

## SILVERTOWN WAY COMMUNITY FORUM

# COMMUNITY PLANNING WEEKEND

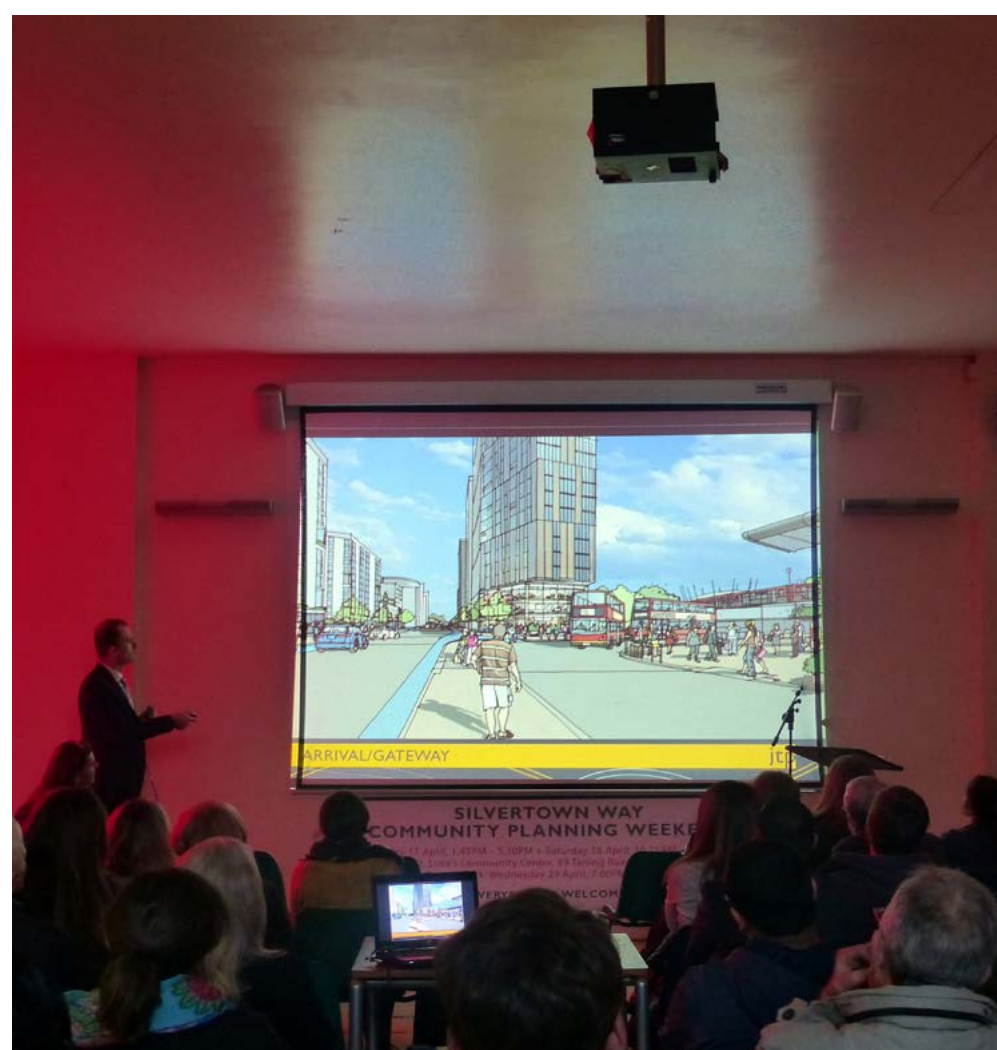
Local residents and representatives from local organisations participated in the Silvertown Way Community Planning Weekend on Friday 17 and Saturday 18 April 2015 at St Luke's Community Centre, Canning Town to help create a new Vision for this important site. People took part in workshops, walkabouts and hands-on planning groups to consider key issues and opportunities for the site and its relationship to the wider Canning Town and Custom House Regeneration Area. Topics discussed included how the new development can benefit the existing community including the public access to and through the site, provision of community facilities and art spaces, opportunities for green landscaping in and around the development and how to integrate new residents into the Canning Town community.

