



Local Plan Evidence Base

Tall Buildings Study

February 2018

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Introduction

1. This is a study intended to inform the local plan review (LPR) with reference to Policy SP4 'Tall Buildings' in the local plan; and forms part of the evidence base and Options Appraisal for the review.
2. The study focuses on establishing appropriate densities and indicative appropriate heights for tall buildings at proposed and existing strategic sites in Newham and developing further the spatial strategy set out in Policy SP4. The study is consistent with London Plan and Historic England advice to identify appropriate, sensitive and inappropriate locations for tall buildings as part of an urban design framework. In Newham's case this framework is the Newham Character Study which this study extends.

Methodology

3. For the purposes of this study, the in-principle acceptability of a new tall building is established firstly by its location. The current London Plan (2016) states that tall buildings should generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport. Secondly, in accordance with both London Plan and Historic England advice, a tall building at an appropriate location must not adversely affect local character by reason of its scale, mass or bulk. These criteria are reflected in the design cues of the Character Study and the existing SP4 spatial strategy.
4. Appropriate building height ranges at locations which accord with the above criteria are then derived from the particular characteristics of the individual Strategic Site in the context of the characteristics and legibility of each community neighbourhood as identified by the Character Study based upon an examination of topography, views, heritage, public transport accessibility, and character including current tall building presence. Analysis also reflects on consultation responses to the Local Plan Review, including advice from Statutory Consultees/Duty to Co-operate Partners and developers undertaking more detailed masterplanning exercises, as well as drawing on the independent advice of the Design Review Panel in relation to planning applications and pre-application advice for tall buildings schemes in the area.
5. Detailed matters of design, appearance, materials, and microclimate are reserved for later consideration through the policy although it is worth stating that only a superior level of design will be acceptable after the primary criteria of location and impact on character including detailed consideration of height and density are satisfied.

What is a tall building in Newham?

6. In the context of Newham, a borough mainly characterised by large areas of low rise two- storey housing within a predominantly flat landscape, it is considered both necessary and useful to define a tall building. A 'tall building' is considered

to be: any building of six or more storeys in height equivalent to approximately 18.6-20.15m in height¹

7. Mid-rise development which is referred to throughout this document falls within the category of tall building but typically at its lower end: 6 to 8 storeys. Newham's policy approach is for three categories of tall building: 6 to 8 storeys; 8 to 19 storeys; and 20 plus storeys. These categories are equivalent to: 'mid-rise tall building', 'tall building' and 'very tall building'. As a tall building is now defined as 6 or more storeys so 'mid-rise' in Newham's terms is 6 to 8 storeys.

Community Neighbourhoods

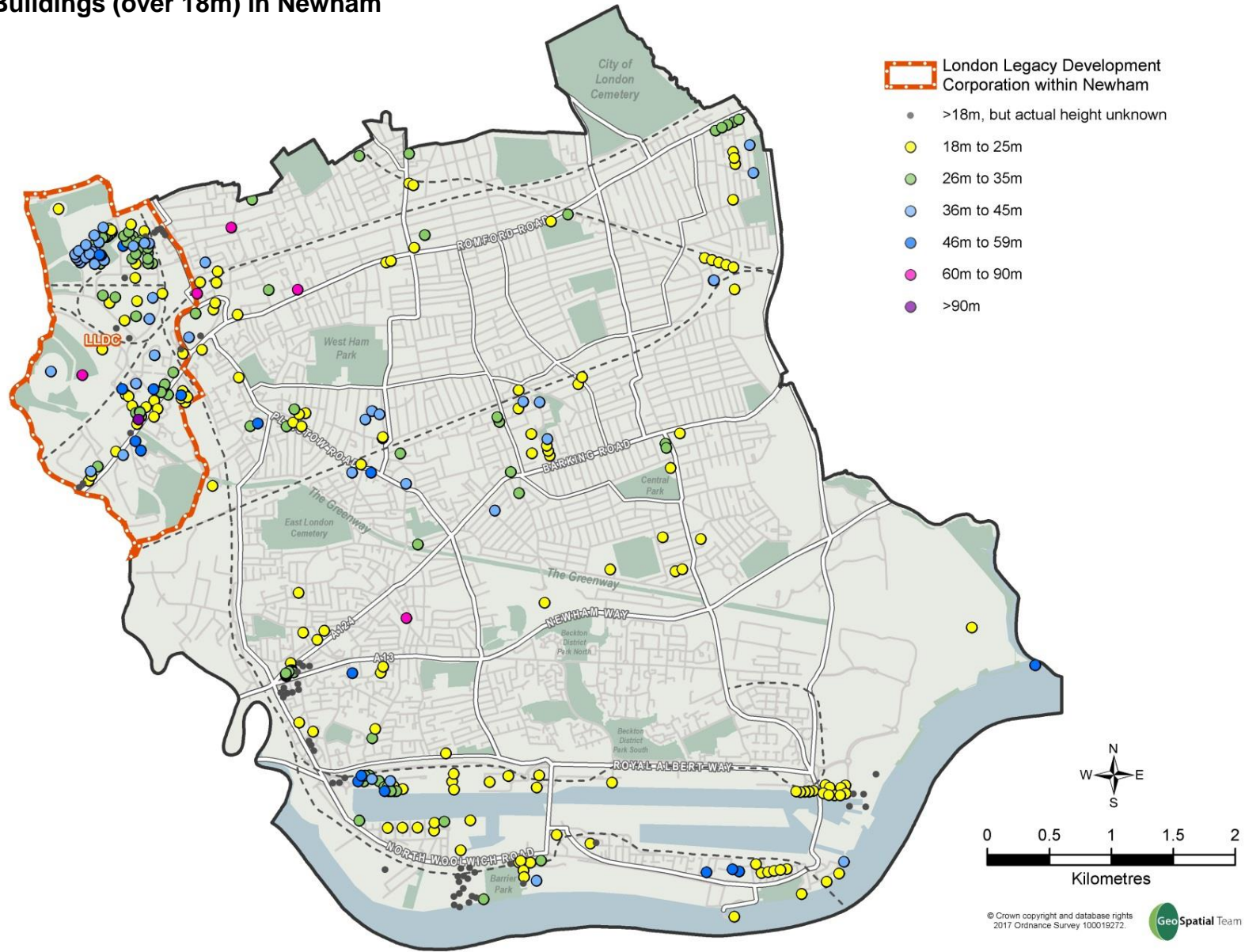
8. The borough is divided into 8 'Community Neighbourhoods' which are based on electoral wards and which provide the structure for community engagement. It should be noted that the Character Study amalgamates several of the community neighbourhoods to create five areas for the purpose of the study: Northern, Southern, South-Western, Lower Lea Valley north of the District Line and Lower Lea Valley south of the District Line. Nonetheless, Appendix Two of the study sets out a detailed assessment of the character of each of the community neighbourhoods. However, the Core Strategy sets out spatial policies for 5 areas, broadly aligned with these but separating out Beckton and the Royal Docks, plus Urban Newham. For the purposes of this study, the strategic sites are examined in the context of 9 neighbourhoods made up of the 8 community neighbourhoods but with Beckton and Royal Docks being split into its two constituent parts.

Spread of tall buildings in Newham

9. Of the 8 community neighbourhood areas only three: Stratford and West Ham, Custom House and Canning Town, and Royal Docks & Beckton (part) are generally characterised by tall buildings. All these neighbourhoods lie within the Arc of Opportunity. The Arc of Opportunity stretches from Stratford and the Queen Elizabeth Olympic Park, down the Lower Lea Valley and east through the Royal Docks to Beckton. The Council's vision set out in the Local Plan sees major development proposals and most growth, employment and residential, in Newham as being focused in this area but also promotes its integration with the other urban neighbourhoods in the borough.
10. The other five neighbourhoods are generally low-rise in character with tall buildings being confined to the sporadic distribution of post-war Council tower blocks across the borough, and to contemporary developments in town centres and at transport nodes.

¹ This comes from the Council on Tall Buildings and Urban Habitat (Australia). Calculation for a five storey building: ground floor with entrance lobby 4.65m then four storeys of 3.1m in height.

Tall Buildings (over 18m) in Newham



PTAL

11. Public transport accessibility levels (PTALs) as defined by the London Plan 2016 are a detailed and accurate measure of the accessibility of an area to the public transport network, taking into account walk access time and service availability.
12. The borough shows a wide variation in PTAL from a rating of 6b (best) to 0 (worst). The highest PTAL is to be found in the vicinity of the underground stations at Stratford, Canning Town, Plaistow, Upton Park, East Ham and West Ham, and the lowest is to be found in the riverside areas of west Beckton.
13. It is likely that there will be changes to PTAL ratings to certain parts of the borough. The stations at Manor Park, Forest Gate, Maryland, Custom House and Stratford are being upgraded to Crossrail stations with consequent improvement in service levels at these established transport nodes. Furthermore, there exists the possibility of two new DLR stations at Beckton Riverside and Thames Wharf.
14. The implications for the appropriateness of tall buildings in the context of possible PTAL improvements are noted in consideration of the strategic sites where relevant. The upgrading of Forest Gate and Customs House to Crossrail stations along with Stratford, Maryland and Manor Park will make the surrounding areas better connected to the wider London region and the national transport network. Strategic sites such as Woodgrange Road, Coolfin North and Custom House/Freemasons will as a result be more accessible justifying higher density development and taller buildings to mark the improved transport node. The possibilities for new DLR stations in the borough will benefit the Beckton Riverside and Thames Wharf strategic sites. In addition, better connectivity across the borough arising from regeneration initiatives and redevelopment of the strategic sites as well as development of the bus network may improve PTAL further.

Heritage

15. Newham currently has 9 Conservation Areas. With the exception of the East Ham conservation area, all the borough's conservation areas have been the subject of a detailed appraisal and had have management plans in place. In addition, the Local Plan designates a further 9 Areas of Townscape Value (ATV). These are defined as being 'an area of heritage value, with potential for designation as a conservation area, which the Council will than have a duty to protect and enhance.
16. Conservation areas in Newham are mainly in the north of the borough, reflecting historic development patterns. They contain the best available examples of their typologies, and often several listed buildings, structures etc. The list of Conservation Areas is as follows:

Manor Park - Durham Road
Forest Gate - Woodgrange Estate
Stratford and West Ham - Three Mills
Green Street/Forest Gate - Romford Road

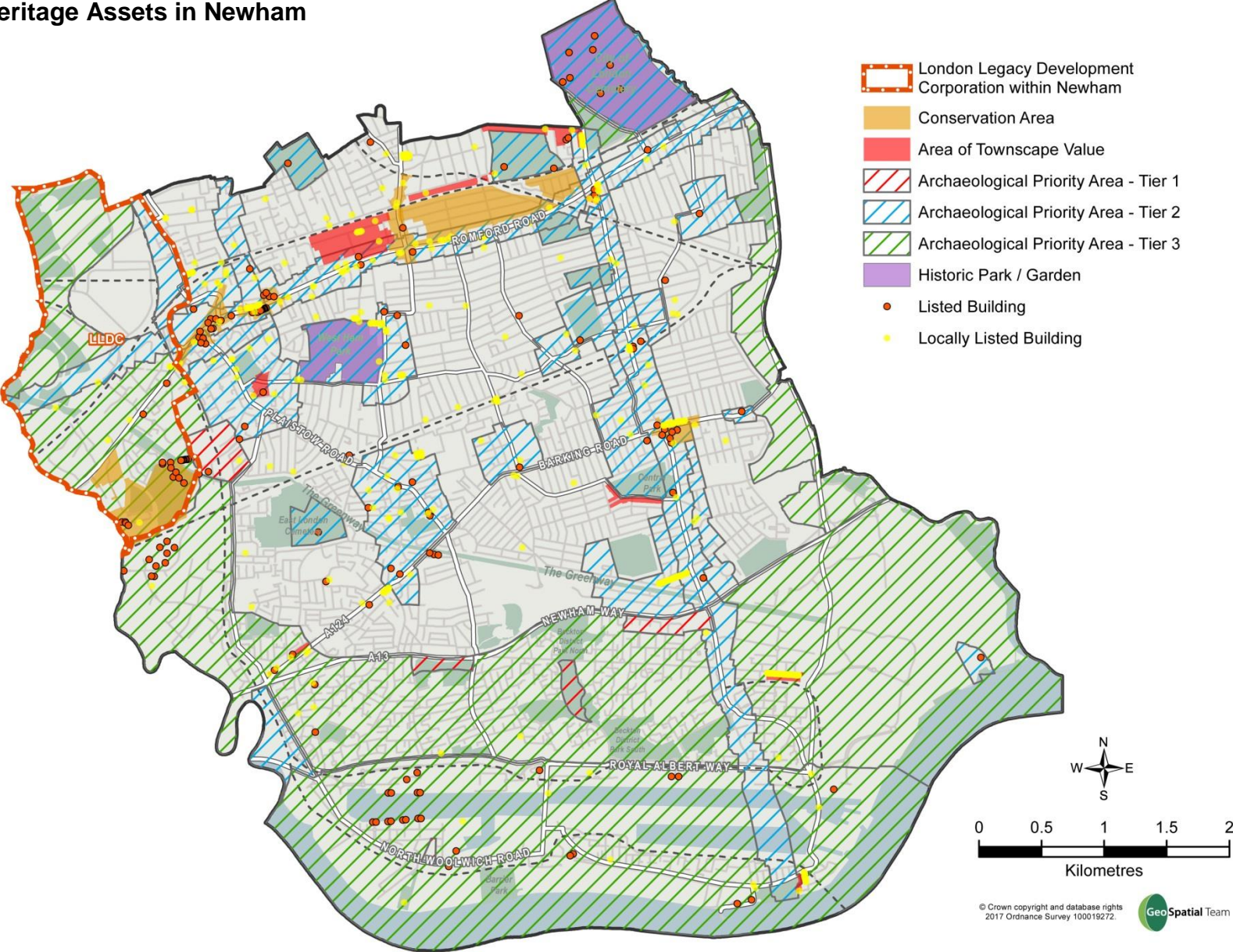
Forest Gate - Town Centre
Stratford and West Ham - Stratford St Johns
Stratford and West Ham/Forest Gate - University
East Ham - East Ham (civic centre)
Stratford and West Ham - Sugar House Lane

17. The list of Areas of Townscape Value, which have a greater spread throughout the borough and which move into some areas of 20th Century development in the centre and south of the borough, is as follows:

ATV1 Wanstead Flats
ATV2 Sebert Road
ATV3 Manor Park
ATV4 Forest Gate
ATV5 All Saints Church, Church Street North
ATV6 Cheltenham Gardens, Henniker Gardens, Rancliffe Road
ATV7 Canning Town
ATV8 Winsor Terrace
ATV9 Bargehouse Road/Woolwich Manor Way

18. There are four Grade 1 statutorily listed buildings in the borough, 5 Grade II* buildings, and 110 Grade II buildings. There are also 191 locally listed buildings in the borough.

Heritage Assets in Newham



Newham Riverside

19. The Council seeks to ensure a plan-led approach to all new tall buildings in the Borough. It is considered that such an approach is particularly important with regard to the sweep of strategic sites allocated for development along the north bank of the river Thames in this borough.
20. A consistent and reasoned approach to tall buildings at these sites is justified given the sites' unique location along the river. In addition, they are distinguished from many of the other Strategic Sites in Newham by being highly visible from outside the Borough not only across the river from the neighbouring Borough of Greenwich and the Thames Path but from international sea traffic along the river itself. The river in effect forms a key corridor along which the Council's aspirations for high quality development can be emphasised to a wide audience.
21. In promoting the legibility of these new riverside areas the managed location and height of tall buildings is central to place-making as well as to achieving the ultimate success of their development as new residential communities.
22. The Council's approach is twofold: to indicate acceptable general heights at each of the sites as part of a riverside strategy; and, as part of this strategy to adopt a spatial direction in respect of tall buildings along the river which will promote a hierarchy of place in the borough by stepping away from the tallest and busiest areas as one moves from east to west.
23. Recent planning decisions and recommendations from the Design Review Panel have indicated that heights of more than 15 storeys (currently the indicative height for the riverside strategic sites in the local plan review) can be accepted in this area for buildings of exemplary design quality in certain locations subject to masterplanning.
24. A focal development plot at the Royal Wharf scheme has been approved at a height of 18 storeys on a prominent site on the riverside. This building has in turn been recently complemented by approvals for buildings of almost equivalent height nearby at Deanston Wharf, and also favourable indications through Design Review at a location closer to the DLR station (presently Minoco Wharf becoming Lyle Park West). In this context, it is considered that buildings of up to 18 storeys may be accepted at several of the other Strategic Sites along the riverside.
25. On the basis of these considerations, it is judged appropriate that a maximum height of 18 storeys is accepted at key locations within the Strategic Sites at S08 Thames Wharf, S09 Silvertown Landing, S20 Lyle Park West and S22 Minoco Wharf. These sites are thus distinguished from the Tall Buildings Policy Area in Canning Town where heights of more than 20 storeys are acceptable.
26. In turn, however, the taller elements at key locations will contrast with a general height or datum for the same sites of up to 10 to 12 storeys. This form is based on the success of the Royal Wharf development (S22 Minoco Wharf) which provides high density residential accommodation whilst delivering superior architectural quality and optimal living conditions.

27. The careful master-planning of the development has ensured good daylighting to all residential units, pleasant outlook to green areas including a new park to which the Silvertown War Memorial has been relocated and liberal separation distance between facades. Much of this arises from careful layout of roads and pedestrian/cycle routes through the development. This scheme is seen as a good example of place-making and high quality living conditions which can set the standard for developments of an equivalent or greater value at the other riverside Strategic Sites.
28. In addition, it is considered appropriate that in the range of Strategic Sites that run eastward along the borough's southern boundary on the riverside from SO 8 Thames Wharf to North Woolwich Gateway, there should be a distinctive and evident trend of building heights reduction/stepping down from the tallest building zones at Canning Town town centre in Newham and City Island (London Borough of Tower Hamlets) i.e. with distance increasing from the northern part of the Isle of Dogs which is regarded as closely related in function to the Central Activities Zone ² and from the prospective Major town centre and PTAL 6a transport hub of Canning Town town centre.
29. The Greenwich Peninsula in the neighbouring Royal London Borough of Greenwich on the opposite side of the Thames is being developed as a major focus for high rise, high density development including a range of leisure uses around the iconic O2 Dome. Whilst the peninsula which is linked to Newham by the Emirates Air Line cable car also forms part of the context for tall buildings along the riverside, the Newham Riverside has its own identity and coherence.
30. The lower indicative heights at Connaught Riverside (general height up to 6-8 storeys and up to 15 storeys at key locations), North Woolwich Gateway (general height up to 6-8 storeys and up to 15 storeys at key locations) are considered to reflect the desired drop in building height moving eastwards, as PTAL and central characteristics decrease, as well as proximity of heritage assets at these locations.
31. Likewise, Albert Basin (general height up to 6 to 8 storeys with some taller elements of up to 13 storeys at key locations) and Beckton Riverside (up to 12 and up to 19 storeys at a new town centre/DLR station) which are the Strategic Sites furthest east along the river reinforce the visual trend for heights to drop away to the east
32. These strategic sites fall within Royal Docks, Custom House and Canning Town, and Beckton neighbourhoods in this document; each of the sites is considered fully in the relevant neighbourhood section as follows.

² London Plan 2016 para 2.55/draft New London Plan para 2.4.3

Royal Docks Neighbourhood

Overview of neighbourhood

33. Historically, this was a low-rise area with two to four storeys as the prevalent height, as well as a scattering of Council tower blocks of between 12-16 storeys in height.
34. This community neighbourhood has seen very significant changes in its character since the original Character Study was undertaken in 2011.
35. Major residential developments have been approved on former industrial land adjoining the Thames which are designed at high density and which incorporate significant tall buildings. The new developments generally have baseline heights of 6 to 8 storeys with taller elements of up to 15 storeys at key points. The presence of the DLR line and stations running in parallel with North Woolwich Road provides an east to west corridor across this development zone. The developments are equally focussed on the river to the south. The presence of these two buffers allows dense development laid out in grid form to be pursued at the sites with appropriate transitions to surrounding development.
36. At Royal Wharf, an 18 storey building the 'Marco Polo Building' on a prominent point in Bugsbys Reach has been approved which is considered by the Design Review Panel to be a focal point in the development of the riverside areas, and which may therefore be viewed as being the tallest appropriate height in this area.
37. Proximity to London City Airport and associated flight path restrictions on building height restrain new development over much of the Royal Docks area. Nevertheless mid rise development interspersed with tall buildings are now characteristic of new development in this neighbourhood.

Heritage and Character Assets

38. The neighbourhood retains significant reminders of its role from the mid-nineteenth century onwards as the main docks for the port of London. The three docks: Royal Victoria Dock, Royal Albert Dock and King George V Dock formed the largest enclosed dock in the world. Their form and layout are still intact but much of their associated warehousing and other infrastructure have been lost partly to war damage and also post-war clearance associated with the decline of the docks and their replacement by other forms of freight transport. Nevertheless, significant artefacts which evoke the area's industrial heritage remain in the form of statutorily listed buildings at Millennium Mills and Silo D, the cranes at Royal Victoria Dock and the extensive Tate and Lyle sugar refinery and syrup factory which remain in operation. There is also a listed Victorian church St Mark's Church which now operates as the Brick Lane Music Hall.
39. The neighbourhood is provided with high quality open space at Royal Victoria Gardens which was laid out in 1890 and at Barrier Park which represents more contemporary landscaping as well as Lyle Park which dates from the interwar period. This line of parks supplemented by new riverside walks and amenity areas at new developments along the riverside frontage are important amenity resources for the new housing coming forward in the area as well as providing

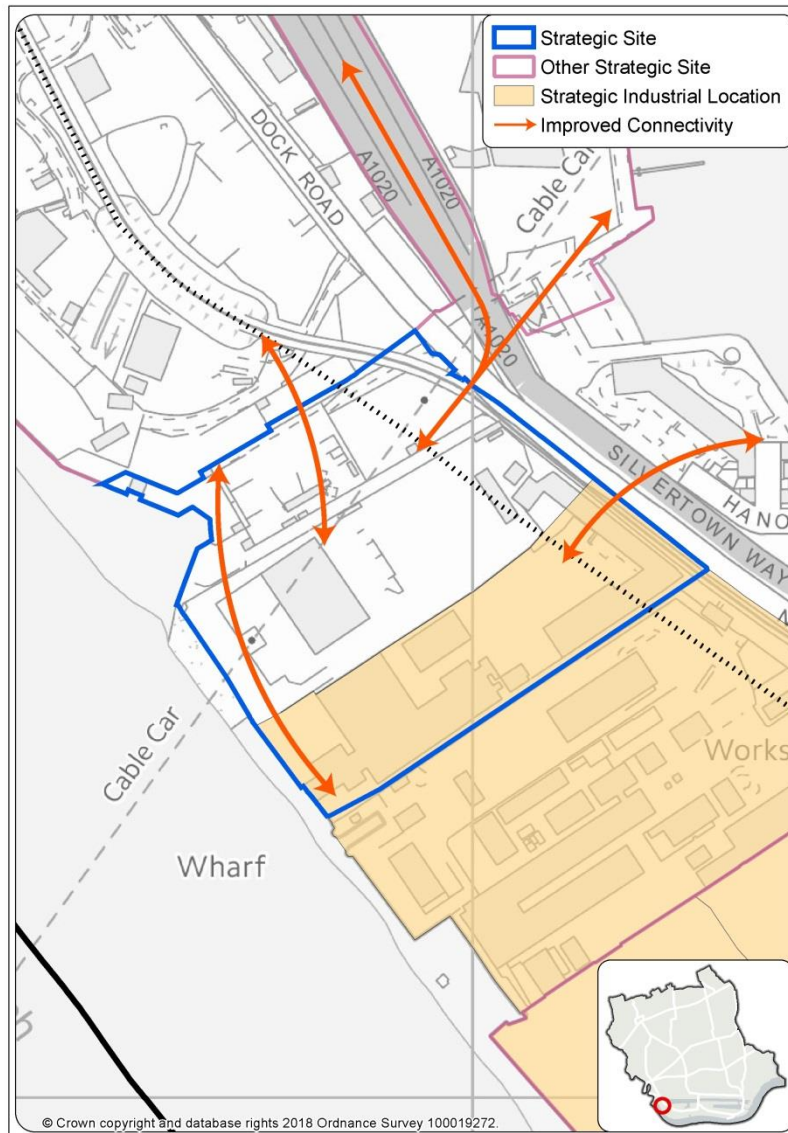
buffers between the developments. The parks also provide pedestrian routes along the riverside which are rare on its north bank.

