and Flood Risk' outlines the suitable land uses for flood zone 3 and identifies that mitigation measures should be undertaken to reduce the effects of flooding. Proposals should apply the sequential approach to locating development within a site, and where necessary, pass the Exceptions Test.

There are a number of Strategic Flood Risk Assessments (SFRA) which cover Canning Town at a strategic level.

All development proposals should consider the impact of flooding and increasing flood resilience by design at an early stage. London Plan policies 4A.3 and 4A.14 require measures such as rainwater harvesting, sustainable urban drainage systems (SUDS), permeability of the public realm, and the need to separate surface and foul water to be incorporated into new developments.

Full Flood Risk Assessments (including flood warning and emergency plans in the event of flooding) must be undertaken at a site-specific level to accompany applications and early consultation with the Environment Agency is recommended.



Development standard 3



Minimising use of our resources

All development proposals will be expected to demonstrate how they minimise use of resources and meet the policy requirements of the Environmental Sustainability Checklist for Major Development, Code for Sustainable Homes and the London Plan. The Council, working in partnership with LTGDC are producing a Sustainable Development Strategy which development proposals will need to reflect.

Climate Change

Mitigation and adaptation to climate change will be integrated into the designs of future developments in Canning Town and Custom House, as set out in the London Plan (Policies 4A.1 to 4A.11). Buildings will be designed for the climate they will experience over their whole lifetime.

Energy

London Plan (Policy 4A.2) provides targets for the reduction of carbon dioxide by 15% by 2010 rising to 60% by 2050. New developments can achieve this with energy efficient and renewable energy technology and design, and facilitate the use of all forms of renewable energy.

All London Plan climate change policies (Policies 4A.1 to 4A.11) are relevant to reducing energy use within the area. In particular the scale of redevelopment in the regeneration area offers potential for technologies such as Combined Cooling Heat and Power (CCHP) to be used, as outlined in London Plan Policy 4A.6.

London Plan Policy 4A.7 also promotes the potential for zero carbon developments, photovoltaic panels and anaerobic digestion.

Major developments are required to show how they would generate 20% of the site's electricity or heat needs from renewable sources, meeting the Climate Change Mitigation and Energy Strategy for London target for major developments.

Solar Orientation and Prevailing Wind





Water

Development proposals will be required to demonstrate how they have incorporated measures to meet the maximum water use target of 105 litres per person per day, to comply with London Plan Policy 4A.16 and 4A.18.

Air

Air quality is a particular concern in the regeneration area with the A13 being identified as an Air Quality Management Area (AQMA). Development proposals within the AQMA (particularly sites 1, 2, 3, 7 and 20) will be required to undertake an Air Quality Assessment, where proposals comprise residential uses.

Utilities Provision

Development proposals should secure confirmation that utilities infrastructure and their providers are able to supply the proposed development at an early stage and confirm this as part of their planning application.

Noise

The road and rail infrastructure in the regeneration area is likely to mean that a number of sites will fall within Planning Policy Guidance (PPG) 24 Category A Noise Exposure Categories for residential development. Development proposals on these sites that have residential uses will be required to submit a Noise Action Statement detailing noise levels and mitigation measures proposed.

Waste Management

All development proposals should make adequate provision for storage of waste and recycling facilities on site as outlined in the London Plan Policy 4A.22. London Plan Policy 4A.21 sets out the targets for the re-use of construction and demolition waste. The Mayor's Sustainable Design and Construction SPG (2006) sets out principles relating to the need for developments to minimise waste.

Existing waste sites are protected by London Plan Policies 4A.22 and 4A.24. Mayer Parry Wharf is located within Area 10a and Priors Wharf is located adjacent to Area 10a. Both sites are formally safeguarded for wharf use and form part of a larger Strategic Industrial Area.

Contaminated Land

It is anticipated that a number of sites currently or previously in industrial use may be contaminated. Key partners will facilitate bringing this land back into use wherever possible – particularly along Silvertown Way. Development proposals for sites in this area which may be affected by land contamination must be accompanied by a Contaminated Land Assessment in accordance with LBN UDP Policy EQ49.

Development standard 4



Sustainable transport

Provision for pedestrians and cyclists should be prioritised within the form and content of development proposals to maximise accessibility and minimise use by the private car. Public realm improvements proposed will also prioritise walking and cycling routes over other forms of transport.

Development proposals should make adequate provision for cycle parking.

Much of the development at the two centres of activity will minimise car parking provision where appropriate (except for provision for people with disabilities), reflecting the high levels of accessibility at these locations.

Sites outside the local centres should provide sufficient off-street or on-street parking appropriate to their density and level of use. Innovative approaches (such as car clubs) should be considered at these locations.

Parking standards within the regeneration area should follow the London Plan maximum standards (Annex 4 of the London Plan) and ensure that there is no over provision. The main exception to this is ensuring the needs for people with disabilities are met to ensure accessibility for all.

Travel Plans should be prepared for significant residential and non-residential proposals within Canning Town and Custom House, as outlined in London Plan Policy 3C.2.



Pedestrian Routes



Development standard 5



Overhead power lines

The presence of overhead power lines has a significant impact upon the development of several key areas (9, 10A, 10B and 20 are all affected to varying degrees).

The removal of the powerlines is a strategic aspiration for the longer term. Therefore, the SPD identifies two potential options for the future of these sites to accommodate the results of the study in accordance with LBN UDP Policy EQ50, EQ51 and EQ52. This will be taken forward in the forthcoming Area Action Plan which covers Canning Town and Custom House.



Delivering development



The delivery of the framework is happening now with the implementation of specific projects and development sites.

The SPD is a tool which builds on the progress and work to date by taking each of the jigsaw pieces and putting them together in a coherent and sound framework – one which will set out the basis for future planning, development and regeneration in the area.

Deliverability and viability

The masterplan framework is backed by a financial appraisal which illustrates that delivery is realistically achievable and will ensure the regeneration of the area can be achieved in a cost-effective manner. As development proposals and public realm projects evolve, this financial appraisal will be updated and monitored to ensure implementation is on-track. In particular, it will safeguard resources to deliver community facilities and public realm projects.

Section 106 Obligations

Planning obligations or developer contributions will be sought from all new developments, including residential and commercial development (office, industrial, retail etc), coming forward within the regeneration area. These will be secured via the use of legal agreements such as section 106 agreements or by unilateral undertakings.

As part of the Council's emerging Local Development Framework, LBN will soon commence the consultation draft of a Planning Obligations Supplementary Planning Document. This draft SPD is likely to detail the Community Infrastructure Levy (CIL) in accordance with government guidance. In the meantime, S106 contributions will be decided on a site by site basis according to identified needs.

Where the planning authority is LTGDC, the desired approach to securing planning obligations from new development is a single aggregated 'standard charge' which would be spent on a defined range of infrastructure and community facilities required to implement the masterplan framework. This approach is set out in LTGDC 'Planning Obligations Community Benefits Strategy' (March 2008).

A 'standard charge' of £22,600 per dwelling discounted to £10,000 until April 2009 and £200 per square metre of commercial developments will be applicable. The requirements for the provision of affordable housing as part of housing developments will be negotiated separately.

Developers making on-site provision of strategic infrastructure or community facilities will be able to off-set those costs against the Full Standard Charge and if less than 35% affordable housing is agreed, additional financial contribution towards infrastructure and community facilities may be required.

On larger sites or where the developer believes that the tariff will make development unviable, applicants will be required to

submit development appraisals in an open book approach to the council or agreed third party in support of their case.

Planning obligations will include contributions towards:

- education and training (including local labour schemes)
- public realm (including way-finding) and open space
- connectivity, including bridges and highways
- public transport
- leisure and community facilities
- health provision.

Delivery

Regeneration of the area is being taken forward through a variety of mechanisms ranging from policy development, renewal of housing stock, funding community projects and facilitating development through land ownership or site assembly.

LBN, with its regeneration partners, will seek to assemble sites through discussion and negotiation with existing owners and occupiers. For avoidance of doubt, the Council has not considered whether it will exercise its compulsory purchase powers to bring forward any sites for development within the masterplan area.

Accordingly, this Supplementary Planning Document should not be taken as indicating that the Council might exercise its compulsory purchase powers in relation to any land within the regeneration area, apart from area 3, 1b and part of area 7.

Phasing

Whilst phasing is critical to the implementation of the framework, it is not necessary that the projects or sites come on stream in a linear manner where one area cannot commence until the previous one is completed. This means the phasing of sites is flexible and can be altered to take account of particular opportunities that arise - for example matching the redevelopment of the sites at Custom House with the implementation of proposals for Crossrail.

In the next three years (2008 - 2011), the priority areas for commencing implementation are areas 1, 2, 3, 7, 8 and 11. This strategy recognises issues such as LBN ownership, ability to decant sites and the quality of homes, as well as the aspirations of land owners and the importance of regenerating Canning Town local centre.

