**Manor Road / HSS Site, Canning Town**
in the London Borough of Newham
planning application no. 18/03506/OUT

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### Strategic planning application stage 1 referral

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### The proposal

Redevelopment of land bounded by Manor Road for: (i) outline planning permission for up to 449 dwellings, up to 1,845m² of commercial and retail floorspace; car parking, open space and associated infrastructure works; and (ii) full planning permission for Phase 1 for 355 dwellings, 555m² of commercial and retail floorspace; car parking, open space and associated infrastructure works.

### The applicant

The applicant is **English Cities Fund** and the architect is **EPR Architects**.

### Strategic issues summary

**Principle of development:** The principle of residential-led redevelopment of the site, providing 50% affordable housing and ground floor commercial and retail uses, is strongly supported. The site is located within the Council’s ‘Arc of Opportunity’ and lies just outside Canning Town District Centre; therefore, it is considered an appropriate location for residential development. The applicant should, however, provide further details on the proposed office floorspace and maximise the frontages of retail units to ensure activity around the development.

**Affordable housing:** It is proposed to provide 50% affordable housing across development, comprised of 35% London Affordable Rent and 65% Shared Ownership, which meets the threshold level for public land and is supported. In the first phase, it is proposed to provide 43% of affordable units as London Affordable Rent, which ensures the early delivery of affordable rented units within the first phase of development. In order to ensure the affordable units within the outline phases of the development are evenly distributed throughout the development, the applicant should provide an indicative breakdown of provision and tenures for phases 2 and 3. Further information is also required on the shared ownership product and whether the scheme uses grant funding.

**Design:** Phase 1 of the development is submitted in detail and the following are required: opportunities to reduce the bulk of the ‘landmark’ building must be explored; further justification on the materiality of the ‘landmark’ building is required, including additional views; confirmation of distances between balconies; and active frontages must be maximised onto the linear park and Central Square. For the outline phases of the development, the applicant must provide a design code to ensure the quality of the design. Routes to Canning Town station from the site must also be enhanced and appropriately secured as part of the development.

Further information is required on **energy** and **transport**.

### Recommendation

That Newham Council be advised that the application does not comply with the London Plan and draft London Plan, for the reasons set out in paragraph 56. However, the resolution of those issues could lead to the application becoming compliant with the London Plan and draft London Plan.
Context

1. On 19 December 2018 the Mayor of London received documents from Newham Council notifying him of a planning application of potential strategic importance to develop the above site for the above use. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor’s use in deciding what decision to make.

2. The proposal is referable under Categories 1A and 1C of the Schedule to the Order 2008:
   - Category 1A: Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.
   - Category 1B: Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres.
   - Category 1C: Development which comprises or includes the erection of a building of one or more of the following descriptions – the building is more than 30 metres high and is outside the City of London.

3. Once Newham Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision on whether to direct refusal, take over for his own determination, or allow the Council to determine it itself.

4. The environmental information for the purposes of the applicable Town and Country Planning (Environmental Impact Assessment) Regulations has been taken into account in the consideration of this case.

5. The Mayor of London’s statement on the case will be made available on the GLA website www.london.gov.uk.

Site description

6. The site is formed of two parcels of land: the former Manor Road Retail Park; and the former HSS site. The former Manor Road Retail Park part of the site is bound to the north and the east by Manor Road, the A13 Newham Way and its sliproad to the south, and the Jubilee/DLR tube lines to the west. The HSS part of the site is bound to the west Manor Road, Malmesbury Road Park to the north, Oak Crescent to the east and Barking Road to the south.

7. The Manor Road part of the site houses two warehouse retail buildings and car parking, whilst the HSS site comprises a single, large warehouse building. The Manor Road site is owned by the Greater London Authority, whereas the HSS site is owned by the applicant.

8. The site lies between various land uses: the industrial uses on the western side of the Jubilee/DLR tube lines; low-rise residential development to the north east; and Canning Town Centre to the east. The site has several local planning policy designations: it lies within the Newham Arc of Opportunity; is allocated as a strategic redevelopment site within Newham Council’s Core Strategy;
and the south east of the HSS site lies within the Canning Town District Centre. The allocation for
the site states the site should be redeveloped for a “residential-led mixed use scheme,
incorporating open space with green grid links to Star Park; commercial frontage (including B1) to
Barking Road section east of Manor Road”.