40. A potential Area of Townscape Value has been identified at Manor Way to the west of Royal Victoria Gardens

London City Airport

41. The neighbourhood is distinguished by the presence of London City Airport which places significant restrictions on development, including heights in the area. All three main airport-related constraints; safeguarding, noise contours and public safety zones have implications for tall buildings in Royal Docks, Development proposals above specified heights within set distances of the airport and all development immediately adjacent to it will require referral to the Civil Aviation Authority for scrutiny of flight path, visibility and safety implications. These compulsory aerodrome safeguarding measures will of themselves restrain building height over a substantial area including much of the Arc of Opportunity as manifest in typical heights being achieved in present developments..
42. The local plan and the current review have identified a number of strategic sites in this neighbourhood to which tall buildings are being guided. An indicative height density guide is justified for each of these sites as follows:

S09 Silvertown Landing



PTAL

43. This site has a low PTAL of 2, however, it is located within walking distance of West Silvertown and Royal Victoria DLR stations, and public transport accessibility will be improved once Thames Wharf DLR station is opened.

Heritage Considerations

44. There are no heritage assets in the immediate vicinity of the site but it should be noted that the Grade II statutorily listed cranes in Royal Victoria Dock are visible from this site.

Heights in area

45. Although currently a low-rise industrial location, the area is dominated by nearby tall buildings. Western Beach apartments immediately adjacent the site is between 8 and 12 storeys, buildings around Royal Victoria DLR station including

the Hoola Towers extend up to 24 storeys. On the other side of the river, tall buildings 25 to 30 storeys high are visible around the O2 Arena and Greenwich Millennium Village. Further to the west, a major development has been accepted at Silvertown Quays in outline form for heights of up to 16 storeys with the support of the Design Review Panel.

46. In addition, the site is influenced by the same trends of high density development including tall buildings at other riverside sites to the east.

Views and Topography

47. The considerations set out in respect of Connaught Riverside above also apply to this site.

Representations

48. At Regulation 18 consultation stage, representations were received in respect of this site arguing that tall buildings above 12 storeys could be accepted at this location where constraints allow. The special characteristics of this site and precedents in the area suggest that buildings of up to 15 storeys may be accepted subject to master-planning.

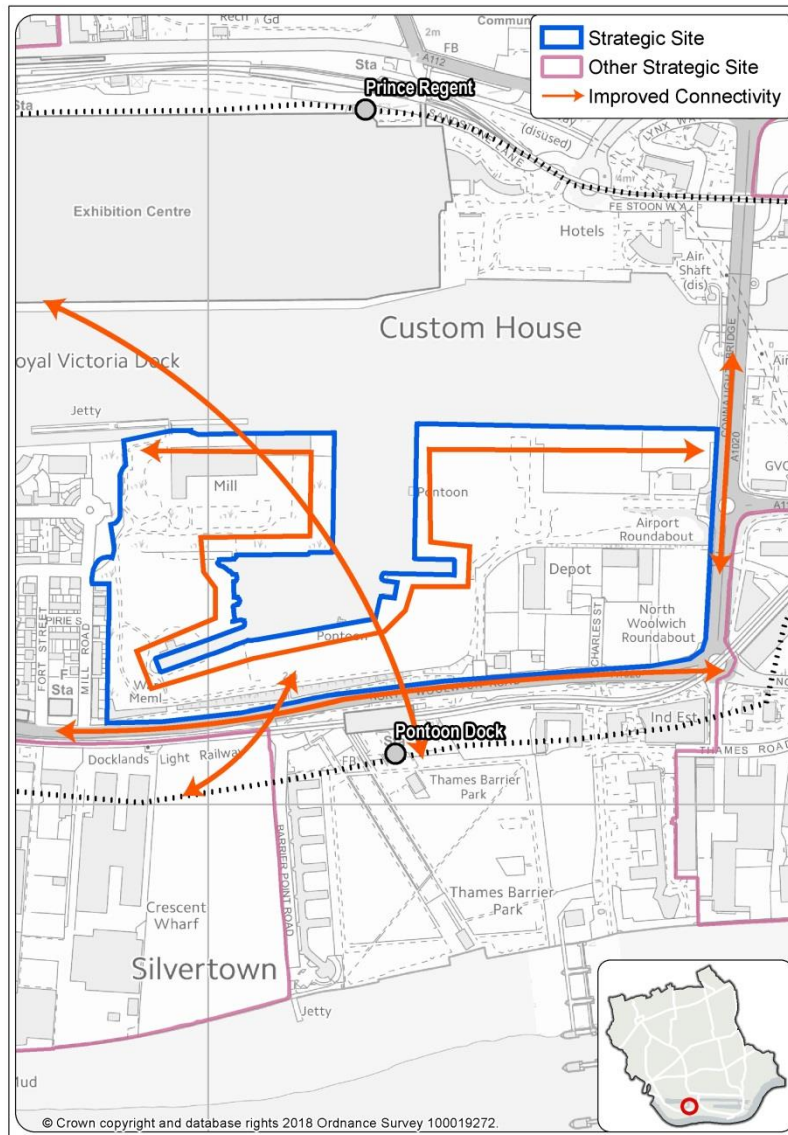
Conclusion

49. An overall datum of 10 to 12 storeys is considered appropriate at the westward riverside Strategic Sites in Newham in line with current trends as per the discussion above, with a maximum of 18 storeys at key locations. The indicative heights for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

50. Yes. The Issues and Options document indicated 12 storeys as the maximum height for this strategic site, however, in the unified approach being adopted for all the riverside strategic sites it is considered that 18 storeys can be accepted at key locations within the site. With regard to the representations received, heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S21 Silvertown Quays



PTAL

51. This site has a low PTAL of 2, however, Pontoon DLR station adjoins the site to the south and West Silvertown and London City Airport DLR stations are within walking distance, and development of this site should result in improved connections to the Customhouse Crossrail station via a new bridge over the dock.

Heritage Considerations

52. There are two heritage assets within the site: the locally listed Millennium Mills and the Grade II listed Silo D. In addition, the Grade II listed cranes on Royal Victoria Dock are prominent in the outlook from this site.

Heights in area

53. Millennium Mills is 11 storeys in height and Silo D at its highest point is approximately 9 storeys. To the west Britannia Village encompasses a range of height including 6 storey high apartment blocks and a 12 storey block at the dockside. A major development has been approved at Silvertown Quays in outline for heights of up to 16 storeys at the southern and western perimeters fronting North Woolwich Road and Mill Road.. To the south on the other side of North Woolwich Road, Royal Wharf is being developed with heights of between 10 and 18 storeys. To the west and prominent in the outlook from the site are buildings around Royal Victoria DLR station including the Hoola Towers extending up to 24 storeys. Immediately to the north on the opposite side of the dock is the massive Excel complex equivalent to at least 8 storeys in height.

Views and Topography

54. The location of the site on the south bank of Royal Victoria Dock means that tall buildings in this location will be prominent in views across the dock. It is important that new development in the Royal Docks is laid out in a cohesive and well-planned way with a co-ordinated range of heights. This site is also required to harmonise with the major developments currently under construction along the river. The site is flat and low lying with no topographical features.

Representations

55. At Regulation 18 consultation stage, no specific representations were received in respect of this site.

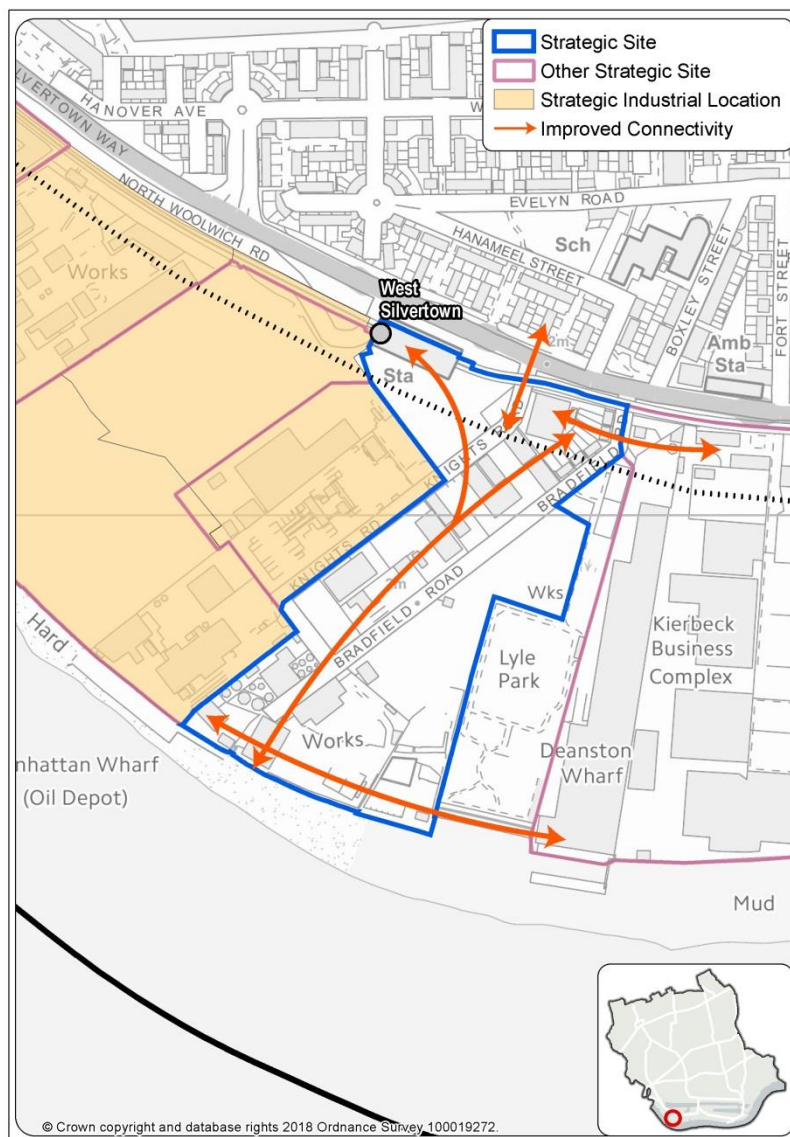
Conclusion

56. It is noted with regard to the riverside development sites immediately to the south that a general baseline height of 10-12 storeys with heights of up to 18 storeys at key locations is generally acceptable. This site although it forms part of the arc of Strategic Sites running between the Royal Docks and the river is north of North Woolwich Road and fronts on to the Royal Victoria Dock rather than the river. Royal Victoria Dock is already characterised by tall buildings as well as the high cranes which are statutorily listed. The site itself has been approved in outline with a range of 16 storey buildings. Against this background of tall building precedents in all the surrounding area it is considered that mid-rise development of 6 to 8 storeys is appropriate with components of up to 16 storeys at key locations. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

57. Yes. The Issues and Options document indicated 12 storeys as the maximum height for this strategic site. However it is considered that 16 storeys can be accepted at key locations within the site without undermining the unified riverside approach to tall buildings.

S20 Lyle Park West



PTAL

58. This site has a relatively low PTAL score of just 2 and 3. However, it should be noted that the site directly adjoins West Silvertown DLR station,

Heritage Considerations

59. Lyle Park which lies to the east of this site is an important area of public open space. The original entrance gates to the Harland and Wolff shipyards in North Woolwich which closed in 1972 were re-erected in Lyle Park and are locally listed. No other heritage assets are present in the area.

Heights in area

60. On the west side, the site is adjoined by generally low-rise industrial development with some taller elements of up to around 6 storeys which this review of the Local Plan intends to retain.

61. Beyond Lyle Park lies the intensively developed Royal Wharf neighbourhood which incorporates a complex of tall buildings including the 18 storeys Marco Polo landmark building at the river edge which should be regarded as the pivot for all development along Newham river bank.
62. Within this site itself a 12 storey scheme has been approved at 1 Knights Road. The Design Review Panel considered this height to be appropriate successful both in terms of architectural composition and townscape. It should also be noted that a 15 storey development has been approved at Pontoon Dock DLR station.

Views and Topography

63. The considerations set out in respect of Connaught Riverside above also apply to this site.

Representations

A representation was received at Reg 18 consultation stage which identified the building height as too inflexible and limiting the amount of open space that can be procured at this site.

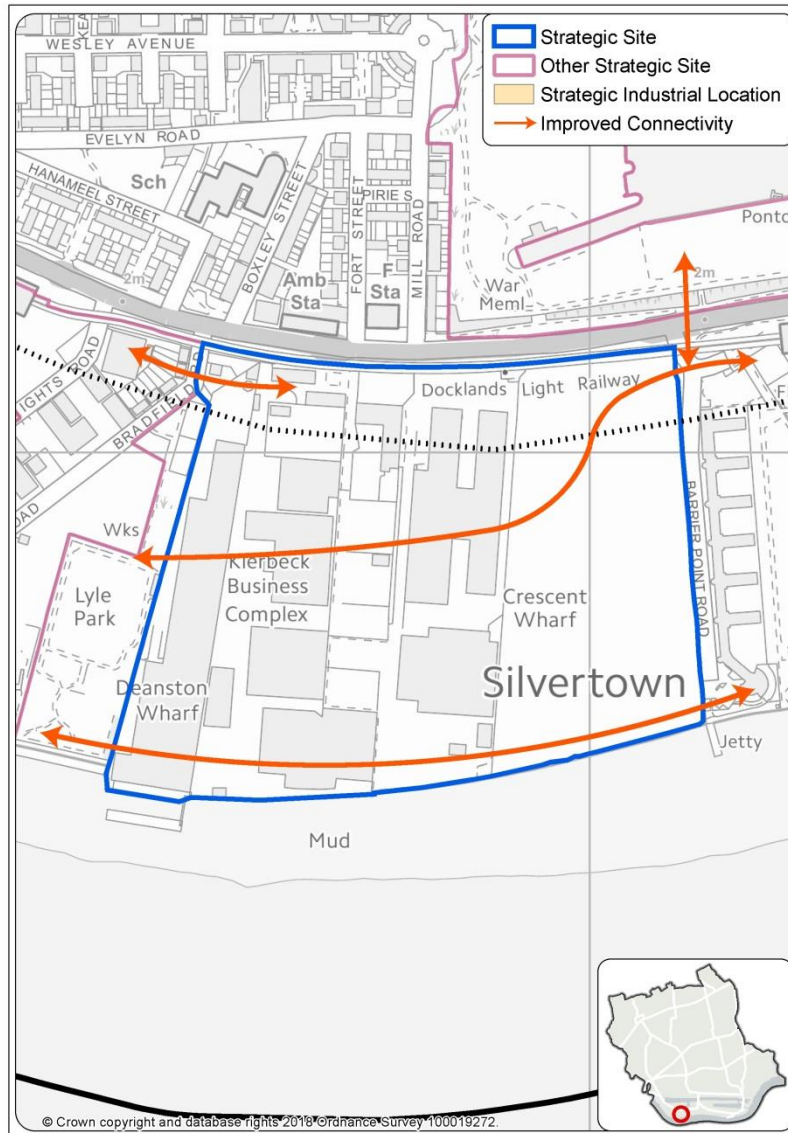
Conclusion

64. In the context of trends in this area and the coherent approach to Riverside tall buildings set out above, high density development is considered to be acceptable with a datum of 10 to 12 storeys and 18 storeys at key locations subject to master-planning which takes account of the Lyle Park open space and low-level industrial land which it adjoins and the DLR station. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity and along the riverside..

Deviation from Issues and Options recommendation:

65. The datum levels are now increased to 10 to 12 storeys (from 6 to 8 storeys in the Issues and Options: Strategic Sites document) in line with nearby Strategic Sites and the coherent riverside approach to tall buildings described above. With regards to the representation received, heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S22 Minoco Wharf



PTAL

66. This site has a relatively low PTAL score of just 2, however, the site is within walking distance of the DLR stations at West Silvertown and Pontoon Dock and likely new bridge access over Royal Victoria Dock to Custom House Crossrail station. It is also within a possible Crossrail intensification area focussed on a potential new station at City Airport.

Heritage Considerations

67. Lyle Park which lies to the west of this site is an important area of public open space and was originally laid out in 1924. The original entrance gates to the Harland and Wolff shipyards in North Woolwich which closed in 1972 were re-erected in Lyle Park and are a locally listed building. No other heritage assets are nearby.

Heights in area

68. The majority of this site is currently being developed as Royal Wharf a major development with heights of between 10 and 18 storeys. The site's eastern section known as Deanston Wharf which directly adjoins the public open space at Lyle Park is being developed separately. A proposal for four building plots of between 9 and 17 storeys in height at this location was recently approved in December 2017.

Views and Topography

69. The considerations set out in respect of Connaught Riverside above also apply to this site.

Representations

70. Representations received as part of the local plan review in respect of this site sought a height of more than 8 storeys at Deanston Wharf and set out the regeneration benefits arising from carefully considered development of tall buildings in line with London Plan policy.

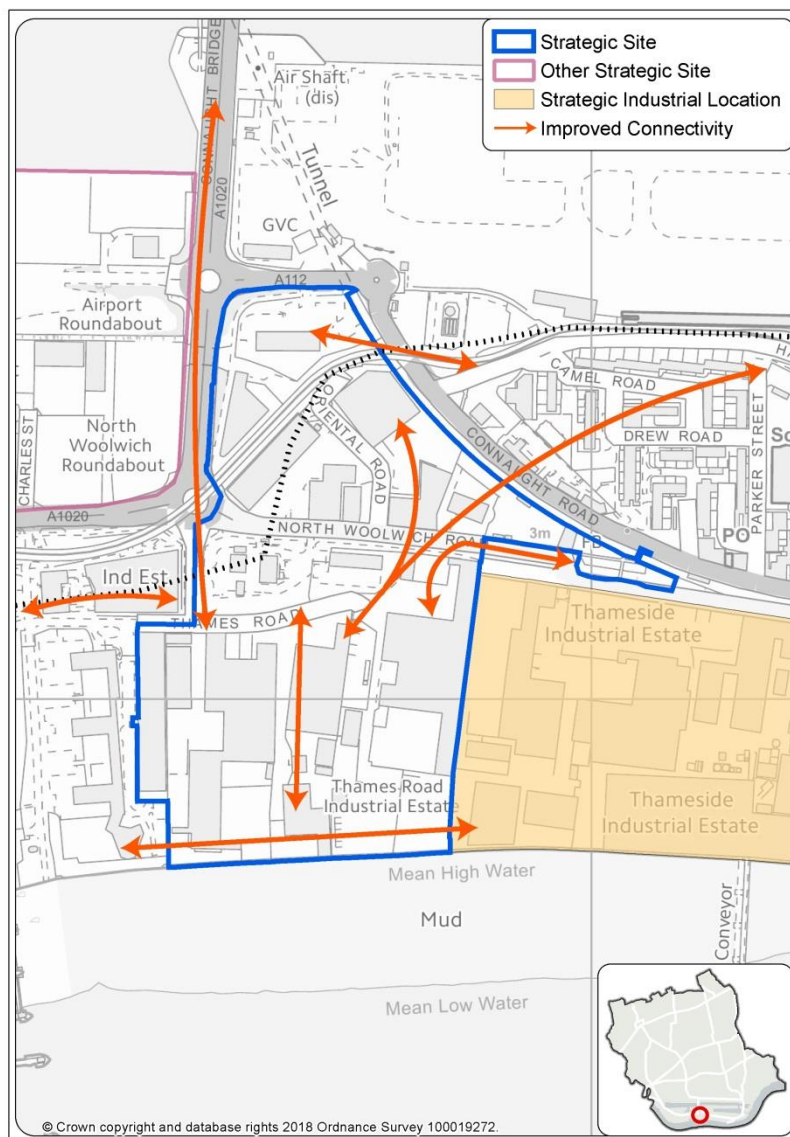
Conclusion

71. The development of the remainder of this Strategic Site in the Deanston Wharf division will be required to harmonise with the masterplan for Royal Wharf and also to relate satisfactorily to the adjacent open space at Lyle Park. In particular this development is required to harmonise with the 18 storey tower at Royal Wharf which has been identified as a focal point by the Design Review Panel for the area.
72. An overall baseline height of 10 to 12 storeys is considered appropriate at the westward riverside strategic sites closest to the taller buildings area at Canning Town and City Island in line with current trends. The site already includes the approved Marco Polo Building (18 storeys) which stands at a prominent curve in the river on Bugsbys Reach as the dominant building in the area the setting of which is required to be enhanced by other new developments. This height should therefore be regarded as the maximum for the area. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity and along the riverside.

Deviation from Issues and Options recommendation:

73. An upper limit of 19 storeys had been indicated in the Issues and Options however this should be reduced in line with the approved Marco Polo building which occupies a pivotal location within Royal Wharf development at this allocation. A general maximum of 18 storeys is appropriate for westwards riverside development proposals to facilitate a stepping down from the tall buildings area at Canning Town and City Island. With regard to the representation received, heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S23 Connaught Riverside



PTAL

74. This site has a relatively low PTAL score of just 2. However, it is noted that the site lies within walking distance of the DLR stations at City Airport and Pontoon Dock and growth-related infrastructure requirements will include access enhancements. There remains the possibility of a Crossrail station at City Airport which may raise the PTAL rating, as well as improvements to bus services and bridging of various barriers.

