

INTRODUCTION

WELCOME TO THE SILVERTOWN WAY COMMUNITY UPDATE EXHIBITION.

Canning Town and Custom House are undergoing a major transformation led by the London Borough of Newham, with several major developments in the pipeline and with a big push for regeneration of the town centre. In 2013, the Mayor of London announced that it would be releasing 2.56 hectares of land south of Canning Town station and west of Silvertown Way to enable the delivery of a high-quality residential-led development which benefits from good access to public transport. The redevelopment provisionally includes more than 1000 homes, including affordable and private rented homes, and 8000 square metres of non-residential floor space.

Linden Homes has appointed JTP architects and masterplanners, to work with the local community to develop a Vision for land at Silvertown Way and its relationships with neighbouring areas. This process began with a Community Planning Weekend in April 2015 and continued with a Community Forum in June 2015.

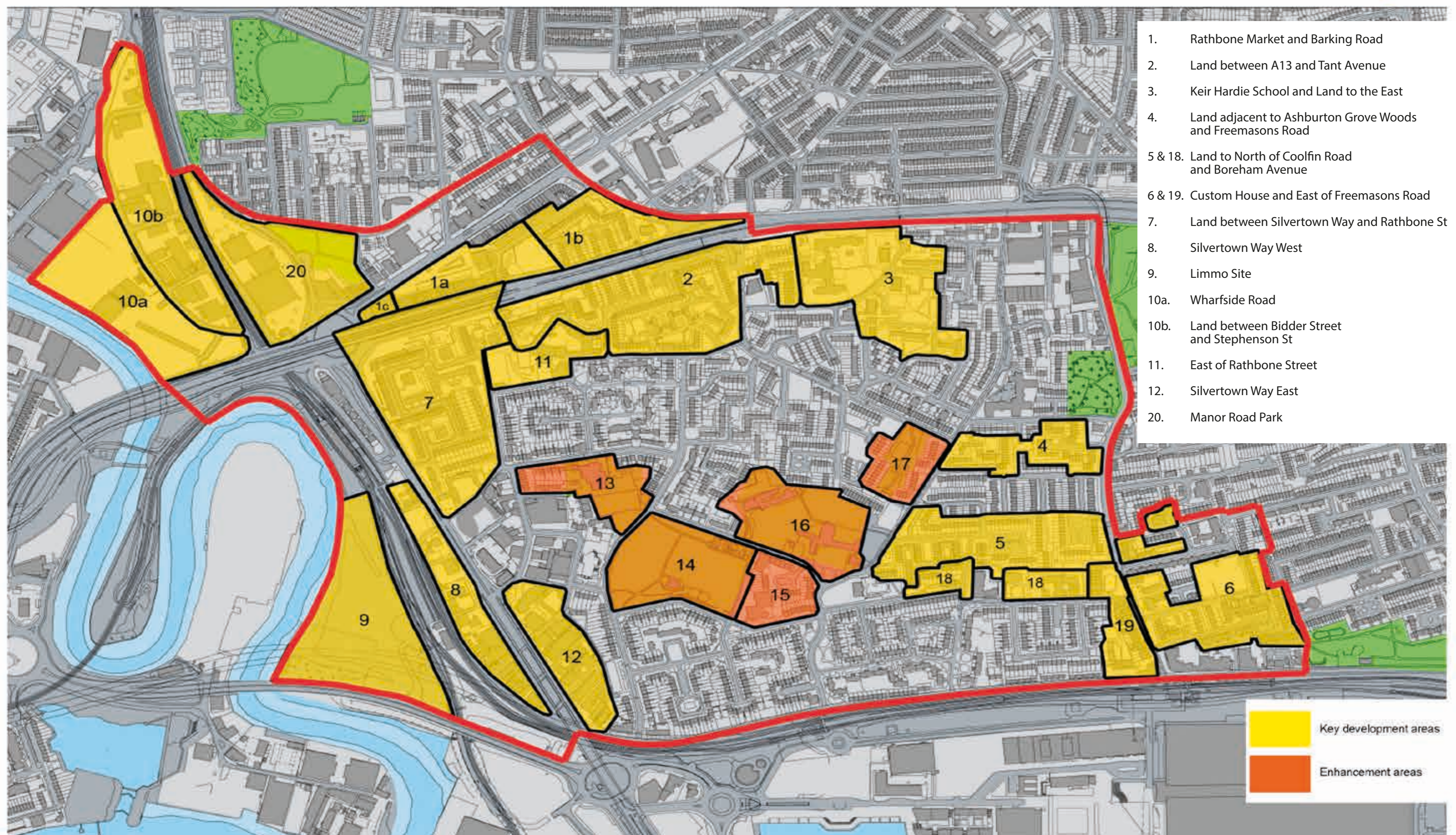
Since the last event, Linden Homes has continued to work with its design team to add detail to this Vision. These detailed proposals incorporate a viable mix of new homes and other uses.

This exhibition is an opportunity to view and discuss the emerging proposals for the site. Team members are on hand to answer questions, and comment forms are available.