Review and monitoring

In order to ensure the SPD is realistic and deliverable, it should be monitored against the objectives and reviewed frequently. The SPD has been prepared in two parts: development principles and standards, and area-specific guidance with area based proformas for each key area. The area proformas can therefore be updated to take account of changing circumstances on an area by area basis as required, subject to the updated proforma being taken through the SPD adoption process, as outlined in the Council's Local Development Scheme.

Finally, the SPD is an interim planning policy tool for shaping the development of the regeneration area while the emerging policy framework is brought forward through the Local Development Framework.

Engaging communities



Proper engagement with residents, businesses and other stakeholders is an essential part of the regeneration for this area. The Borough wide policy standard for this is set out in the London Borough of Newham Statement of Community Involvement (adopted 2006). A bespoke community involvement strategy for the Canning Town and Custom House regeneration area has also been developed.

In accordance with these community involvement requirements, developers are encouraged to liaise with the Council (and the LTGDC where appropriate) and the local community when preparing their development proposals, particularly for larger schemes.

Pre-application discussions will help assess the level of consultation considered suitable for the proposal and will identify key community stakeholders or issues at an early stage. Where the development is being procured by, or in partnership with, the Canning Town and Custom House Regeneration Project Team and partners, this specification will be built into the tender from the outset.

A range of methodologies will be employed for community engagement around major developments. The appropriate methodologies will be decided in relation to each development scheme. In deciding the appropriate approaches, consideration will be given to the scale of the proposal and level of previous consultation.

Methodologies could include :

- Public meetings
- Area based meetings
- Public exhibitions
- Community promotion
- Surgeries
- Workshops
- Focus groups
- Planning for real
- Media
- Newsletters
- Website
- Design panels / groups
- Targeting community, voluntary and statutory agencies
- Planning Aid.

The Canning Town and Custom House project team is also able to help link developers into residents' panels or design panels at an early design stage to support the evolution of proposals. All major schemes should be discussed at a residents' panel or design panel before submission for planning approval.





PART B – Area specific guidance

Area specific guidance



There are a number of key areas across Canning Town and Custom House that are proposed for redevelopment as part of the masterplan framework.

This section provides site-by-site guidance on the interpretation of planning policy to facilitate re-development of these areas and to bring forward the implementation of the masterplan framework.

The site guidance falls into two categories:

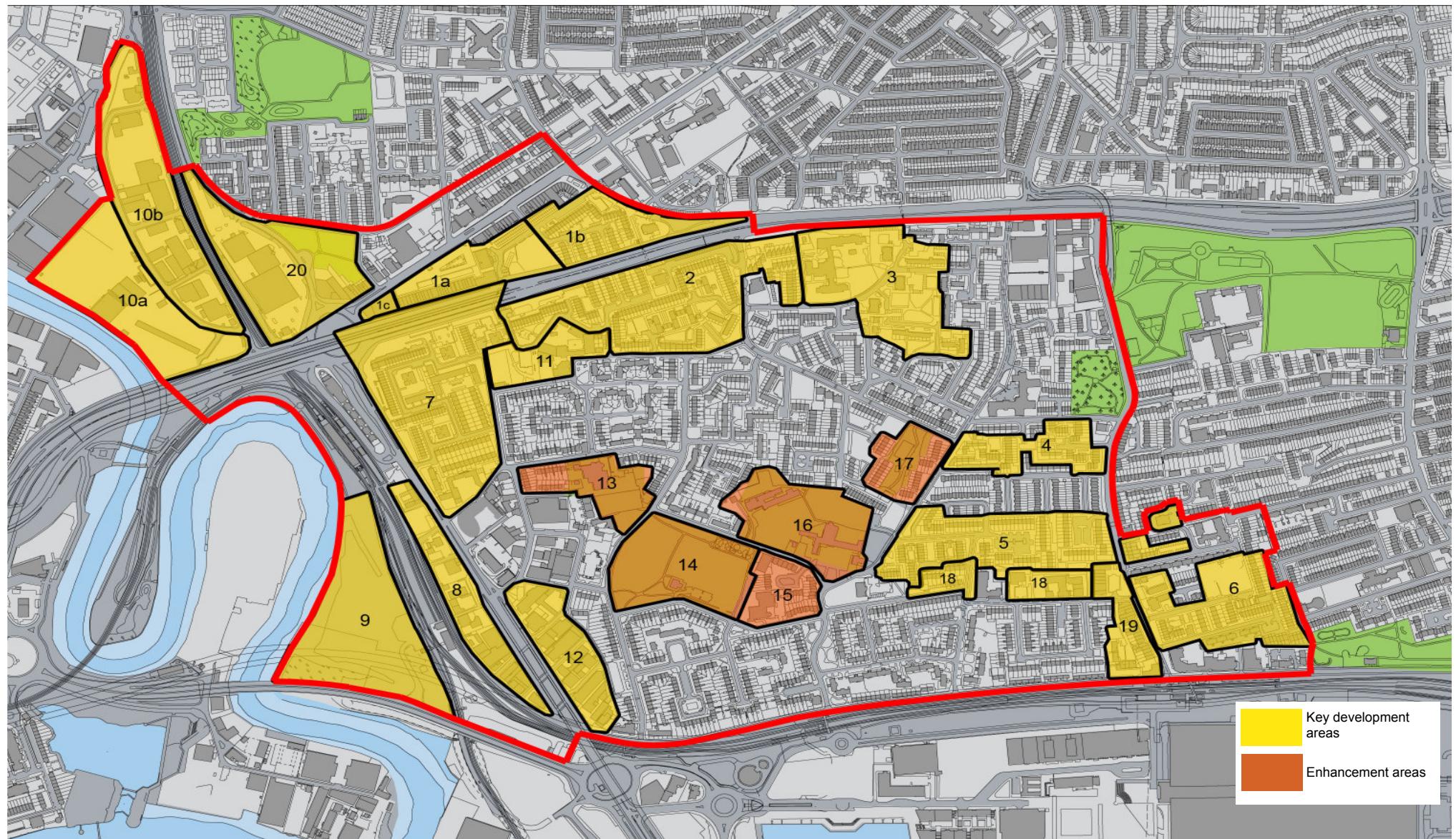
Area summaries

- Sets out the key principles and planning policy parameters for each of the key areas required to deliver the masterplan framework and meet the objectives for the regeneration of the area.

Enhancement sites

- Identifies existing community facilities and spaces that have proposals to upgrade and enhance their existing provision to meet their envisaged role in the regenerated community.

Map of development and enhancement areas



Development area summaries



The development areas vary in size, scale, use and development potential. However, they all have a part to play in meeting the objectives set out for the regeneration of the area.

The following section of the SPD contains a collection of area summaries that set out the key principles and planning policy parameters for each of the development areas, specifically relating to:

- height, scale and massing;
- use;
- major constraints to be overcome;
- how they fit with adjacent sites and the public realm; and
- implementation and phasing.

All planning applications will be required to demonstrate how they support the implementation of the masterplan principles and adhere to the development standards.

The area summaries are not intended to be prescriptive or inflexible. Many of the area summaries contain 2-D and 3-D extracts from the EEA masterplan. These extracts are included as indicative illustrations of how the site principles could be applied rather than prescriptive guidance for developers.

All applicants are encouraged to discuss their proposals at the earliest opportunity with the appropriate decision-making body (London Borough of Newham or London Thames Gateway Development Corporation) in advance of making a planning application. The London Borough of Newham has adopted a

formal pre-application process for which a fee is payable.

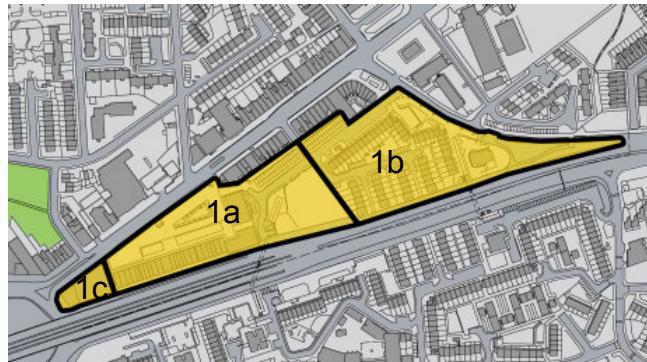
The form of supporting information required for each site will be determined within pre-application discussions with the Local Planning Authority. Further guidance is set out within Planning Applications Requirements (PAR) Guidance Note.

Applicants should also seek a screening opinion from the Local Authority to determine whether an Environmental Statement would be required to support the scheme.

Much of the land remains in public sector ownership and a developer panel has been procured. In these cases, the principles within the area summaries will also form part of the tender brief and developer specification for sites to ensure a coherent approach to implementing the masterplan.