Following the public workshops, the John Thompson & Partners (JTP) team have analysed and summarised the outcomes and created an illustrated Vision for the site, which was reported back to the community on Wednesday 29 April 2015 at St Luke's Community Centre.

A key outcome from the Weekend was people's desire to continue to be involved in the development of proposals for the site. In response to this, it was announced that the first Silvertown Way West Community Forum will be held on 16 June 2015 at St Luke's Community Centre.

*"The existing and future communities must have a say in developing what Canning Town means as a place. It mustn't be a branding exercise. It's not just about buildings – it won't be a vibrant, sustainable community unless people get actively involved in helping their neighbours and making things happen."*

All quotes are from participants at the Community Planning Weekend.



### KEY THEMES FROM THE COMMUNITY PLANNING WEEKEND

#### Support for regeneration with benefits

Regeneration can be a long process and have a major impact on people's lives. Many local residents find it difficult to adjust to the scale of the transformation within their community and are concerned about the impact on community services and cohesion. Participants wanted to ensure that the regeneration brings benefits to existing residents as well as new people who will move into the area. There was support for regeneration at Silvertown Way that includes the local community in the process and provides community benefits when built out.

*"You can't stop progress and change but it doesn't have to be a negative experience!"*

#### Image and identity

South Canning Town is transforming from a largely industrial area to a residential and mixed use neighbourhood and its image too is in flux. External and internal perceptions are changing and the new development has the potential to influence a new sense of identity for south Canning Town, with key design elements at either end of the site contributing to a sense of 'arrival'.

*"If Shoreditch equals 'hipster' what does south Canning Town mean?"*

#### Creating community cohesion

It is important to work at integrating existing and new residents and the Silvertown Way development has the potential to play a key role. The energies and resources of local individuals, community projects and arts groups should be harnessed to develop projects to enrich the development process and integrate the final built scheme into the Canning Town community.

*"Integration is a two way street: the existing community needs to be welcoming and people moving in need to want to integrate."*

#### Making the flyover a positive

The workshop spaces under the Silvertown Way flyover prompted suggestions for additional small business, cultural and artisan space to enliven Peto Street North. 'Local' enterprise in this area, could generate employment, create vibrancy, and help make the neighbourhood a popular destination for all.

*"Live/work places under the arches would give the place some character."*

#### Local facilities

Many participants mentioned the current lack of local facilities in the area, such as supermarkets, banks and coffee shops. The development of an extension to the town centre south of the A13, including the imminent opening of Morrisons and the provision of amenities at Silvertown Way will help redress this. However, discussion highlighted people's differing aspirations: for example some wanted Starbucks or Costa whilst others wanted independent cafés.



*"We've all got our preferences but there must be a balance. When a chain shop comes it's a symbol of confidence in the area."*

#### Public realm and green space

The site currently lies in a harsh, car-dominated urban environment and the "meanwhile" activities of Core Landscapes and Caravanserai has benefitted the area and the community. The incorporation of planting, green roofs and water into the new development was strongly supported and participants wanted to explore the potential future role of community based landscape projects.

*"It's very hostile when you walk up Silvertown Way. We should create a pedestrian street, with trees."*

#### Connecting neighbourhoods

The site's "isolated" location between the railway and Silvertown Way must be overcome by improved physical linkages, including safe crossings and good signage, to integrate it successfully into wider area. A 'landing' space for a possible future footbridge over the DLR to the Cross Rail site must be provided and the future delivery of the footbridge by others will connect to the River Lea and beyond.

*"It's a long thin north-south site but it could be a stepping stone from east to west in the future."*

#### Environmental sustainability

Participants expressed a keen interest in environmental sustainability and including incorporating alternative energy, habitat planting and water attenuation. It was felt important to learn from other successful ventures in the area, such as The Hub at Star Lane, Grassroots Community Centre (Memorial Park), Bromley by Bow Centre, Departure (Limehouse), Discover (Stratford) and Cody Dock and the Gasworks Dock Partnership.