PLANNING CONTEXT

- The redevelopment will be guided by National Planning Guidance (NPPF), the London Plan and LBN Planning Documents (including the Core Strategy 2012, saved policies within the LBN UDP 2001 and the Canning Town and Custom House SPD 2008).
- Affordable and Family housing will reflect planning policy requirements.
- The site is identified as a strategic site ('Silvertown Way West') within the Newham Core Strategy for: "Mixed use comprising residential, and business, with commercial units."
- The site is identified within the Canning Town and Custom House SPD as Area 8 (see map below).
- The northern part of the site is within the Canning Town District Centre & 400m catchment.
- The site is within an Employment Hub.
- The site is within an Archaeological Priority Area.
- Silvertown Way is identified as a key movement corridor (Core Strategy Policy SP7).
- The site is within the Thames Policy Area.

Key Development Sites



Canning Town and Custom House

RECENT AND PLANNED DEVELOPMENT NEARBY

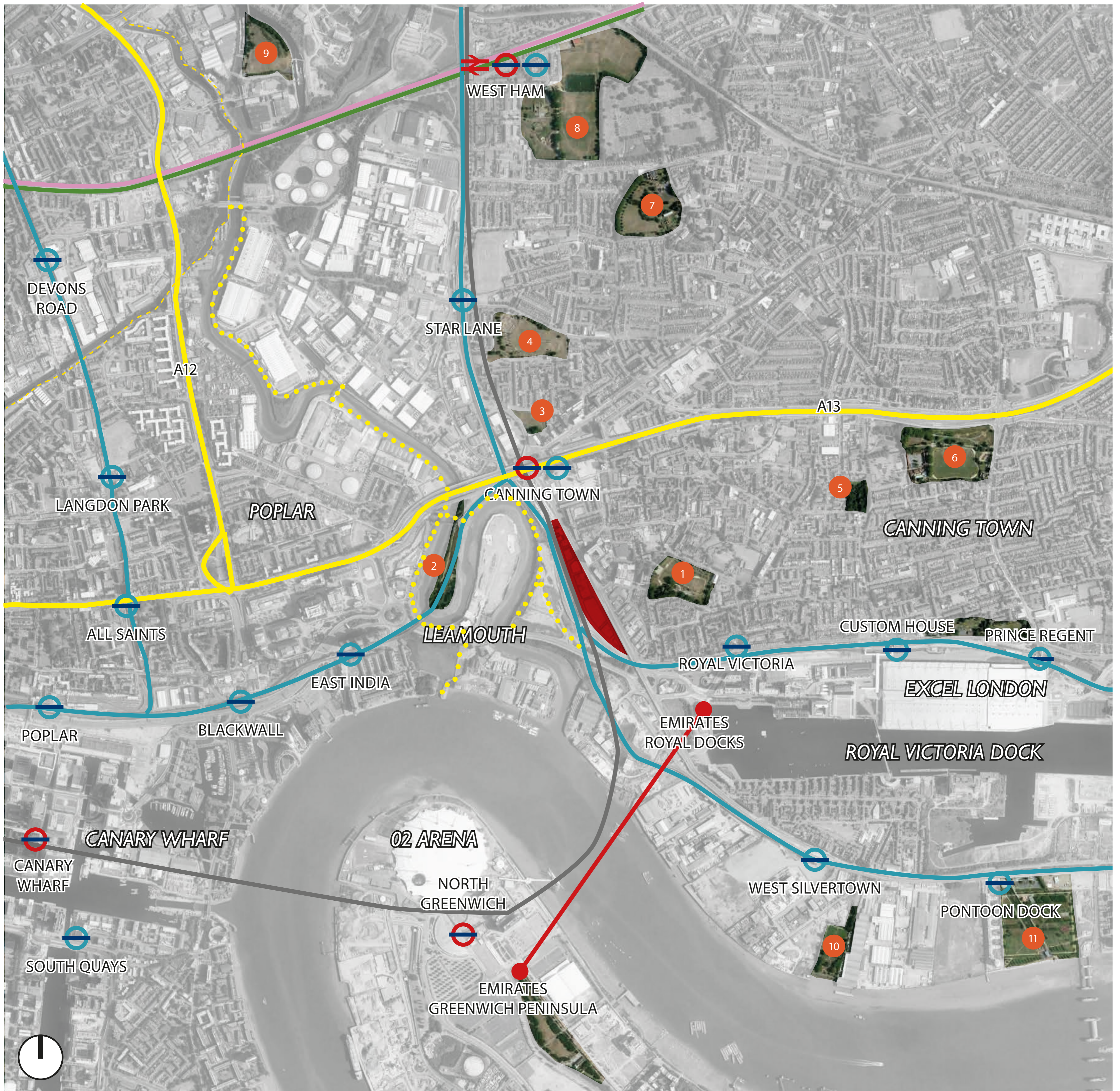


Site Boundary

- 1 London City Island: Ballymore
- 2 Royal Gateway: Galliard Homes
- 3 The Sphere: Hollybrook
- 4 Hallsville Quarter: Bouygues Development
- 5 Rathbone Market: English Cities Fund (Muse Developments, the Homes and Communities Agency and Legal & General)
- 6 St Luke's Square: Galliard Homes
- 7 Tarling Road: Sanctuary Group
- 8 Hoola, Tidal Basin Road: HUB
- 9 Pump Tower: City and Docklands