Heritage Considerations

75. The site incorporates Brick Lane Music Hall (the former St Mark's Church) a grade II listed building. No other heritage assets are present in the immediate area. The setting of the church which is a unique feature in the area will require careful treatment in relation to the placement and height of buildings on the site.

Heights in area

76. Buildings of 12 storeys in height are already present adjacent to this allocation on the west side of Thames Road and Wards Wharf Approach and there has been a recent planning permission for a 13 storey development at Royal Docks Station within the allocation itself. The prevailing character of this allocation south of North Woolwich Road is for tall buildings. By contrast north of North Woolwich Road buildings including the listed church referred to above are generally low although the Travel Lodge hotel is 6 storeys in height.

Views and Topography

77. The location of the site on the riverfront means that tall buildings in this location will be prominent in views of the north bank of the Thames. It is important that new development on Newham's riverside is laid out in a cohesive and well-planned way with a co-ordinated range of heights. All the more so when enhanced pedestrian and cycle routes and promenades are being developed on the south bank of the river giving unbroken and direct views across the river to Newham. There are also opportunities for views to the Royal Docks notably from Silvertown Quays but this and other riverside sites can avail of vistas and linkages in the blue ribbon network.
78. Views of the river from highways and public areas are currently obstructed by existing development. Careful layout of new development will afford opportunities to open up views of the river, and the south bank of the allocation affords the potential for a riverside path which in time can be integrated with other sections at similar development sites along the river.

Representations:

79. A representation was received at Reg 18 consultation stage which identified the building height as too inflexible and limiting the amount of dual aspect dwellings and open space that can be procured at this site.

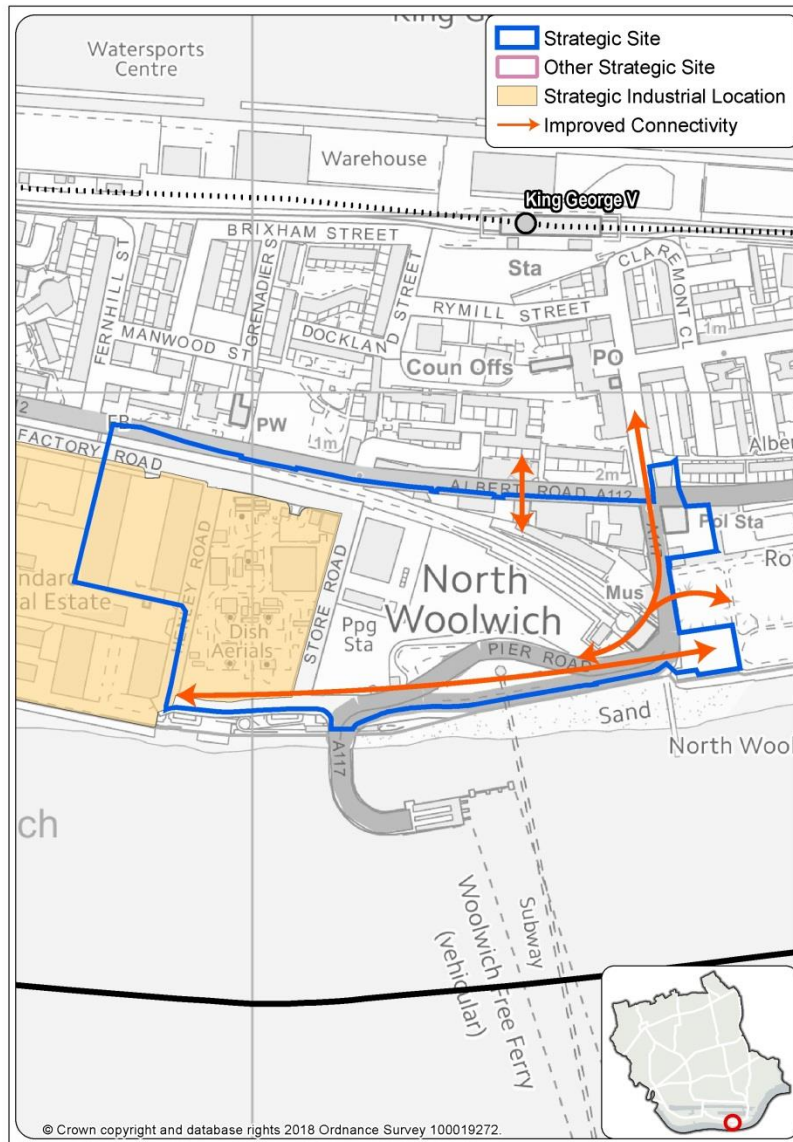
Conclusion

80. An overall datum of 6 to 8 storeys is considered appropriate at this riverside strategic site in Newham in line with current trends. The Design Review Panel has indicated in its assessment of proposals at a number of the riverside sites that heights of up to 15 storeys can be accepted at key locations (as at Pontoon Dock station).
81. However, the area north of North Woolwich Road requires a more low key and sensitive approach. Mid-rise development would be acceptable here with an emphasis on improving the area around the Grade II listed Brick Lane Music Hall. The indicative heights for this site support place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

82. A maximum height of 12 storeys was put forward at Issues & Options, however, in reviewing and devising a coherent approach to all the riverside strategic sites in line with Design Review Panel advice greater heights may be acceptable.

S04 North Woolwich Gateway



PTAL

83. This site has a PTAL of just 2 but the location is within walking distance of King George V DLR station, and connects with the major transport hub of Woolwich on the other side of the river by ferry, foot tunnel, and DLR.

Heritage Considerations

84. This site marks an important crossing of the Thames with historical associations dating back to Roman times. The foot tunnel entrance and station itself are Grade II listed buildings. The allocation adjoins Royal Victoria Gardens, a large park originally laid out in 1898; at the eastern end of which is an Area of Townscape Value which may be elevated to a conservation area at some future point.

Heights in Area

85. The North Woolwich area is distinguished by three 1960's tower blocks to the north of Albert Road: Westland House, Dunedin House and Queensland House. As these pre-date the Local Plan they can be discounted as precedents. There are several other blocks in the area of 8 and 9 storeys in the same area to the north. Within the site itself there are substantial blocks of 5 storeys built and operated by housing associations. There is currently also a proposal for a major development at Store Road on the west side where the height at 15 storeys has been accepted as being appropriate to the area.

Views and Topography

86. The considerations set out in respect of Connaught Riverside above also apply to this site.

Representations

87. No representations were received in respect of heights at this site at Reg 18 stage.

Conclusion

88. A general baseline height of 6 to 8 storeys is considered appropriate at riverside strategic sites moving away from the tallest buildings areas at Canning Town and City Island in Newham/Tower Hamlets in line with current trends. The Design Review Panel has indicated in its assessment of proposals at a number of the riverside sites that heights of up to 15 storeys can be accepted at key locations. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.
89. The Woolwich ferry marks an ancient crossing of the Thames, the significance of which is underscored by the Grade II listed foot tunnel and station. Any development must place the special character of this area at the centre of its rationale.

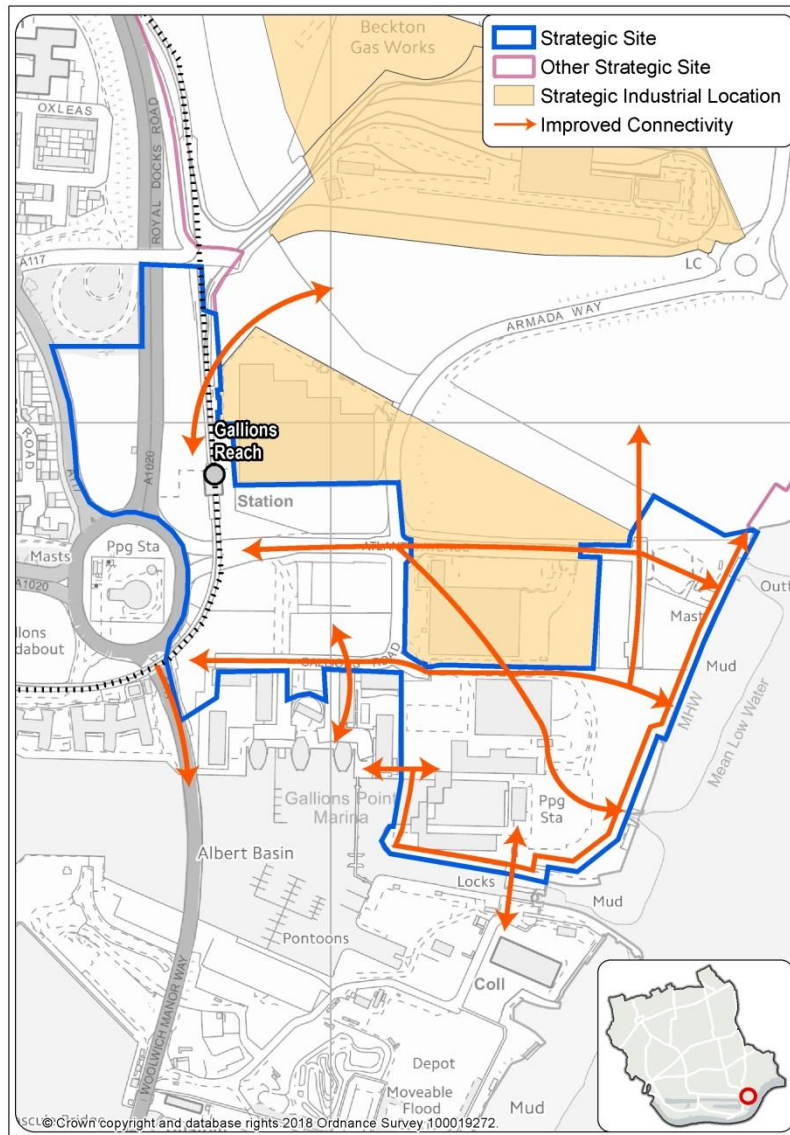
Deviation from Issues and Options recommendation:

90. The Issues and Options document indicated a maximum height of 18 storeys at the Royal Pavilion site. In the context of the overall development of Newham's riverside sites this may be excessive. Given the coherent approach to riverside sites set out above, which justifies a general stepping down from the tallest buildings area to the west a general cap of 15 storeys is appropriate at this site. This site is a gateway to the borough where a tall building could be viewed as appropriate. However, the site has a relatively low PTAL and is separated from the local centre. A landmark building need not be a tall building and the suggested limit of 15 storeys offers sufficient scope for noteworthy architecture. The presence of the three tower blocks to the north of Albert Road are not considered to set a precedent at this location south of the Albert Road spine and in the line of riverside development sites.

Beckton Neighbourhood

91. Prevailing heights across this neighbourhood area are generally those of low-rise residential development much of it modern housing estates laid out in the 1980's with extensive landscaping schemes which have now matured.
92. However, there is an emerging cluster of taller buildings south of Royal Albert Way/Atlantis Avenue. These include the University of East London and Newham Dockside which are up to 7 storeys in height. Great Eastern Quays has recently been constructed at 13 storeys and the ABP development currently under construction will be up to 14 storeys. Otherwise, tall buildings are generally absent except for long views towards towers on the skyline at Ilford to the north and Canary Wharf to the east as well as Stratford.
93. Nevertheless, the local plan and the current review have identified a number of Strategic Sites in this neighbourhood to which tall buildings could be guided:

S19 Albert Basin



PTAL

94. This site has a low PTAL rating of 2 with Gallions Reach DLR station and bus routes to Gallions Reach shopping park operating some distance to the north of this allocation.

Heritage considerations

95. Gallions Hotel a Grade II listed building is nearby, as also is the locally listed Sir Steve Redgrave Bridge and the locally listed tidal pumping station designed by Richard Rogers. None of these identified assets would be affected by development at this site.

Heights in the area

96. This allocation has been the focus of intense, high density development which incorporates tall buildings. Great Eastern Quays has been developed as a mid-rise scheme but incorporating a tower of 13 storeys. Atlantis Avenue has been developed with 5, 8. and 12 storey towers, and there have been further outline permissions in the area for heights of up to 12 storeys. It should be noted that proximity to City Airport restrains height in this area.

Views and Topography

97. Careful layout of new development will afford opportunities to open up views of the river, and affords the potential for a riverside path which in time can be integrated with other sections at similar development sites along the river.

Representations

98. No representations were received in respect of this site in Reg 18 consultation on the local plan review.

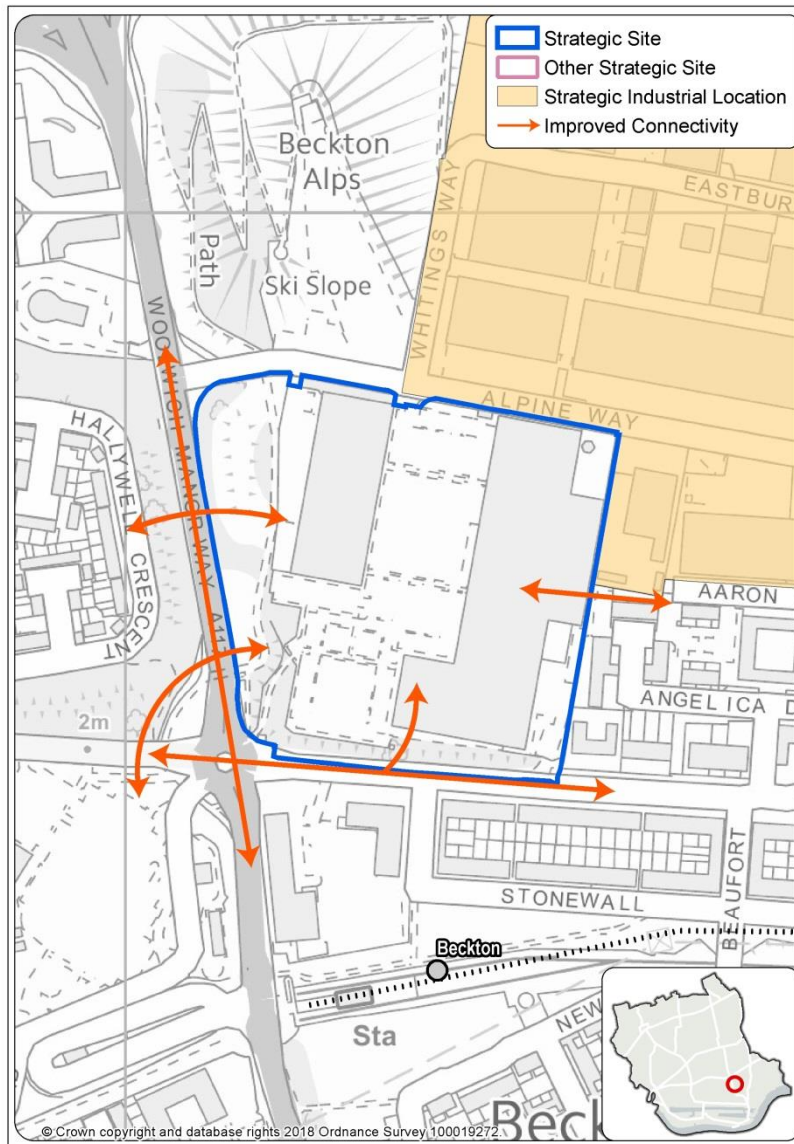
Conclusions

99. It is considered appropriate that the remaining plots within this allocation are taken forward at similar densities and heights to the developments already approved. Hence high density schemes of mainly mid-rise form 6 to 8 storeys with some tall building elements of up to 13 storeys are considered to be appropriate. Taller buildings exceeding these guidelines would jar with the uniformity of approach to the several sites that make up this allocation, and in any case would probably be prohibited by aviation concerns. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity

Deviation from Issues and Options recommendation

100. No.

S02 Alpine Way Retail Park



PTAL

101. This allocation has a relatively low PTAL score of 3 although Beckton DLR station and its associated bus interchange is within walking distance and connections can be improved through master planning

Heights in the area

102. Tall buildings are not present in this area which is characterised by low-rise housing. The tallest building is the Premier Inn which is 3 storeys in height.

Heritage considerations

103. There are no identified heritage assets in the immediate vicinity of the site though Winsor Terrace Area of Townscape Value lies 200 metres to the south east (low rise gas workers' cottages). St Mary Magdalene's a Grade I listed medieval church lies some distance to the north on the other side of the A13.

Representations

104. No representations were received in respect of this site in Reg 18 consultation on the local plan review.

Views and Topography

105. Beckton Alp lies immediately to the north.

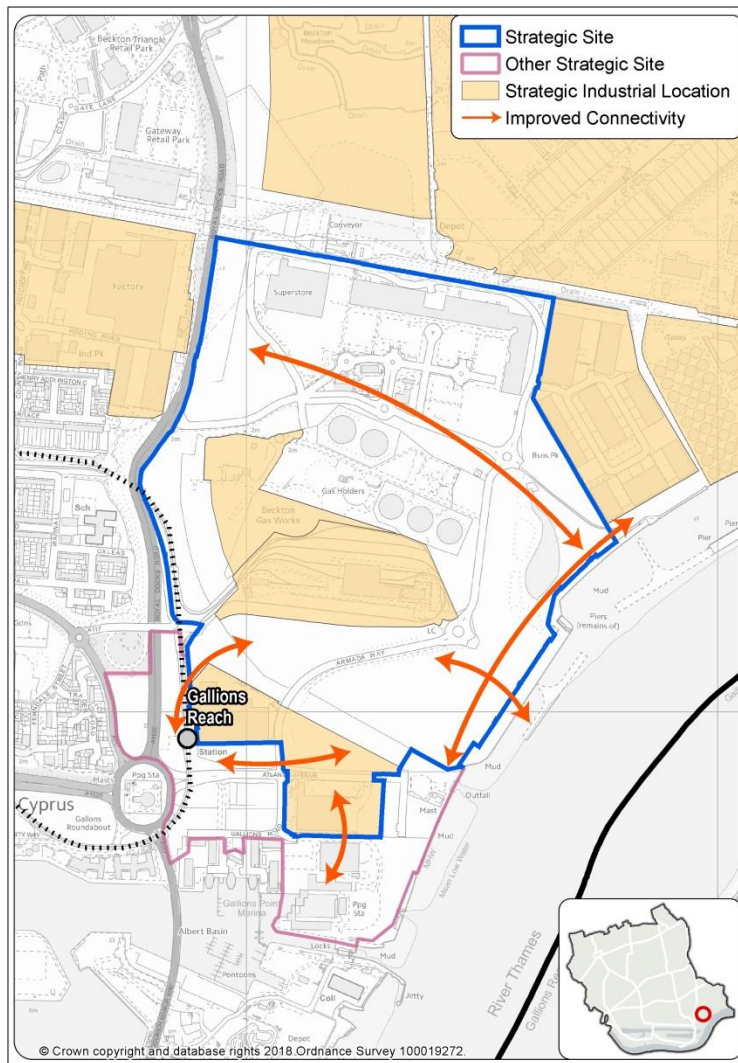
Conclusions

106. The site has the potential to transition between the nearby Beckton town centre with a mid-rise development of medium density, in character with the surrounding neighbourhood. Taller buildings of more than 8 storeys are not considered appropriate at this suburban location. Interest could be lent to the site's development by maximising views of the nearby Beckton Alp. Such an approach supports the hierarchy of places in the borough by keeping to an appropriate height within Urban Newham outside a town centre.

Deviation from Issues and Options recommendation

107. No

S01 Beckton Riverside



PTAL

108. This is an extensive allocation which currently comprises open land which contains important infrastructure at Beckton sewage works and the DLR compound as well as Gallions Reach Retail Park and some recently completed major housing developments.
109. PTAL rates across the allocation are low and do not rise above 2 as the highest rating. It is possible that a new DLR station may open in the future within this allocation as part of extensions and service enhancements to meet growth needs in the area. .

Heritage considerations

110. There are no heritage assets present within this allocation. The nearest are Gallions Hotel a Grade II listed building, the locally listed Sir Steve Redgrave Bridge and the locally listed tidal pumping station designed by Richard Rogers but all are too far away to be affected by development at this location.

Heights in the area

111. Development within this allocation is currently low level. In the area immediately to the south, Great Eastern Quays has been developed as a mid-rise scheme but incorporating a tower of 13 storeys. Atlantis Avenue has been developed with five, eight and 12 storey towers, and there have been further outline permissions in the area for heights of up to 12 storeys.

Topography and Views

112. The site comprises flat former marshland adjoining the Thames which has been sporadically developed with a variety of land uses. The open nature of the site gives distant views of high rise development in the Royal Docks and Canning Town which can be utilised in the layout of forthcoming development.
113. Careful layout of new development will afford opportunities to open up views of the river, and affords the potential for a riverside path which in time can be integrated with other sections at similar development sites along the river.

Representations

114. A representation from a landowner received as part of the Reg 18 consultation in the local plan review suggested that future PTAL improvements be taken into account in assessing heights for tall buildings and that suitable heights should be arrived at on the basis of careful consideration of context, character, PTAL and quality of place-making. The points raised are reflected in this assessment of the allocation.

