
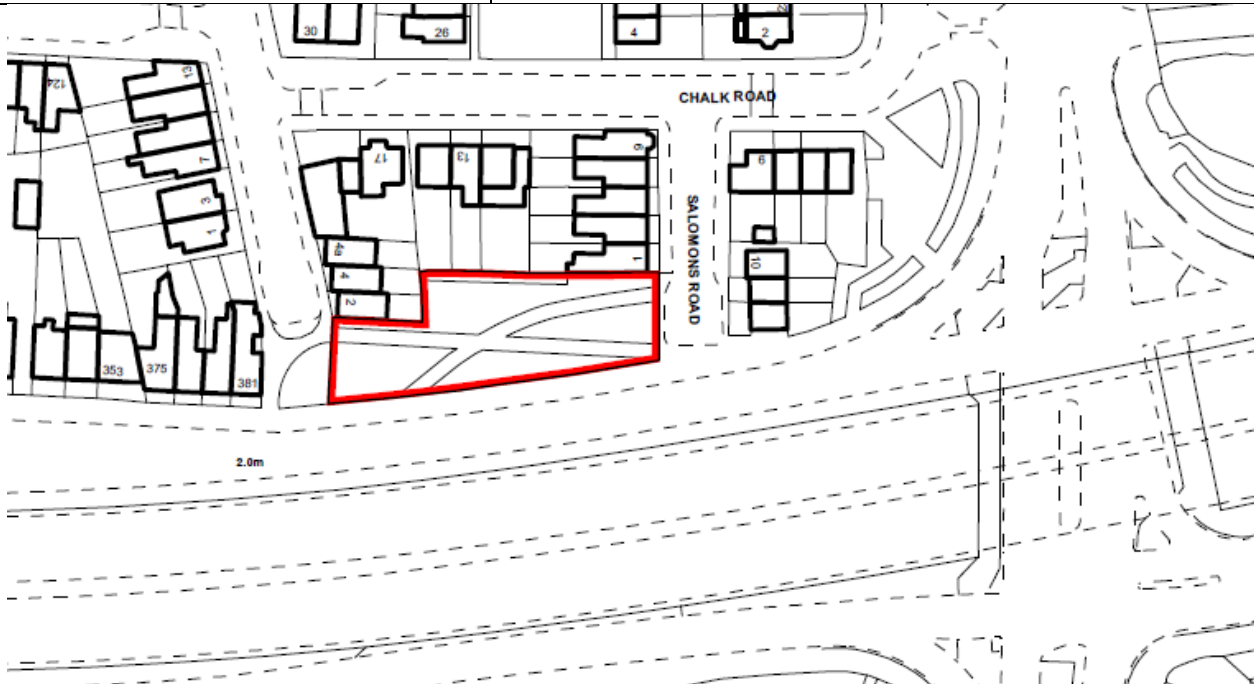


## 1. PROPERTY DETAILS

Site Name & Address	Land at Newham Way, E16 4ED	
Borough	Newham	
Company	TfL Freehold	
Zone (TfL)	3-4	
Site Area (acres)	0..24	
Location and Site Plan		
Site Description	<p>The site is a parcel of land adjacent to recently built terraced housing at the end of Egham Road (cul-de-sac). The site is located in an established residential area. Low density terraced housing is located to the north, east and west. Low density flatted developments are located to the north of the site. The A13 runs parallel to the South of the site beyond Newham Way.</p> <p>Site comprises two possible public rights of way connecting to Newham Way. Landscaped vegetation is found throughout the site. The Southern boundary of site extends on to pedestrian footpath and a cycle lane along Newham Way. TfL Land ownership extends significantly further than redline shown on site and this may enable a greater development opportunity. Four mature trees are located on site which are not subject to Tree Preservation Orders.</p>	
Existing Use	Landscaped space adjacent to residential development and Newham Way.	