Area 1

Rathbone Market and Barking Road



Site description

Barking Road is a busy high street with a variety of small retail units and declining street market (Rathbone Market). Identified needs include a major food store, provision of community facilities and evening activity.

North of the site, surrounding uses are mostly residential and the area is segregated to the south by the A13.

There are a number of historic buildings which could potentially be used to enhance and provide distinctive character to the town centre.

Redevelopment of the site is key to providing a sustainable commercial future for the wider Barking Road area. The site also offers opportunities to improve connections between residential communities to the north of the site and to Canning Town Station.

Key principles

- Area 1a and 1c will comprise a mixed-use development with retail, residential (1 - 3 bed flats), office and food and drink uses. Proposals should make provision for a retained market and a library / civic facility.
- Area 1a and 1c have an important role in improving connections and the quality of spaces under the A13 to Area 7, through removal of slip roads and reconfiguration of roundabout.
- Area 1b will comprise predominantly residential uses. This site has an important role in reinforcing the connections over the A13 into Area 2.
- The scale and massing of proposals should be amongst the densest across the whole regeneration area (average 8 - 10 storeys)
- There is potential for taller, landmark buildings (10 storeys +) as the site moves towards the roundabout.
- Designs should be innovative and 'modern urban' responding to the key location and the desire for a step-change in the perception of Canning Town (as Area 7), whilst integrating and enhancing the historic building heritage.
- All ground floor uses include active frontages.
- All development proposals will be expected to contribute to upgrading of the public realm.
- Assessment of impact and mitigation strategy required against impacts of noise and air pollution from A13.
- There is a presumption that residential uses are not appropriate at Area 1C unless it can be clearly demonstrated that residential amenity can be adequately protected.

Site size : 36,700 sq m

Ownership : London Borough of Newham

Accessibility : PTAL Rating 6a

Housing Density : 215 - 405 u/ha

Implementation

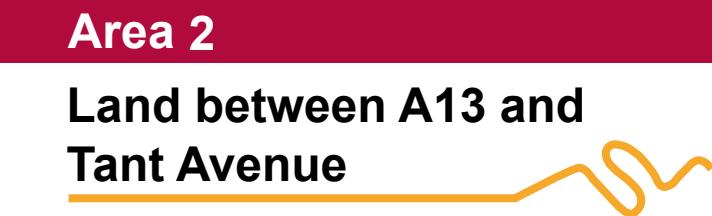
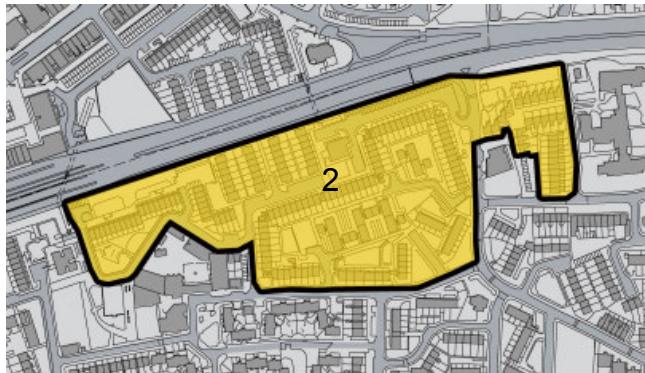
The regeneration of the Rathbone Market (1a) is being led by English Cities Fund and London Borough of Newham through a development agreement. An outline planning application is currently being prepared.

Work to determine feasibility and preferred location for the new bridge over the A13, and removal of the slip roads, is also underway.



Area 2

Land between A13 and Tant Avenue



Site description

This site is situated between the A13 to the north and includes Vincent Street to the south of the area. It comprises predominantly low-quality housing in a mix of 2 storey terraced housing and 4 storey flats and maisonettes.

Surrounding uses comprise residential properties (of similar form to the site), Ferrier Point, a high-rise block (22 storeys) of 115 flats, a redundant public house and the River Christian Centre (Area 11) to the south west.

Key principles

- Residential scheme with mix of 1 – 2 bed flats at higher densities (4 – 6 storeys) to north of site and family housing at lower densities (3 – 4 storeys) to south of site.
- Significant area of public open space around higher density blocks with appropriate private / semi-private amenity provision for family housing.
- Design of blocks to north should reflect prominent position adjacent to A13 Gateway and challenge the existing perception of Canning Town.
- Site has important role in reinforcing the character of the 'residential spine' to the South.
- Assessment of impact and mitigation strategy required against impacts of noise and air pollution from A13 including appropriate buffer between A13 and residential accommodation.
- The site has the potential to play an important role in reinforcing the connections across the A13 into Area 1.



Site size : 52,700 sq m

Ownership : Majority of area is within the ownership of London Borough of Newham. However there are some properties in private ownership through Right to Buy

Accessibility : PTAL Rating 3 – 5
Housing Density : 140 - 335 u/ha

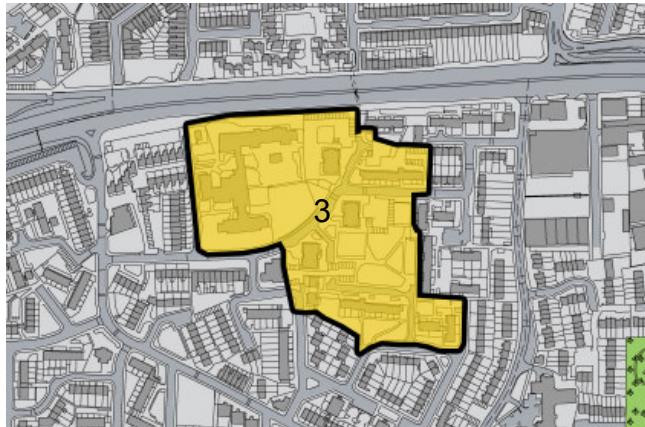
Implementation

LBN has taken the decision to redevelop the area and a preferred development partner will be chosen to take forward redevelopment proposals for the site.

Ferrier Point is also subject to a separate major refurbishment programme.



Keir Hardie School and Land to the East



Site description

This site comprises the Keir Hardie Primary School and a large cleared site (previously 4 storey residential dwellings and 3 tower blocks), currently being prepared for redevelopment.

The area is bounded to the north by the A13 and surrounding uses comprise Keir Hardie Methodist Church, 2 storey semi-detached dwellings, 4 storey flats and a small row of shops along Fife Road.

Key principles

- Redevelopment of school site to provide new primary school with associated playground and extended school provision.
- Remainder of site to be redeveloped for a range of residential accommodation across 1 – 2 bed flats to 3 – 4 family maisonettes / townhouses.
- Development should have a variety of heights ranging from 3 – 9 storeys integrated into existing residential context.
- Focus of community space around the new school, Keir Hardie Methodist Church and neighbourhood retail provision.
- An assessment of impact and a mitigation strategy will be required against impacts of noise and air pollution from A13, including provision for an appropriate buffer between A13 and residential accommodation.
- Layout of scheme should consider links through to Area 2 and to residential spine, and retain option for future links through to Freemasons Road.

Site size : 36,800 sq m
Ownership : London Borough of Newham
Accessibility : PTAL Rating 1 - 2
Housing Density : 65 - 210 u/ha

Implementation

Countryside Properties, Affinity Sutton and the Council are working in partnership to take forward this site and a development agreement has been signed. A planning application is anticipated in Summer 2008.



Land adjacent to Ashburton Grove Woods and Freemasons Road



Site description

This site comprises 4 storey residential dwellings. A redevelopment site (with 14 flats currently on-site) and a retained car repair workshop are located outside the site boundary on the north-east corner.

The site is bounded by Freemasons Road (the main route to Custom House), Ashburton Grove Woodland and other residential properties including 2 storey terraced housing and 4 storey flats. There is also 2 storey sheltered housing accommodation in the immediate area.

The site falls on the eastern edge of the new east-west 'residential' street.

Key principles

- Range of residential accommodation comprising 2 – 6 storey residential blocks with communal gardens.
- Site is located on residential street therefore design fronting this route should reinforce coherent character.
- Pedestrian permeability through the blocks in a north – east to south west direction is a desirable connection.
- Heights at the western end of the site should be lower to respect the neighbouring residential context and prevent retained properties along Russell Road being sandwiched between this and the massing of Summerdale Court Care Centre.
- Potential opportunity to improve links and visual connections to Ashburton Grove Woodland to off-set amenity space within development.

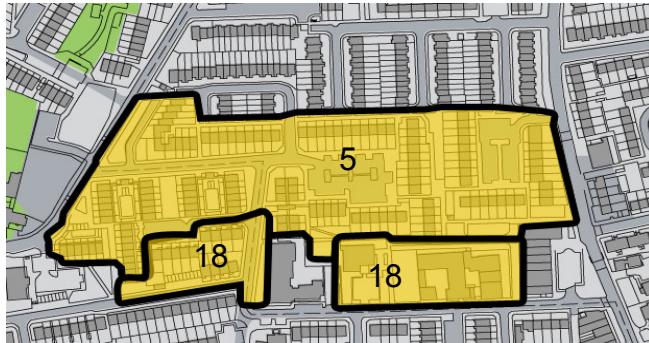
Site size : 13,610 sq m
Ownership : London Borough of Newham
Accessibility : PTAL Rating 2 – 4
Housing Density : 45 - 200 u/ha

Implementation

LBN has taken the decision to redevelop the area and a preferred development partner will be chosen to take forward redevelopment proposals for site.