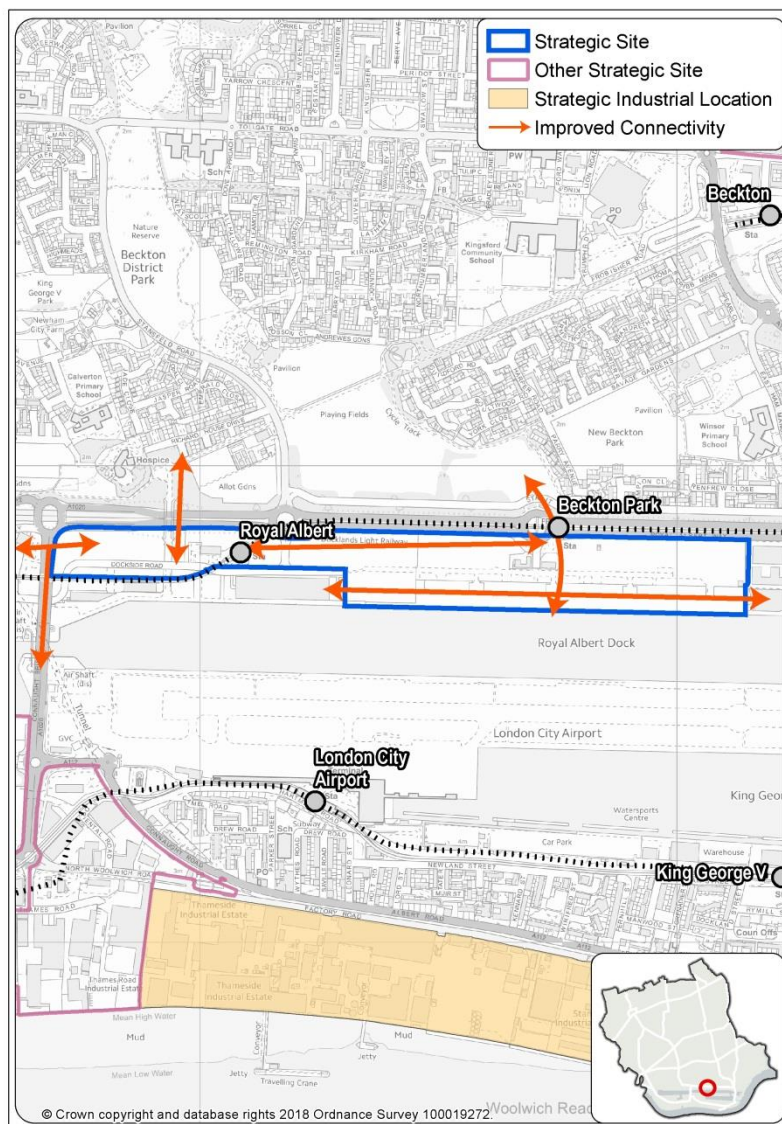
Conclusion

115. A series of neighbourhoods is seen as emerging in this area as well as the upgrading of Gallions Reach shopping park to a Major town centre. The trends set by new development at Albert Basin immediately to the south may be extended to this allocation. Medium to high density development is therefore to be expected with a strong emphasis on family housing. Heights are expected to be mid-rise at 5 to 8 storeys and lower in accordance with the provision of family-sized accommodation. There should be opportunities for taller buildings of up to 12 storeys at key locations.
116. There may be scope for taller buildings of up to 19 storeys in association with a new town centre & DLR station. These 'central' buildings would then provide a focus for the wider development of the allocation. The indicative heights for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity which may be considered to sweep upwards to include this site.

Deviation from Issues and Options recommendation:

117. No. With regard to the representation received, heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S31 Royal Albert North



PTAL

118. This site has a PTAL rating of 2, however, it should be noted that Royal Albert and Beckton Park DLR stations are within walking distance of the site.

Heritage considerations

119. The site contains two Grade II listed buildings at the Dock Manger's Office and Central Buffet both of which are vacant while the locally listed Compressor House (built in 1914) is located to the west of the site. All are substantial buildings of 2 to 3 storeys in height.

Heights in the area

120. The surrounding area north of Royal Albert Dock is not distinguished by any tall buildings. The site is adjoined to the east by the University of East London which comprises a complex of six storey building. Beyond the university the

strategic site at Albert Basin is being developed with buildings of up to 12 storeys in height. To the south of Royal Albert Dock is London City Airport which is open and low rise. While to the north lie the extensive low rise housing estates of Beckton.

121. The site itself is being developed as a major business park and residential neighbourhood. Detailed planning permission has been granted for buildings of up to 12 storeys while the master plan envisages future development of 14 storeys. A joint meeting of the Design Review Panel and CABA did not raise any objection to these heights which was focussed on the detailed part of the masterplan.

Topography and Views

122. The area is flat in without any topographical features of note. The DLR runs to the north along the route of Royal Albert Way. The railway is elevated at this section and gives views onto this site.

Representations

123. No representation was received in response to Reg 18 consultation in the local plan review.

Conclusion

124. Development has been approved at the site for heights of 12 storeys in a generally low-rise area. The master plan allows further development of up to 14 storeys. It is considered that future development should keep the character already set by fully permitted parts of the masterplan at general mid-rise baseline of 6 to 8 storeys with tall buildings of up to 14 storeys at key locations. It should be noted that this site south of Royal Albert Way marks the northern extent of the strategic sites in the Arc of Opportunity with low rise housing in Urban Newham extending north of the dual carriageway. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

125. No

Plaistow Neighbourhood

126. The overall character of Plaistow is that of a low rise late nineteenth century suburb with general building heights of two to four storeys. There is some limited taller post-war development in local authority housing estates of between three and six storeys or scattered tower blocks of 10-17 storeys. There is also a cluster of mid-rise modern buildings on the High Street.

Heritage considerations

127. The neighbourhood has a number of significant heritage assets such as the Grade II listed Earl of Derby public house, St Andrews church and Vicarage, and the Coach and Horses public house.

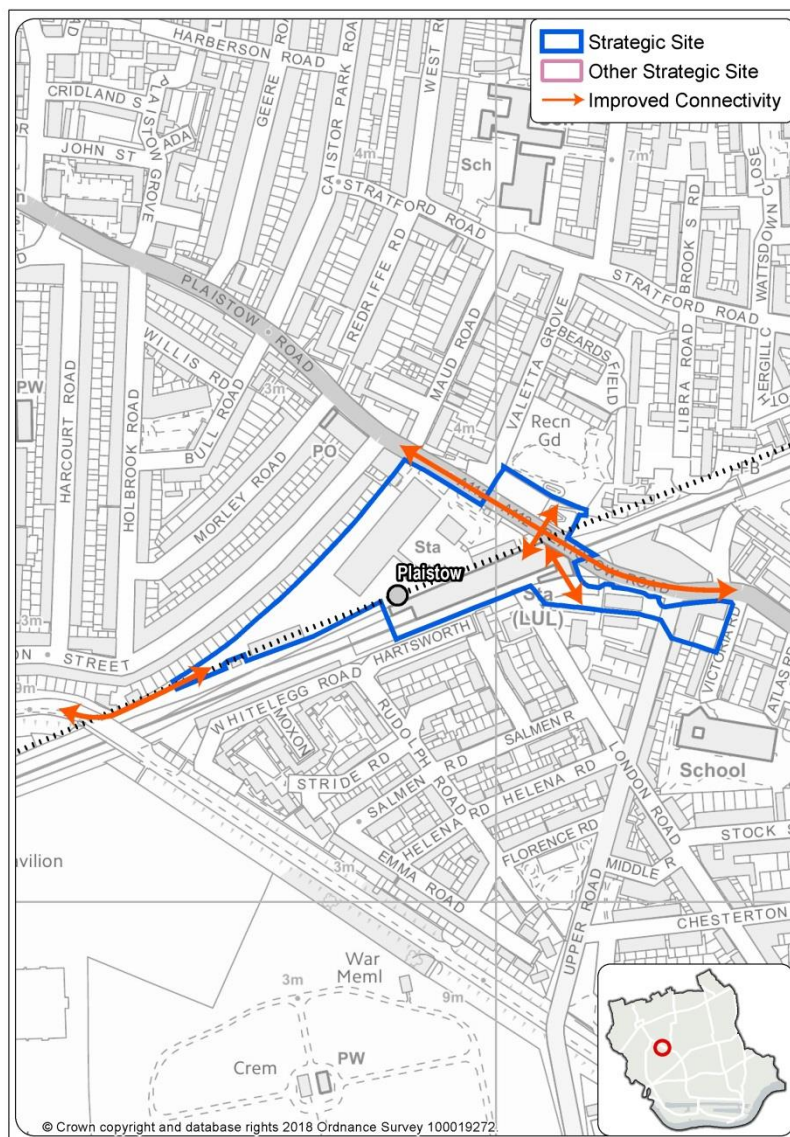
Representations

128. No representations were received at Reg 18 consultation stage with respect to tall building issues in this neighbourhood.

Strategic Sites

129. The local plan and the current review have identified only one strategic site in this neighbourhood to which tall buildings could be guided given the low rise nature of the area and the absence of any convincing precedents. The majority of this Strategic Site actually lies within Stratford and West Ham Community Neighbourhood but is included under the Plaistow neighbourhood to avoid confusion.

S29 Plaistow North



PTAL

130. This site has a high PTAL rating of 6a reflecting its location adjacent Plaistow underground station.

Heritage considerations

131. Willow Cottage a Grade II listed dwellinghouse is located immediately opposite the site. A locally listed former public house now converted to residential use lies behind in Corporation Street. Plaistow Station is also locally listed. The area is not distinguished by any other heritage assets.

Tall buildings in the area

132. The area has some mid-rise development to the south of the underground station but is mainly low rise apart from two 17 storey Council tower blocks Settle Point and Victoria Point. A current planning application on part of the

site as proposed is for the erection of 23 and 15 storey buildings in the vicinity of the railway station

Views and Topography

133. Plaistow High Road is raised significantly above this site so that the difference in levels will reduce the impact of a tall building at this location to some degree.

Representations:

134. At Reg 18 consultation state in the local plan review, a resident was concerned about density without infrastructure capacity in respect of this site as well as lack of greenspace. A tall building will be required to comply with other local plan policies in respect of infrastructure provision; and the site can make provision for some open space and public realm improvements in response to these concerns.

Conclusion

135. Medium to high density is considered to be appropriate at this highly accessible location which also provides the opportunity to repair the context of otherwise discordant 1960s tall buildings. Height should be kept to mid rise at 6 to 8 storeys in character with the area but there may be scope for a taller building of around 20 storeys immediately adjacent the station. Although not a town or local centre the tall building will serve to mark the underground station.

Deviation from Issues and Options recommendation:

136. The Issues and Options had suggested 4 to 7 storeys and up to 15 storeys adjacent the station and 18 storeys in the vicinity of the existing tower blocks. The revised guidance addresses the particular characteristics of this site most especially the varying land levels in the area and the presence of two tower blocks, and its emerging context, whilst cognisant of SP4 spatial strategy. With regard to the representation received, heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

Manor Park Neighbourhood

137. The character of this area is suburban, mainly made up of long terraces of low rise housing with building height ranges in the neighbourhood generally falling between two and four storeys. Taller buildings are rare in this neighbourhood and are confined to blocks of flats or community buildings (e.g. schools, churches) on distinctive plots. There are some notable high rise blocks of 8 to 14 storeys dating from the 1960's/70's along Walton Road, Grantham Road, and Hathaway Crescent.

Heritage Considerations

138. The neighbourhood has a number of significant heritage assets such as the Grade II listed Earl of Essex public house. The neighbourhood adjoins Wanstead Flats at the northern boundary of the borough and there are also significant heritage assets and open space at City of London Cemetery.

Representations

139. No representations were received at Reg 18 consultation stage with respect to tall building issues in this neighbourhood.

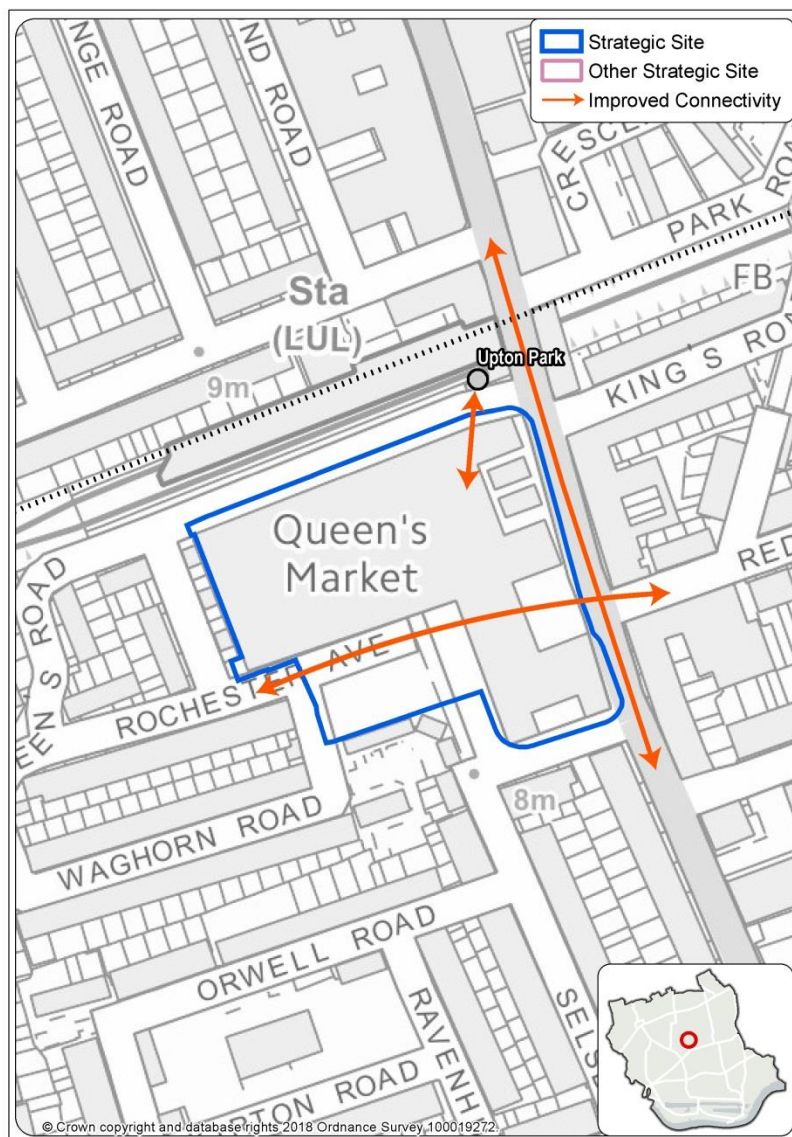
Strategic Sites

140. The local plan and the current review have not identified a strategic site in this neighbourhood to which tall buildings could be guided given the low rise nature of the area and the absence of any convincing precedents.

Green Street Neighbourhood

141. The area is characterised by low rise development of between two to four storeys in height. The only tall buildings in the area are a number of 9 to 15 storey housing blocks which were constructed as part of post-war housing schemes. This dense urban area at the heart of Newham has few significant heritage assets.
142. The local plan and the current review have identified one strategic site in this neighbourhood to which tall buildings could be guided:

S27 Queen's Market



PTAL

143. This allocation has a high public transport accessibility level rating of 5. The site lies immediately adjacent to Upton Park underground station. Upon Lane which the site fronts is well served by bus routes.

Heritage Considerations

144. The station and Station Parade which is an early twentieth century shopping parade immediately opposite are locally listed buildings. The market building is a mid twentieth century, single-storey concrete structure of utilitarian appearance the removal of which offers an opportunity to significantly improve the setting of these heritage assets.

Heights in the area

145. The allocation as extended in the Local Plan review now includes Hamara Ghar a 10 storey former Council block which is managed by a housing association as sheltered accommodation for elderly people. The area also has a number of eight-storey towers on Priory Road nearby.
146. Notably there has been a major development a short distance to the south where the West Ham football ground is being redeveloped with heights of up to 13 storeys. This high profile development was the subject of extensive design review proceedings.

Views and Topography

147. No issues are of relevance.

Representations

148. Representations were received from a community group at Reg 18 consultation stage which objected to the concept of a tall building amongst other things.

Conclusion

149. High density development is considered appropriate at this location and it is recognised that there is scope for a tall building immediately adjacent the station complementing recent developments in the area at the West Ham ground. The concerns of the community group are noted but it is considered that the special circumstances of this site indicate that a carefully designed tall building can be accepted here whilst avoiding the detrimental impacts raised by the group of overbearing impact.
150. The West Ham Ground precedent indicates that a building of up to 15 storeys may be appropriate. However, further consideration suggests the town centre location of the site, its large size and its relative isolation from surrounding development indicate that subject to satisfactory design a taller building still could be acceptable of up to 19 storeys adjacent to the station stepping down to 8 to 12 storeys and lower again to harmonise with the low-rise residential context of the site. A tall building at this location will therefore support the hierarchy of places in the borough.

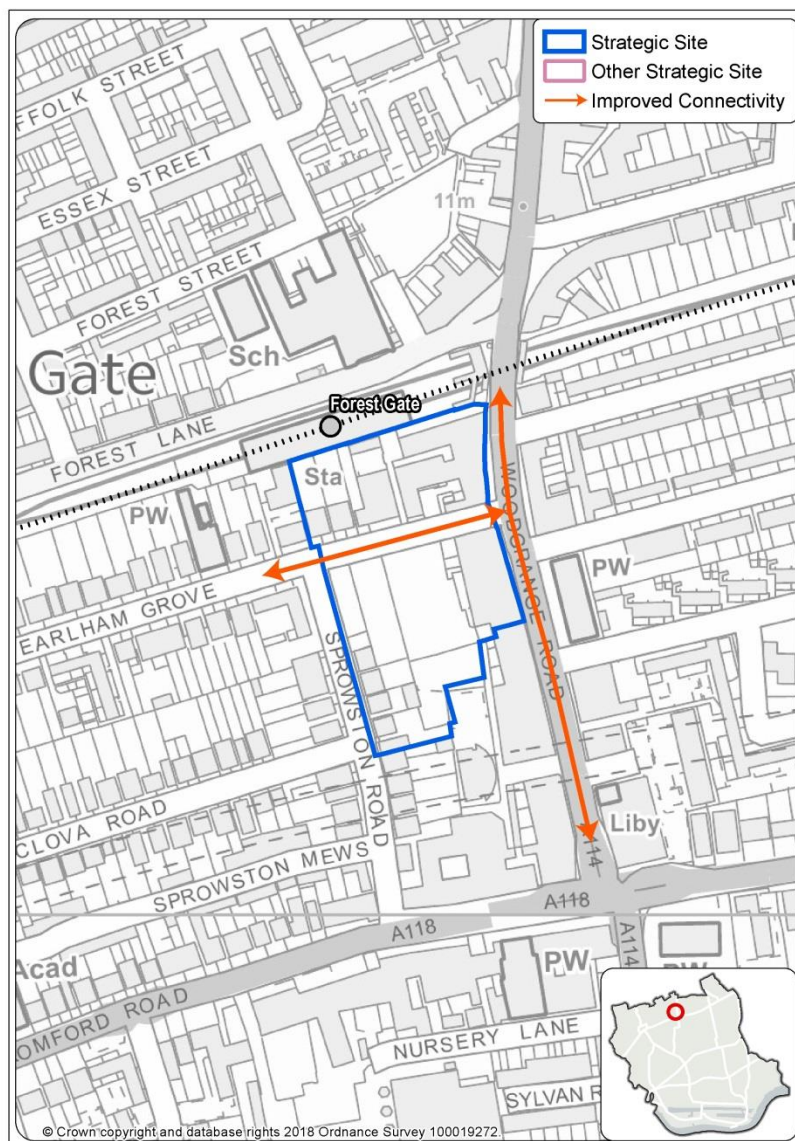
Deviation from Issues and Options recommendation

151. Amendment of the Issues and Options vision for the site by increasing the height of a tall building at the site up 19 storeys (from a general baseline of 4 to 6 storeys and a tall element of 14 storeys) based on the particular characteristics of this allocation including the high PTAL of the site and its town centre location for which a new tall building would be a marker. With regard to the representation received, heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

Forest Gate Neighbourhood

152. The general height across this neighbourhood is between two to five storeys. There are some higher rise blocks of 8-11 storeys in Forest Gate town centre and elsewhere as small components of post-war estates (including one 22 storey tower), also eight and nine storey office blocks on Romford Road, and some modern mid-rise development infill development in key locations such as Water Lane.
153. Attractive triple/quadruple-fronted 3-storey Victorian villas with spacious front gardens and general uniformity are common due to continuity through the development period by one developer Cameron Corbett. The north of the neighbourhood adjoins Wanstead Flats with pleasant views across open park and heath land.
154. The local plan and the current review have identified one strategic site in this neighbourhood to which tall buildings could be guided:

S24 Woodgrange West



PTAL

155. This allocation has a high PTAL of 6a reflecting its location adjacent Forest Gate station and proximity to bus routes.

Heritage Considerations

156. The site is located within Forest Gate Town Centre Conservation Area. There is one statutorily listed building nearby: a sculpture entitled 'The Preacher' to the front gable wall of the Forest Gate Methodist Church by Lazlo Peri 1961. The station itself is a locally listed building as is the Eagle and Child public house a short distance to the north. This site is therefore particularly sensitive in terms of its historic and architectural environment

Heights in the area

157. A key part of this site, the frontage to 39a to 49a Woodgrange Road has been approved with a stepped midrise development of four to seven storeys and the section of the site immediately behind fronting Earlham Grove has also been granted planning permission for mid-rise of five to six storeys.

Views and Topography

158. No issues are of relevance to this site.

Representations

159. No representations were received in respect of this site in Reg 18 consultation on the local plan review.

Conclusions

160. The special character of this allocation as highlighted by Historic England and its location within a conservation area makes this an inappropriate location for a very tall building.
161. Recent approvals at this strategic site set scale and density for its remainder as being up to 6 storeys which will harmonise with the surrounding Victorian housing. . The growing regeneration of Forest Gate town centre could be marked by distinctive buildings which would reinforce local identity and support the hierarchy of places in the borough.
162. Nonetheless, the north of the site lies immediately adjacent a forthcoming Crossrail station at Forest Gate so that the consequent high PTAL rating make this part of the site appropriate for a high density development which could be mid-rise but which should not exceed up to 12 storeys in any case. It is noted that a taller building at this location would bookend Woodgrange Road reflecting the tall buildings located at the junction with Romford Road. A tall building adjacent to the station would also be separated by Earlham Grove from the lower recently approved development to the south with this road marking the transition.

Deviation from Issues and Options recommendation

163. The Issues and Options document foresaw heights of 4 to 6 storeys; up to 10 storeys near the station subject to sensitivity to heritage assets. However, a review of the special characteristics of the north part of the site indicates that a slightly higher building can be accepted without compromising heritage assets with careful design.

East Ham Neighbourhood

164. The prevailing height of this low-rise neighbourhood is generally two to four storeys with some taller Victorian houses, post-war maisonettes and schools. The tallest building currently in the area is Newham FE College at 8 storeys, but new buildings of up to 11 storeys have recently been approved on the former Co-op site/St John's Car Park in East Ham town centre marking a new higher density trend in the development of the centre.

Heritage

165. Local landmarks include the designated heritage assets of the Denmark Arms PH, Dukes Head PH and East Ham Station; and locally-listed assets such as the Former Grenada Cinema, Barking Road, various Victorian/Edwardian schools and pubs.