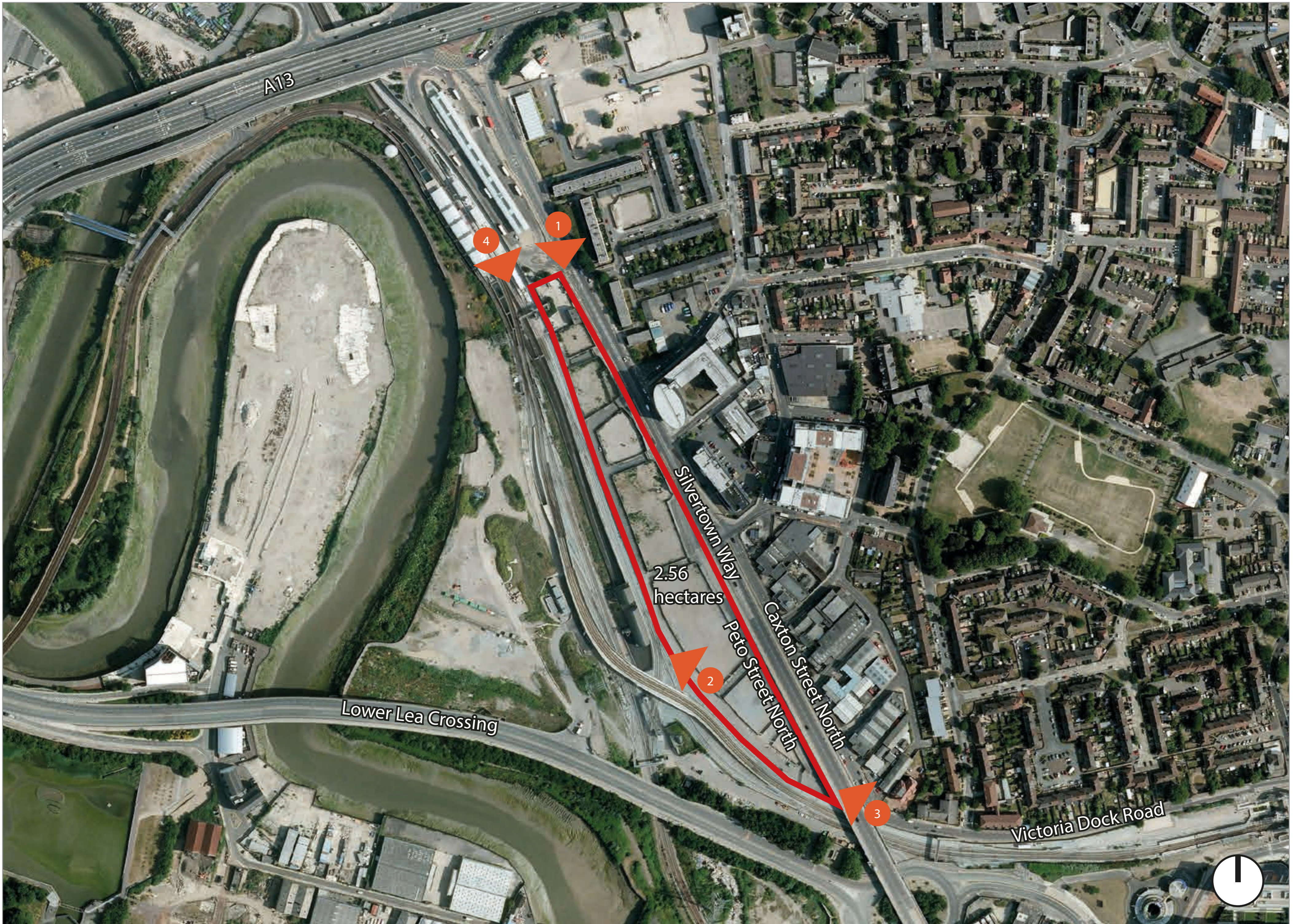


SITE CONTEXT



- | | | | | | | | |
|--|-------------------|---|-----------------------|--|---------------------------------|---|---------------------------------|
|  | Site |  | Tube Station |  | 1 Keir Hardie Recreation Ground |  | 7 Hermit Road Recreation Ground |
|  | A Road |  | DLR Station |  | 2 Bow Creek Ecology Park |  | 8 Memorial Recreation Ground |
|  | DLR |  | Rail Station |  | 3 Malmesbury Park |  | 9 Three Mills Green |
|  | Jubilee Line |  | Towpath |  | 4 Star Park |  | 10 Lyle Park |
|  | District Line |  | The Leaway (Proposed) |  | 5 Ashburton Wood |  | 11 Thames Barrier Park |
|  | Metropolitan Line | | | | | | |
|  | Emirates Air Line | | | | | | |

SITE LOCATION



SITE HISTORY

PRE-1800

The area now known as Canning Town was a largely empty marshland, separated from London by the River Lea, which could only be crossed by ferry.

1810

An iron bridge was built across the Lea at Bow Creek, over which Barking Road provided a connection to the east.

1840

The railway was constructed from Stratford to a new station at Barking Road (Barking Station, later renamed Canning Town Station) to provide riverside access for the offloading of coal.

1847

Railway extended to North Woolwich and passenger services introduced to serve a growing number of housing developments built in the area to house workers in the burgeoning docks industry east of Bow Creek.

