This is a draft planning document that sets out a development framework for the regeneration of the 'Blackwall Reach' area.

Introduction
The residents and businesses in Blackwall Reach have seen unprecedented urban changes on their doorstep over the last 25 years. Some changes, like the DLR, have made life better. However, much of the investment has passed the neighbourhood by.

This proposal for the future redevelopment of Blackwall Reach changes all that. It directs the regeneration spotlight firmly onto this neighbourhood. Such opportunities only come around every 40–50 years and as such this opportunity should be firmly grasped.

The changes proposed are comprehensive and ambitious. However, they respect the character and importance of the existing community and interests. That is why this document is a draft proposal, not set in stone, and why it begins an important consultation period with the local community to listen to all views and make changes where necessary.

How might this happen?
Tower Hamlets Council and English Partnerships (the National Regeneration Agency), are both landowners and are working together to ensure a coordinated and sustainable redevelopment. They aim to bring together other key stakeholders in the area, including landowners and members of the local community, to deliver the regeneration through a comprehensive and coordinated approach.

What is this document?
This document sets out a framework for the regeneration of the Blackwall Reach area.

The document provides information on the existing challenges facing local people and the opportunities this area provides for the creation of a new sustainable community – one in which people want to stay and which respects the needs of the current and future generations.

This draft Development Framework is a set of principles and general approaches which provide a vision for the regeneration of the area, and sets out an illustration of how the results of this regeneration could look.

The Framework gives an idea of how long it will take to achieve this regeneration and provides details on how local people can get involved in shaping the future of their community.

Which exact area is suggested for regeneration?
The Blackwall Reach regeneration area is bounded by East India Dock Road to the north, the Blackwall Tunnel Approach and East India Docks to the east, Aspen way to the South and Cotton Street to the west. This is clearly illustrated in the photograph on page 7.

Why does Blackwall Reach need regeneration?
Blackwall Reach currently suffers from run-down homes including Robin Hood Gardens and business premises in need of investment, a lack of decent shops or community facilities, and poor quality, badly maintained open spaces. This framework aims to act as a catalyst for investment in this area to bring it back to life.

What is the regeneration trying to achieve?
The aim is to create an expanded and exemplary sustainable community at Blackwall Reach. This should include:

- the creation of new, high quality homes for local people
- a range of new local shops to meet the day to day needs of the local community
- a variety of new commercial premises which can house a range of local businesses
- new recreational facilities for all age groups
- a larger primary school which builds upon the success of the Woolmore Primary School
- new and larger open spaces which are well equipped to enable local people to make best use of them.

EXECUTIVE SUMMARY

This document contains plans showing how this vision could be delivered. The illustrative proposals show that the area may be able to accommodate the following depending on the particular option chosen:

- Around 3,000 new homes including around 1,050 new affordable homes.
- 2 hectares of new and improved open spaces, for the enjoyment of the existing and future community.
- A vibrant range of new shops and other services that meet the day to day needs of the local community.
- A deck over part of the Blackwell Tunnel Approach to create space, contain pollution and allow enhanced connectivity.
- A variety of new business premises to accommodate a range of different business types including small and start up businesses.
- New community facilities including a new health care facility.
- New educational facilities, including a larger primary school.
What are the 'Options'?
The proposals contain some important options, not least whether Robin Hood Gardens are kept and refurbished or replaced by high quality new homes. The other key consideration is the extent of decking over the Blackwall Tunnel Approach; this is a more technical issue that would have an important funding impact.

However, this document presents and discusses all the options for the purpose of a robust consultation.

How long will it take?
The draft Development Framework has been published for consultation for three months. Local people can get involved in shaping the future of their community as part of this consultation period.

Once a full consultation exercise has taken place and the needs and requirements of the local community have been taken into account, the final development framework will be presented to Cabinet.

It is anticipated that this will take place around spring 2008. Subject to the consideration by Cabinet, the final Development Framework will then form a material consideration in the determination of planning applications for the area and help to shape the development, ensuring that it achieves the objectives of a sustainable community.

It is anticipated that an outline planning application for the entire site, which will be in accordance with the principles of the final Development Framework, will be prepared for submission in spring/summer 2008. There will be further consultation at this stage (as part of the planning application process) before outline planning permission is granted.

At the same time a detailed application for the first phase of housing in the development will be submitted. It is envisaged that this first phase of development will include the St Mathias site and the southern part of the site, south of Robin Hood Gardens.

New, mainly affordable, homes will be provided on the St Mathias site to accommodate the local residents who chose to be relocated. It is hoped that work will commence on Phase 1 in late 2008, with the first phase of development, Phase 5, being completed by mid 2015.

Is this a ‘stock transfer proposal’?
No. This is about developing a much wider sustainable community. People who are tenants of the Council can remain tenants of the Council if they wish.

There may even be scope, under emerging Government thinking, to build a new generation of council homes. The Council will need to consider emerging Government thinking on housing over the next few months.

How is this going to be achieved?
The land occupied by Blackwall Reach now has a value unimaginable 15 years ago. We can capture the value of this land to build affordable social and private homes and provide the essential local community infrastructure that the neighbourhood deserves. This will be achieved by formal legal agreements in which the needs and aspirations of the local community will feature.
EXECUTIVE SUMMARY

1.0 REBUILDING A COMMUNITY
1.1 Introduction
1.2 The Area Today
1.3 Opportunities

2.0 DEVELOPING BLACKWALL REACH
2.1 Introduction
2.2 Vision
2.3 Building Blocks for a Sustainable Community
2.4 Land Uses
2.5 Urban Design
2.6 The Framework for Development
2.7 Options for Regeneration

3.0 MAKING IT HAPPEN
3.1 Implementation & Delivery
3.2 What Happens Next
3.3 Public Consultation
3.4 Planning Obligations & Benefits
3.5 Supporting Assessments

APPENDICES
A Site Analysis
B Local Planning Policy
1.1 Introduction

This draft document sets out a framework for the regeneration of the Blackwall Reach Area.