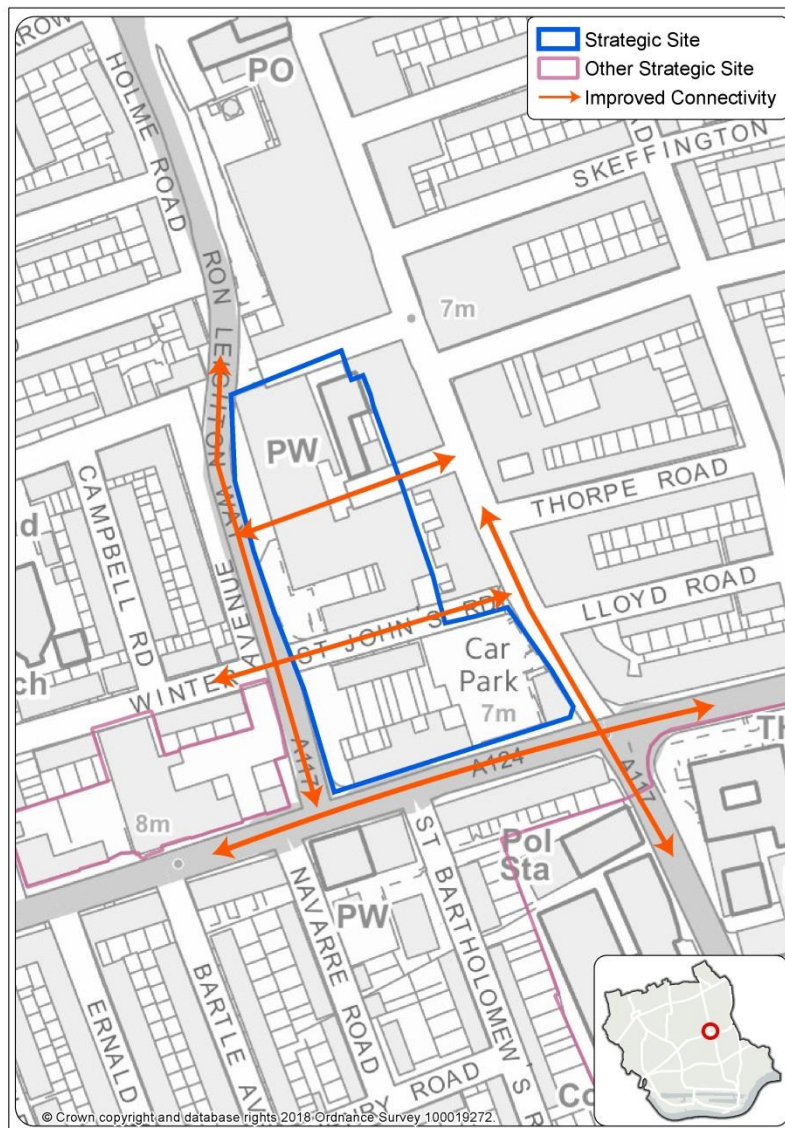
166. Early 20th century civic centre complex (a designated conservation area, with listed buildings within it, considered one of the best preserved examples of its time by Historic England) includes the East Ham town hall complex, former technical college and the library.

167. The railway station (grade II listed) was built in 1858 for the London, Tilbury and South end Railway and given a new main building in 1902 when it became part of the District Line.

168. Church of St Mary Magdalene, High St South, dates from Norman times, a remnant of the medieval parish of East Ham.

169. The local plan and the current review have identified a number of strategic sites in this neighbourhood to which tall buildings could be guided:

S25 East Ham Market



PTAL

170. This allocation has a high public transport accessibility level of 6a indicative of its location in East Ham town centre and the nearby bus routes on High Street North and Ron Leighton Way adjacent its front and rear aspects. East Ham underground station is also within walking distance.

Heritage considerations

171. The site is not located within East Ham conservation area which lies a short distance to the south east. Also nearby are the Grade II listed Denmark Arms public house and the Edwardian East Ham civic complex which is Grade II* listed and is considered one of the most important historic town hall complexes in London. The development of this site will need to consider the effects on the setting of relevant heritage assets.

Heights in the area

172. This is a low rise area with no tall buildings present in the immediate vicinity. The nearest tallest building currently is Newham FE College at 8 storeys which lies approximately 250 metres to the south on the other side of Barking Road. However, the southern part of S25 has recently been approved with new buildings of up to 11 storeys on the former Co-op site/St John's Car Park (subject to S106). A line of tall buildings might have been anticipated along the western side of High Street North, however Design Review Panel discussions with regard to redevelopment of East Ham Market which makes up the northern part of S25 have taken the view that taller elements of the development be located on the northwest corner of the site (Ron Leighton Way/Pilgrims Way) away from the lower rise scale of the town centre (and further from the heritage assets mentioned above). DRP were concerned that the excessive scale and overall massing of the proposal were at odds with the lower and fine grained context. Taller elements at 10 storeys and 15 storeys are not justified in townscape and urban design terms. A taller element could be provided at the northwest corner. Midway between the 12 storey option and the current 16 storeys is more likely to be supported by the DRP.

Views and Topography

173. No issues are of relevance to this site.

Representations

174. No representations were received in respect of this site in Reg 18 consultation on the local plan review.

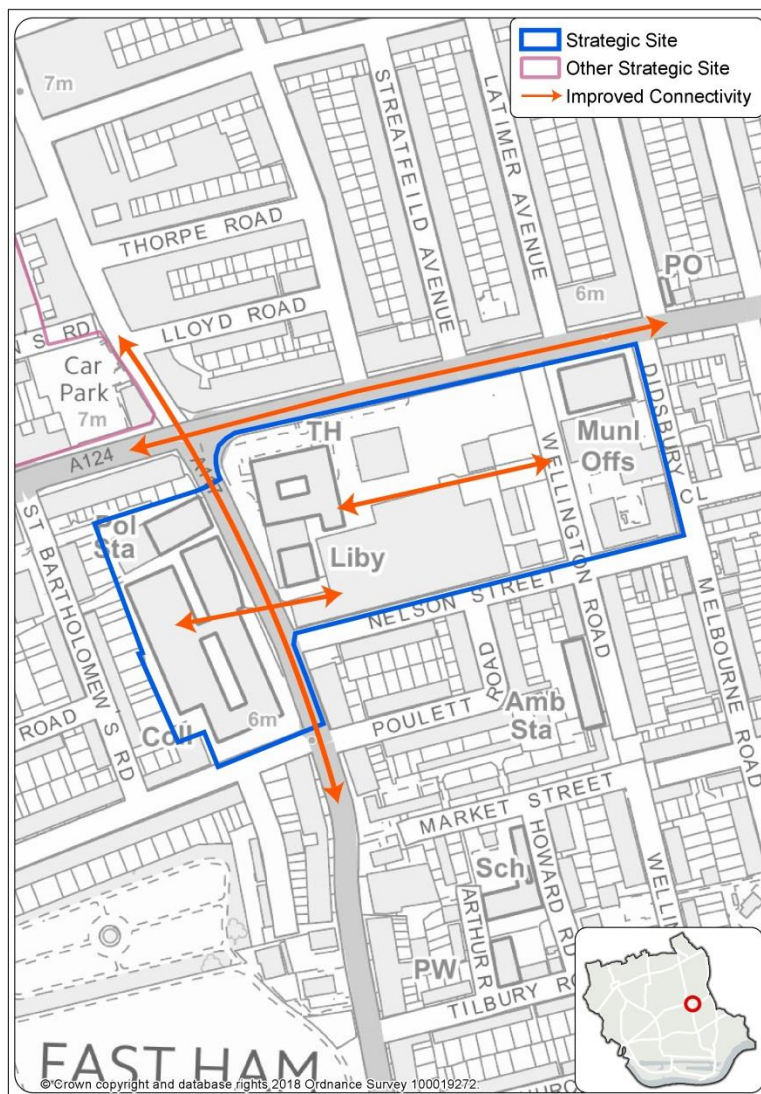
Conclusions

175. On this basis, an overall baseline height at mid-rise 6 to 8 storeys is considered appropriate with a taller building at the north east corner of the site of not more than 12 storeys in accordance with Design Review Panel guidance. The twelve storey element would fall at the edge of the town centre where it gives way to two storey housing. Although the Design Review Panel have indicated 12 to 16 storeys, the peripheral location is considered to be appropriate for not more than 12 storeys. The tallest building so far approved in East Ham is 11 storeys but at a much more prominent and central location at the junction of Romford Road and High Street North/South on St. Johns car park. By contrast a taller building at the East Ham Market site would be an outlier which would distort the focus of the town centre. The indicative height would support the hierarchy of places in the borough by providing a marker for East Ham town centre. At the heart of any proposals for the development of this site must be an assessment of the likely impacts on the historic environment.

Deviation from Issues and Options recommendation

176. General agreement but consideration of the context of the site indicates that mid-rise development of 6-8 storeys can be accepted here.

S26 East Ham Town Hall Campus



PTAL

177. This allocation has a high PTAL of 6a. The allocation lies within East Ham town centre.

Heritage Considerations

178. The allocation lies within East Ham conservation area.

179. Listed buildings within the site include East Ham civic complex, an important Edwardian grouping of town hall buildings, public library, and technical college which is Grade II* listed. The complex is recognised as one of the most important of its kind in London. The listed buildings at the complex have recently been renovated as part of a major regeneration scheme by the Council which has converted several of the buildings to use as commercial office space and a new sixth form college. A new library and office building of high design quality has been introduced at its east side. Further to the east is the Town Hall Annexe a locally listed building which is separated from the main complex

by Wellington Road. While to the west on the opposite side of High Street South to the town hall complex is a Grade II listed police station.

180. There is one other Grade II listed building in close proximity to the allocation whose setting must be protected: the Denmark Arms public house on High Street North diagonally opposite the complex.
181. Development of this strategic allocation will need to consider the effects on the setting of relevant heritage assets.

Heights in the area

182. The tallest building currently in the area is Newham FE College at 8 storeys, which lies within the allocation. New buildings of up to 11 storeys have recently been approved on the former Co-op site/St John's Car Park to the north of this allocation (directly adjoining the Grade II listed Denmark Arms public house mentioned above).
183. A current proposal at the East Ham Market site has been supported by the Design Review Panel with an indicative height of between 12 and 16 storeys.

Views and Topography

184. There are no topographical features of note in this area. The setting of the listed buildings within and adjacent the strategic site and the setting of the conservation area within which the site is located require sensitive treatment including protection of views of these heritage assets.

Representations

185. No representations were received in respect of this site in Reg 18 consultation on the local plan review.

Conclusions

186. Given that much of this allocation is made up of statutorily listed buildings or recently completed developments in the form of the new library/office complex there is actually little development potential here. The Town Hall Annexe which is a locally listed building could be redeveloped as also could Newham College which it has been noted is presently the tallest building in the area. Notwithstanding the town centre character of the area and its high public transport accessibility level as well as recent approvals for tall buildings in the area preservation of the significant heritage assets present in this area indicate that mid-rise development of 6 to 8 storeys at medium to high density is most appropriate subject to careful attention to conservation considerations. This indication is reinforced by the relatively peripheral location of the available development plots within the allocation. The indicative heights support the preservation of an important conservation area and the identity of East Ham in the hierarchy of places in the borough. At the heart of any proposals for the development of this site must be an assessment of the likely impacts on the historic environment.

Deviation from Issues and Options recommendation:

187. No

S03 East Ham Western Gateway



PTAL

188. This allocation has a high PTAL rating of 5 reflecting the ready availability of bus routes in this location although the site lies outside East Ham town centre.

Heritage considerations

189. The former Granada cinema now trampolining centre which lies within this allocation is a locally listed building. Hartley Primary School an imposing locally listed building lies immediately to the north. There are no other heritage assets in the immediate vicinity but important listed buildings and a conservation area are just 100 metres away to the east in East Ham town centre. Development of this site has potential to affect their setting.

Heights in the area

190. The prevailing character of this area is low-rise although there are some tall buildings at East Ham town centre nearby: Newham FE College is 8 storeys in height while new buildings of up to 11 storeys have recently been approved on the former Co-op site/St John's Car Park and the East Ham market site has been indicated for approval by the Design Review Panel with an indicative height of between 12 and 16 storeys. However, it should be noted that these are all town centre sites.

Views and Topography

191. No issues in respect of the development of this site but the setting of the listed building must be protected.

Representations

192. No representations were received in respect of this site in Reg. 18 consultation on the local plan review.

Conclusions

193. The edge of town centre location on an important movement corridor/linear gateway make this site appropriate for medium density development with heights of 6 to 8 storeys mid-rise development. Taller development would not be considered appropriate beyond the town centre boundary and if approved would serve to undermine the focus of East Ham as a town centre in spatial terms, and so would not uphold the hierarchy of places in the borough.

Deviation from Issues and Options recommendation:

194. No.

Stratford and West Ham Neighbourhood

195. Although Stratford Metropolitan is characterised by recent development of very tall buildings, the majority of this neighbourhood is made up of low-rise buildings between two and four storeys in height comprising residential terraces and maisonette blocks. This built form notwithstanding the presence of much taller buildings is representative of much of the town centre in Stratford.
196. As in the other neighbourhoods in the borough a range of post-war Council blocks of between ten and twenty five storeys are dispersed across Stratford and West Ham.

Heritage

197. Along with East Ham this neighbourhood has the most significant concentration of heritage assets in the borough. These comprise a range of statutorily and locally listed buildings including Grade II* listed buildings at Abbey Mills Pumping Station, University of East London buildings on Romford Road and the Theatre Royal which are all Grade II* listed; as well as civic buildings at the Town Hall and Courthouse, several churches, industrial buildings and public houses, and other artefacts such as war memorials and the historically registered West Ham Park.
198. There are four Conservation Areas lying within the neighbourhood: University Conservation Area, Stratford St Johns Conservation Area, Three Mills Conservation Area and Sugarhouse Lane Conservation Area. There is one Area of Townscape Value at All Saints Church/Church Street North.

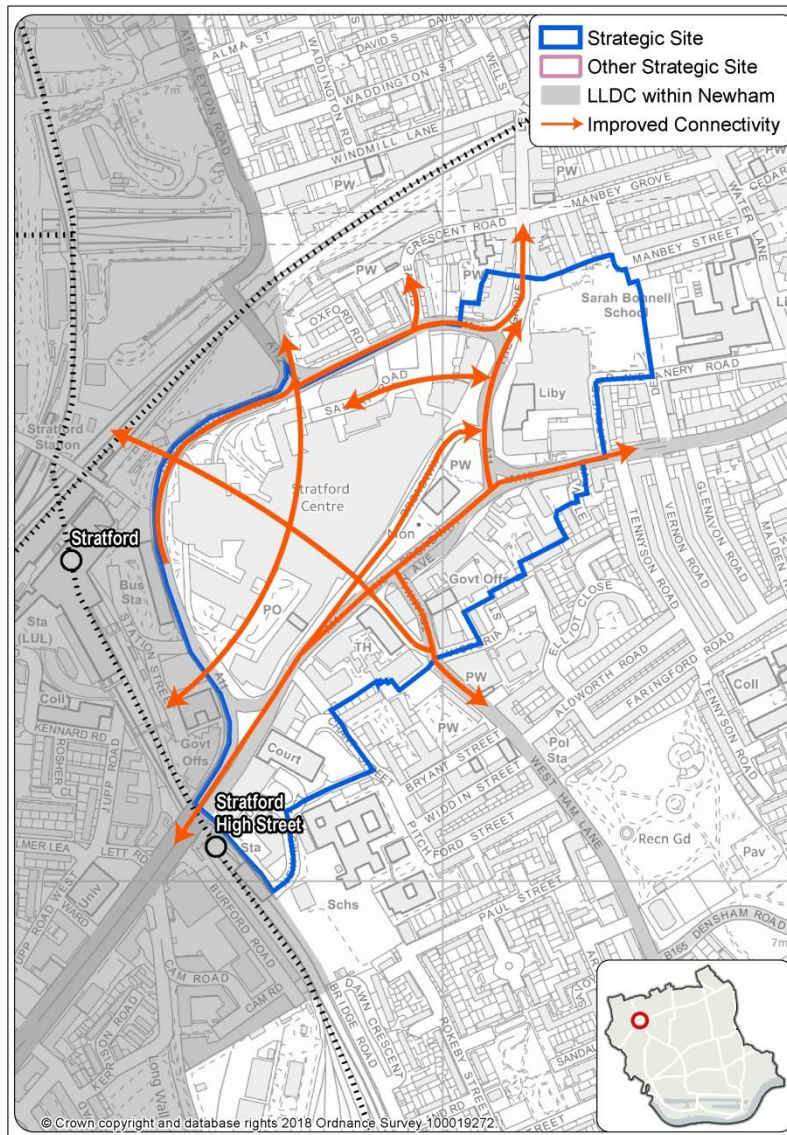
Views

199. The neighbourhood has important views of local landmarks such as Abbey Mills pumping station and townscape vistas to St John's Church and the civic buildings in Stratford town centre. The views from West Ham Park towards Stratford's St John's Church and Canary Wharf are noted in Historic England's Register of Historic Parks & Gardens. The Greenway is a raised cycle and walkway on an embankment which traverses the neighbourhood from east to west and which offers wide ranging views across the borough. In addition, viewing platforms within the Olympic site at the Westfield Centre and the ArcelorMittal Orbit tower look over the Olympic park and surrounding areas

Strategic Sites

200. The Local Plan and the current review have identified the following Strategic Sites in this neighbourhood to which tall buildings could be guided:

S05 Stratford Central



PTAL

201. This site adjoining Stratford station with international, national and London rail connections as well as DLR and Underground and also adjoining Stratford bus station has a high PTAL rating of 6b.

Heritage Considerations

202. This is the historic centre of Stratford Metropolitan Centre containing much of Stratford St John's Conservation Area as well as 8 Grade II listed buildings including St John's Church and the Theatre Royal as well as a series of locally listed buildings along the Broadway and the High Street. Also of note is the historic view of St John's Church from West Ham Park.

Tall Buildings in the area

203. Stratford Metropolitan Centre is defined by its tall buildings. Currently the spinal route across the strategic site the Broadway and High Street is characterised by heights which range from 2 to 11 storeys. This general height is interspersed with towers ranging from 20 to 40 or more storeys. Notable very tall buildings in the area include the 23 storey Unex Tower, the Stratosphere (Broadway Chambers) 39 storeys, the Stratford Halo at 42 storeys, Stratford Central 33 storeys, and the Manhattan Loft Gardens in the Olympic Park 42 storeys. A 42 storey tower is under construction at Stratford Island (Morgan House) and towers of 30 and 28 storeys are to be built at East Village. The ArcelorMittal Orbit sculpture in the Olympic Park is 115 metres in height. Mid-rise heights of 6 to 8 storeys are common in the area. There are also the three 23 storey tower blocks on the nearby Carpenters Estate.

Views and Topography

204. The area is flat without any topographical features. Views of St John's Church at the heart of Stratford are important, including from West Ham Park. There are good views along the Broadway and High Street corridor which is unusually wide and provides a setting for the heritage assets of the town centre. There are also good views along Romford Road and the Grove.

Representations

205. In response to Reg 18 consultation in the local plan review a resident submitted that tall buildings in Stratford should be restricted. Two developers supported the direction of very tall building to Stratford Metropolitan Centre; as has broader public engagement with residents.

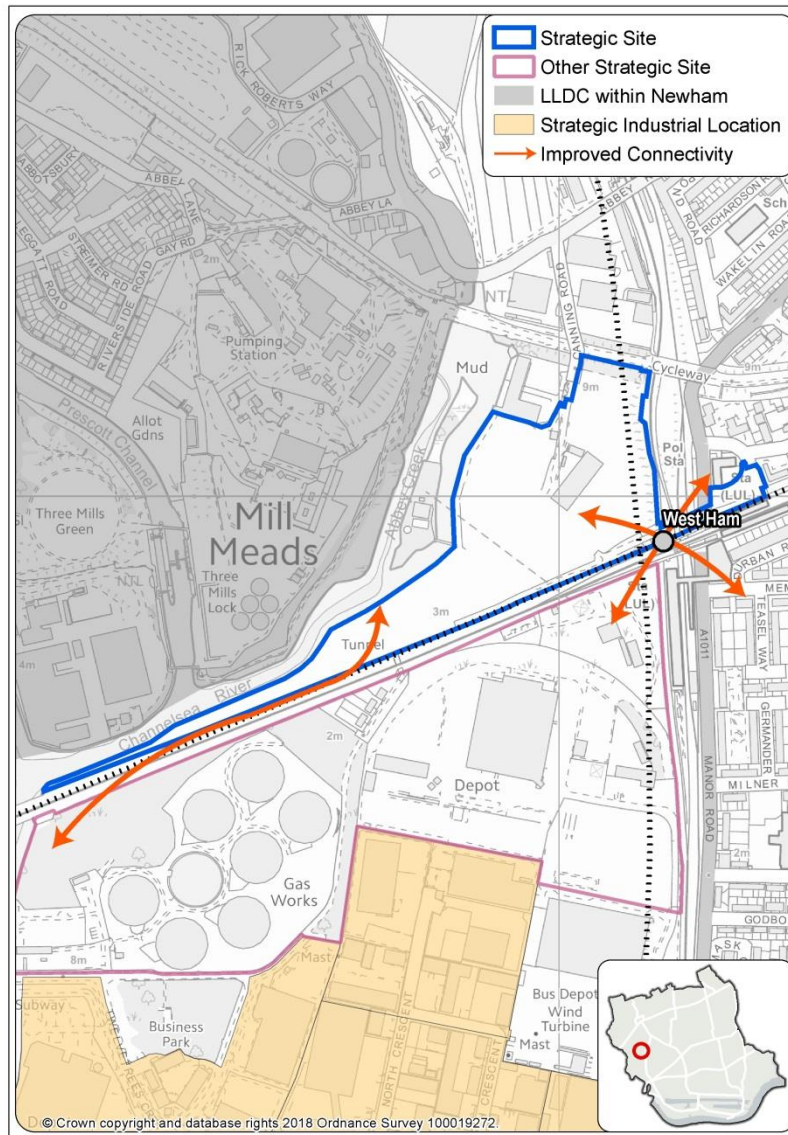
Conclusion

206. This site has an established character as a location for tall buildings which now includes a significant proportion of very tall buildings. There are nevertheless opportunities for mid-rise development particularly along the spinal corridor of the Broadway and the high street. Overall, indicative heights of 20 plus storeys can be accepted at appropriate locations within the site but there should be stepping down to low (at less than 5 storeys) and mid-rise (6 to 8 storeys) at site margins with particular sensitivity to the Stratford St Johns Conservation Area and the University Conservation Area and the statutorily and locally listed buildings along High Street/Broadway. The High Street and Broadway corridor should be developed as a predominately mid-rise boulevard. Such an approach supports Stratford's role as a Metropolitan centre, with aspiration for International centre role, and as a major transport node.

Deviation from Issues and Options recommendation:

207. No. With regard to the representation from a resident, it should be noted that heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S10 Abbey Mills



PTAL

208. This site has a very high PTAL 6a on frontage to Manor Road reflecting its proximity to West Ham underground station, and PTAL across the site could be improved if development master planning and investment improves connections with local stations and bus routes.

Heritage considerations

209. The Grade II* listed West Ham pumping station as well as the Three Mills conservation area lie to the west but they are separated from this site by the Channelsea river (Abbey Creek). The site is further isolated by the Greenway to the north and the District Line to the south. Nevertheless, tall buildings at this site will affect the setting of the above heritage assets.