MID 19TH CENTURY

Many residents would have been employed by the Thames Iron Works and Shipbuilding Company, located on the western side of the railway, on a triangular site at the mouth of Bow Creek, directly to the west of the Silvertown Reach site. The firm employed thousands of people, building ships for navies around the world. HMS Warrior, built by the company in 1860, was the world's first iron-clad warship. The company set up a football team for its employees, whose crest was a pair of crossed riveting hammers. This team would later become West Ham United FC, whose club badge retains the crossed hammers and who are known locally as "The Irons".

LATE 19TH CENTURY

The site featured a network of small streets, accommodating mostly worker housing. Along its western edge, Victoria Dock Road ran the full length of the site up to Barking Road and was home to a number of shops, public houses and a music hall. Towards the southern end of the site the White Gates level crossing provided access across the railway line from Victoria Dock Road to the Royal Victoria Dock and Silvertown to the southeast. This crossing was extremely busy and the area suffered from significant traffic congestion.

1934

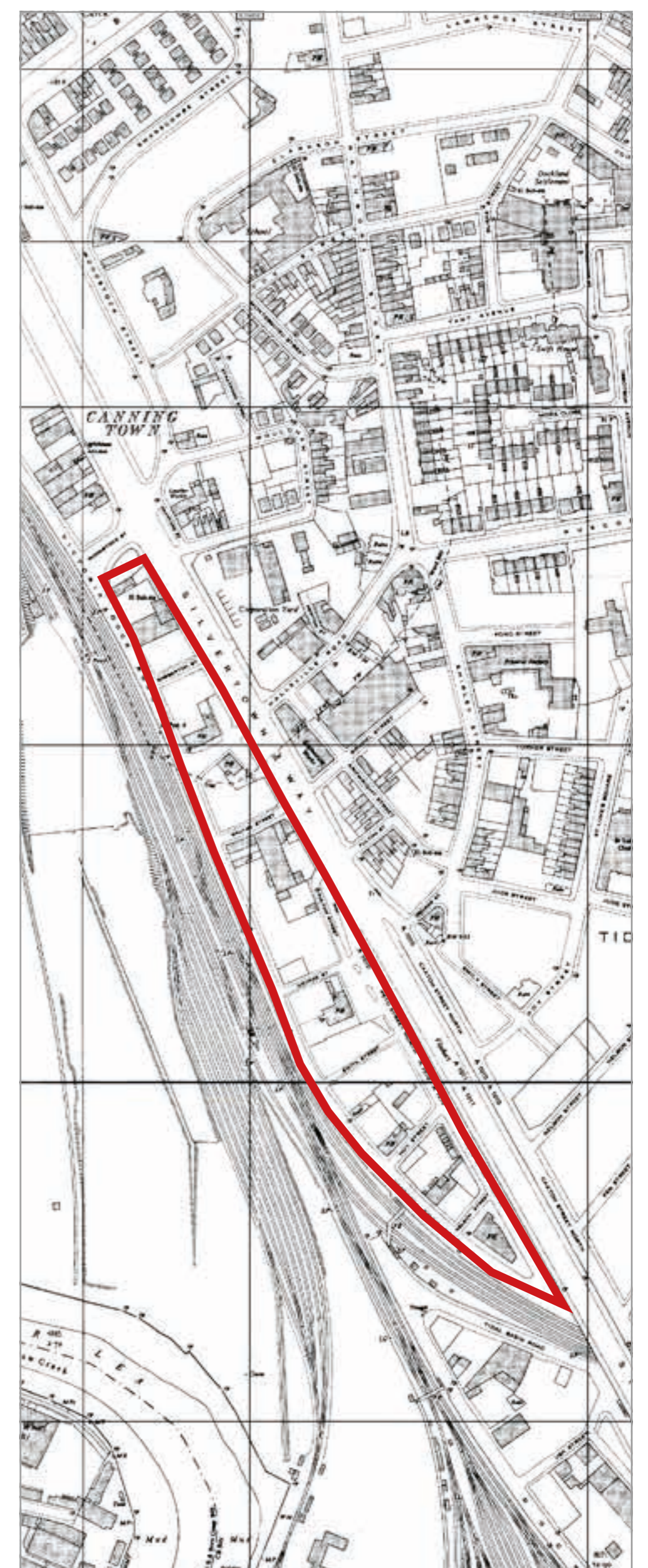
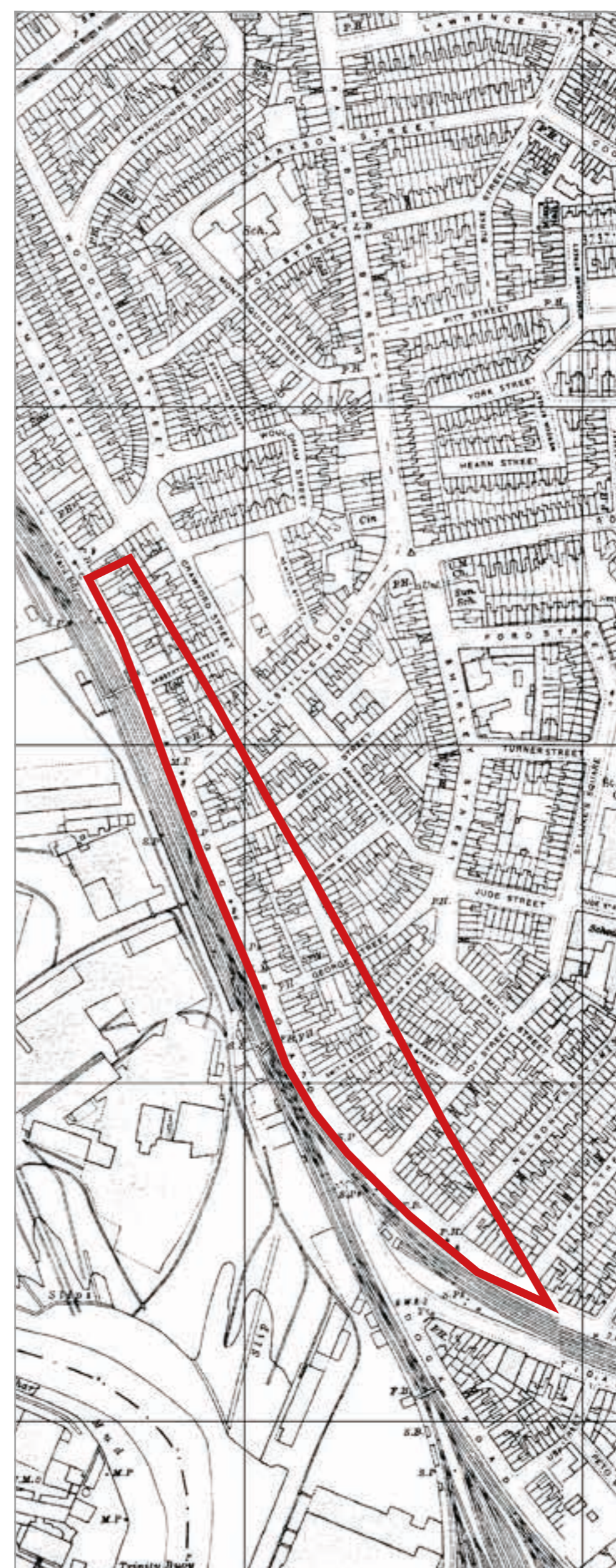
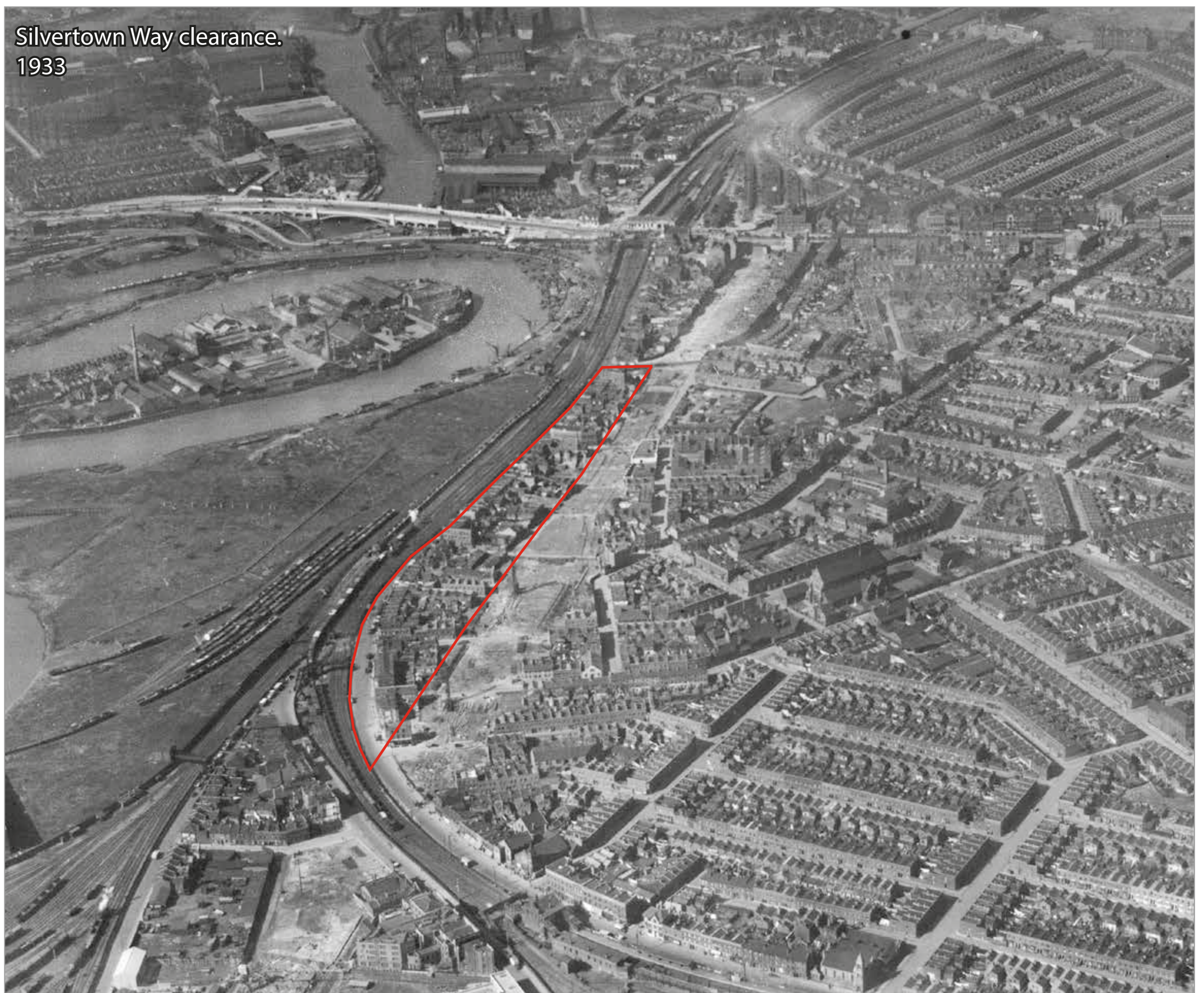
To alleviate congestion and provide better access to Silvertown and North Woolwich, Silvertown Way was constructed, incorporating Britain's first highway flyover and significantly altering the urban fabric of Canning Town. Hundreds of homes were demolished to make way for the new road bringing to an end the previous residential character of the site. Throughout the rest of the 20th century, the site was redeveloped for commercial and light industrial uses. Similar uses were developed along the eastern side of Silvertown Way.