9. The site is located on both sides of Manor Road which connects to Barking Road which forms part
of the Strategic Road Network (SRN) and Canning Town roundabout which forms part of the
Transport for London Road Network (TLRN). Transport for London (TfL) has oversight
responsibility for the SRN whilst the Borough is the responsible highway authority. Canning Town
station is located 150 metres to the south of the site, which is served by the Jubilee line and
Docklands Light Railway (DLR). One bus route serves Manor Road by the site and eight bus routes
serve Barking Road. It is estimated that the site records a range of public transport accessibility
levels (PTAL) ranging from 5 to 6a, on a scale of 1-6.

Details of the proposal

10. It is proposed to demolish all buildings and redevelop the sites to provide up to 804 homes and up
to 2,400 sq.m of commercial floorspace. The site is split into two parts: Manor Road; and the HSS
site. Figure 1 illustrates the site area.

11. The applicant has submitted a hybrid planning application, seeking full planning permission for
phase 1 and outline consent for phases 2 and 3; table 1 specifies the proposed land uses within
each element of the application. For the outline element of the application, all matters relating to
appearance and landscaping are reserved and, with the exception of those specified in the
parameter plans, all matters relating to access, layout and scale are also reserved.

Table 1 – Proposed uses in the application

<table>
<thead>
<tr>
<th></th>
<th>Phase 1 - full planning permission sought</th>
<th>Phase 2/3 - outline element</th>
<th>Total proposed in application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (Class C3)</td>
<td>29,886 sq.m (355 units)</td>
<td>53,018 sq.m (up to 449 units)</td>
<td>82,904 sq.m (up to 854)</td>
</tr>
<tr>
<td>Offices (Class B1)</td>
<td>477 sq.m</td>
<td></td>
<td>2,322 sq.m</td>
</tr>
<tr>
<td>Retail (Class A1 – A4)</td>
<td>78 sq.m</td>
<td></td>
<td>78 sq.m</td>
</tr>
<tr>
<td>Car parking / storage / internal plant space</td>
<td>2,365 sq.m</td>
<td>Up to 4,449 sq.m</td>
<td>6,814 sq.m</td>
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</tbody>
</table>
Case history

12. An initial pre-application meeting was held on 31 October 2017 to discuss the development proposals with GLA officers. Following a presentation of the scheme from the applicant team, the discussion covered strategic issues with respect to the principle of development, housing, urban design, inclusive access and transport. Following the submission of further information and subsequent discussions, the advice note was issued on 17 April 2018, which concluded that the principle of development was supported in principle; however, the scheme did not fully accord with the London Plan and the draft London Plan and the applicant must address issues relating to housing, affordable housing, design, inclusive access, energy and transport.
Strategic planning issues and relevant policies and guidance

13. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Newham Core Strategy (2012), Saved Policies of Newham Unitary Development Plan (2012) and the 2016 London Plan (Consolidated with Alterations since 2011).

14. The relevant issues and corresponding policies are as follows:

- Housing: London Plan; London Housing Strategy;
- Affordable housing: London Plan; Affordable Housing and Viability SPG;
- Commercial uses: London Plan;
- Urban design: London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG;
- Inclusive design: London Plan; Accessible London: achieving an inclusive environment SPG;
- Sustainable development: London Plan; London Environment Strategy;
- Transport: London Plan; the Mayor’s Transport Strategy.

The following are also material considerations:

- The National Planning Policy Framework (2018) and National Planning Practice Guidance;
- Draft London Plan (2017), incorporating the changes set out in the Minor Suggested Changes (published August 2018), which should be taken into account on the basis explained in the NPPF; and
- In August 2017, the Mayor published his Affordable Housing and Viability Supplementary Planning Guidance. This must now be read subject to the decision in R(McCarthy & Stone) v. Mayor of London.

Principle of development

Housing

15. London Plan Policy 3.3 and draft London Plan Policy H1 seeks to increase the supply of housing in the capital, setting Newham Council an annual target of 1,994 homes per annum in the London Plan. The proposed development would deliver up to 804 homes, equating to 43% of the annual monitoring target set in the London Plan. The increase in annual housing targets in the draft London Plan evidences the continued need for housing in the borough.