Blackwall Reach is the eight hectares of homes, businesses and open space that lie within the red line, shown on the photograph opposite, which are the subject of this proposal.

There are 252 homes in the Blackwall Reach area most of which are in Robin Hood Gardens, but also including Anderson House and homes on Mackrow Walk and Woolmore Street. Robin Hood Gardens comprises of two blocks of flats built in 1972 and now requiring substantial repairs. A building survey in 2006 discovered significant problems with the external envelope, roof coverings, bathrooms, kitchens, electrical wiring and other service infrastructures. It was estimated that at least £20 million was required to deal with these problems and bring the dwellings up to basic Decent Homes Standard.

Access within and around the Blackwall Reach area is difficult, being cut off from the wider community by busy roads. This makes movement difficult for both pedestrians and vehicle users alike. There are no shops within the defined area, and the nearest shopping areas require that residents cross busy roads with fast moving traffic.

Whilst there is an enclosed sports court, play equipment and green space between the two blocks of Robin Hood Gardens, the green’s use is limited by the steep sided mound in the centre (which covers a heap of demolition material from the former buildings on the site). Access to other areas of open space outside the site is difficult again due to the busy roads.

The area within which Blackwall Reach sits was identified in the 2001 census as one of the most deprived in England. Years of under-investment, compounded by poor urban design, have led to physical and economic decline. In order to revive this neighbourhood, and create a new sustainable community, the vision is to provide new homes, new shops and recreational facilities, new community uses, new business premises and new open spaces, all underpinned by high quality urban design and architecture.

Tower Hamlets Council and English Partnerships (the National Regeneration Agency), are both landowners and are working together to ensure a coordinated approach to redevelopment. They aim to bring together other key landowners and stakeholders to regenerate the area to create a new sustainable community which fully meets the needs of local people now and in the future. This draft Development Framework describes how this new sustainable community can be delivered.

Following consideration of the draft document by Cabinet in August, the local community will be invited to get involved in the preparation and finalisation of the Development Framework during a 12 week public consultation. Following that consultation, and once considered in its final form by Cabinet, the Development Framework will form the basis for determining all planning applications in the area, and will therefore be a key tool in shaping the future of this key community in Tower Hamlets.
The remainder of this Section provides an outline of the key constraints and challenges faced in Blackwall Reach today, together with a reminder of the significant opportunities for regeneration that the area presents.

Section 2 (Developing Blackwall Reach) sets out the vision for the regeneration of the area, identifies the key building blocks for the successful creation of a new sustainable community and provides a detailed illustration of the way in which we can make this all happen.

Finally, Section 3 (Making it Happen) provides details of the programme for delivering the new sustainable community, outlines proposals for involving the local community, identifies the strategy for the phased delivery of the new development and provides an indication of the types of planning obligations that will be delivered to ensure that the needs of the local community, both now and in the future, will be met.
1.2 The Area Today

1.2.1 The London Context
Blackwall Reach is located in the east of London between Canary Wharf and Canning Town, both areas undergoing significant change.

Historically, the site has been the southeasternmost edge of Poplar, with the East India Docks defining the eastern edge and Poplar Docks defining the southern edge.

This area is now in the midst of several major regeneration projects that are transforming this part of London from a former industrial area to the preferred location for financial and commercial industries and new private and affordable homes.
1.2.2 The Local Context
Blackwall Reach has historically enjoyed an important strategic position at the junction of the A13 and the Blackwall Tunnels. The development of the inland docks in the 17th and 18th centuries, especially in the Isle of Dogs and East India Docks, brought prosperity to this part of East London. The post war decline of the upriver docks as they gave way to the downstream container terminals resulted in an enormous loss of jobs and depopulation. By the 1970s the Blackwall area had become isolated both physically and economically.

Following the eventual closure of the docks in 1979 and several plans for regeneration, the London Docklands Development Corporation (LDDC) was formed to bring investment to London’s Docklands. The Docklands Light Railway (DLR) was conceived in 1982 and opened in 1987 with branches to the Isle of Dogs, Stratford and Tower Gateway. Plans to construct an A13 bypass also emerged and this eventually became Aspen Way.

New businesses were attracted into the Isle of Dogs and the infilled East India Dock and employment prospects improved. The Docklands Highways were completed in 1993, providing a direct link to Tower Gateway. In 2005, a further eastern extension to London City Airport opened.

Blackwall Reach has become more accessible by public transport. In addition to a bus stand for Route 15 to Paddington via the City there are several other bus services that operate along the A13 to the north or Prestons Road to the south and west. The DLR provides connections to the Jubilee Line at Canary Wharf and Canning Town providing links to Stratford and the West End.

East India Dock Road (A13), the Blackwall Tunnels (A12) and Aspen Way (A1261) form part of the Transport for London Road Network (TLRN) and provide strategic links to the M25 and beyond. Other local roads provide links to Canary Wharf and the Isle of Dogs.

Key
- Residential Buildings
- Commercial Buildings
- Community Buildings
- Industrial Buildings
- Green/Open Spaces
- Transport for London Road Network
- Docklands Light Railway
- Cycle Routes
1.2.3 The Environment

Although the Blackwall Reach site is surrounded by roads, these do not bring any improved connections to the site. They cut the site off from its surroundings because crossings are poor and they have a severe impact in terms of noise and pollution.