1999

Major works are completed at Canning Town Station creating a significant public transport interchange, providing connection to the DLR network, the Jubilee Line extension and a new bus station.

2008

The Canning Town and Custom House SPD was adopted by the London Borough of Newham outlining a regeneration strategy for the area with the Silvertown Reach site located as a key development area.



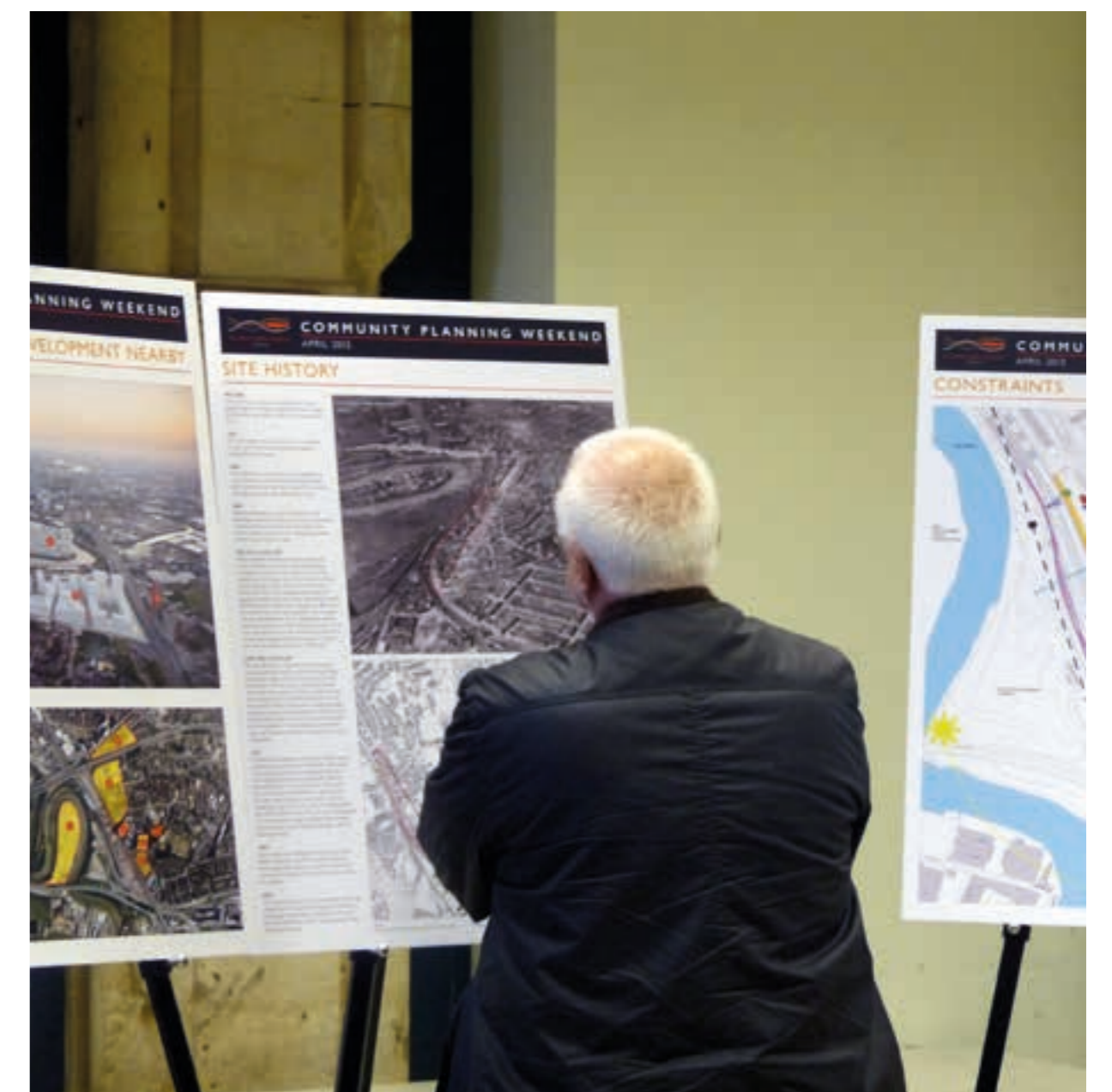
COMMUNITY PLANNING

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 JTP team 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 Lukes 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, the first Silvertown Way West Community Forum was held on 16 June 2015. After a progress update from the design team, attendees gathered around the physical model to discuss the proposals. An updated exhibition was also on display.