*"We need to be a lot more ecological and make use of alternative power. It could be a great example for sustainability if it's done right."*

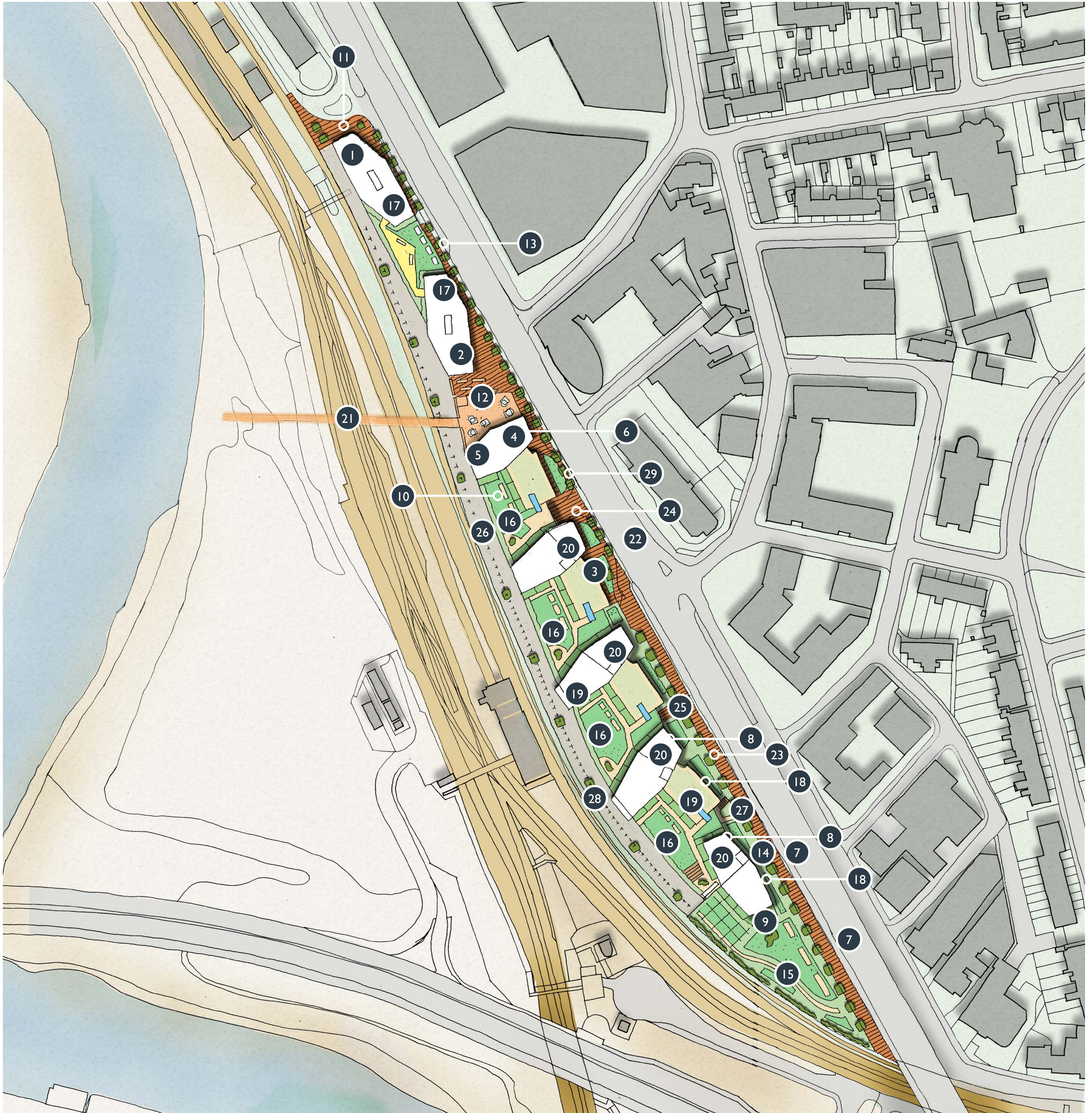
#### Ongoing community participation

The opportunity to participate in creating a Vision for Silvertown Way was appreciated by those who attended the Community Planning Weekend. It brought people together and generated discussion and ideas. The development at Silvertown Way provides the opportunity for an ongoing dialogue process and participants were keen to continue their involvement through the creation of the Silvertown Way Community Forum.