## 2. TOWN PLANNING

<b>Development Plan and supplementary documents</b>	<b>Adopted:</b> London Plan (2016) <b>Emerging:</b> LB Newham Draft Local Plan (2018), Draft London Plan 2017.
<b>Site Allocation</b>	No
<b>Planning History</b>	No relevant planning history. Neighbouring properties at 2-4 Egham Road were converted from a car mechanics to 3 residential terraced houses with planning approved in 2007 (07/01216/FUL). This sets a precedent of potential of potential conversion to residential in the area.

<b>Housing zone/OA</b>	No
<b>Heritage Designations</b>	No. Archaeological Priority Areas Tier 1 and 3 at Canning Town Recreational Ground.
<b>Flood Zone</b>	Flood zone 3 (protected by Thames Barrier)
<b>Ecological Designations</b>	No
<b>PTAL</b>	3
<b>Tall buildings permitted</b>	Newham Draft Local Plan <b>Policy SP4</b> defines tall building as ‘ <i>Comprising 6 or more storeys</i> ’. The site is not identified as being within an area suitable for tall buildings.
<b>Car and Cycle parking standards</b>	<p><b>Newham Draft Local Plan INF2 Sustainable Transport:</b> <i>Appropriate levels of car parking should be assessed in line with the London Plan standards 6 taking account of the cumulative impact of car parking standards as a lever on travel behaviour (particularly when established from the outset) and the opportunity costs of space for car-parking whilst factoring in wider considerations including access realities (i.e. whether available routes/capacity meet local needs/building occupants’ requirements and the quality of public transport/active travel experience), accessibility, the type of development, local car ownership and context and the overall approach to reduce car usage in Newham.</i></p> <p><b>Draft London Plan:</b> Cycle parking requirement for residential is 1 cycle space per studio, 1.5 space per 1 bedroom unit and 2 cycle spaces for all other units.</p>
<b>LPA affordable housing target</b>	<p><b>Draft LB Newham Local Plan H2 Affordable housing target:</b> Developments or redevelopments on individual sites with capacity for 10 units or more, to provide: Between 35-50% of the number of proposed units as affordable housing comprising a tenure mix of 60% social housing rent and 40% intermediate homes.</p> <p><b>Draft London Plan target</b> = 50% on publicly owned land (30% social rent 30% intermediate and 40% borough choice)</p>
<b>Other</b>	<ul style="list-style-type: none"> <li>- The Mature Trees that exist on site are not subject to TPOs</li> <li>- Newham was declared an air quality management area in 2001. The borough seeks air quality neutral development where possible</li> <li>- The landscaped space on the site is good quality and may want to be at least partially preserved by the borough.</li> </ul>
<b>Planning Policy Overview</b>	<p><b>LB Newham draft Local Plan: - INF6 Green infrastructure &amp; the Blue Ribbon Network.</b> This policy states that the loss of unallocated Green Infrastructure will be resisted. However, Where the functionality of GI can be enhanced, the alteration of existing designated and undesignated assets will be considered.</p> <p><b>Policy H1 Building Sustainable Mixed Communities</b> promotes the delivery of housing on small sites.</p> <p><b>London Plan:</b> Policies <b>3.3</b> Increasing housing supply and <b>3.4</b> Optimising housing potential encourage housing delivery in accessible locations.</p> <p><b>Draft London Plan:</b> Policies <b>H1</b> Increasing housing supply, <b>D6</b> Optimizing housing density and <b>D2</b> Small sites encourage optimising housing density on small sites in accessible locations.</p>
<b>Site overview- Opportunities/ Constraints</b>	<p><b>Opportunities:</b> Under utilised brownfield site in an existing residential area with high housing targets. The site is underutilised open space currently next to a Newham Way may be suitable for partial or total redevelopment. There is no shortage of open space in the area is given that Canning Town Recreation Ground is directly to the south of the site.</p> <p><b>Constraints:</b> Policy promotes the retention of improvement of unallocated open space; there may be a need to improve open space as part of a residential development on the site to justify partial redevelopment. There is a need for design to take account of the amenity of neighbouring properties.</p>
<b>Planning Prospects</b>	Given the underutilised nature of the site there is <b>potential for residential development</b> . This may need to be located with open space due to Local plan policies on open space retention.