16. The principle of residential-led redevelopment of the site, providing 50% affordable housing and ground floor commercial and retail uses, is strongly supported. The site is located within the Council’s Newham Arc of Opportunity and lies just outside Canning Town District Centre; therefore, it is considered an appropriate location for residential development. In addition, the proposed development is consistent with Newham Council’s allocation for the site and compliments the cluster of development coming forward on City Island, to the site’s south. Housing and affordable housing is discussed in more detail in 23 - 32.
Commercial

Offices

17. London Plan Policy 4.2 and draft London Plan Policy E1 encourage increases in office provision where there is local evidence of demand. The draft London Plan also introduces support for office space for businesses of different sizes, including ‘micro’ office space, in London Plan Policy E1 and encourages low cost and affordable office space through Policy E2 and E3 respectively.

18. It is proposed to provide small offices, centred around the central public square, with 477 sq.m in phase 1 (indicatively shown as 6 units) and up to 1,845 sq.m in phases 2 and 3. The applicant has sought to provide an employment core to the development, rather than a predominately retail offer, so that the scheme does not compete with the existing retailers in Canning Town District Centre, which is welcomed in line London Plan Policy 2.15 and draft London Plan Policy SD6.

19. In order to justify offices in this location, the applicant has undertaken a study of local demand, which has shown that smaller businesses, generally located in the City Fringe, are ‘drifting east’ in search for cheaper rent and, whilst there is existing space for SME businesses within Newham, there is also additional demand for spaces for smaller premises. Notwithstanding the research, the applicant has not sought to do any premarket testing or early letting of units as they consider that smaller businesses will not commit to taking on spaces that would not be ready nor available for several years. Whilst this is understood, the applicant should discuss the nature of the business space in phase 1 in general terms with existing workspace operators and existing small businesses to understand any specific requirements or cost constraints that may impact design and form. It is acknowledged that the applicant is willing to commit to a marketing and lettings strategy, which should be secured within the S106 for both phase 1 and phases 2 and 3.

20. The provision of up to 2,322 sq.m of office floorspace, centred on the Central Square, will aide in creating a local community of small businesses, would contribute towards Newham’s ambitions of achieving a Canning Town and Custom House Employment Hub in the area, in accordance with Newham’s Local Plan Policy J1.

Retail

21. London Plan Policy 2.15 and draft London Plan Policy SD6 state that town centres should be the main foci of commercial development and intensification outside of the Central Activities Zone. The south eastern corner of the HSS site lies within Canning Town District Centre, where new and enhanced retail offers will be supported, in accordance with draft London Plan Policy SD7.

22. In phase 1, it is proposed to provide one retail unit on the south western corner of the site at the southern entrance to the linear park. The positioning is supported as it will provide some activity onto the public realm to the south of the site; however, the applicant should seek to maximise its frontage to ensure activity, as discussed in the design section below. In phase 2 and 3, it is proposed to provide up to 1,845 sq.m of flexible commercial floorspace. Whilst it is acknowledged that the applicant’s intention may be to provide an employment hub (as per the land uses in phase 1), the flexibility in land uses sought ensures that the applicant can respond to changes in demand.

23. Although the site only partially lies within the Town Centre, the retail uses proposed within the development are considered to be complementary to the wider employment offer and the residential uses on the site and do not raise any strategic concerns.
24. London Plan Policies 3.11 and 3.12 and draft London Plan Policy H5 and Policy H6 seek to maximise the delivery of affordable housing, setting a strategic target of 50% across London. The Mayor’s Affordable Housing and Viability Supplementary Planning Guidance seeks to increase the provision of affordable housing in London and embed affordable housing into land prices. The SPG introduced a threshold approach to viability, which is incorporated within draft London Plan Policy H6. Schemes that provide 35% affordable housing on a privately-owned site, without public subsidy, and meet the specified tenure mix are not required to submit viability information nor be subject to a late stage review; however, publicly owned land is required to provide 50% affordable housing to qualify for the Fast Track route.

25. Where a site includes an element of public land, it is appropriate to use a blended approach to establishing the required threshold level for the Fast Track; however, given that the proposed development achieves the Mayor’s strategic target of 50% affordable housing, it is not considered necessary to implement a blended approach in this instance.

26. It is proposed to provide 50% affordable homes across the sites, which is strongly supported, comprised of 35% London Affordable Rent and 65% Intermediate. The affordable housing offer meets the 50% threshold level for public land and the proposed tenure split complies with draft London Plan Policy H7.