The Blackwall Tunnel Approach cannot be crossed north of Naval Row and so badly severs the site from the new developments to the east. Aspen Way and the DLR are formidable barriers to the new developments in the south. Crossings across Cotton Street and East India Dock Road are poor.

The Blackwall Reach site is characterised by a low quality mixture of uses at low density, with poor facilities and lots of under-used space.

The northern part of the site contains low quality residential accommodation. The main part of this is Robin Hood Gardens, which suffers from severe constructional and environmental problems. The southern part of the site contains light industrial uses.

There are no shopping facilities on the Blackwall Reach site. The nearest shops are on Poplar High Street and East India Dock Road, which are both fairly low quality. Blackwall Reach is poorly served by public open space. The Millennium Green is poorly designed with a mound in the centre made worse by poor maintenance. The main local public open space is in the adjacent churchyard. There are new open spaces at New Providence Wharf and along the Thames Walk, but these are not easily accessible to the local community at Blackwall Reach.

The site also includes the Naval Row Conservation Area. Buildings listed as being of architectural or historical importance include the East India Dock wall and the landscaped area in front of it, the former East India Pumping Station, the East India Dock founding plaque and the parapet to the original Blackwall Tunnel.

The area needs fresh thinking and new investment to address these issues. Now there is the opportunity for change.
1.3 Opportunities

1.3.1 Introduction
The previous chapter has identified clearly the constraints and limitations of the area as it exists today. However, Blackwall Reach also provides a unique and exciting opportunity, adopting a coordinated approach, to create a new sustainable community on a significant site in the heart of East London.

1.3.2 Location
Firstly, the location of the area makes it valuable. Developed in the right way, this value could really benefit existing and future residents. Accessibility to Blackwall Reach has been significantly increased following the arrival of the Docklands Light Railway. The commercial hub of Canary Wharf, with all the jobs and services that it provides, is now within easy reach.

1.3.3 Address
The Blackwall Tunnel already provides the area with a landmark that is instantly recognisable, if for somewhat negative reasons. The regeneration should take advantage of this household name, and should seek to turn it into a positive marker for an attractive new neighbourhood.

1.3.4 The Wider Regeneration
The Olympic Games, and the major regeneration that is underway in advance of this world-wide spectacle, is taking place just around the corner. The spotlight of the world’s media will be on the east end of London for this historic event, and Blackwall Reach should be a part of the revitalisation of East London.

1.3.5 Working Together
Tower Hamlets Council, with English Partnerships, are committed to bringing together key landowners and stakeholders in the area with the specific aim of driving the regeneration of the area, providing a unique leadership opportunity. Through the extensive public consultation exercises we are keen to get a good cross-section of representatives from the local community involved, to ensure that we are delivering a development that is in line with the needs and expectations of the local community.

1.3.6 Planning Policy and Development Potential
This eight hectare site provides an excellent opportunity to accommodate the much needed homes and jobs to cater for the increasing aspirations of the local community. There is a significant development opportunity that should not be missed, and the maximum use should therefore be made of the site in accordance with planning policy.

Planning policy for Blackwall Reach is contained within the Mayor’s London Plan and the Adopted Tower Hamlets Unitary Development Plan, to be replaced by the emerging Local Development Framework (LDF).

Blackwall Reach is identified within the emerging LDF as site LS25 which specifically allocates the site for a mix of uses including residential, employment, retail and social and community facilities. The vision for regeneration is therefore in line with the planning policy framework for the area.

New development should follow the guidelines for the regeneration of residential estates within the Borough set out in the emerging policy HSG5 (Estate Regeneration Schemes). In accordance with emerging policies CP22 (Affordable Housing) and HSG3 (Affordable Housing Provision in Individual Private Residential and Mixed Use Schemes) a significant contribution should be made to meeting the Council’s affordable housing target.

Policies CP21 (Dwelling Type and Mix) and HSG2 (Housing Mix) of the emerging LDF encourage the provision of family housing throughout the Borough. A mix of units, including family housing, should be provided as part of the regeneration proposals to meet the needs of the existing and future local community.

In accordance with emerging policy CP27 (High Quality Social and Community facilities to Support Growth) the regeneration of the area should ensure that residential and working population growth is supported by adequate, high quality social and community facilities by addressing the need for facilities and improving access to them.

In accordance with emerging Policy CP30 (Improving the Quality and Quantity of Open Space) the regeneration proposals should provide more and better quality open space which is designed to meet the needs of the existing and future local community.

In line with emerging policy CP40 (Sustainable Transport Network) the regeneration of the area should take the opportunity to promote public transport accessibility to the area, including pedestrian activity, and should seek to remove barriers to linkages with the surrounding area by stitching Blackwall Reach back into its surroundings. The regeneration should also take the opportunity to focus on an improved access to homes, jobs, services and community facilities for everyone.

A full review of the relevant local planning policies that should be taken into account when considering development proposals for the area is included at Appendix B.
The previous section has outlined the failings of Blackwall Reach today and the significant opportunity that exists to create a new sustainable community in the heart of East London. This section explains the vision of what could be achieved for the area, outlines the fundamental principles that will need to be included in the regeneration to successfully achieve that vision, and identifies a series of options which show how the vision could be translated into new development on the site.

### 2.2 The Vision

The aim is to work together with the local community in partnership to deliver the successful regeneration of the area. The final Development Framework will provide a set of principles and guidance on how to achieve this together with an illustration of how the results of this regeneration could look.

The following images illustrate best practice in housing, business, education and recreation which the regeneration of Blackwall Reach will aspire to achieve.