Tall buildings in the area

210. Tall buildings are not present at the moment in the vicinity of this site, however, the adjacent strategic site S11 'Parcelforce' to the south on the other side of the district line has been the subject of Design Review Panel discussions which are also relevant to this site. Concern was raised about grouping of very tall buildings (8 towers including one at 26 storeys) at the S11 site which would create a separate identity and which would resist integration with the surrounding neighbourhood.
211. The panel suggested that a lower (6 – 8 storey) and more consistent datum should be developed, using a smaller number of higher elements to accent key points in the plan which aid legibility and orientation. Some strategically placed taller building may be appropriate, but these should be fewer in number and lower in height (15 – 20 storeys). In addition Historic England objected to the impact of the tall buildings on the historic mill buildings in the Three Mills conservation area. It should be noted that this site lies adjacent to a range of important heritage assets. The Grade II listed Abbey Mills Pumping Station lies immediately opposite across Abbey Creek and the site adjoins the similarly listed Gasholders as it tapers to the west with the Three Mills Conservation Area on the opposite bank of Channelsea River. It is also distinguished from S11 by being a more restricted, elongated site which runs along the river with greater potential for ecological impacts.

Views and Topography

212. The site and surrounding area are flat. Views of surrounding heritage assets at the Pumping Station and the Three Mills conservation area must be carefully considered.

Representations:

213. At Reg. 18 consultation stage in the local plan review, development interests the land holder argued that increased height and density are possible in the station vicinity given its transport upgrades in the area. The above consideration of height and density takes the superior PTAL of this site into account as suggested.

Conclusion:

214. The good connectivity of the site indicates a high density can be accepted with an indicative height of 8-12 storeys with lower development towards the west of the site close to the listed pumping station and where there is considerable potential for development of this riverside location in an amenity focused scheme. This should maximise views to the riverside and the historic buildings at Three Mills and the Pumping Station whilst preserving their setting. The development of this site will mark West Ham underground station and contribute to place-making in the borough.

Deviation from Issues and Options recommendation:

215. No. With regard to the representations received, it should be noted that heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S29 Plaistow North: see Plaistow section

Canning Town and Custom House Neighbourhood

216. Canning Town centre has been designated in the local Plan as an appropriate location for very tall buildings (20 + storeys, as the borough's secondary focus for these after Stratford town centre) and now has tall buildings of 22 storeys. Royal Victoria Docks which also lies within the neighbourhood has buildings of 24 storeys. The mass of the Excel Centre is a dominant feature in the vicinity of these areas. Across the Lea River, the City Island development in Tower Hamlets includes buildings of up to 27 storeys. Nevertheless, tall buildings are highly localised within the neighbourhood as a whole and its overall character is suburban, low-rise, post war housing estates with some scattered tall buildings such as tower blocks of the same era.

Views

217. The flat topography limits views internally, making configuration and layout of buildings important. Important features include the Lea River and Victoria Docks. Elevated station platforms, particularly Canning Town Station, and road and rail viaducts provide important local views. New developments should take care to integrate views towards and along Canning Town town centre, Lea River, and docklands, and improve the legibility and connectivity of the local street network, including through the delivery of 'residential' and 'activity' streets.

Strategic Sites

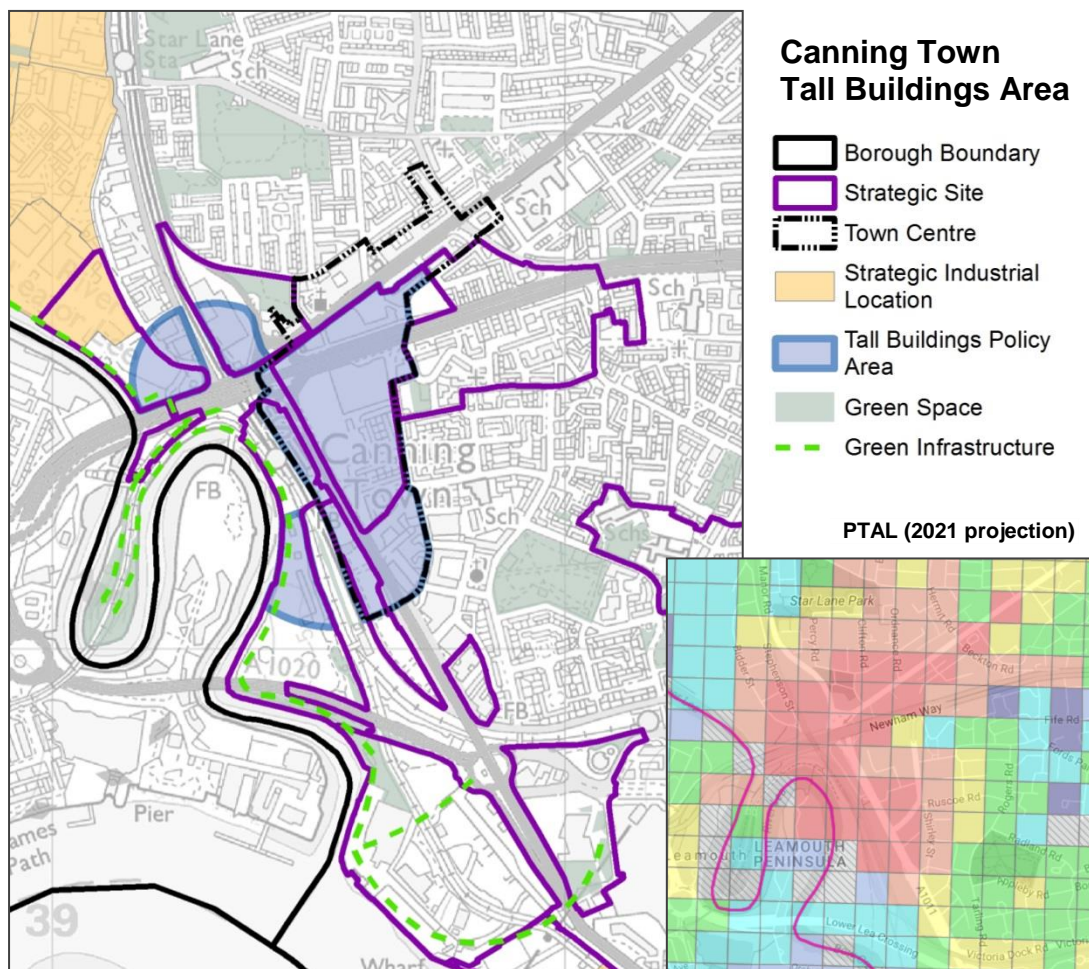
218. The local plan and the current Review have identified a number of strategic sites in this neighbourhood to which tall buildings could be guided.

Canning Town 'Tallest Building Area'

219. The area around Canning Town Town Centre and station has experienced significant change over the past decade as part of the regeneration programme and other parallel development initiatives. The Rathbone Market development between Newham Way and Barking Road is nearing completion and comprises a complex of tall blocks of varying heights over 10 storeys and a tower of 22 storeys. The five phase Hallsville Quarter is being constructed with heights up to 19 storeys. Along Silvertown Way, the recently completed Royal Gateway development includes heights of up to 16 storeys, while recently approved development on adjacent Silvertown Way West includes buildings of 23 and 26 storeys adjacent the station stepping down to 17 storeys towards the south. Developments in the Royal Victoria Docks include 20 to 24 storey towers. Finally, City Island in adjoining Tower Hamlets is a high rise, high density urban development comprising a variety of tall buildings of up to 27 storeys. Taken together, these developments have fundamentally altered the character of Canning Town town centre and its environs.
220. Part of the reasoning for these high-density tall buildings is the aspiration to redefine Canning Town town centre as a Major Centre, capitalising on existing and improving public transport connections and distinct local character assets such as the presence of the river Lea. However, as the Town Centre and Retail Study 2016 Update highlights, the town centre is in transition, with significant development still in train. As such, it requires a continued emphasis on curation and management of it as an evolving place.
221. It is therefore essential that the Local Plan Review considers the spatial implications of recent tall building developments in the Canning Town area, and derives a coordinated and clearly defined approach to further tall buildings which acknowledges broader policy considerations, and reinforces the character of Canning Town town centre and allows it to successfully compete with or compliment other town centres within the broader regional network. Therefore, re-defining a Tallest Building Area for Canning Town town centre and its environs is considered an appropriate policy response.
222. The designation, while allowing for 20 plus storey buildings, must also reflect the role of the town centre in the broader town centres network. While forging a strong identity for Canning Town is important, it does not seek to mimic its larger neighbours (Canary Wharf and Stratford Metropolitan centres, and North Greenwich Major centre), reflecting different growth potential. It should remain a secondary focus for the tallest buildings.
223. Secondly, in re-defining the boundary of the designation, (presently focused on the whole of the town centre, and nothing outside it) starting from the methodology set out earlier in this report, the following points are considered:
224. While PTAL is generally high to excellent within the town centre boundary and beyond, there remain significant, if disparate, heritage assets, particularly along Barking Road, with limited scale of redevelopment opportunity (the scale of which helps to absorb height through masterplanning). Additionally, the hinterlands of the town centre, and Barking Road itself, remain generally low rise in character. Therefore, the starting point is the town centre boundary, excluding the north side of Barking Road and sections of Barking Road south

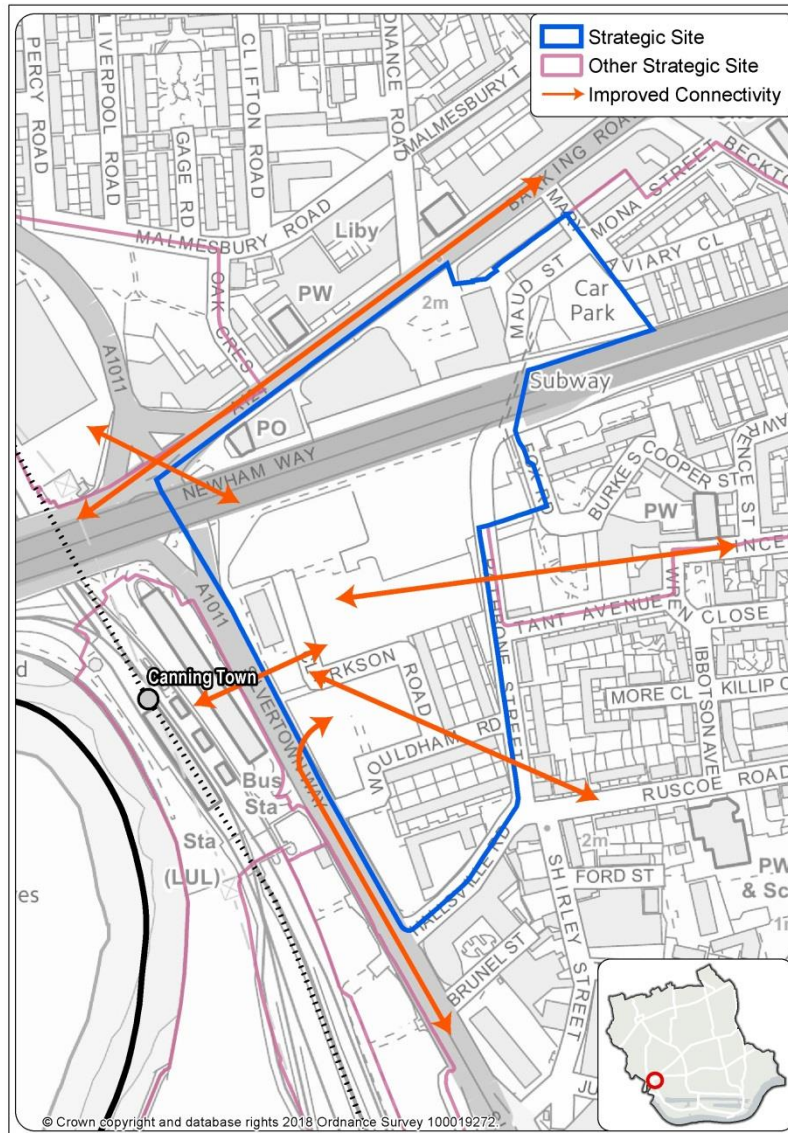
that are outside Canning Town Central Strategic Site (S14). The boundary of the designation is then extended to fully include Canning Town Central Strategic Site, which includes a mix of extant and implemented permissions.

225. Looking at development potential adjacent the town centre boundary where PTAL is at least good, the Strategic Site allocations of Limmo, (S18) Manor Road (S13) and Canning Town Riverside (S12) are considered to provide scope for tall buildings given their scale, with a refinement in light of their specific and broader policy objectives, such as the need to buffer employment land and protect heritage assets, and green space aspirations, particularly for the Lea River Park. This results in the boundary being drawn in for Limmo to cover the area with most potential, in the vicinity of the station, and parallel with the town centre boundary across the railway tracks. Similarly the tall buildings boundary for Manor Road site is restricted to the west side of the road to limit the impact on adjacent ATV and listed buildings. For Canning Town Riverside site, the tall buildings area therefore excludes space adjacent to the riverside, and covered by SIL. Finally, considering the urban design principle of legibility, the boundary is drawn in (affecting Manor Road and Canning Town Riverside sites) around Canning Town Station and the A13 bridge to allow for the creation of a gateway environment to Canning Town while retaining legibility of the extent of the centre (i.e. focusing on Barking Road and Silvertown Way).



226. The tall buildings further south, in the Royal Victoria Docks area, are excluded from the designation as they are relatively cut-off from the town centre due to extensive transport infrastructure barriers; and these are better related to the Excel Centre and the Royal Docks context. Including this cluster would harm legibility and dilute the emphasis on building a strong character for Canning Town town centre.
227. Representations received from GLA Property consider that the tall buildings area should be drawn more widely, while TFL Commercial Development has argued that the whole of the Limmo strategic site should be included. However, as explained above, the boundary of the tall buildings area for Canning Town takes a strategic approach, going beyond design-led criteria, to ensure that wider policy objectives are met.
228. In conclusion, the Tall Buildings Area as defined above is considered the most appropriate response which acknowledges broader policy considerations while reinforcing the character and role of Canning Town town centre.

S14 Canning Town Central



PTAL

229. The PTAL rating of this site is high, mainly 6a but also 5 and 4 towards the east.

Heritage considerations

230. The allocation contains a number of significant heritage assets. St Margaret's Church, Community Links/former Library and the Royal Oak are statutorily listed buildings. The former NatWest Bank is locally listed.

Tall buildings in the area

231. The area is already characterised by very tall buildings. The Rathbone Market development between Newham Way and Barking Road is nearing completion and comprises a complex of tall blocks of varying heights over 10 storeys and a tower of 22 storeys. The five phase Hallsville Quarter is being constructed with

heights up to 19 storeys. City Island in nearby Tower Hamlets contains a variety of tall buildings of up to 27 storeys.

Views and Topography

232. The allocation fronts Barking Road and Silvertown Way. Barking Road is one of the corridors through the borough and at this part lies within Canning Town town centre. This section of Silvertown Way has been laid out as a spacious boulevard adjacent the station. The passenger platforms at the station are elevated and provide extensive views over this site.

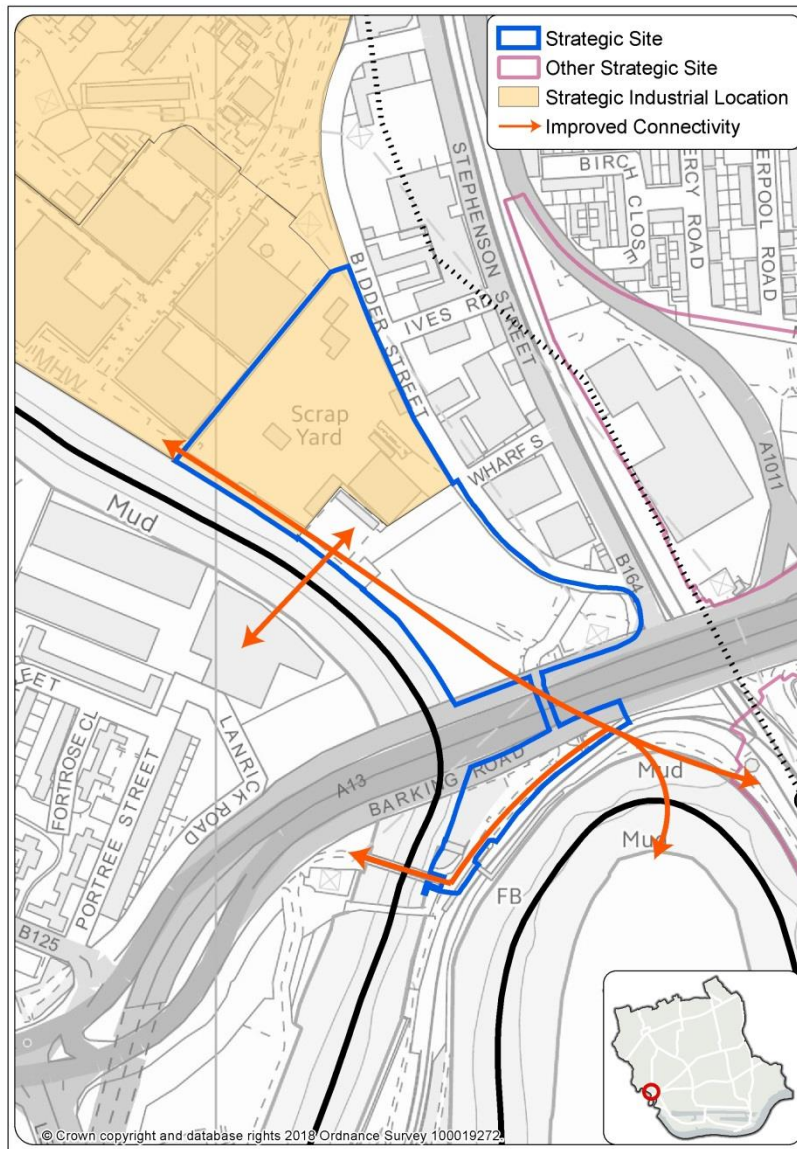
Representations

233. No representations were received in response to Reg 18 consultation on the local plan review.

Conclusion

234. This allocation is wholly taken up by the Rathbone Market and Hallsville Quarter developments both of which comprise tall buildings and in the former case a very tall building. The indicative building heights carry forward the approved development at being an area where very tall buildings of over 20 storeys are acceptable. Mid-rise development of 6 to 8 storeys can provide a transition and edge to existing lower scale development in this town centre location. The new development should positively contribute to important views of the town centre along the A13, Barking Road, Silvertown Way, as well as from the proposed new 'residential' and 'activity' streets. The approach promotes Canning Town town centre in the hierarchy of places in the borough.

S12 Canning Town Riverside



PTAL

235. This allocation has a high PTAL score of 5/6a reflecting its optimal location close to Canning Town Station.

Heritage considerations

236. The site is isolated from the heritage assets in Canning Town by the A13 flyover, the roundabout and surrounding development sites. The nearest buildings of interest are the Grade II listed Royal Oak public house and St Margaret's Catholic Church approximately 250 metres to the west and an area of townscape value (ATV 7 Canning Town) further along.

Tall buildings in the area

237. This site lies in an important position adjacent the River Lea. The area to the south in Canning Town town centre including Rathbone Market (up to 22 storeys) and Hallsville Quarter (up to 19 storeys) is already characterised by very tall buildings. City Island which lies immediately to the south in the neighbouring borough of Tower Hamlets has buildings of up to 27 storeys.

Views

238. There are important views at this site along the river Lea which development will be required to enhance. The site also has views of new high rise development in the Canning Town cluster and City Island with which the outlook of the development can be aligned.

Representations:

239. No representations were received in response to Reg 18 consultation on the local plan review.

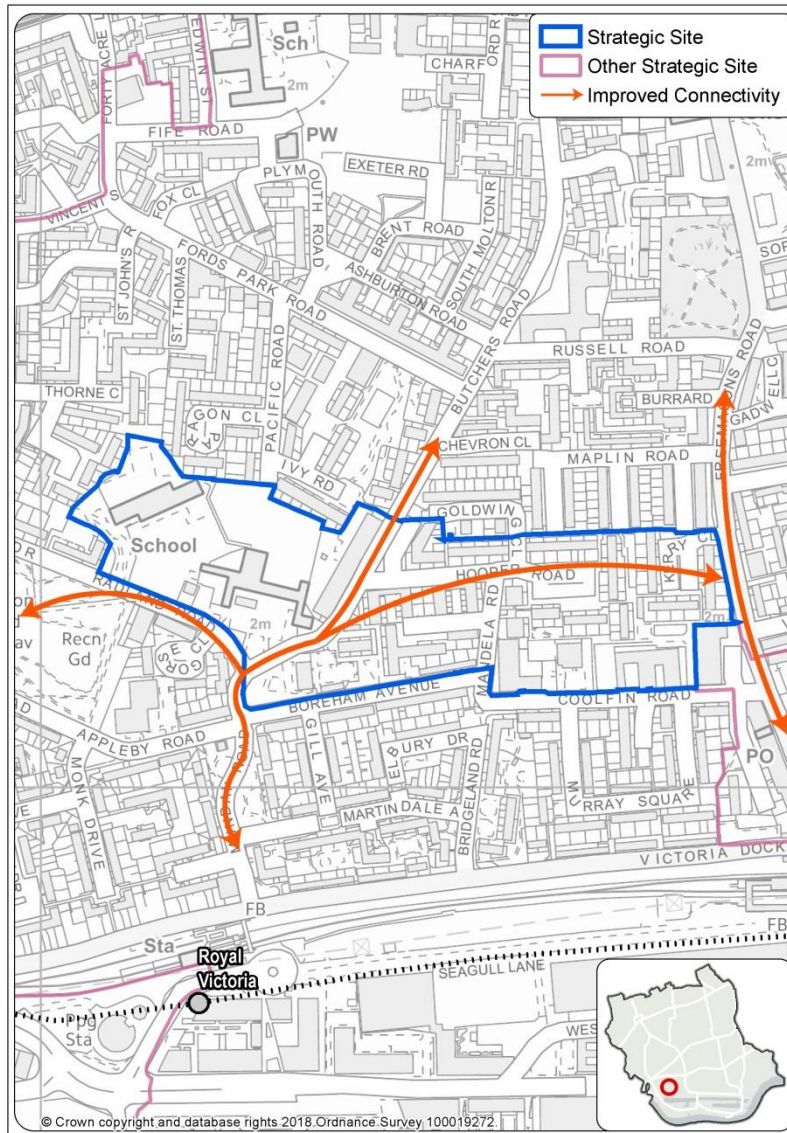
Conclusion:

240. Overall, this strategic site is considered appropriate for high density development of 8-12 storeys with 20 or more storeys being acceptable close to Canning Town station within the Canning Town Tallest Building Area. This is subject to careful master-planning to ensure a transition from tall buildings in the town centre to lower levels adjoining the surrounding industrial development and maximisation of the opportunities presented by the riverside location, including the Lea River Park aspirations, which is a key reason for Strategic Site status. This is likely to require careful management of cumulative impacts of tall buildings. This approach will assist in the promotion of Canning Town town centre in the hierarchy of places in the borough.