27. In terms of phasing, it is proposed to provide 50% affordable housing in both the outline and full element of the planning permission, ensuring that there is a mix of tenures across the development. Noting that phase 2 and phase 3 are submitted in outline, but are on separate sites (as shown in figure 1), the applicant must provide an indicative affordable housing percentage and tenure breakdown for each phase to ensure that the affordable units are distributed across phases 2 and 3.

28. Within phase 1 it is proposed to provide 43% of the affordable units as London Affordable Rent and 57% of the units as Shared Ownership; the overprovision of London Affordable Rent in the first phase, when compared with the overall housing offer, ensures the early delivery of affordable rented units in the first phase of the development. The provision of 50% affordable housing across the site, as well as in both Phase 1 and in the outline elements, along with the tenure mix for the detailed phase must be secured within the s106 agreement. In addition, it is considered that an indicative affordable housing offer for phase 2 and phase 3 respectively should also be secured within any s106. The detailed tenure mix for the outline elements of the proposal should be provided in any reserved matters agreement and must comply with any agreed tenures and rents set out in any s106 agreement.

29. London Affordable Rent (LAR) is the Mayor’s preferred affordable rental product, with weekly benchmark rental values (exclusive of service charge) are set annually by the GLA. For the 2019/2020 period, the weekly rents are as follows: 1-bedroom flats, £155.13; 2-bedroom flat, £164.24; and 3-bedroom flats, £173.37. The provision of London Affordable Rent as the rented portion of the affordable housing is strongly supported, and offers genuinely affordable homes. No details on the Shared Ownership products has been provided. For the avoidance of doubt, the Mayor is clear that these should be available to households on a range of incomes below the £90,000 threshold. The LAR units and their rental levels as well as the income thresholds or rental levels for the Intermediate units must be secured in any s106 agreement.

30. The applicant must confirm whether the proposed affordable offer comprises any grant. Where the scheme uses grant funding within the affordable housing offer, it cannot be considered under the Fast Track route and a Financial Viability Appraisal will be required.
31. In accordance with Policy H6 of the draft London Plan and the Mayor’s SPG, under the Fast Track Route, the S106 agreement must include an early stage viability review mechanism to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission. If the proposals cannot be assessed under the Fast Track Route, a late stage review will also be required and secured within the S106. A draft of the S106 agreement must be agreed with GLA officers prior to any Stage II referral; example clauses are provided within the SPG.

32. The applicant must confirm whether they have engaged with any Registered Providers regarding the management of the affordable units.

33. The Council must publish any financial viability assessment, submitted to support a planning application, in accordance with the Mayor’s Affordable Housing and Viability SPG. GLA officers will ensure that the assessment is made available, to ensure transparency of information.

**Urban design**

34. Good design is central to all objectives of the London Plan and the draft London Plan. The applicant has engaged positively in the pre-application process, which is strongly supported.

**Layout**

35. The site’s constraints have informed the layout design of the scheme: electricity pylons run the western length of the Manor Road site, limiting the built form on the site; the A13 flyover rises above the site on its southern boundary; and there is a significant level change of approximately 4 metres across the site. As such, the built form of the development is maximised in the centre of the site and the eastern part of the site, with a linear park running the western elevation (beneath electricity pylons, which cannot be built under). Given that the A13 flyover, its sliproad and a major roundabout lie between the site and Canning Town station, works to enhance the legibility, design and safety of the pedestrian route to/from the station should be appropriately secured as part of the proposal, as discussed below.

36. The Manor Road site is comprised of 7 distinct buildings, with a single ‘landmark’ building in the south of the site, which rises to 33 storeys, a linear park to the west and a central public square. The HSS site is comprised of a single building which occupies the majority of the footprint. In phase 1, it is proposed to create three buildings, all linked by a central podium garden, with cycle parking and retail uses below. The 33 storey element, hereafter the ‘landmark building’, is located on the very south of the site, with two smaller buildings to its north – the ‘Garden building’, rising to 10 storeys, and the ‘Manor Road building’, rising to 13 storeys.

37. The linear park will be bound to the west by the Jubilee Line and DLR railway tracks, the south by the A13 flyover and the development to the east. Active frontages along the western side of the development are therefore crucial to ensure surveillance onto the space.