- **New affordable housing in Tower Hamlets**
- **New business premises in East London**
- **A new school building in London**
- **A market in East London**

The local community should be provided with new, high-quality, well-designed homes. A range of housing types and sizes should be provided to meet the needs of the existing residents and the future community. A range of tenure options should be available including social rented homes and low cost home ownership to ensure that good quality homes are available to all.

A range of new community facilities, including a new doctors’ surgery, youth facilities, and a larger primary school, should be provided within the area to ensure that the requirements of the existing and future local community can be met. These facilities should be designed to ensure that they are accessible to all.

New educational facilities, which build upon the recent success of the Woolmore Primary School, should be provided to ensure that the educational services available to the local community now and in the future fully meets their requirements.

A range of shops and other retail services that meet the day-to-day needs of the local community should be provided. New shops should be inviting and accessible to everyone. New shops should be designed to bring activity and vitality to the street scene.

A variety of new business premises should be provided to meet the employment needs of the local community. The premises should be designed to be flexible so that they can accommodate a range of different business types including small and start up businesses.
Open space should be improved, both in terms of quantity and quality. New open spaces should be designed to ensure that they are inviting and safe to use. New facilities which enable the local community to make the maximum use of the open spaces, including changing rooms and pavilions, should also be provided.

New facilities for leisure and recreation should be provided to ensure that the local community have easily accessible venues for exercise, socialising and other day-to-day leisure activities.

All new buildings should be designed to the highest quality and should adhere to current design guidelines and best practice. The layouts of new buildings must ensure the area is more permeable and more legible for the local community.

Regeneration must improve connectivity both within the regeneration area and between Blackwall Reach and the surrounding area, placing emphasis on the pedestrian and public transport.

Regeneration provides an opportunity to create landmark buildings which provide new identity for the area. A range of architectural types and styles should be adopted to ensure that there is visual interest in the built environment.

Development must ensure that the maximum opportunity is made of the site. Higher density development should be encouraged where it is underpinned by high-quality urban design and does not cause harm.

The regeneration should aim to meet and exceed the sustainability targets set by the Mayor, reducing the environmental impact of the new homes and businesses.

New development should be designed to ensure that it creates a safe and secure environment for the local community, in accordance with ‘Secure by Design’ and other best practice guidance.

2.3 Building Blocks for a Sustainable Community

This section outlines the fundamental components of a new sustainable community that will need to be provided at Blackwall Reach to ensure that the development meets the needs of the local community now and in the future.

When considering development proposals for the regeneration of Blackwall Reach, the Council will want to see that these following fundamental components, which have been included under the overall banners of land use and urban design, are included within the scheme.

The regeneration of Blackwall Reach must achieve a suitable and appropriate mix of land uses that meets the needs of the local community now and in the future drawing on the 8 pillars of sustainability (shown in diagram below).
2.4 Land Uses

2.4.1 Open Space
Residents and people who work in Blackwall Reach have very little good quality open space on their doorsteps which they are able to use. The open space that is available is poorly maintained and does not always feel safe. The existing open spaces are not well equipped with decent facilities, such as pavilions and changing rooms, children's play spaces and sports pitches.

The biggest existing open space is the Millennium Green at the centre of Robin Hood Gardens. Despite its designation as a Millennium Green, this space is poorly maintained, vandalised and can feel uninviting and intimidating.

Redevelopment should provide improved and new open spaces to meet the needs of the existing and future residential population, together with people working and visiting the area. In accordance with planning policies there must be no net loss of open space. However, through innovative design solutions, including possibly decking over part of the Blackwall Tunnel Approach, the proposals should seek to provide an increase in both the amount and quality of open space. This should include play space for children of different ages, active recreational uses and provision for elderly people.

The proposals should also seek to ensure that the quality of existing and new open spaces is improved. This includes the accessibility and connectivity of these spaces, the facilities that are provided and their qualities in encouraging use and community identity. The Council will seek to ensure that the regeneration proposals include open spaces which meet the following objectives:

- improvements in access to, from and through Blackwall Reach by providing ‘green-routes’ which connect the open spaces, homes and business.
- creating new and high quality places for play, recreation and community interaction.
- ensuring the implementation of ‘Secure-by-Design’ principles to create safe, secure and vibrant open spaces.
- improved connectivity to All Saints’ open space.

2.4.2 Homes
A key aim of the regeneration of Blackwall Reach should be to provide local residents with high-quality, well designed homes that meet their existing and future needs and which they can afford.

Robin Hood Gardens has become run-down and will need a significant amount of work, at great cost, to restore it to a decent standard. The regeneration proposals here explore the opportunity to refurbish or replace Robin Hood Gardens to provide new, high-quality, well-designed affordable homes. Local people should be given the opportunity to move to brand new homes in Blackwall Reach.

The regeneration proposals should seek to provide a wide mix of housing types and sizes in accordance with adopted and emerging local planning policy. Innovative design solutions should be incorporated to ensure that appropriate levels of family housing provision can be included within the regeneration area, alongside higher density housing solutions.

In order to deliver a truly sustainable community, the regeneration proposals should provide a mix of housing tenures, including private for sale, intermediate (shared ownership, key worker) and socially rented housing.

The Council will seek to ensure that at least 35% of the housing provision is affordable housing (on a habitable room basis). This will equate to about 1,050 affordable homes. LDF policies require a ratio of 80%/20% between social rented and intermediate accommodation, although the precise tenure split should be determined in consultation with the Council’s Development and Renewal Directorate.