Land to North of Coolfin Road and Boreham Avenue



Site description

North side (Area 5) :

Existing residential area with 2 storey terraced housing and 4 storey maisonette blocks.

Legibility is poor with no direct route through to Freemasons Road.

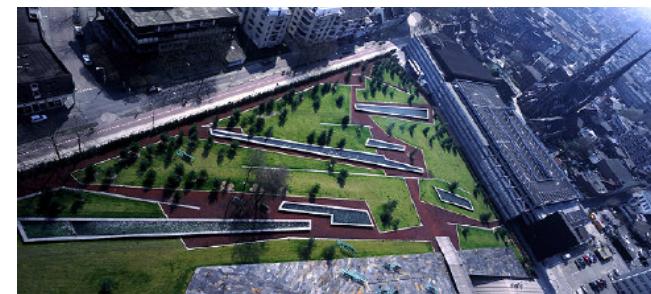
South side (Area 18) :

This is a mixed use area fronting Coolfin Road including residential uses, a BT telephone exchange complex, a vacant site, a single storey low-grade building and car park. The area also includes Stanley Holloway Court, a recently developed 3 storey complex providing sheltered housing for the elderly.

Surrounding uses include 2/3 storey residential including Victorian terraced housing, the Citizens Advice Bureau and a 11 storey tower block with associated play area and car park.

Key principles

- Activity Street runs through the centre of the site with creation of a significant 'central park' to the North of this route .
- All buildings facing on to Activity Street should be of 6 storeys and contribute to the coherent street character with a finer grain of massing through narrow 'mansion blocks'.
- Buildings to the rear of Activity Street will be lower (2 – 4 storeys) in height to manage the transition in scale from Activity Street to retained residential properties to the south of Coolfin Road.
- The predominant building use will be residential. However there is scope to incorporate some commercial / community uses on the southern frontage facing the park and ground floor uses should reinforce an active street scene.
- Apartments facing onto the park should include 3 – 4 bedroom family housing provision.
- Buildings overlooking the park should help contribute to the character of the park through diverse architectural styles / materials and significant interaction / informal surveillance through balconies and roof terraces.



Site size : 50,100 sq m

Ownership : London Borough of Newham (North) and Multiple Ownership (South)

Accessibility : PTAL Rating 2 – 3

Housing Density : 45 - 200 u/ha

Implementation

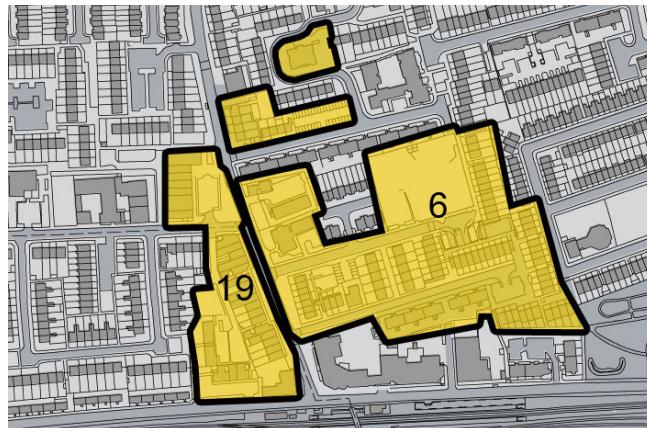
No progress to date. Masterplan framework recommends taking forward a detailed park masterplan to reflect importance in implementation of the framework.

Phasing of Eastern part of site fronting onto Freemasons Road should be considered with Area 19.

LBN has taken the decision to redevelop the area and a preferred development partner will be chosen to take forward redevelopment proposals for this site.



Custom House and East of Freemasons Road



Site description

The site is a neighbourhood retail centre with local retail provision, a Council office, Early Start centre, health centre, hotel and food and drink establishments. There is a poor quality amenity space and parking area to serve retail units.

Situated to the east of Freemasons Road is a patch-work of low density residential uses, of mixed design and quality.

The site is situated in close proximity to Custom House DLR Station and the site of a proposed Crossrail station. Immediately south of the station is the Royal Docks and EXCEL exhibition centre. The excellent rail links and level of investment and patronage into the EXCEL Centre and Royal Docks offers a real opportunity to upgrade Custom House as a local retail and service centre.

Key principles

- Mixed-use (retail, offices, small business workspace, community uses and food and drink) redevelopment of Custom House will secure the role of the area as a local centre and destination with creation of boulevard and public square. A number of existing properties will be retained and development form will need to respect the established height and massing.
- Buildings facing the boulevard will be 6 storeys (with potential for a tall building and higher storey heights at Southern end) with active frontages on the ground floor. Balconies and roof terraces will animate the street and provide informal surveillance.
- Buildings behind the boulevard to the east of Freemasons Road will be residential and of lower heights and densities (2 – 4 storeys) to fit the context, height and massing with retained properties and accommodate a significant component of family housing need (including the provision of town houses).
- Planning policy requires the retention of community facilities and employment uses. These should be retained within site or on Activity Street.
- The proposed Crossrail station will be located south of this area. Integration of activity at the EXCEL centre and the station with Custom House should be promoted through new crossings, positioning of new Crossrail station and route-finding.
- Links through the area from the new Central Park through to Cundy Park should be established to ensure access to open space.

Site size : 43,460 sq m

Ownership : Predominantly London Borough of Newham

Accessibility : PTAL Rating 3 - 4

Housing Density : 45 - 200 u/ha

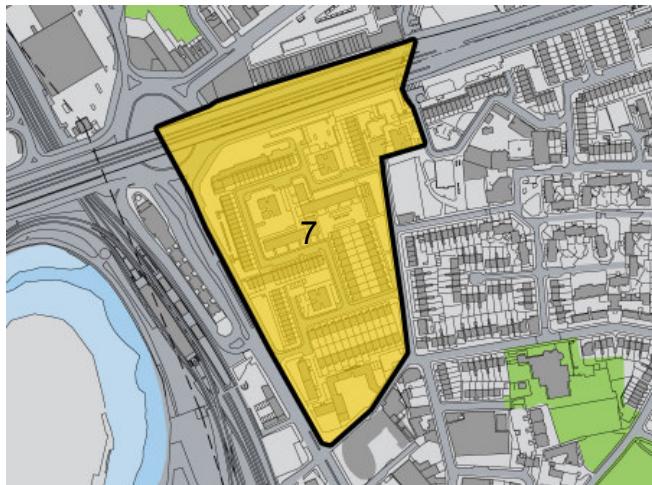
Implementation

LBN have commissioned a development brief to consider the impact and integration of the Crossrail proposals. This covers the impact upon a wider area than identified by the boundary. The brief will also consider whether an anticipated increase in PTAL ratings as a result of Crossrail will result in higher residential densities. However the provision of accessible family housing should remain an important consideration.

LBN has taken the decision to redevelop the area and a preferred development partner will be chosen to take forward redevelopment proposals for this site.



Land between Silvertown Way and Rathbone St



Site description

This site is a residential area which is in the process of being decanted and cleared for redevelopment.

It has a prime location being opposite Canning Town station and just south of the town centre.

Surrounding uses to the east are low density residential dwellings. The A13 and Silvertown Way run to the north and west of the site acting as major physical barriers between the regeneration area, the existing centre and the major transport interchange.