38. It is proposed to create a Central Square in the centre of the Manor Road site, north of the phase 1 buildings but south of phase 2. Commercial buildings will front this central square, with the expectation that these units will be occupied by office or workspace providers. Given that these units are expected to be occupied by offices or workspace providers, the applicant must ensure that the Central Square is suitably activated, through sufficient overlooking from the office units and through opportunities to maximise the active frontages of any retail uses.

39. Similarly, to ensure sufficient activity and passive surveillance onto the linear park, the applicant must explore opportunities to pull the retail unit on the southwestern corner of the building around the building’s corner to activate this space. It is considered that this could be accommodated
through inserting a mezzanine for cycle parking in this part of the building, freeing up space at ground floor.

**Phase 1 architecture**

40. The ‘landmark building’ would be clad in blue ceramic tiles, with the colour’s hue lightening as the height increases. GLA officers have some concerns about how the blue building will sit locally. Whilst it is understood that there are ‘colourful’ buildings on City Island, the colour in this location appears out of context and, coupled with the bulk of the building’s roof line, appears incongruous. The applicant should explore measures to lighten the roofline of the tallest building to reduce perceptions of its bulk and should provide longer range views of the scheme to enable a thorough assessment of its impact. The architecture of the ‘Garden building’ and the ‘Manor Road building’ are subtler, comprised of brown and red bricks respectively, and do not raise any strategic concerns.

**Phase 1 residential quality**

41. The three buildings within phase 1 appear to have good levels of residential quality: the building layouts ensure a significant number of dual aspect units; there are no more than 8 units serving each core; and the scheme meets minimum internal space standards. Notwithstanding this, however, there appear to be several instances where balconies in the three phase 1 buildings overlook each other. The applicant must provide the distances between these and seek to orientate these to minimise opportunities for overlooking.

**Phase 2 /3 design codes**

42. Whilst it is acknowledged that all matters relating to appearance and landscaping are reserved, the applicant should provide detailed design codes to ensure that the outline elements of the scheme are of the best possible quality. As set out at pre-application stage, as a minimum, GLA officers expect to see the following within the design code:

- maximum contiguous lengths of inactive frontage facing streets and spaces;
- location and distribution of front entrances and void-to-solid ratios for the lower floors of the buildings; and
- key aspects of the residential layout such as number of units sharing the same landing, direct entrances to ground-floor units, maximum proportion of single aspect units, minimum clear floor-to-ceiling heights, and minimum unit sizes will need to be demonstrated in full as part of the detailed element, and appropriately secured in the design code, to ensure the residential element fully accords with strategic policies.

43. The design codes must be provided prior to any Stage 2 referral. The applicant should also ensure that opportunities to learn from the design successes of Phase 1 in the later phases of the development.

**Energy**

44. The applicant has broadly followed the energy hierarchy in each scheme’s energy strategy; however, to ensure compliance with London Plan and draft London Plan policies, the applicant must have regard to the comments below. With regard to the ‘be lean’ part of the hierarchy, the applicant must: investigate further improvements in the fabric specification; provide clear results on the carbon savings; provide TER, DER and BRUKL sheets; and further information on domestic and non-domestic cooling demands. In terms of ‘be clean’, the following are required: information on the future energy connection route; the compatibility of the water source heat pumps with a future
area-wide district heat network; details of the site heat network; and the energy centre. For the ‘be green’ element of the hierarchy, further information should be provided on the water-loop heat system and on the proposed PV panels.

45. The applicant has not provided sufficient detail to enable an assessment of the reductions in carbon emissions. It should also be noted that draft London Plan Policy SI2 will require non-domestic buildings to be zero carbon by 2019 or provide an offset payment. The full technical comments have been provided to the Council and the applicant.

**Transport**

46. The applicant must clarify what is, and what is not, included within the applicant’s redline and what likely highway and legal mechanisms will be required to undertake demolition and construction works.

47. There are concerns with the Transport Assessment and trip generation methodology, including: the existing and proposed frequencies of DLR services; multi-modal impact by direction; and static analysis of the impact of the development on Canning Town station. These items must be addressed to enable an assessment of the impact of the proposals on the transport network. TfL will also engage with applicant and Newham Council regarding the most effective financial mechanism for mitigating any impact identified from this development, including through a commitment to use borough CIL or other contributions, towards Canning Town station.