"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."

Quote from the Community Planning Weekend



KEY THEMES FROM COMMUNITY PLANNING

These Key Themes emerged at the Community Planning Weekend. All quotes are from participants.

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."



MASTERPLAN

PRINCIPLES

- Continuous mixed use frontage & green edge to east
- Residential edge – Victoria Mews
- Central space – Brunel Square
- Arrival space to north (hard) & to south (soft)
- 2 iconic tall buildings
- 2 urban blocks
- 1 landmark building in the park
- 53% public amenity (site area)
- Rooftop gardens

Mixed Uses

- ① Hotel
- ② Gym
- ③ Restaurant
- ④ Cafe
- ⑤ Food store
- ⑥ Workshops and studio spaces to podium edge fronting Peto Street
- ⑦ Potential workshop and community space in arches and colonnade to viaduct
- ⑧ Space for plant and vegetable growing

Landscape and Open Space

- ⑨ New public realm with trees facing Canning Town Station
- ⑩ New public square
- ⑪ New central space
- ⑫ New public park

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)

- ⑬ Concierge facility
- ⑭ Duplex units along Victoria Mews

Movement and Transport

- ⑮ Future pedestrian bridge over railway to Crossrail site and river, delivered by others
- ⑯ New shared surface to Peto Street
- ⑰ Vehicular access from Silvertown Way

- Mixed Use
- Residential



JUNCTION PLACE

View 1 - View from DLR platform

- Improved pedestrian connection south from bus station and interchange
- New, landscaped public plaza with seating and trees
- Landmark building facing the transport interchange with mixed uses at base addressing the square



View 2 - Approaching Junction Place from Bus Station



BRUNEL SQUARE

View 3 - Looking across
Silvertown Way



- New landscaped public square
- Animated by ground floor mixed uses in adjacent buildings
- Cafe located within Pavilion building with outdoor cafe culture
- Integrated planting and seating
- Integrated vehicular access within square



View 4 - Looking down onto square from adjacent residential block



VICTORIA MEWS + PETO STREET ARCHES

View 5 - Looking north up Peto Street



- Smaller scale spaces towards southern end of site
- Shared surfaces to encourage pedestrian use
- Workshops and studio spaces facing Peto Street and flyover
- Residential duplex units facing Victoria Mews
- Animated frontages create a vibrant streetscene