*"A vibrant community needs a structured process that supports and encourages the wider local community to be involved."*







## MIXED USES

- 1 Hotel
- 2 Café / restaurant
- 3 Food store
- 4 Gym (open to all)
- 5 Café / gallery space (upper ground level)
- 6 Concierge facility
- 7 Potential workshop and community space in arches and colonnade to viaduct
- 8 Workshops and studio spaces to podium edge fronting Peto Street
- 9 Space for plant and vegetable growing
- 10 Energy centre under raised podium

## LANDSCAPE AND OPEN SPACE

- 11 New public realm with trees facing Canning Town Station
- 12 New split-level public space providing landing for future bridge (bridge delivered by others), outdoor seating and events space, market space if required
- 13 New tree lined pavement to Silvertown Way connecting station to new public space
- 14 Shared surface with street trees to Peto Street with inset public spaces with trees and seating
- 15 New park and growing space
- 16 Raised courtyard gardens with integrated play space

## RESIDENTIAL BUILDINGS

- New homes comprising:
- Private homes (32%)
  - Private Rented Sector homes (33%)
  - Affordable homes: mixture of shared ownership and social rented (35%)
- 30% of homes across tenures will be family dwellings (3 bed or more)
- 17 Landmark residential buildings facing Canning Town for Private Rented Homes
  - 18 Duplex units fronting Peto Street
  - 19 Residential buildings facing Peto Street on raised podium
  - 20 Residential wings facing courtyard gardens with family dwellings at podium level with private garden areas