48. The development is car-free, with the exception of 4% Blue Badge provision for the fully accessible/wheelchair units. The applicant must demonstrate how demand for up to 10% provision could be met either on site or in adjacent sites. A Car Parking Design and Management Plan should be provided, in accordance with draft London Plan Policy T6. In addition, it is expected that car club membership as well as a restriction on the ability for residents to apply for car parking permits is secured through an appropriate legal mechanism.

49. The proposed cycle parking complies with draft London Plan standards, which is supported; however, at least 5% of provision should be made suitable for larger models of cycle, for example in the form of Sheffield stands. Any public realm cycle parking, for example for visitors to the commercial units, will need to be designed to avoid any fly-parking around the site, which may affect pedestrian or vehicular flows and building entrances. The applicant must also confirm that provision for showers and storage facilities for non-residential uses will be provided across the site.

50. The ‘Healthy Streets Check for Designers’ has been used to undertake the audit to support mode shift towards active and public transport travel, which is supported. The proposal includes an off-street cycle track on a widened pavement area along Manor Road, which is welcomed. Any works to Manor Road would be subject to detailed designs being secured through a Section 278 agreement or another appropriate legal mechanism.

51. The applicant should confirm how people access various parts of the site by all modes, focusing particularly on the access from Newham Way and permeability under the A13 viaduct. Further, contributions towards amenity, pedestrian safety and highway safety, and wayfinding should be appropriately secured. Further, whilst the site is in close proximity to Canning Town station, the primary, and most direct, pedestrian access to the site is under the A13 flyover and requires pedestrians to cross sliproads from the roundabout. Given the size of the scheme and the number of people using this route, works to enhance the pedestrian route, both in terms of design and safety, must be appropriately secured as part of the proposals.

52. Given the location and scale of construction, the development may have an adverse impact on both DLR and underground lines and it must be ensured that the development does not have adverse
affects on any structures, and that access to infrastructure is not restricted. Further discussions on this point will be progressed by TfL officers, and appropriate conditions will be required.

53. The final Travel Plan should be updated and developed with input from Newham Council and secured, enforced, monitored and reviewed through the S106 agreement. The provision of a draft Construction Logistics Plan is supported and a final version should be secured by condition or S106.

Local planning authority’s position

54. Newham Council Planning Officers are assessing the applicant and a committee date has not yet been established.

Legal considerations

55. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, direct the Council under Article 6 of the Order to refuse the application or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor’s statement and comments.

Conclusion

56. London Plan and draft London Plan policies on principle of development, housing, affordable housing, urban design, energy and transport are relevant to this application. The application does not currently comply with the London Plan and draft London Plan, however, the following changes might lead to the application becoming compliant:

- **Principle of development:** The principle of residential-led redevelopment of the site, providing 50% affordable housing and ground floor commercial and retail uses, is strongly supported. The site is located within the Council’s ‘Arc of Opportunity’ and lies just outside Canning Town District Centre; therefore, it is considered an appropriate location for residential development. The applicant should, however, provide further details on the proposed office floorspace and maximise the frontages of retail units to ensure activity around the development.

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- **Design:** Phase 1 of the development is submitted in detail and the following are required: opportunities to reduce the bulk of the ‘landmark building’ must be explored; further justification
on the materiality of the ‘landmark building’ is required, including additional views; confirmation of distances between balconies; and active frontages must be maximised onto the linear park and Central Square. For the outline phases of the development, the applicant must provide a design code to ensure the quality of the design. Routes to Canning Town station from the site must also be enhanced and secured as part of the development.

- **Energy:** The applicant has not provided sufficient detail to enable an assessment of the reductions in carbon emissions. Further information is required on the following: the fabric specification; information on domestic and non-domestic cooling demands; future energy connection route; compatibility of water source heat pumps; heat network; the energy centre; water-loop heat system; and the PV panels.

- **Transport:** The Transport Assessment must be re-considered to address concerns with its methodology and to enable an assessment of the proposals on the transport network. In addition, the following are required: confirmation of the works proposed beyond the applicant’s redline; a Car Parking Design and Management Plan condition; additional information on the cycle parking; and confirmation that the construction will not impact DLR or underground lines. Furthermore, upgrades to the routes to and from Canning Town Station must be appropriately secured as part of the proposals.

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