Deviation from Issues and Options recommendation:

241. No

S06 Coolfin North



PTAL:

242. This allocation has a relatively low PTAL rating of 2 indicative of its location at the heart of Urban Newham. It should also be noted that Custom House DLR station which lies only 200 metres south of the eastern part of this allocation is being upgraded as a Crossrail station.

Heritage considerations:

243. This is currently a low rise area and is not distinguished by any heritage assets although St Luke's Church (Grade II) lies approximately 200 metres to the east.

Heights in the area:

244. This allocation is generally low rise in character and laid out with mainly two storey housing although there is an eleven storey tower block as well as three and four buildings. The surrounding area is similar in nature but a short

distance to the south lies the Excel centre (approximately 8 storeys in height) as well as a corridor of tall pylons. The vicinity of Custom House station nearby (about 150 metres away) also has the six storey Custom House Hotel and eight storey Flying Angel apartment block, with heights likely to increase as this Strategic Site is identified in a Crossrail intensification area (see below).

245. The Canning Town and Custom House Supplementary Planning Document envisages an 'activity street' (vibrant enhanced route with social and community uses (including schools, nursery, health facilities and parks) running across this site which is reflected in the spatial policy and this Site Allocation. The SPD envisages redevelopment with 6 storey buildings fronting the new activity street.

Views and Topography

246. No issues of relevance are raised here.

Representations:

247. A representation was received from a community group at Reg 18 consultation stage objecting to 12 storeys as being too tall for Freemason's Road.

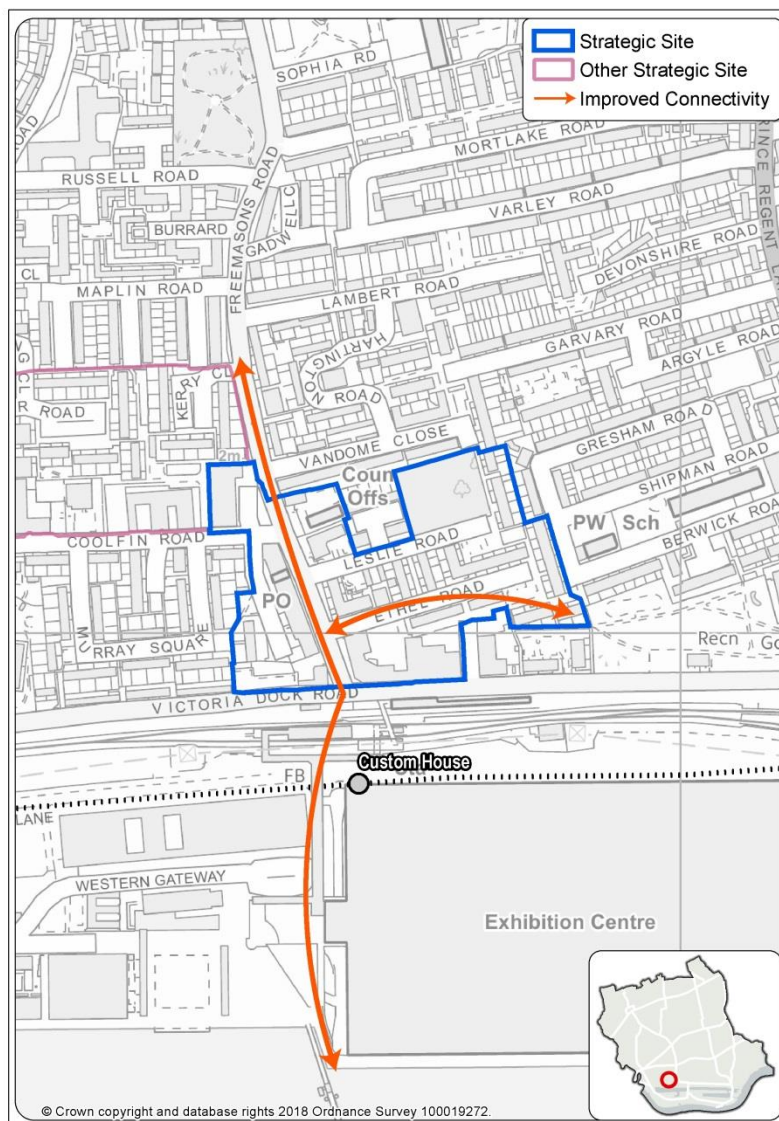
Conclusion:

248. The community group's views are noted. However, the proximity of the site to the new Crossrail station justifies higher densities on approach to it, to help mark its location and optimise associated development potential. On this basis it is considered that the site is appropriate for medium density, 6-8 storeys, and up to around 12 storeys at key location points notably along Freemasons Rd subject to master planning. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

249. No. With regard to a representation from a community group, it should be noted that heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S28 Custom House/Freemasons



PTAL:

250. The allocation has a high PTAL rating of 4 on Victoria Dock Road adjacent Custom House DLR station; and 3 and 4 at the north end of site. Customhouse is evolving to be an important transport interchange as well as a local centre.

Heritage considerations:

251. There are two Grade II listed mid-Victorian tobacco warehouses approximately 250 metres to the south-east and separated from this site by Custom House DLR station and the railway line.

Heights in the area:

252. The area is characterised by low-rise housing and a local shopping centre with heights of generally 2-3 storeys but the area is also dominated by the bulk of the Excel centre, and affected by a corridor of tall pylons. The vicinity of the

station also has the six storey Custom House Hotel and eight storey Flying Angel apartment block.

253. The Canning Town and Custom House SPD envisaged buildings of up to 6 storeys fronting a boulevard along Freemasons Road with lower buildings behind. However, this has been superseded by a greater emphasis on intensification reflecting Crossrail access.

Views and Topography

254. No issues of relevance are raised here.

Representations:

255. A representation was received from a community group at Reg 18 consultation stage stating that 'in the context of Custom House, 12 or 15 storeys is too high for Freemasons Road according to consultation on alternative regeneration plans. Mid-rise densities rather than standalone buildings should be encouraged in Custom House.'

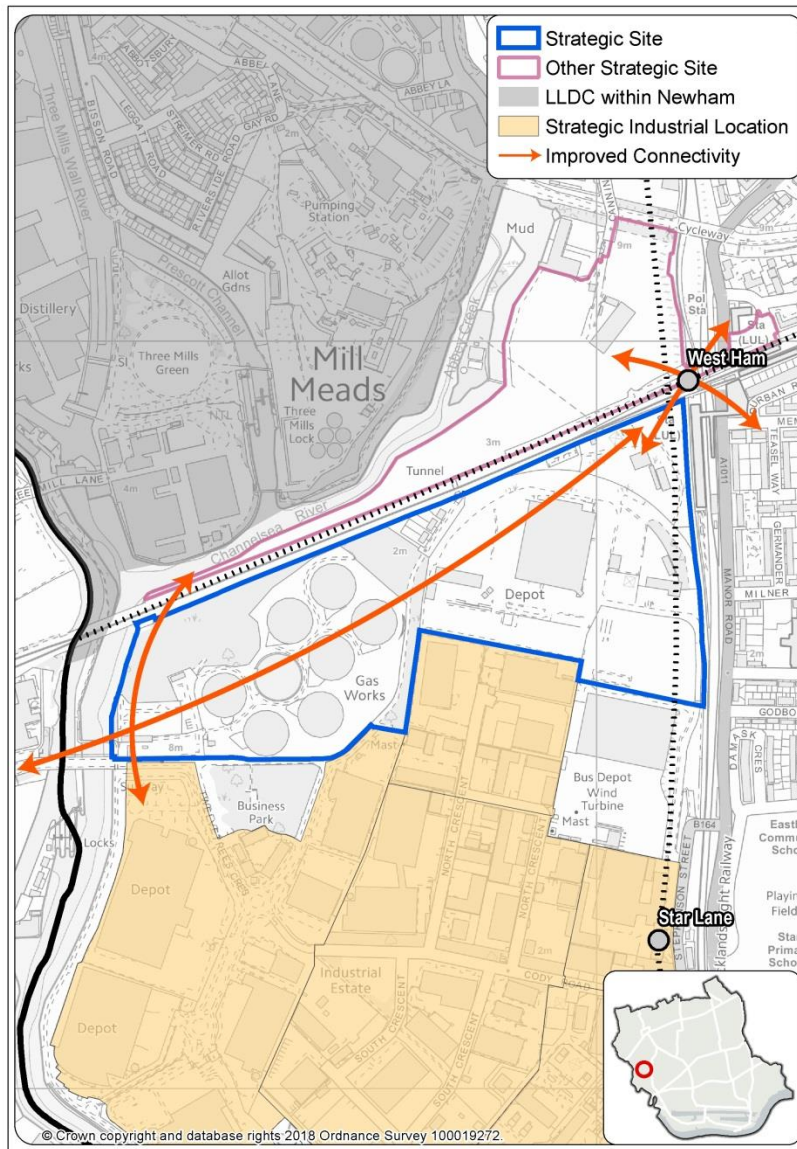
Conclusion:

256. As in the case of the nearby Coolfin North designation, the elevation of Custom House station as a Crossrail station presents opportunities for appropriately scaled tall buildings to promote the new identity of Custom House. On this basis it is considered that the site is appropriate for higher density development: mid-rise 6 to 8 storeys and a higher element close to the station up to around 15 storeys, stepping down to integrate with low rise residential context where this is to be retained. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

257. No. With regard to the representation received from a community group, heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S11 Parcelforce



PTAL:

258. This site has a very high PTAL rating of 6a on frontage to Manor Road reflecting the sites immediate proximity to West Ham underground station.

Heritage considerations:

259. The site is directly adjoined to the west by seven gas holders at the former Bromley by Bow gasworks. These gas holders, dating from the 1870s, are Grade II listed and dominate this site. There are other heritage assets of interest to the north but separated by the Central Line as well as the Channelsea River (Abbey Creek), namely: Three Mills Conservation Area lies 400 metres to the west; and, the Grade II* Listed West Ham pumping station which lies a similar distance to the north.

Heights in the area:

260. This remains a low rise area with the nearby Grade II listed gasholders being the tallest structures in the locality along with the apartment blocks fronting Manor road which are four storeys in height, and the railway cottages within the site are just 2 storeys. The site is self-contained and surrounded by non-residential uses. This site has been the subject of Design Review Panel discussions which raised concern about the grouping of very tall buildings (8 towers including one at 26 storeys) which would create a separate identity and which would resist integration with the surrounding neighbourhood. The panel suggested that a lower (6 – 8 storey) and more consistent datum should be developed, using a smaller number of higher elements to accent key points in the plan which aid legibility and orientation. Some strategically placed taller building may be appropriate, but these should be fewer in number and lower in height (15 – 20 storeys). In addition Historic England objected to the impact of the tall buildings on the historic mill buildings in the Three Mills conservation area (noting in contrast that the views to the gasholders were carefully managed).

Views and Topography

261. The setting of nearby heritage assets is required to be protected.

Representations

262. The owner of the site argues that more height/density is feasible in east of site given transport upgrades. A developer feels that development of this site should not be restricted by considerations of the town centre hierarchy; sites of this size can set their own character; tall buildings should be assessed on the particular characteristics of the site.

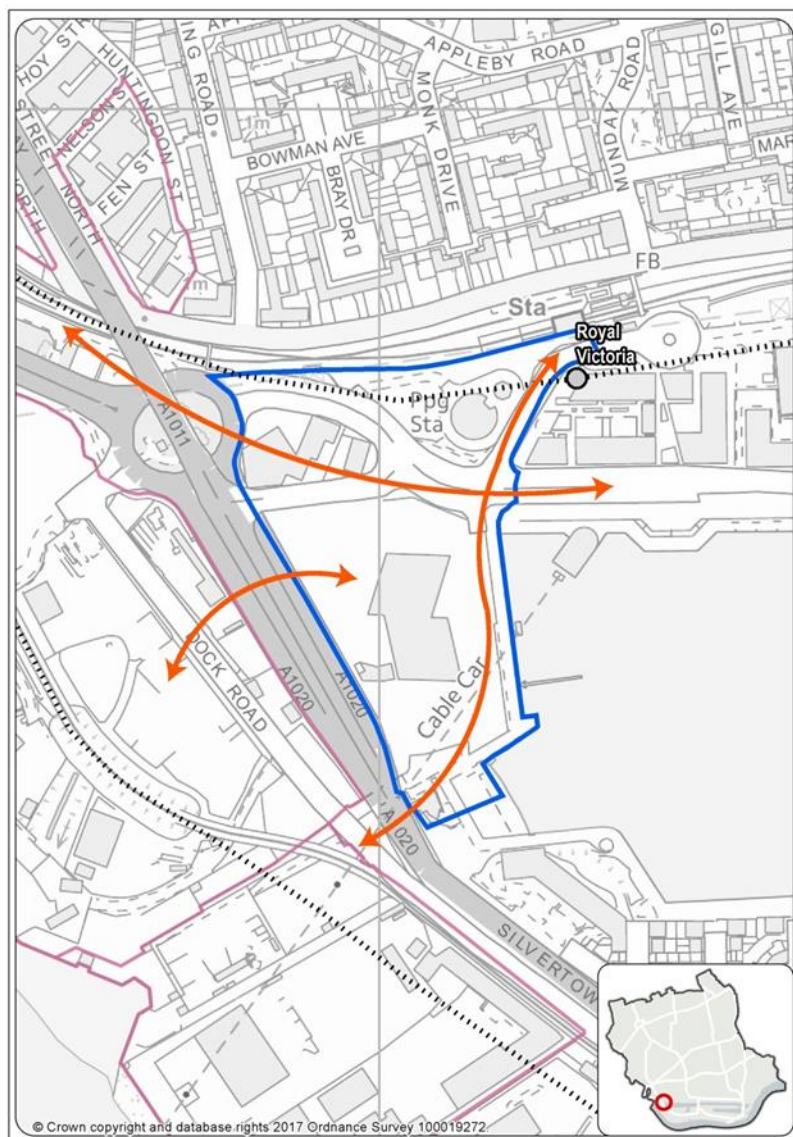
Conclusion

263. The good connectivity of the site indicates a high density can be accepted with an indicative height of 8-12 storeys with lower development towards the west of the site. Considerable improvement in PTAL and connectivity should come forward as part of the site's master planned development which would justify higher development at the west of the site as well, subject to sensitivity to the context and setting of the adjacent listed gasholders and other designated heritage assets. The frontage to Manor Road requires sensitive treatment to avoid overbearing impacts on existing properties and the street and potential daylight and sunlight impacts. There is scope to increase height to around 19 storeys around the station, as per the SP4 spatial strategy, reflecting its transport hub status and role in the hierarchy of places in the borough subject to sensitive treatment of the frontage to Manor Road and improved connectivity.

Deviation from Issues and Options recommendation

264. No. Heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S30 Royal Victoria West



PTAL:

265. This allocation has a low PTAL rating of just 2. However, the site adjoins Royal Victoria DLR station. Custom House DLR station is approximately 500 metres to the east as are the facilities offered by the Excel Centre and Custom House local centre.

Heritage considerations:

266. There are no heritage assets within the immediate vicinity of the site but the Grade II listed cranes further along Royal Victoria Dock are prominent in the outlook from this site; the other nearest listed building St Luke's Church Grade II lies 350 metres to the north and is separated by the DLR line.

Heights in the area:

267. The character of this location is dense and urban with high rise buildings dominating the area as represented by the Hoola Towers at 23 and 24 storeys, Western Gateway at 18 storeys and the Pumping Station (WE8) approval which is being built at 24 storeys as well as the much lower Siemens Centre.
268. The Design Review Panel in considering tall buildings in this area offers general support for the heights already approved subject to a master planning coherence.

Views and Topography

The views from Royal Victoria Dock to the site require sensitive treatment and in turn views to the dock offer considerable benefits to living conditions of future occupiers of the site. The site in effect acts as a gateway to the Royal Docks.

Representations:

269. No representations were received at Reg 18 consultation stage in respect of the local plan review.

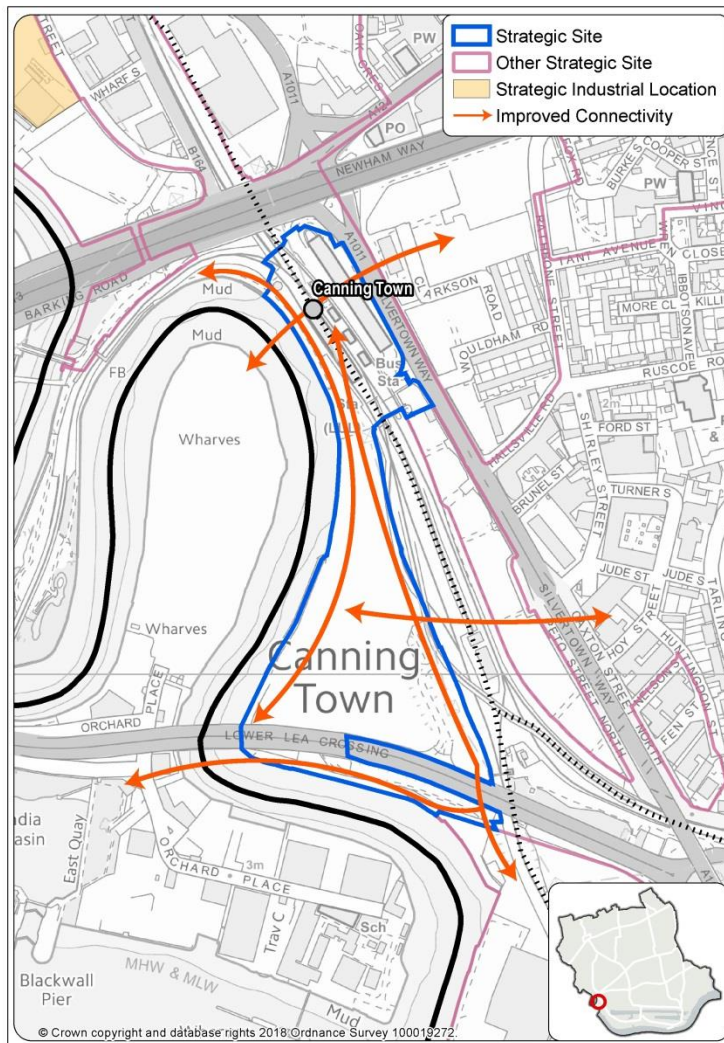
Conclusion:

270. It is appropriate to expect high density development at this site of up to 19 storeys based on precedents in the surrounding area and marking the station, with an emphasis on maximising the potential of this attractive dockside Gateway location and co-ordinating development with existing tall buildings, whilst addressing cumulative impacts. Given remaining development plots are less close to the station, it makes sense that these should be lower than the Hoola and Pumping Station developments. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

271. No.

S18 Limmo



PTAL:

272. Much of this site scores a very low PTAL 1b (Worst) rating, but where the site directly adjoins Canning Town station it becomes an optimal 6a, and master planning and development investment offers considerable opportunity to improve connectivity and accessibility. .

Heritage considerations:

273. The only heritage assets are the Grade II listed St Luke's Church and a locally listed former public house on Ruscoe Road. Both these buildings are about 300 metres to the east and are separated from this allocation by the DLR line.

Heights in the area:

274. This site lies between two high density areas characterised by very tall buildings: Canning Town town centre and City Island and the site is separated from them by the DLR and the river Lea respectively. The Canning Town and Customs House SPD sees this site as bridging the gap between these two

clusters and notes its prominence and visibility in the area, as well as its open space role, which is reflected in the site allocation. .

Views and Topography

275. The site has good views over the adjacent river Lea which can be taken advantage of in the development of the site. Views of the immediately adjacent tall buildings clusters at Canning Town and City Island can be used to align development of this site.

Representations:

276. In response to Reg 18 consultation on the local plan review, a developer responded that flexibility is required in the regeneration of this large site. Tall buildings should be determined by local design, and other regulatory considerations. Another developer argued that the tall buildings area for Canning Town be extended to cover the entire Limmo site due to proximity to the station, and that height of new buildings shouldn't be restricted but should match similar developments in the area.

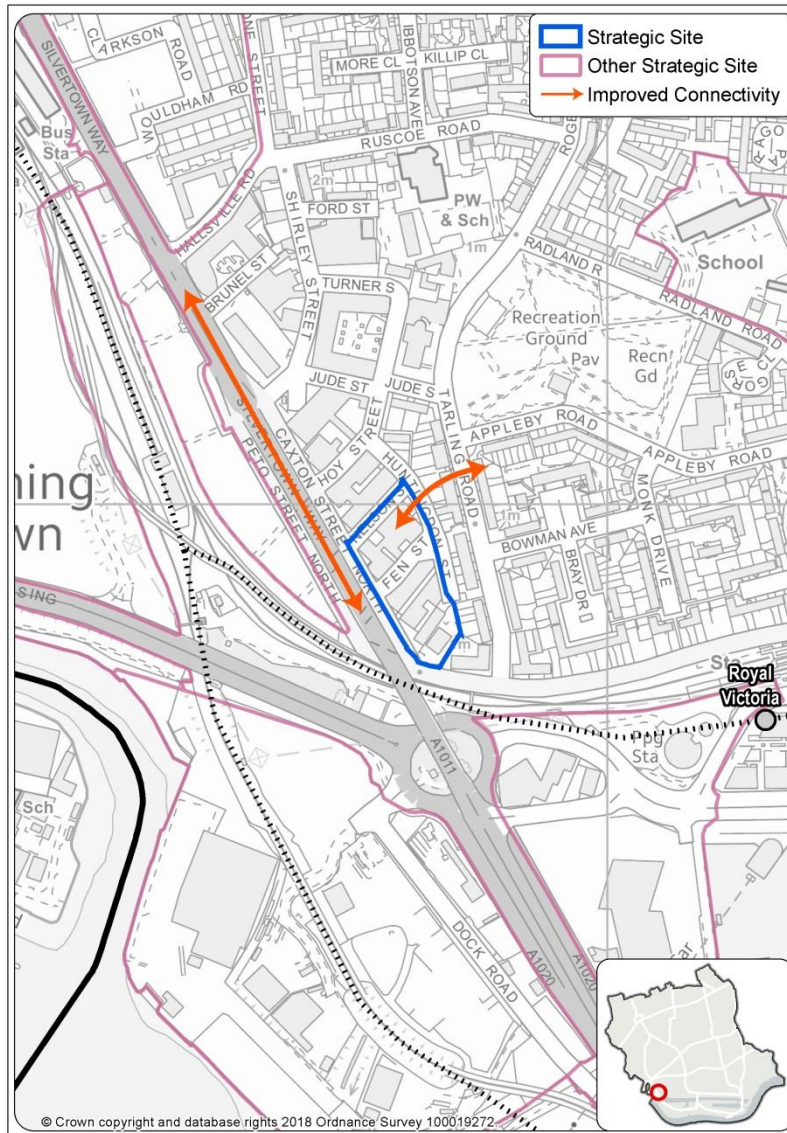
Conclusion

277. Given the character of this area, high density of 20 storeys and more within Canning Town 'tallest buildings area' is considered appropriate subject to master-planning, stepping down to lower heights to the south, and improved connectivity over the DLR line / Lea River. The delimitation of this to a line parallel with the town centre boundary and heart of the City Island development is considered appropriate, in light of the site allocation which is for enabling development only, with the strategic objective being the delivery of the open space. As such, the remainder of the site should be 6 to 8 storeys mid-rise and lower, with an emphasis on preserving views and avoidance of overdevelopment by imaginative use of public realm along the riverside, and spacing between tall buildings clusters. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

278. No. With regard to the representations received, it should be noted that heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S16 Silvertown Way East



PTAL:

279. This allocation has moderate PTAL ratings of 3 and 4.

Heritage considerations:

280. St Luke's church, a grade II listed building lies immediately to the east as also does the Tarling Road recreation ground. Also nearby is a former locally listed public house on Ruscoe Road.