Key principles

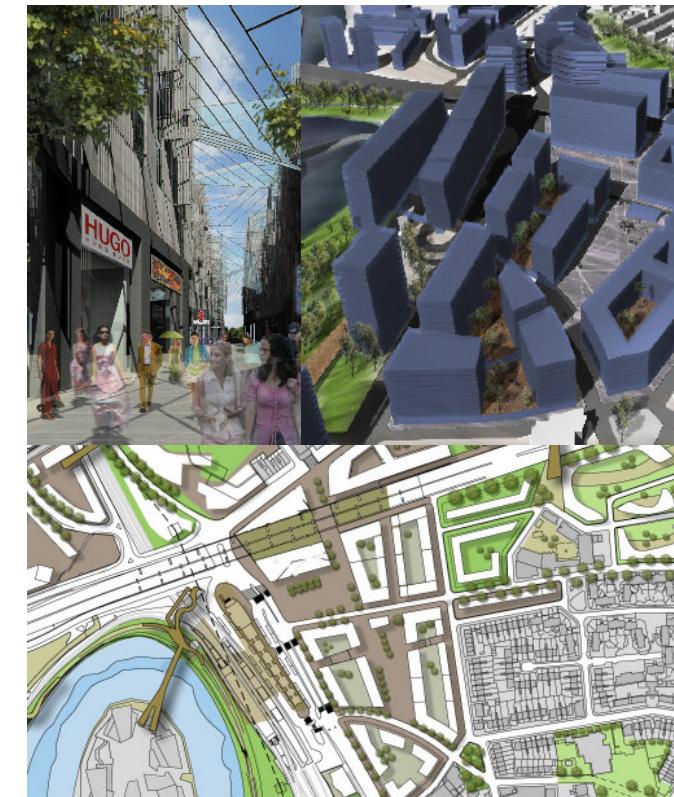
- Mixed-use scheme creating a new civic heart for the area focused around two public squares. Uses comprise residential provision (range of provision incorporating family housing to east of site) office, community facilities, retail, education, hotel uses or food and drink uses.
- Proposals will be required to provide important connections to Area 1 and improve the quality of spaces under the A13 flyover.
- All ground floor uses should include active frontages and aim to attract people from the transport interchange through to Area 1.
- Pedestrian permeability through the scheme in all directions is desirable. The scheme will support the re-alignment of the A13 junction, which includes the roundabout reconfiguration and removal of slip roads.
- The scale and massing of proposals should be civic in nature to the north west (10 storeys) stepping down to fit the context of surrounding sites towards the south east.
- There is potential for a taller, more landmark building (10 storeys +) as the site moves towards the roundabout.
- Designs should be innovative and 'modern urban' responding to the key location and the desire for a step-change in the perception of Canning Town.
- The site has an important role in reinforcing the character of the 'residential street' and 'activity streets' which lead from the site.
- Assessment of impact and mitigation strategy required against of noise and air pollution from A13 including the provision of a buffer between residential accommodation.

Site size : 59,600 sq m
Ownership : London Borough of Newham
Accessibility : PTAL Rating 6b
Housing Density : 140 - 405 u/ha

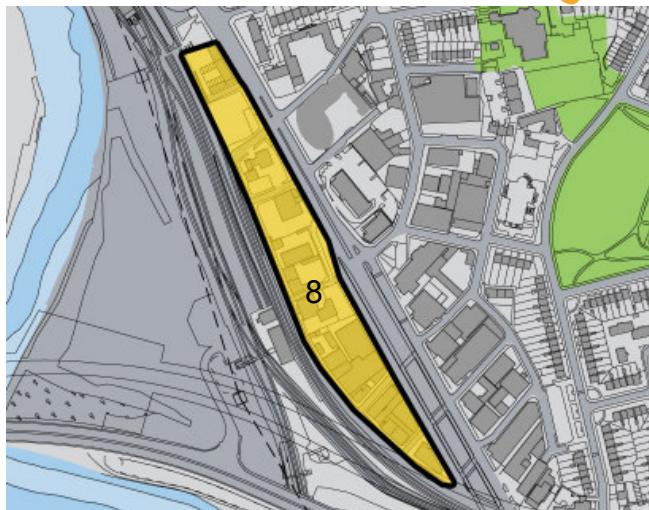
Implementation

The site is in the process of being decanted and a development partner will be procured.

A detailed masterplan for the area has been prepared.



Silvertown Way West



Site description

The site is a long thin plot bounded by the Silvertown Way (incorporating raised section) to the east and the major rail infrastructure to the west.

The northern boundary of the site connects to the A13, Canning Town station and Barking Road in the north. The site was previously used for a range of 'dirty' industrial purposes in small plot form however many have now been vacated.

This site is highly visible but its redevelopment is severely restricted by shape, accessibility, proximity to major infrastructure and lack of front or back.

The site adjoins Canning Town transport interchange. In close proximity is the PURA Foods site to the west and the Limmo Site (Area 9) – although both are disconnected via rail infrastructure and the River Lea.

Key principles

- The northern part of the site is designated as a mixed-use area (LBN UDP Proposal M7) where mixed development (including offices, residential and supporting services) is supported. This area also falls within the Town Centre Boundary within the LBN UDP.
- The southern part of the site is designated Principal Employment Area with the LBN UDP (Policy EMP 4-6). Therefore any proposals for redevelopment of other uses (except where these are ancillary to the employment use for example, local retail or nursery) may be resisted within the current policy framework.
- The site offers a major design challenge and development proposals should respond with innovative and iconic design solutions (predominantly 10 storeys) which integrate with the street.
- The site is highly visible and can contribute to improving the perception of Canning Town, however, care should be taken to retain strategic view and minimise impact of pylons.
- Assessment of impact and mitigation strategy is required against impacts of noise and air pollution from Silvertown Way, major infrastructure and airport flight paths.
- Development proposals should improve connections to Canning Town Station and incorporate connections from the site to the Limmo Site (Area 9) through to the PURA Foods site and Silvertown Way East, where deemed feasible.
- Enhancement of Silvertown Way for the pedestrian and cyclist should also be taken forward with any redevelopment proposals.

Site size : 18,000 sq m

Ownership : Multiple ownership with LDA taking forward land assembly. Transport for London own Northern tip of site (retained for transport infrastructure).

Accessibility : PTAL Rating 4 - 6a

Housing Density : 140 - 405 u/ha

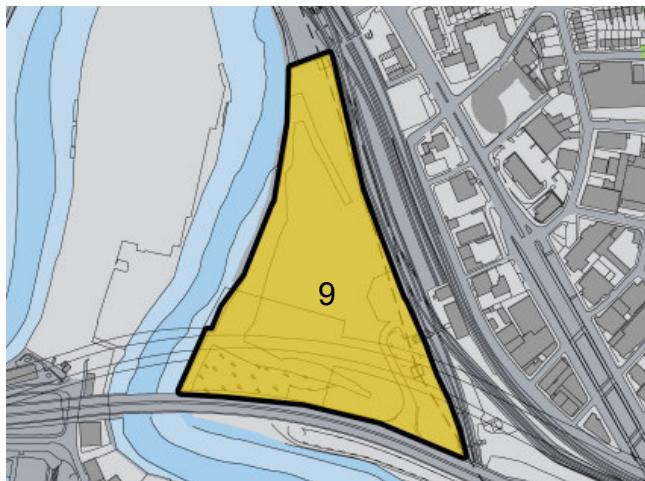
Implementation

Land assembly is being taken forward by the LDA through CPO processes and will facilitate comprehensive redevelopment of the site. A preferred development partner has been selected.

The current policy framework restricts the mix of uses within any development proposal. However, LBN recognise that a genuinely mixed-use scheme may be more suitable in this location and are working to address this within planning policy through the Local Development Framework.



Limmo Site



Site description

This area is a cleared site on a prime waterside location, in close proximity to Canning Town Station. It is currently being used for temporary construction storage.

Railway infrastructure forms the boundary of the site to the east, cutting off this site from Canning Town. The remainder of the site is bordered by River Lea. Access to the site (vehicle and pedestrian) is therefore very limited.

Across the River Lea to the west is a proposed development on the Pura Foods site which will comprise of high-rise residential properties.

Key principles

- The site is identified as a Major Opportunity Zone in LBN UDP (MOZ7) which seeks to take forward a mixed use development of predominately B1 and B2 uses with leisure, open space and residential uses to support this.
- Crossrail proposals include the use of this site during construction and the provision of a significant ventilation shaft upon completion restricting developability significantly.
- The design and scale of development proposals will need to bridge the gap between very high density proposals being taken forward on the Pura Foods site and Canning Town.
- The site is highly visible and can contribute to improving the perception of Canning Town. However care should be taken to retain strategic views to the east.
- It is anticipated that a high level of public open space should be integrated into development proposals to support the attempts to develop the Lea River Park.
- Assessment of impact and mitigation strategy is required against impacts of noise pollution from major rail infrastructure. A landscape strategy would also be required.
- Land alongside the waterside should be prioritised in favour of uses including water transport, leisure, recreation, wharves and flood defences, where appropriate.

Site size : 43,600 sq m
Ownership : BRB (Residuary) Ltd
Accessibility : PTAL Rating 1b – 4

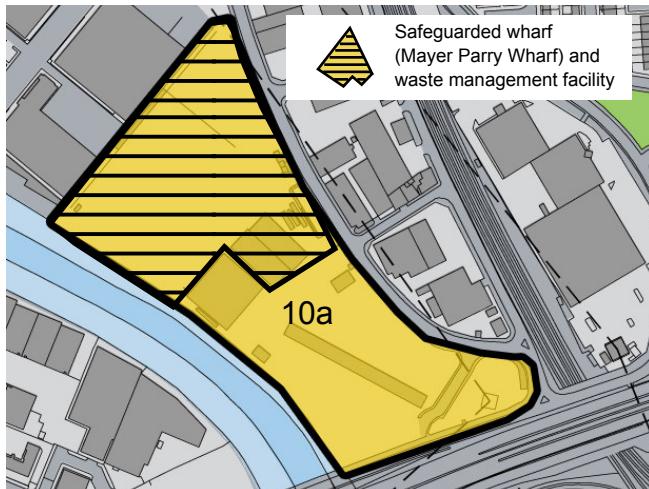
Implementation

No progress to date. Site will be used as Crossrail Depot for a number of years before the longer term future of the site can be fully explored.