In order to promote integration and social cohesion all social rented, intermediate and private for sale housing should be designed and built to the same quality. No visual differentiation in the design or building materials of the affordable to private housing will be permitted.
2.4.3 Shops
People living and working in Blackwall Reach do not have shops which meet their day to day needs within easy reach. The nearest shops are on Poplar High Street. These provide an important role in meeting some local day to day needs, but are in need of rejuvenation.

Further afield, local residents can shop at Chrisp Street, which again provides an important local service. However, the journey from Blackwall Reach to Chrisp Street, either by foot, bicycle, bus or car is difficult.

Even further away from the homes and businesses of the people living and working in Blackwall Reach are the shops and services of Canary Wharf. These are not tailored to the day to day needs of the local community at Blackwall Reach.

The regeneration proposals should provide new shops and services in the heart of the regeneration area which do meet the day to day needs of the local residents and businesses.

These new retail facilities should complement, rather than compete with, the existing facilities at Chrisp Street and Poplar High Street.

The new retail facilities should be accessible to all and should be designed to ensure that they animate the street frontages, creating vibrant and active street scenes.

2.4.4 Businesses and Jobs
Blackwall Reach is currently home to a few small businesses, providing services such as van-hire, storage facilities and workshops. These businesses provide jobs for around 300 people at present. However, these businesses are housed in buildings which are often run down and in need of attention.

The regeneration proposals should provide new, high quality, well-designed, purpose built business floorspace to accommodate a range of unit types and sizes, including ‘modern-arches’ underneath the Docklands Light Railway, to ensure that small and medium sized local business can be accommodated.

Further employment could be generated by incorporating an hotel in the commercial hub, possibly at the south west corner.

2.4.5 Community Uses and Health Care
People living and working in Blackwall Reach should be able to access community and healthcare services on their doorstep. Current healthcare facilities are available at All Saints Practice on Robin Hood Lane.

The regeneration proposals should improve upon the existing local provision by providing new community facilities and healthcare services which are within easy reach for those people living and working in the area.

2.4.6 Leisure and Recreation
Blackwall Reach does not contain any good quality recreation facilities.

The regeneration proposals should seek to change this. The proposals should provide new indoor and outdoor leisure facilities within the community for use by local people living and working in the area. These uses should be easily accessible to local people and should be safe, secure and inviting to use.
2.5 Urban Design

2.5.1 Movement and Connectivity

The area is already well served by public transport routes, with the existing DLR station and bus services. The regeneration proposals should improve connectivity both within the regeneration area and between Blackwall Reach and the surrounding area.

Pedestrian linkages to the south (over / under Aspen Way) should be improved, and linkages to the east and west (along Poplar High Street) should be “stitched back together, extending the high street into the site. Access to the north for pedestrians should be made safer and more attractive. Pedestrian routes through this site should be made safe and secure, with accessible routes and clear views. The ‘Blackwall Park Bridge’ proposals would successfully integrate into the site providing a valuable connection to the south of the site.

The regeneration proposals should seek to create an integrated transport node incorporating the DLR station and the bus turnaround, making the interchange from DLR to bus and vice versa more attractive, safer and easier.

The proposals should seek to create a sustainable, accessible environment, whereby private car ownership is less necessary. Redevelopment proposals should therefore seek to minimize levels of residential car parking. Where possible, car parking provision should be provided below the Council’s maximum standards in recognition of the area’s high level of public transport accessibility. Cycle parking will be in accordance with the London Plan and the emerging LDF, with appropriate cycle storage provision.

Accessibility for all should be considered at all stages of the development to ensure that the proposals facilitate safe access for less able-bodied residents and workers.

2.4.7 Education Facilities

Woolmore Primary School is included in the Project area. Woolmore is a small school of one form entry. There is a need to plan for an expansion of the school (whether on its existing site or elsewhere within the Project area) to provide sufficient school places for the local community.

This is within the context of the Council planning to increase primary school places in the Borough overall to meet the needs of the rising population. The ability to provide a larger school within this area will contribute to meeting the needs of the community living in the additional dwellings to be provided.

Proposals for Woolmore School will take into account the need to plan for additional community services which may be provided from the school.

All car parking should be designed in accordance with ‘Secure by Design’ and good practice guidance in order to provide naturally surveyed, well-lit and integrated parking spaces.
2.5.2 Building Form
New buildings should adhere to best practice guidance including ‘By Design – Better Places To Live’ and ‘The Urban Design Compendium’. New buildings must—

- relate well to the new open spaces provided, encouraging natural surveillance of these areas.
- have building materials and finishes of the highest quality.
- be designed to ensure that appropriate amenity space is incorporated, including children’s playspaces. Innovative design solutions should be employed to ensure that family housing and higher-density urban housing can be provided together.
- be designed so that there is no difference in quality of materials or design between social rented, intermediate and market housing.

The layout and form of the new building should seek to ensure that the area is more permeable and more legible. The built form should also be designed to fully respect the amenity enjoyed by existing residents in terms of daylight and sunlight, privacy and overlooking.

2.5.3 Height / Massing
Landmark buildings and innovative, interesting building forms of varying styles and heights should be employed to contribute to a sense of place and identity.

The Council will seek to achieve a variety of development heights across the site, not only to provide visual interest, but to reflect the differing requirements for urban living.

Family accommodation should generally be provided at the lower levels of the new buildings, although where innovative solutions mean that appropriate amenity provision can be ensured at higher levels, family accommodation may also be appropriate.

Tall buildings can be important landmarks, but they should be both slender and elegant, and should be designed to have minimum impact on the amenity of the area, for example sunlight, daylight, overshadowing, wind, and overlooking.