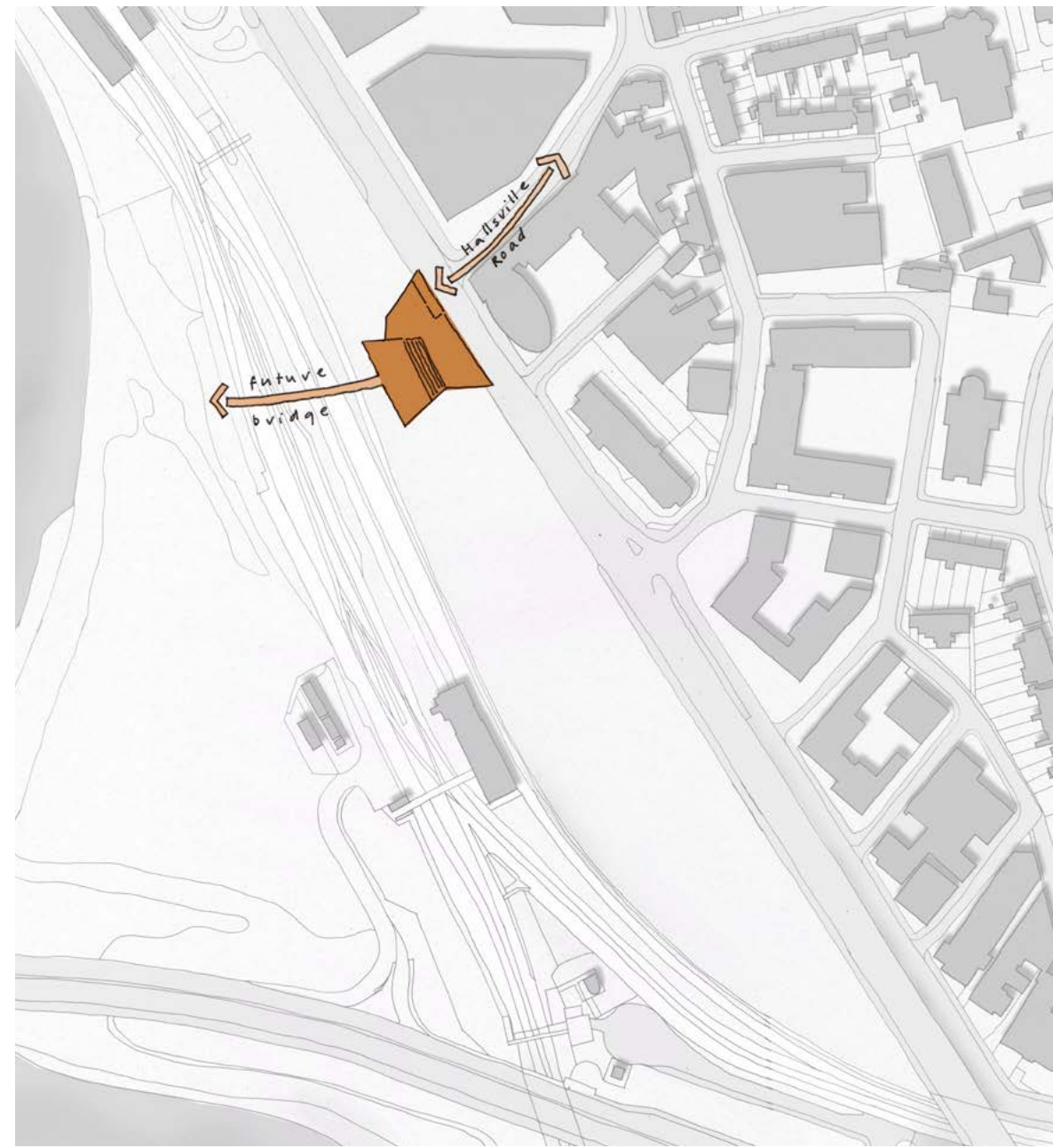
## MOVEMENT AND TRANSPORT

- 21 Future pedestrian bridge over railway to Crossrail site and river; delivered by others
- 22 New pedestrian crossing to George Street
- 23 New shared surface to Peto Street
- 24 Primary vehicular access from Silvertown Way
- 25 Secondary vehicular access from Peto Street
- 26 Service access along railway edge
- 27 Pedestrian bridge from Silvertown Way onto raised podium
- 28 Parking along railway edge and under podium
- 29 New cycle lane along Silvertown Way



# SILVERTOWN WAY COMMUNITY FORUM

## DESIGN PRINCIPLES



### 1. PUBLIC SPACE

- Potential future pedestrian bridge (by others) providing river access
- Raised square optimising views and providing landing to bridge
- Public space connecting to Canning Town



### 5. RAILWAY EDGE

- Conceal parking in ground floor podium
- Establish service zone along railway edge
- Conceal parking along railway edge



### 2. STATION ARRIVAL

- New frontage addressing Canning Town station
- Sense of arrival and landmark building with hotel
- View south along newly landscaped Silvertown Way
- New pedestrian crossing to George Street and park beyond