The current policy framework restricts the mix of uses within any development proposal. LBN recognise that a genuinely mixed-use scheme may be more suitable in this location and are working to address this within planning policy through the Local Development Framework.



Wharfside Road



Site description

The site was previously a heavy industrial employment area and has now been cleared for redevelopment.

Adjacent to the River Lea, the area provides access to Bow Creek Ecology Park, part of Lea Valley Park. Mayer Parry Wharf located to the north of the site is safeguarded.

Surrounding uses comprise a low-grade employment area (with recycling facility and scrap yard) situated in large 2 / 3 storey industrial sheds and the elevated A13 to the south.

The site is situated close to Canning Town public transport interchange and the town centre, although pedestrian and cycle access is across the busy A13 and associated roundabout. National Grid and EDF power lines lie within close proximity to the site.

Key principles

- The site is an identified Major Opportunity Zone (MOZ 6) within the LBN UDP. At the southern part of the site, it proposes a high quality flagship development of employment (B1 and B2 uses), retail, leisure, cultural and community uses with ancillary residential development. Elsewhere, the retention of employment uses (B1 and B2) is sought.
- The site offers a significant design challenge and development proposals should respond with innovative design solutions to reflect the constraints of the River Lea, A13 and surrounding industrial uses.
- The impact of tall buildings along the river frontage will require careful consideration and reasoned justification.
- Developments adjacent to Mayer Parry Wharf (shown on the map opposite) and adjoining Priors Wharf should be designed to minimise potential conflicts of use and disturbance, including landscape and land use buffering, and locations of non habitable rooms. New development should consider that these wharfs may be used for water freight and waste movements.
- Development proposals should incorporate riverside access with connections into the wider network. Access to the Bow Creek Ecology Park should be retained.
- Pedestrian and cycle connections (24 hour) over the River Lea and to Canning Town Station should be secured as part of development proposals.
- Development proposals for the site should reflect LBN UDP Policy EQ50 and safeguard residential amenity from National Grid power lines.

Site size : 40,800 sq m
Ownership : Single private ownership
Accessibility : PTAL Rating 2 – 6
Housing Density : 35 - 405 u/ha

Implementation

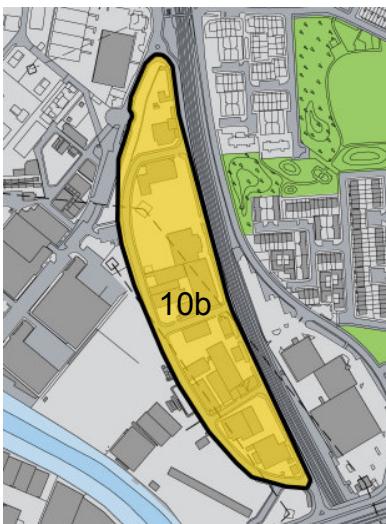
The current policy framework restricts the mix of uses within any development proposal.

LBN recognise that a genuinely mixed-use scheme may be more suitable in this location and are working to address this within planning policy through the Local Development Framework.

The site is being taken forward by a private developer. An outline planning application was granted in principle, subject to the S106. The proposal was subsequently withdrawn and a new round of negotiation is underway.



Land between Bidder Street and Stephenson St



Site description

The site is a busy heavy industrial area comprising 2 - 3 storey equivalent industrial units with users including warehouses, welders, shot blasting, printers and scrap metal companies.

National Grid power lines run along the eastern boundary of the site. The pylons are dominant, highly visible and restrict development (particularly for residential uses).

Access is via the A13 in the south and connects to areas to the north. Railway infrastructure borders the site on the east. To the west is a protected wharf, cleared land and other employment uses.

Key principles

- The site is an identified Major Opportunity Zone (MOZ 6) within the LBN UDP. At the southern part of the site, it seeks to deliver a high quality flagship development comprising employment (B1 and B2 uses), retail, leisure, cultural and community uses with ancillary residential development. Elsewhere, the retention of employment uses (B1 and B2) is sought.
- Development proposals for this site should reflect LBN UDP Policy EQ50 and safeguard residential amenity from National Grid Power Lines. Retaining the power lines will prevent residential uses within the majority of the site.
- The site offers a significant design challenge and proposals should respond with innovative and landmark design solutions which support the change of perception for Canning Town.
- Pedestrian and cycle connections into Area 10a, over the railway line and to Canning Town Station, should be included where deemed feasible as part of development proposals.
- In order to provide an appropriate level of amenity for the proposed residents and an appropriate mix of uses, it is considered that an assessment of impact and mitigation strategy will be required to evaluate the impacts of noise and air pollution from A13, rail infrastructure and surrounding industrial uses.
- The area of the development site that fronts the adjacent safeguarded wharf and the established industrial uses will be required to address conflicts of use and disturbance, including landscape and land use buffering, and locations of non habitable rooms.

Site size : 35,400 sq m
Ownership : Multiple Private Sector Ownership
Accessibility : PTAL Rating 3 – 6
Housing Density : 100 - 405 u/ha

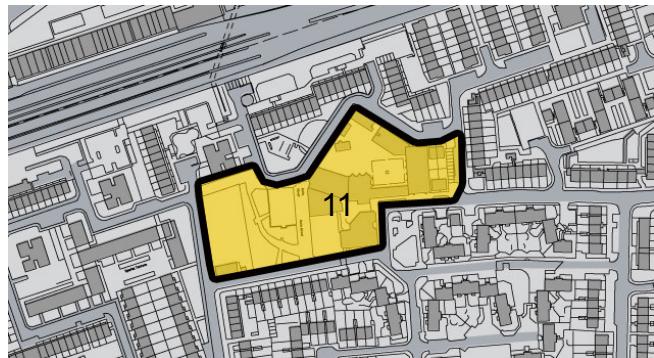
Implementation

The current policy framework restricts the mix of uses within any development proposal. LBN recognise that a genuinely mixed-use scheme may be more suitable in this location and are working to address this within planning policy through the Local Development Framework.

No progress to date.



East of Rathbone Street



Site description

The site includes the River Christian Centre which provides a range of social, educational and religious facilities including a youth centre and a church.

Situated to the west of the River Christian Centre there is open space comprising a play area with a basketball court. The remaining area comprises a vacant site.

Surrounding uses comprise residential dwellings with a mixture of 2 storey terraced houses, 3 storey brick flats and 4 storey maisonettes.

Key principles

- Planning policy supports the retention and upgrading of open space and community facilities on this site
- Any redevelopment proposals should include replacement of the equivalent amount of open space
- Securing a route through the site for the 'residential street' component of the masterplan framework supports the implementation of the framework and the viability of new and improved community facilities
- A significant site would be retained to the north-east of the 'Residential Street' for community facilities and services including a new park
- Residential uses (6 – 8 storeys) would be located to the south-west of the site
- Development proposals will be required to secure residential amenity and compatibility of the mix of uses
- The retention of the church should be considered within any redevelopment proposal
- This site has an important role in reinforcing the connections over the A13 into Area 1 and the District Centre via a footbridge
- Site is located adjacent to Area 7 and any development proposals should ensure they complement neighbouring development.

Site size : 11,700 sq m
Ownership : River Christian Organisation and LBN
Accessibility : PTAL Rating 4 - 6a
Housing Density : 45 - 260 u/ha

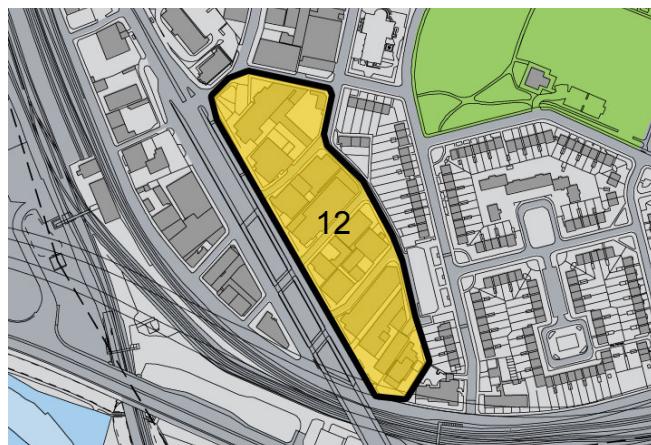
Implementation

The comprehensive redevelopment of Area 11 presents the opportunity to secure the 'residential street' and reconfigure the site to secure a higher quality development.