Heights in the area:

281. The area to the west is characterised by very tall buildings including recent development on the east side of Silvertown Way. The nearby Hallsville Quarter and City Island contain tall buildings of up to 27 storeys. To the north, there is a recently completed development of up to 16 storeys

282. The Canning Town and Custom House SPD states that 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.
283. It should be noted that a scheme for 9 to 26 storeys on the west side of Silvertown Way immediately opposite this site was approved after several design refinements. Nevertheless, concern had been expressed by the Design Review about the spread of tall buildings in the area. This site on the east side of Silvertown Way adjoins low rise development and does not offer quite the same locational advantages which would justify very tall buildings.

Views and Topography

284. Development should be aligned with recent tall building developments in the area.

Representations:

285. There was no response to consultation at Reg 18 stage on the local plan review in respect of this site.

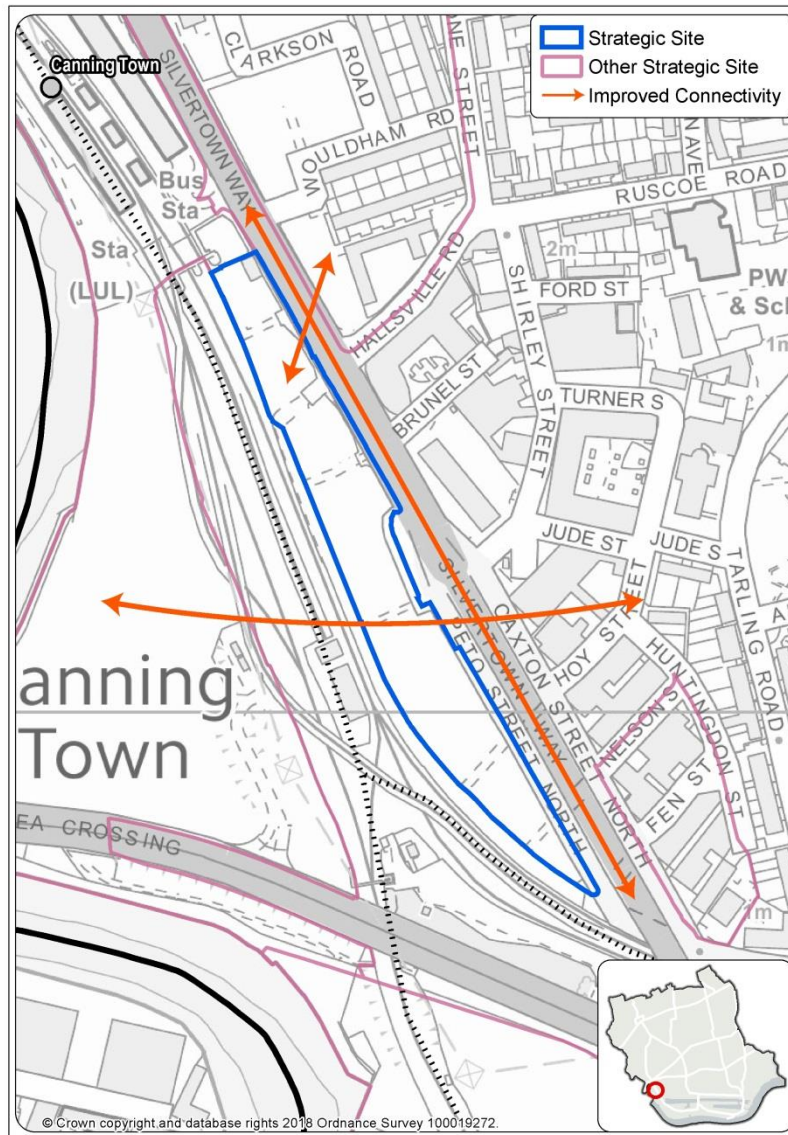
Conclusion:

286. It is important that this site is master-planned to relate to recent tall building approvals on Silvertown Way and protection of key civic spaces in the area as well as view corridors along Silvertown Way and St Luke's church one of the few buildings of interest in the area.
287. Accordingly, although high density development is acceptable; lower development to mark the transition from Canning Town town centre should take the form of 6-8 storeys; up to 13 storeys may be acceptable at the northern edge subject to master-planning but the development should step down to the lower rise residential context to the east. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

288. Yes. The Issues and Options document had suggested a maximum height of 16 storeys at this location but the emphasis on harmonising with the lower rise context of the site indicates 13 storeys as the maximum appropriate height.

S17 Silvertown Way West



PTAL

289. PTAL rating of 6a at the northern part of the site stepping down to 4 at the southern end.

Heritage considerations:

290. St Luke's church, a grade II listed building lies to the east as also does the Keir Hardie recreation ground at Tarling Road. Also nearby is a former locally listed public house on Ruscoe Road. All these heritage assets are separated from the site by Silvertown Way which is an elevated roadway.

Heights in the area:

291. The nearby Hallsville Quarter and City Island contain tall buildings of up to 27 storeys. Directly opposite on the west side of Silvertown Way developments a new development of 16 storeys has been recently completed at the Goswell Bakeries site, Caxton Street North.
292. This site itself which lies partly within the Canning Town very tall buildings area has been approved with a scheme for 9 to 26 storeys after several design refinements. Nevertheless, concern had been expressed by the Design Manager about the spread of tall buildings in the area.

Views and Topography

293. Development should be aligned with recent tall building developments in the area.

Representations:

294. There was no response to consultation at Reg 18 stage on the local plan review in respect of this site.

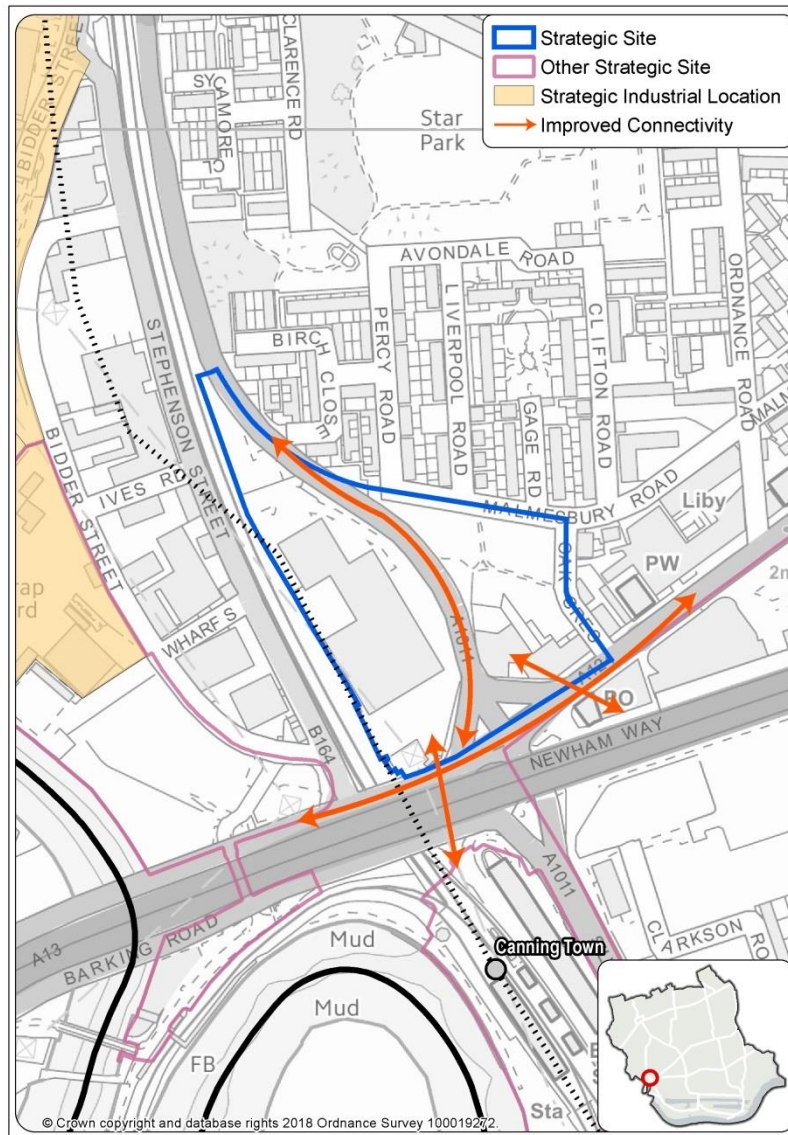
Conclusion:

295. Indicative height: potential for 20 plus storeys in the tallest building area stepping down to mid-rise 8-12 storeys to mark the transition from Canning Town centre and stepping down to harmonise with the lower rise context to the east..
296. It is important that this site is master-planned to relate to recent tall building approvals on Silvertown Way and protection of key civic spaces in the area as well as view corridors along Silvertown Way and St Luke's church one of the few buildings of interest in the area. The indicative height for this site supports place-making in the borough by promoting a cohesive range of heights within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

297. General agreement. Very tall buildings accepted at Issues and Options stage but lower elements have been raised to 8 to 12 storeys in light of recent planning decisions in the area. Emphasis on stepping down to coordinate with existing low-rise development remains.

S13 Manor Road



PTAL:

298. This site has a high PTAL rating of 6a at the frontage to Barking Road and a rating of 5 at the rear.

Heritage considerations:

299. The site is immediately joined to the east on the other side of Oak Crescent by Grade II statutorily listed buildings at the Royal Oak public house and St Margaret's Catholic Church. This section of Barking Road to the west and east of Oak Crescent forms part of an Area of Townscape Value (ATV 7 Canning Town).

Heights in the area

300. This site lies immediately adjacent to Canning Town and is partially contained within the tallest buildings area. It includes a small part of the town centre as well as an area of open space.

301. The area to the south in Canning Town town centre including Rathbone Market (up to 22 storeys) and Hallsville Quarter (up to 19 storeys) is already characterised by very tall buildings. City Island which lies immediately to the south in the neighbouring borough of Tower Hamlets has buildings of up to 27 storeys.
302. The Canning Town and Custom House SPD in its principles for the development of this site put forward an indicative height of 6 to 8 storeys dependent on removal of power lines. Changes in context and master planning since the adoption of the SPD indicate that greater heights can be accepted here.

Views and Topography

303. This is a flat low-lying urban site. There are no views of significance. But new development should be co-ordinated with recent tall building development in the area to ensure coherence.

Representations:

304. Consultation at Reg 18 stage resulted in a detailed objection which argues that limits on height and density will limit the site's potential and not optimise use of the site. The high PTAL of the site is considered to justify higher development density and building heights.

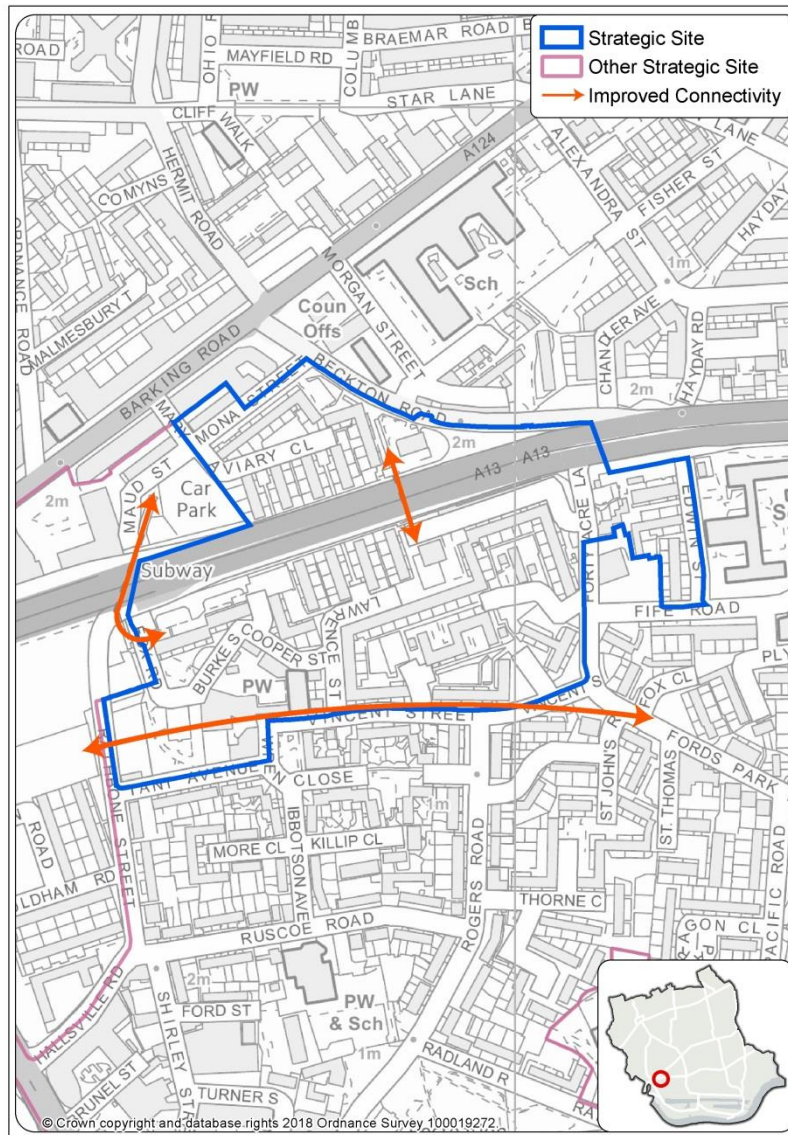
Conclusion:

305. Overall the site is considered appropriate for high density development given its location partly in the Canning Town tall buildings area and the high PTAL of the site. Accordingly very tall buildings of more than 20 storeys can be guided to the south east of the site where they will form part of the cluster of very high buildings in Canning Town. The south of the site outside the tall buildings area towards the town centre and station is appropriate for buildings of 8-12 storeys to build on the town centre ambience and form and to step down from the cluster.
306. The remainder of the site should be developed at mid-rise heights of 6 to 8 storeys to provide a transition to much lower development in the surrounding area. Development of the site will be required to relate satisfactorily to the High Street and enhance the setting of the listed buildings and the area of townscape value. The formation of a new park or public open space at this site may be used imaginatively in the buffering and arrangement of new tall buildings. The indicative heights proposed for this site will promote Canning Town town centre in the hierarchy of places in the borough.

Deviation from Issues and Options recommendation:

307. No. With regards to the representation received, it should be noted that heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.

S15 Canning Town East



PTAL

308. PTAL varies between 4 at east of site close to Canning Town DLR station and the town centre and a low rating of only 1a at the west of the site.

Heritage considerations

309. There are two Locally Listed buildings close to the site on Barking Road: the library building and St Margaret's Church, further to the west are the Grade II listed Royal Oak and the locally listed former National Westminster bank. These buildings are too far away to be directly affected by development at this allocation. However, development of this site behind the Barking Road street frontage will impact on the overall character of the area and distant settings of these buildings.

Heights in the area

310. The allocation mainly comprises inter-war housing varying in height from two to six storeys with a Council tower block Ferrier Point at 23 storeys dominating the area. The development of East City Point to the east, a major regeneration project which originally formed part of this allocation (Canning Town Area 3) has introduced a range of high quality contemporary architecture. Heights at this development which also includes a new school vary from 5 to 8 storeys for apartment blocks, 3 to 4 storeys for terraced housing and 10 storeys for a large 'barrier' block known as the Atrium Building adjoining the A13.
311. The Canning Town and Custom House SPD sees the sites making up this allocation as essentially mid-rise development reflecting its location outside the town centre. The East Point development is broadly in line with this approach.
312. The centre of Canning Town to the west has already been developed with very tall buildings at high density within the Canning Town tall buildings area. It should be noted that this allocation adjoins but is outside the tall buildings area.

Views

313. There are no significant views within the site which is very much an inner city location but new development at the site should be aligned with tall building development in the area.

Representations:

314. There were no responses to Reg 18 consultation on the local plan review in respect of this site.

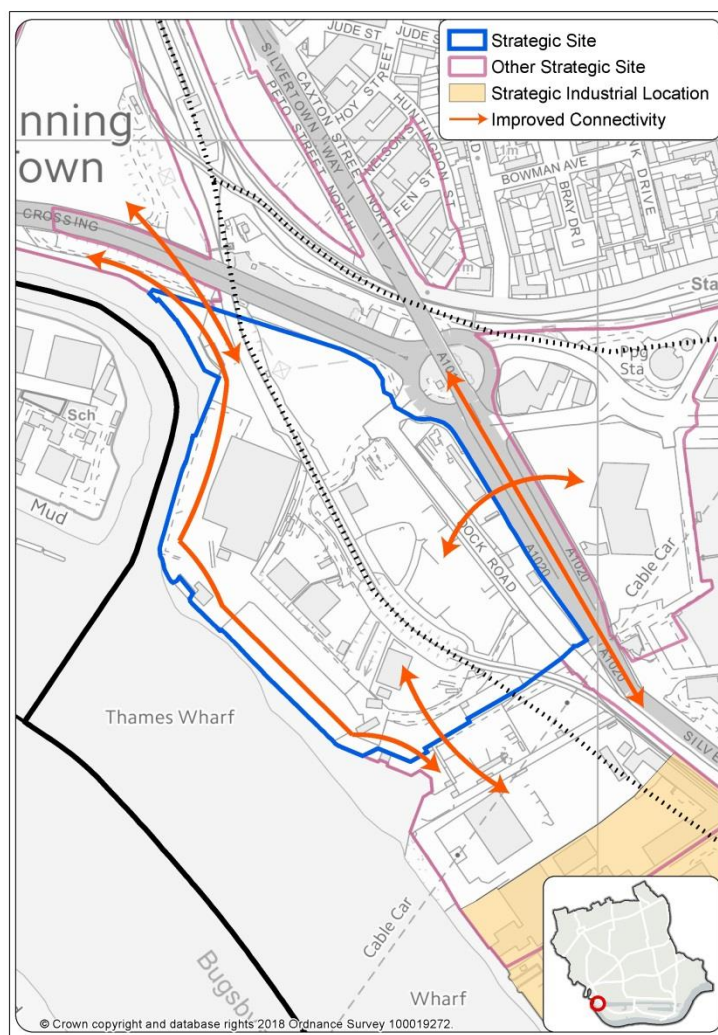
Conclusion:

315. The S15 allocation is clearly bookended by the high density, very tall buildings at Canning Town town centre and midrise development at City Point. This allocation clearly has a role as a transition between the two differing profiles. Drawing on the change in levels as one leaves the town centre along Barking Road and extending towards low level housing to the south around Vincent Street this allocation is therefore considered appropriate for high density development mid rise development similar in character to City Point with a baseline height of 6 to 8 storeys and a maximum of 15 storeys at key locations forming a transition to the Canning Town tall buildings area. At the same time the fringes of the allocation shall step down to harmonise with surrounding low level housing. The role of this site in providing a transition from Canning Town town centre and tall buildings area to Urban Newham will promote a hierarchy of places in the borough.

Deviation from Issues and Options recommendation:

316. No.

S08 Thames Wharf



PTAL:

317. This site has a low rating of PTAL 2 at its frontage to Silvertown Way which falls to 1b adjoining the river. Nevertheless, the site is within easy distance of Royal Victoria DLR station and West Silvertown and will have a new DLR station within it.

Heritage considerations:

318. There are no heritage assets within the vicinity of the site.

Heights in the area:

319. Although currently a low-rise industrial location, the area is dominated by nearby tall buildings. Tall buildings have been approved at Canning Town to the north, and buildings around Royal Victoria DLR station including the Hoola Towers extend up to 24 storeys. On the other side of the river, tall buildings 25 to 30 storeys high are visible around the O2 Arena and Greenwich Millennium Village. Further to the west, a major development has been accepted at Silvertown Quays in outline form for heights of up to 16 storeys.

320. In addition, the site is influenced by the same trends of high density development including tall buildings at other riverside sites to the east.

Views

321. The location of the site on the riverfront means that new tall buildings will be prominent in views of the north bank of the Thames. All the more so when enhanced pedestrian and cycle routes and promenades are being developed on the south bank of the river giving unbroken and direct views across the river to Newham.

322. Views of the river from highways and public areas on the Newham side are currently obstructed by existing development. Careful layout of new development will afford opportunities to open up views of the river, and the south bank of the allocation affords the potential for a riverside path which in time can be integrated with other routes at similar development sites along the river.

323. There are also opportunities at this site for views to the Royal Docks to be made use of in the layout of its development as vistas and linkages in the blue ribbon network.

Representations:

324. In response to Reg 18 consultation on the local plan review, the land owner argues that greater flexibility in terms of height should be allowed at this location within the Arc of Opportunity. A developer contends that tall buildings should be considered on individual merits on a case by case basis. Both parties argue that an unduly restrictive approach will inhibit the potential of the site.

Conclusion:

325. Given the proposed new local centre and DLR station, plus the new evolving height context, high density development is considered appropriate at this location with heights generally of between 10 to 12 storeys, and up to 18 storeys at key locations subject to master-planning and aviation constraints. Despite precedents for taller buildings in the area, new development on Newham's riverside is laid out in a cohesive and well-planned way with a co-ordinated range of heights across all the riverside sites within the Arc of Opportunity.

Deviation from Issues and Options recommendation:

326. Yes. A unified approach to the strategic riverside sites in Newham indicates a consistent falling away from the tallest buildings areas at Canning Town and City Island resulting in an increase in acceptable building heights at this site. With regard to the representation received, it should be noted that heights are indicative, based on the initial screening and SP4 spatial strategy, and variation from them would be through the detailed design process in line with SP4.