2.5.4 Density
Development should be designed to make the most effective use of the available land. The site is located in an ‘urban location’ for consideration of residential density, and is well served by public transport and local services.

The LDF density matrix therefore suggests residential densities in the range of 450 to 700 habitable rooms per hectare.

Whilst the range does not provide a rigid limit, any development in excess of this level will need to demonstrate that this does not result in overdevelopment of the site and that there is sufficient capacity within supporting social and physical infrastructure to support the increase in residential development, taking into account other planned developments within the area.
2.5.5 Sustainable Design
The development at Blackwall Reach should address all aspects of sustainability: environmental, social and economic. The development should aim to meet and exceed the sustainability targets set out in the London Plan and the accompanying SPG, Sustainable Design and Construction.

In response to the London Plan, the development proposals should give detailed consideration to the Mayors Energy Hierarchy, incorporating energy efficient design, low and zero carbon technologies, on-site renewable energy, and efficient energy supply.

The development proposals should also take into account the likely impacts of climate change and incorporate appropriate adaptation measures. The development should maximise the use of water saving measures, including water saving devices, and alternative water sources together with appropriate sustainable urban drainage systems. Nationally, the Government wants new homes to have no carbon impact by 2016 to help us minimise global warming.

2.5.6 Crime Prevention and Community Safety
All new development should be designed in accordance with the principles set out in the Association of Chief Police Officers ‘Secured by Design’ initiative.

All development proposals should be prepared in consultation with the local Crime Prevention Officer and should incorporate their advice to ensure that it successfully creates a community that feels safe and secure for local people.
2.6 The Framework for Development

2.6.1 Introduction
The previous two chapters identified the fundamental building blocks for a sustainable community that will need to be incorporated in the regeneration to ensure that the new development succeeds in creating a sustainable community.

This chapter identifies a series of options for the regeneration of the Blackwall Reach area. It identifies the key advantages and disadvantages of each option and in doing so outlines the preferred option for creating a sustainable community, and outlines the key design features underpinning the optimum development.

The development options should not be read as the definitive design solutions for the regeneration of the area, and are not necessarily indicative of the final form of development that should come forward. However, they provide a useful illustration of the way the fundamental design principles, or building blocks, set out in the previous two sections can be successfully accommodated on site and identify options which provide optimum social, environmental and economic benefits.

The following principles apply to all the development options:

2.6.2 The Green Park
The proposals incorporate a major new landscaped space modelled on some of the great landscaped spaces of London such as the Royal Parks, some London squares and more locally, Mile End Park and Bob’s Park at Bromley by Bow.

This green centre is surrounded by residential buildings on the east and west sides, a new school on the north side and a new public space with shopping and social facilities connecting directly with a transport hub on the south side.
2.6.3 Connectivity
One of the prime aims of the development principles is to re-integrate this isolated area into the surrounding communities. In this illustrative masterplan Poplar High Street would be extended eastwards to connect with East India Dock. This street would provide access to retail units, bus services and the DLR.

Pedestrian routes will be improved by providing enhanced crossing facilities that will enable direct access to both park and public space. The dominance of the highway network is therefore reduced. One redesigned pedestrian crossing should link the site to Poplar across Cotton Street. Cotton Street would be reduced in width. The decking over the Blackwall Tunnel Approach would link the site to Mulberry House and other commercial developments to the east.

The retail and transport hub is centred around Blackwall DLR station, from which redesigned pedestrian links at Preston’s Road roundabout and over Aspen Way should connect to the new developments and communities along the river to the south.

2.6.4 Mixed Community
Retail and other commercial facilities should be located close by the bus terminus and DLR Blackwall station for the convenience of residents on their way to and from work. Small businesses should be located at the lower levels of the DLR to make the most of this under-utilised space.

Community facilities should be located near public transport and open space in the northern part of the site. The new school should overlook the parkland and sports pitches should be shared between community and school.
2.6.5 Height and scale of the buildings
In these proposals careful consideration has been given to heights of the buildings to create a composition of forms that protect the new green park landscape from noise from the surrounding heavy road use. The buildings gently step up towards the east to protect the open spaces from prevailing south westerly winds. By stepping the upper levels, views to the southwest to the dramatic cityscape towers of Docklands will be enhanced.

The pair of high towers to the south provide a landmark and gateway for visitors approaching from the Olympics and City Airport into the Isle of Dogs and for those heading east it symbolises the beginning of the Thames Gateway. They frame the view southwards along the river Thames towards Greenwich Park and the Dome. The taller buildings are adjacent to the wide spaces created by the DLR and Aspen Way and clearly mark the location of the commercial, retail and transport heart of the project.

2.6.6 Housing Mix
In these proposals the location of the various housing types has been optimised to suit their particular requirements.

Family housing would be located next to the green parkland. Smaller homes would located over the Blackwall Tunnel deck and in the towers.
2.6.7 Principles of the Development

The development should fully utilise the design parameters set out in the previous sections. These will be developed further following further consultation with key stakeholders and the local community to be incorporated within the final Development Framework.

The building types and uses should be clearly separated between family housing around the green parkland and the higher density smaller units around the commercial heart and on the tunnel deck.

The commercial heart should incorporate a supermarket, other local retail facilities, small businesses and offices all easily accessible from the transport hub with improved connectivity to the DLR and the new developments to the south. New market stalls could enliven the spaces under the DLR.

A new raised deck should span over and conceal the entire northern entrance over the Blackwall Tunnel Approach. Recreation and shops should be located along the sides of a central green mall on the deck platform. Above these, new apartments would look down on the central green area and to the distant views to the east and west.