Reconfiguration of the site will enable the existing community and open space uses to be upgraded alongside the provision of new residential uses.

Initial concepts for this site are being explored with the River Christian Organisation, London & Quadrant Housing Trust and LBN. This also includes mechanisms to achieve land-swaps between existing landowners to secure the viability of proposals.

Silvertown Way East



Site description

The site is a mixed employment area comprising a range of low density industrial units, small workshops and offices. There is a private gym to the south of the area.

A number of industrial units are also located underneath a section of Silvertown Way flyover, including car repair and scrap metal businesses. The area connects to the western side of the road (Area 8) via tunnels under Silvertown Way.

The site lies along the eastern side of a busy partly elevated road which leads to the centre of Canning Town.

To the east of the site are low rise residential dwellings. To the north, there is a hotel and The Sphere (a modern 8 storey residential block). To the south of the site is a new, small scale, 4 storey block of flats.

Key principles

- The site is designated as a Principal Employment Area with the LBN UDP (Policy EMP 4-6). Therefore any proposals for redevelopment of other uses (except where these are ancillary to the employment use for example, local retail or nursery) are not currently supported.
- Upgrading and intensifying employment uses to support changing economic requirements would be supported within a higher density context at this location. Existing ancillary uses should be retained.
- Indicative storey heights of 8 -10 storeys to the northern part of the site and 4 – 6 storeys to the south of the site are considered appropriate, subject to fit with adjacent residential context .
- An impact and mitigation strategy is required to assess and tackle the impacts of noise and air pollution from Silvertown Way and rail infrastructure.
- Enhancement of Silvertown Way for the pedestrian and cyclist should be taken forward with any redevelopment proposal.

Site size : 18,100 sq m
Ownership : Multiple ownership
Accessibility : PTAL Rating 4 – 5

Implementation

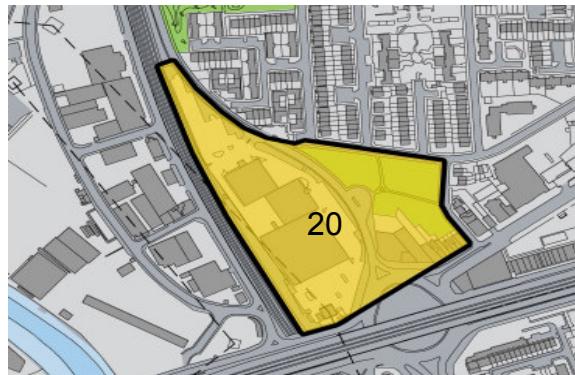
The current policy framework restricts the mix of uses within any development proposal.

LBN recognise that a genuinely mixed-use scheme may be more suitable in this location and are working to address this within planning policy through the Local Development Framework.

LBN, Design for London and LTGDC have commissioned a Masterplan for this site and work has commenced.



Manor Road Park



Site description

The site is predominately a large under-used green space situated in close proximity to Barking Road and Canning Town Station.

Uses to the west of the site comprise large retail warehousing (part vacant) and a tool hire operation.

Uses to the south of the site comprise a row of historic buildings (2 - 4 storey) fronting Barking Road with a range of retail, commercial and residential uses.

Surrounding uses comprise a major railway line, Silvertown Way / A13 roundabout and low rise residential area to the north.

The site is split into two parts by Manor Road. Retail warehousing is located on an 'island site' bounded on all three sides by strategic transport infrastructure.

National Grid Power Lines run through the site's western boundary with a pylon located within the south west corner of the site.

Key principles

- The masterplan framework proposes two options for the future of this site depending upon the outcome of discussions to remove the power lines in the longer term.
- The LBN UDP Policy OS7 safeguards the open space function on this site. Significant re-modelling and landscaping of the park should form the main objective and a key part of any development proposal for this site. Other appropriate uses include residential, retail, office and food & drink uses.
- Development proposals for this site should reflect LBN UDP Policy EQ50 and safeguard residential amenity from National Grid Power Lines. This leads to 2 options for development proposals:
 - a) Retained power lines - north / south linear residential development (of 6 – 8 storeys) within the park which reinforces the character of the area and animates the space through interaction. If the power lines are retained the area is likely to comprise lower density development.
 - b) Removed power lines - residential development (of 6 – 8 storeys with landmark building on A13 junction) along the eastern boundary of the park, fronting Silvertown Way and Barking Road. The proposal includes re-aligning Manor Road and a new pedestrian bridge into Area 10b
- Development proposals will be expected to improve connections from the residential area to the north to Barking Road.

Site size : 36,000 sq m
Ownership : Majority of site is within ownership of LBN and ECF
Accessibility : PTAL Rating 6a
Housing Density : 140 - 405 u/ha

Implementation

English Cities Fund are currently preparing concept schemes for this area.



Enhancement areas

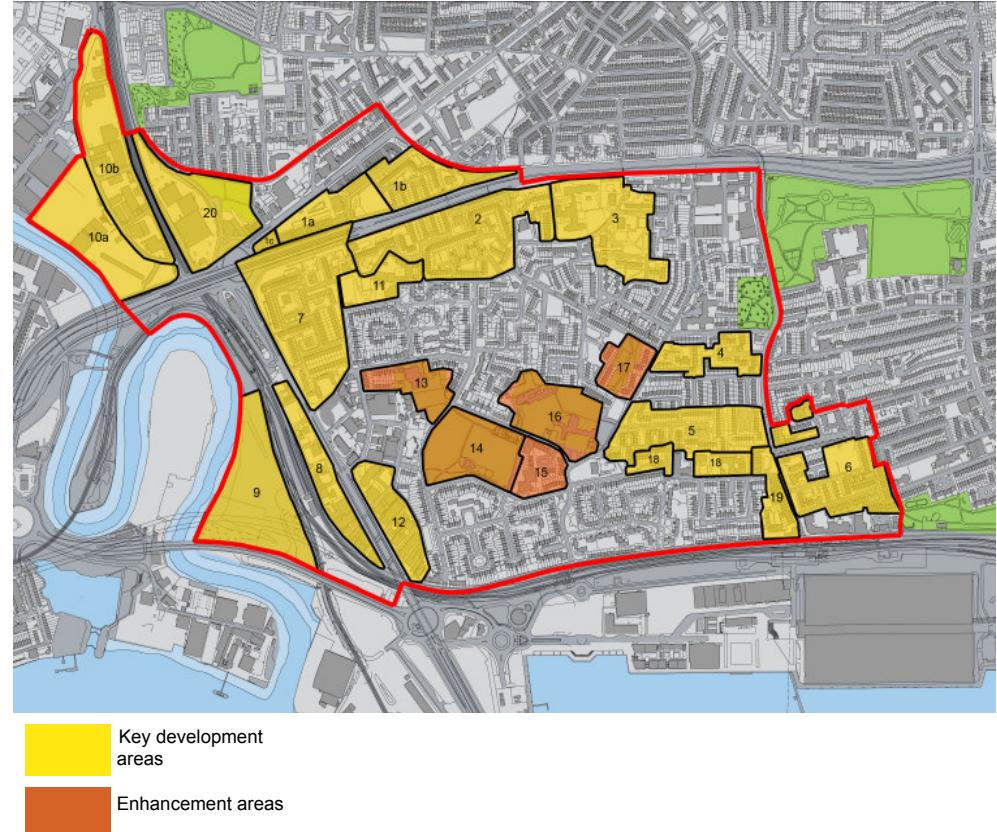
In addition to the key redevelopment areas, there are also a number of other areas identified for enhancement, upgrading and investment. These areas are predominantly open space with community facilities or housing. They offer a significant opportunity to increase community facility provision within the area through widening their appeal (for example across age or activity) and extending their service offer.

Upgrading or enhancing the areas that front on to the 'Activity Street' supports the implementation of this key component within the masterplan framework.

Consideration of their future role is particularly important, given the additional pressures that increasing housing densities, overall population increases and likely changing demographic structure of the area are likely to place upon them.

Planning policy protects their existing role and seeks to enhance this into the future. One area of key concern is the open space deficiency which should be addressed where possible with existing open space protected and opportunities to create new spaces secured where feasible. Links to Cundy Park and Canning Town Recreation Ground to the East of the study area should also be furthered.

It is anticipated that S106 contributions, from a number of the key areas, will contribute towards upgrading these facilities. In the short-term, this is focused on upgrading the Keir Hardie Recreation Ground.





The table below sets out a schedule of the enhancement sites, the potential opportunities and progress to date.