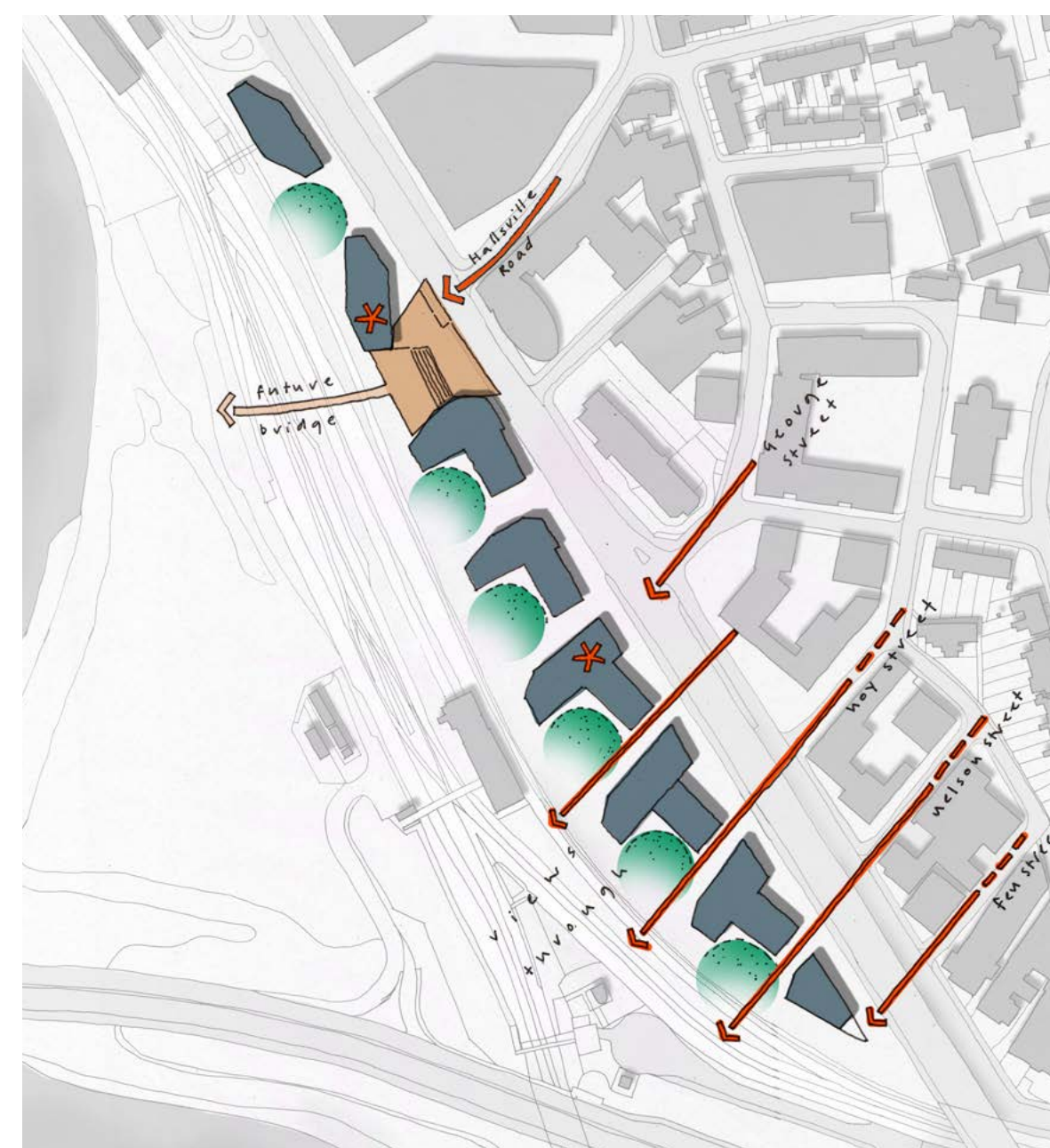
### 6. RESIDENTIAL COURTYARDS

- New residential buildings with series of south-west facing courtyards, maximising views and sunlight



### 3. MIXED USES

- Gym facility and restaurant fronting square with outdoor seating



### 7. BIG SKIES

- Views through development aligned with neighbouring streets
- Big sky views
- Landmark building marking end of George Street and Hallsville Road



### 4. ARCHES QUARTER

- Food store fronting Silvertown Way
- Create new Arches Quarter
- Open up arches and utilise collonade
- New park and growing area
- Shared surface to Peto Street and articulated frontage responding to other side of Silvertown Way



### 8. FRONTAGES

- Silvertown Way varies along its length widening to the south with buildings set back from the viaduct
- Buildings frontages enclose the street to the north making the road feel narrower
- Building frontages to the south mirror the eastern side of the viaduct where they are angled to the street creating opportunities at street level for small pocket spaces along Peto Street