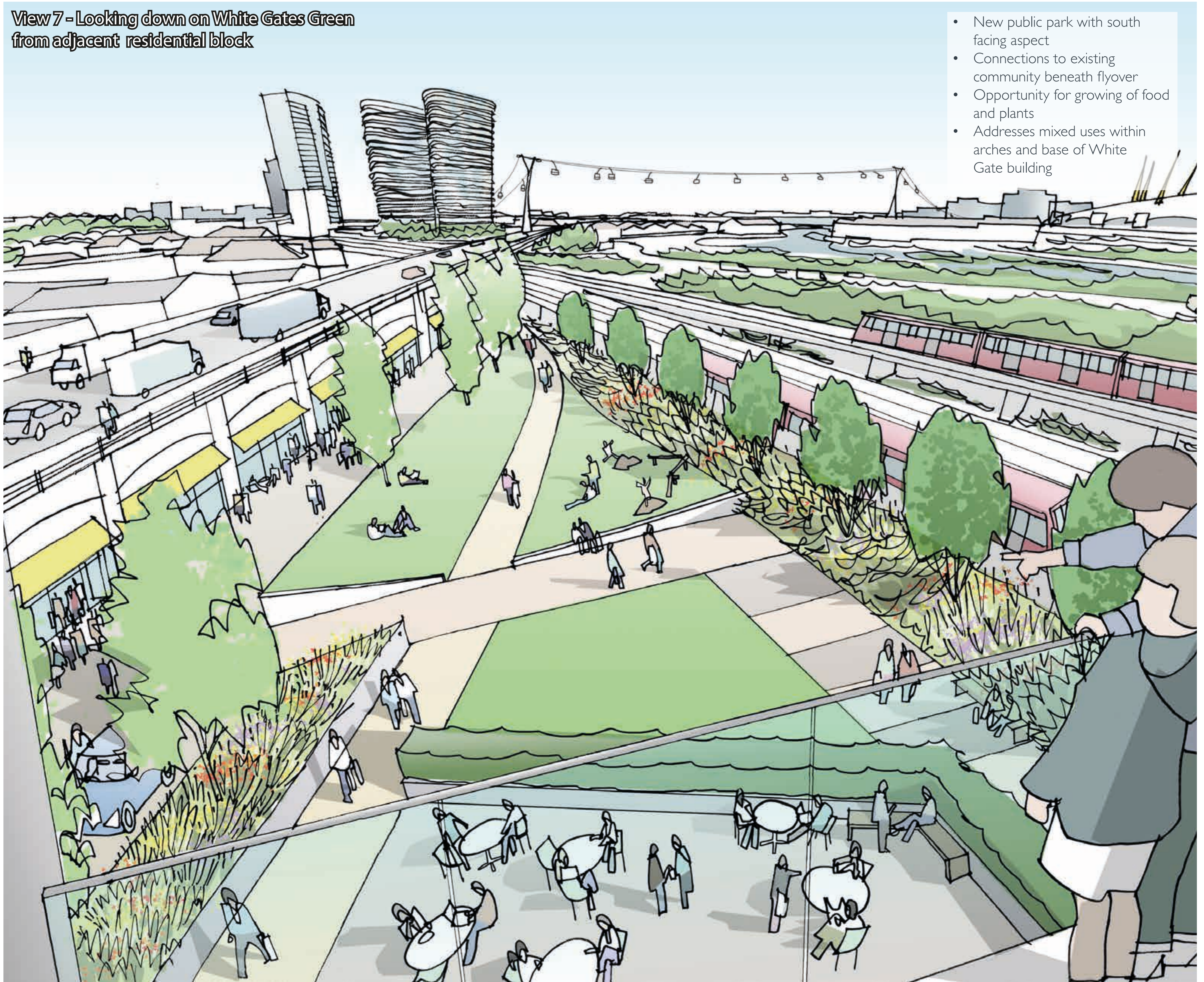


View 6 - Looking north along Victoria Mews



WHITE GATES GREEN

View 7 - Looking down on White Gates Green from adjacent residential block



- New public park with south facing aspect
- Connections to existing community beneath flyover
- Opportunity for growing of food and plants
- Addresses mixed uses within arches and base of White Gate building



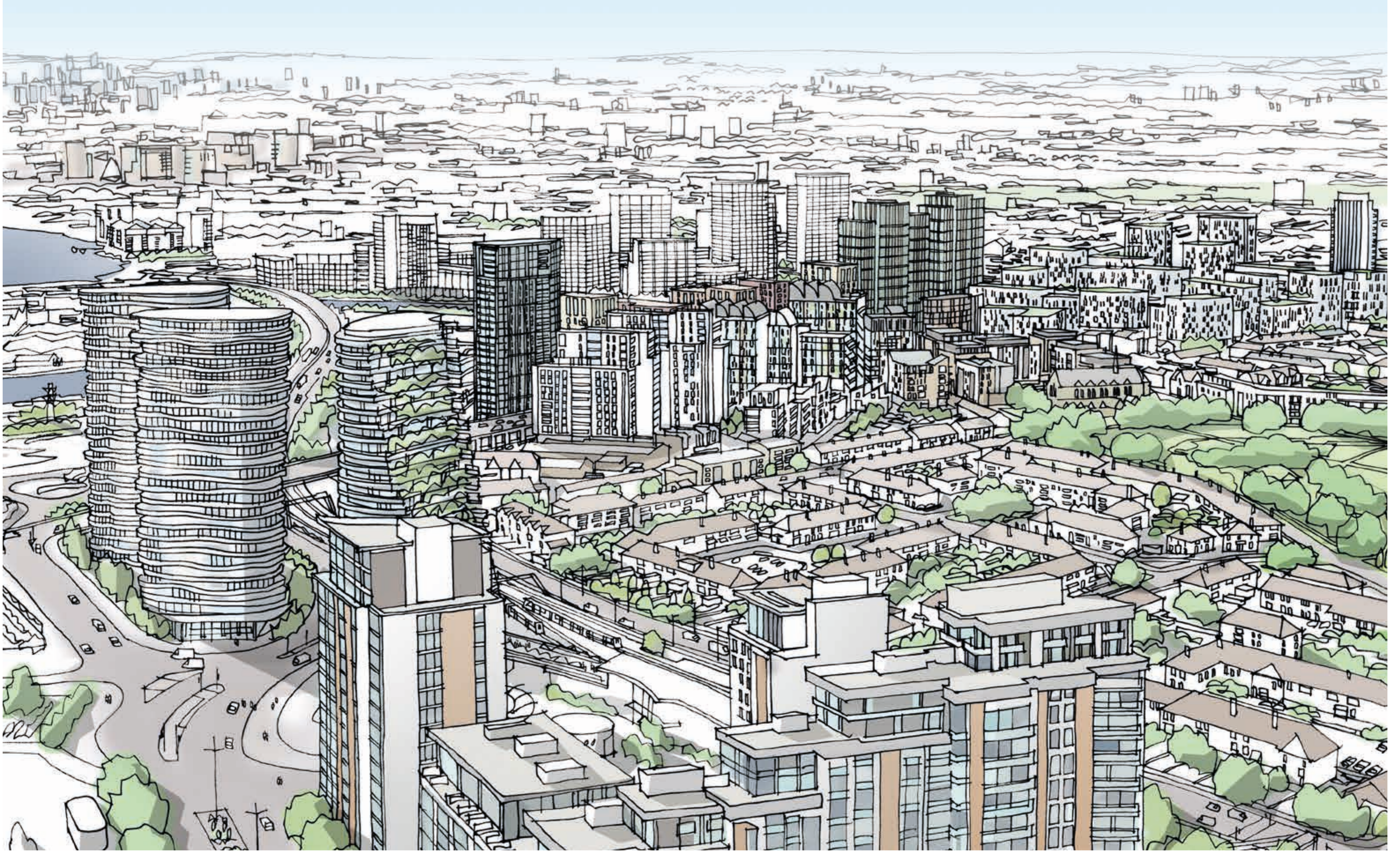
View 8 - White Gate Building from the southeast



View 9 - Looking toward the ground floor of White Gate Building



THANKS FOR COMING - NEXT STEPS



Target project timeline



THE TEAM



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