Area	Description	Opportunity for	Area	Description	Opportunity for
Area 13 St Luke's Primary School	St Lukes Primary School and the surrounding sites form the head of 'Activity Street' linking Canning Town and Custom House.	<p>A number of potential routes have been explored to create the head of 'Activity Street' and ensure connectivity from Canning Town to Custom House.</p> <p>The regeneration team will continue to explore the most realistic option taking into account any future development opportunities that arise.</p> <p>Action to secure a route through all of this site will not be taken proactively but will only be pursued if the school is upgraded.</p>	Area 14 Keir Hardie Recreation Ground	<p>Major community open space located within the centre of the regeneration area.</p> <p>The park has received limited investment in recent years.</p> <p>Keir Hardie also contributes to the setting of St Lukes Church.</p>	<p>A masterplan has been prepared to upgrade the recreation ground and its facilities. The masterplan sets out a number of improvements including:</p> <ul style="list-style-type: none"> -a multi-use games area -improved play -exercise track -planting -new routes through the park -improvements to entrances and fences
			Area 15 Extension of Keir Hardie Recreation Ground	<p>Located adjacent to Keir Hardie park, the potential area of expansion comprises terraced housing, Appleby Health Centre, a nursery and community centre.</p>	<p>There is potential to extend the character of the park into the areas surrounding the adjacent community buildings. While environmental improvement may be sought in the existing residential areas, no redevelopment of residential properties is proposed here.</p>



Area	Description	Opportunity for
Area 16 Hallsville Primary School	Hallsville Primary School is a low density building located within a significant size plot fronting onto Activity Street.	Working with Hallsville Primary School to review the school's external spaces and identify opportunities to enhance the school grounds together with exploring the potential of 'extended school' provision, offering wider community facilities.
Area 17 Fords Park	Recreation and games space adjacent to medium density housing area.	<p>The space has received some investment in recent years and a masterplan has been prepared to upgrade the park; however this has been largely piecemeal where resources have been secured.</p> <p>Further funding is sought to complete the improvements.</p>



Appendix A



Newham UDP – Saved policies relevant to Canning Town and Custom House SPD

- Policy S3: Quality of Development
- Policy S5: Priority development Nodes
- Policy S6: Mixed use Development
- Policy S7: Urban regeneration: Promotion of Development
- Policy S8: Urban Regeneration: Urban Framework Plans
- Policy S9 – S16: Strategic policies for environmental quality
- Policy S18: Resisting loss of residential accommodation
- Policy S19: Housing: Extending the range of housing choice
- Policy S20: Housing: Inclusion of affordable housing in new housing schemes
- Policy S21: Housing: Special needs
- Policy S22: Housing: Mix and density
- Policy S23: Housing: Improvement of public and private dwellings and residential environment
- Policy S24: Employment: Meeting the Council's Regeneration Objectives
- Policy S27: Employment: Restrictions on change of use of land and premises
- Policy S28: Employment: Quality of Development
- Policy S31: Shopping: Town centres regeneration strategies
- Policy S32: Shopping: Location of major retail development
- Policies S33 – S38: Strategic policies for transport
- Policies S39: Leisure, recreation and open space: reducing overall deficiency in open space
- Policy S40: Tourism: Leisure, recreation and open space: new children's play areas
- Policy S41: Leisure, recreation and open space: support for new proposals for arts, culture, entertainment and nature conservation
- Policy S42: Tourism: retention and development of tourist attractions
- Policy S43: Tourism: location of new tourist attractions
- Policy S44: Tourism: limiting adverse environmental impact
- Policy S45: Community services: ensuring adequate supply of land
- Policy S46: Community services: accessibility
- Policy S47: Community services: provision of services in conjunction with major new development
- Policy UR4: Bidder Street (South): Land use proposals
- Policy UR13: Thames Wharf and Limmo: Land use proposals
- Environmental Quality Policies EQ1 – EQ64:
 - Policy EQ1 – EQ6: Waterway developments
 - Policy EQ18: Promoting urban quality
 - Policy EQ19: Urban design considerations
 - Policy EQ20: Design considerations: Residential areas
 - Policy EQ25: Access
 - Policy EQ27: High buildings: Control



- o Policy EQ44: Vacant land environmental improvements
- o Policy EA62: Protection of the flood plain and urban washlands
- Housing Policies H2 – H21
 - o Policy H13: Promoting quality in housing
 - o Policy H14: Promoting choice in housing
 - o Policy H15: Housing mix
 - o Policy H17: Housing design and layout
- Employment Policies EMP1 – EMP17
 - o EMP5 (Principal Employment Area) – Policy ref EMP 4 – 6
 - o Policy EMP1: Employment growth
 - o Policy EMP2: Small businesses
 - o Policy EMP4: Principle Employment Areas: Preferred Uses.
 - o Policy EMP5: Principal employment areas: design specifications
 - o Policy EMP6: Diversification and strengthening of economy
- Shopping and Town Centre Policies SH8 – SH23
 - o Policy SH5: Canning Town district centre
 - o Policy SH11: Food stores
 - o Proposal SH4: Manor Road/Barking Road area, food store
- Transport Policies T1 – T26
 - o Policy T19: Improvement of conditions for pedestrians
 - o Policy T23: Cycle network
- Leisure and Indoor Recreation Policies LR1 – LR8
 - o LR1: Protection of leisure and recreation facilities
 - o LR2: New and improved leisure and recreation provision
- Open Space and Outdoor Recreation Policies OS1 – OS13
 - o Policy OS5: Lee Valley Regional Park proposals
 - o Policy OS6: Green chains: development and implementation
 - o Policy OS8: Green space in new housing development
 - o Policy OS9: Improvements to parks and public open spaces
- Community Services Policies CS1 – CS18
 - o CS1: Protection of sites in community use
 - o CS15: Identification and safeguarding of school sites

Appendix B



London Plan 2008 (Consolidated with Alterations since 2004) Policies relevant to Canning Town and Custom House SPD

- Policy 2A.2: The spatial strategy for development
- Policy 3A.2: Borough housing targets
- Policy 3A.3: Maximising the potential of sites
- Policy 3A.5: Housing choice
- Policy 3A.6: Quality of new housing provision
- Policy 3A.9: Affordable housing targets
- Policy 3A.18: Protection and enhancement of social infrastructure and community facilities
- Policy 3B.11: Improving employment opportunities for Londoners
- Policy 3C.2: Matching development to transport capacity
- Policy 3C.12: New cross-London links with an enhanced London National Rail Network
- Policy 3C.23: Parking strategy
- Policy 4A.1 - 11: Climate change
 - Policy 4A.2: Mitigating climate change
 - Policy 4A.6: Decentralised energy: heating, cooling and power
 - Policy 4A.7: Renewable energy
- Policy 4A.14: Sustainable drainage
- Policy 4A.16: Water supplies and resources
- Policy 4A.18: Water and sewerage infrastructure
- Policy 4A.21: Waste strategic policy and targets
- Policy 4A.22: Spatial policies for waste management
- Policy 4A.23: Criteria for selection of sites for waste management and disposal
- Policy 4A.24: Existing provision - capacity, intensification, re-use and protection
- Policy 4A.33: Bringing contaminated land into beneficial use
- Policy 4B.9: Tall buildings - location
- Policy 4B.10: Large scale buildings - design and impact
- Policy 4C.1 - 24: Blue Ribbon Network
- Policy 6A.4: Priorities in planning obligations
- Policy 6A.5: Planning obligations
- Annex 4: Parking standards

Relevant Supplementary Planning Documents include :

- East London Green Grid Framework (Post Consultation Draft, August 2007)
- Sustainable Design and Construction (May 2006)
- Housing (November 2005)
- Accessible London Policy : Achieving an Inclusive Environment (April 2004)

Appendix C



Explanation of approach to securing affordable housing

Canning Town and Custom House is designated as a Mixed Communities area. The aim is to increase housing choice, secure community facilities and create more mixed neighbourhoods in terms of housing tenure, property type and household income.

There are two London Plan policies that must be taken into account when considering the approach to affordable housing:

Policy 3A.9 Affordable housing targets

Development Plan Document policies should set an overall target for the amount of affordable housing provision over the plan period in their area, based on an assessment of all housing needs and a realistic assessment of supply.

In setting targets boroughs should take account of regional and local assessments of need, the Mayor's strategic target for affordable housing provision that 50 per cent of provision should be affordable and, within that, the London wide objective of 70 per cent social housing and 30 per cent intermediate provision, and the promotion of mixed and balanced communities.

Policy 3A.15 Loss of housing and affordable housing

DPD policies should prevent the loss of housing, including affordable housing, without its planned replacement at existing or higher densities.

To meet this aim the SPD proposes a mixture of housing tenures by:

- Retaining the existing number of social rented homes
- Increasing the number of properties available through intermediate housing (shared ownership / shared equity)
- Increasing the number of private market homes.

To secure this approach, affordable housing contributions of 35% of new housing provision – with an equal breakdown of social rented provision and intermediate provision will be pursued. This approach will move the tenure split in the area to a more even split between private and affordable accommodation across the area as a whole.

Canning Town and Custom House

Supplementary Planning Document

Canning Town and Custom House

Supplementary Planning Document

Monday - Friday 9.00am - 5.00pm

RPSP/08/24



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