Diagram showing how Blackwall Reach could be developed

Key
- Residential Buildings
- Open Space
- Community Buildings

2.7 Options for Regeneration

2.7.1 Options for Regeneration

Our proposals have the potential to adapt to the comments of residents and changes in either planning policy and financial viability without compromising the basic design concepts outlined above and in the preceding sections The Vision and Building Blocks for a Sustainable Community.

The main physical changes are likely to relate to the retention or demolition of Robin Hood Gardens and the extent of decking over the Blackwall Tunnel Approach.

Retaining Robin Hood Gardens would reduce the total number of new homes that can be built on the site and also reduces the amount of funds available for community facilities such as a school, health-care and recreation buildings.

Decking over the Blackwall Tunnel Approach is desirable because it would reduce noise and air pollution on the whole development site and improve connectivity, but is dependent upon the solution of technical, operational and constructional problems. The construction of the deck would incur significant costs, which would be offset in the illustrative proposals by building apartments on the deck. Should this combination not prove financially viable, alternative solutions to the control of noise and air pollution would need to be found, which would in themselves incur costs.

Reducing the extent of the decking over the Blackwall Tunnel Approach would reduce the total number of new homes on the development site and would reduce the amount of funds available for community facilities.

If Robin Hood Gardens were retained it would need to be renovated to the Government’s basic Decent Homes Standard. This would require significant work to be undertaken within each apartment including the replacement of old kitchens and bathrooms. It is very unlikely that this standard of work could be carried out with LBTH tenants remaining in situ in their original flats. Under LBTH housing policy, where a permanent decant is required, secure council tenants are appropriately rehoused. Rehousing options will be developed during the consultation process, but at this stage it is too early to state whether a permanent or temporary decant would be required if the homes affected are refurbished rather than redeveloped.
2.7.2 Option 1: Redevelopment Keeping Robin Hood Gardens

This option shows an illustrative proposal with Robin Hood Gardens retained.

Robin Hood Gardens would be refurbished to basic Decent Homes standard but the smaller buildings just south of Woolmore Street would be removed to enhance the available public space.

The buildings over the Blackwall Tunnel Approach would be smaller than Option 2 to match the scale of Robin Hood Gardens. The total number of residential units would therefore be lower which would, in turn, reduce funding for new community facilities.

Ideally the Blackwall Tunnel Approach would be extensively covered, thus minimizing the noise and pollution from the tunnel to the surrounding residential units. This would improve the visual environment and create a new modern approach to a key road tunnel under the Thames.

Variation A - Full cover over Blackwall Tunnel Approach
- maximum protection from noise and pollution
- maximum increase in connectivity
- might generate some funding for community facilities

Variation B - partial cover over Blackwall Tunnel Approach
- partial protection from noise and pollution
- small increase in connectivity
- would not generate funding for community facilities

Variation C - no cover over Blackwall Tunnel Approach
- no protection from noise and pollution
- no improvement in connectivity
- would not generate funding for community facilities

The pros and cons of retaining Robin Hood Gardens would include:

Pros
- Every Council rented home in Robin Hood Gardens would be brought up to the Government’s basic Decent Homes standard (not to the same standard as new homes).
- Residents may get an opportunity to move to one of the new homes.
- The well known buildings would be kept.

Cons
- Less funds would be generated for the provision of community facilities because there would be fewer new units built.
- Costs of refurbishment may not be good value for money compared to new homes.
- Funding refurbishment would be difficult and would only allow work to achieve basic Decent Homes standard.
- Refurbished homes not to same standard as new homes and would be less energy efficient.
- Disruption to residents during extensive refurbishment works requiring temporary relocation.
- The opportunity to provide new housing which better meets the needs of residents would be reduced.
- Some works would incur leaseholder recharge.
- More difficult to design out crime and anti-social behaviour.
- There would be less open space in the centre than possible with replacing Robin Hood Gardens.
- Lost spaces around the edge and underneath Robin Hoods Gardens would be more difficult to incorporate into a new landscaping and urban design scheme.
2.7.3 Option 2: Redevelopment

Replacing Robin Hood Gardens

This option shows an illustrative proposal with Robin Hood Gardens demolished and replaced.

Robin Hood Gardens would be replaced by new high quality housing, allowing the central green space to be maximized. As in Option 1 a section of the Blackwall Tunnel Approach would ideally be completely covered, thus minimizing the noise and pollution from the tunnel to the surrounding residential units.

This would improve the visual environment and create a new and unified modern approach to, and exit from, a key road tunnel under the Thames. The large number of residential units on top of the deck would offset its cost and contribute the maximum towards community facilities elsewhere on the site.

As in Option 1 the extent of decking over the tunnel approach would need to be determined, but the greater extent of development would ease funding and therefore improve the viability of this important environmental initiative.

The pros and cons of replacing Robin Hood Gardens would include:

Pros

- Maximum financial gain for community facilities and regeneration programme.
- Dwellings in Robin Hood Gardens would be replaced with high quality energy efficient homes.
- Maximum range of home sizes and tenures can be offered which would attract a balanced community from all sectors.
- It is envisaged that existing council residents would have the opportunity to move to a new home in the area.
- The main open space will be significantly larger than existing.
- Providing best opportunity to ‘design out’ areas at risk of crime and anti-social behaviour.
- Viability of decking over tunnel approach improved with consequential environmental benefits.
- New open space would be for everyone, not just those overlooking it.

Cons

- Disruption to tenants, due to removal from current homes to be demolished and replaced.
- Some new homes might have less generous space standards than current dwellings.
- New housing would be allocated on basis of housing need.

Variation A - Full cover over Blackwall Tunnel Approach

- Maximum protection from noise and pollution
- Maximum increase in connectivity
- Maximum financial gain for community facilities

Variation B - partial cover over Blackwall Tunnel Approach

- Partial protection from noise and pollution
- Small increase in connectivity
- Modest financial gain for community facilities

Variation C - no cover over Blackwall Tunnel Approach

- No protection from noise and pollution
- No improvement in connectivity
- No increased financial gain for community facilities
2.7.4 Quantum of Development

The illustrative options show that the site is capable of accommodating in the region of the following amount of development:

**Option 1A**

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>1,750 – 2,050 homes</td>
</tr>
<tr>
<td>Open Space</td>
<td>1.5 hectares</td>
</tr>
<tr>
<td>Commercial Space</td>
<td>33,500 m² (inc Shops, Businesses and hotel)</td>
</tr>
<tr>
<td>Community &amp; health</td>
<td>1,150 m²</td>
</tr>
<tr>
<td>Education</td>
<td>2,700 m²</td>
</tr>
<tr>
<td>Leisure</td>
<td>700 m²</td>
</tr>
</tbody>
</table>

**Option 2A**

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>2,500 – 3,000 homes</td>
</tr>
<tr>
<td>Open Space</td>
<td>2 hectares</td>
</tr>
<tr>
<td>Commercial Space</td>
<td>36,000 m² (inc Shops, Businesses and hotel)</td>
</tr>
<tr>
<td>Community &amp; health</td>
<td>1,650 m²</td>
</tr>
<tr>
<td>Education</td>
<td>3,200 m²</td>
</tr>
<tr>
<td>Leisure</td>
<td>700 m²</td>
</tr>
</tbody>
</table>

These figures are indicative and will change as further detailed design is carried out.
3.1 Implementation and Delivery

The previous section concentrated on the vision that we are seeking to create at Blackwall Reach, together with an indication of how this vision might be achieved in the form of new development on site.

The final Development Framework will provide the design principles from which an Outline Planning Application for the comprehensive and co-ordinated redevelopment of Blackwell Reach can be developed. Once an Outline Planning Application has been submitted there will be a further opportunity for consultation before any decision is made.

At the same time as the Outline Planning Application for the whole area is being prepared, it is intended that a Detailed Planning Application for the first phase of the redevelopment will be prepared. This will include, for example, more detailed proposals showing the design and internal layouts of individual houses and apartments. Again as part of the Detailed Planning Application process there will be a further opportunity to comment on the proposals. No work can start before Planning Permission is given.

LBTH and EP together with other key stakeholders will select appropriate Developer and Housing Association (Registered Social Landlord – RSL) Partners and/or Contractors for each separate phase of the development. There will be opportunities for local contractors and for local employment and training associated with the construction work.

This section concentrates on the timetable for the implementation of this development, setting out key milestones leading up to the completion of the regeneration. It provides a clear outline of the consultation process that will be undertaken to involve the local community in shaping the future of their neighbourhood. It also shows how the development could be phased to ensure that it delivered as smoothly as possible with the minimum of disruption to the local community.

Finally, this section outlines the types of benefits (known as planning obligations) which new development might be required to deliver to ensure that increases in population are supported by appropriate increases in infrastructure, to make sure that the community can function properly.

3.2 What Happens Next

Table 3.2.1 below illustrates an anticipated timetable for the delivery of a new sustainable community at Blackwall Reach, highlighting key milestone dates along the way which will need to be achieved.

### 3.2.1 Milestone Target Dates

<table>
<thead>
<tr>
<th>key milestones</th>
<th>target date</th>
</tr>
</thead>
<tbody>
<tr>
<td>LBTH approve Draft Development Framework – Options</td>
<td>August 2007</td>
</tr>
<tr>
<td>helpline and project website start</td>
<td>August 2007</td>
</tr>
<tr>
<td>Sustainability Appraisal – Stages A &amp; B (Scope and Options Assessment)</td>
<td>August – September 2007</td>
</tr>
<tr>
<td>home visits, briefing meetings and workshops – Options</td>
<td>August – September 2007</td>
</tr>
<tr>
<td>consultation Event “Have your say day” – Options</td>
<td>early September 2007</td>
</tr>
<tr>
<td>stakeholder meetings and workshops – Option(s)</td>
<td>September – October 2007</td>
</tr>
<tr>
<td>consultation event “Exhibition” – Option(s)</td>
<td>late October 2007</td>
</tr>
<tr>
<td>LBTH approve Development Framework – Option(s)</td>
<td>spring 2008</td>
</tr>
<tr>
<td>submit Outline Planning and Detailed Phase 1 Planning Applications (Inc EIA)</td>
<td>late spring 2008</td>
</tr>
<tr>
<td>consultation on Planning Applications</td>
<td>late spring 2008</td>
</tr>
<tr>
<td>resolution to approve Planning Applications</td>
<td>by summer 2008</td>
</tr>
<tr>
<td>Planning Approval granted</td>
<td>late summer 2008</td>
</tr>
<tr>
<td>works on site start</td>
<td>late 2008</td>
</tr>
</tbody>
</table>
The work will be undertaken in phases as shown in the timetable set out below in Table 3.2.2.

The first phase will include affordable housing which will provide new homes for residents. This will be in place before any homes which may need to be replaced as part of the redevelopment proposals are removed.

### 3.2.2 Indicative Phasing Timetable

<table>
<thead>
<tr>
<th>phase</th>
<th>description</th>
<th>start date</th>
<th>completion date</th>
</tr>
</thead>
<tbody>
<tr>
<td>phase 1A</td>
<td>affordable housing</td>
<td>late 2008</td>
<td>mid 2010</td>
</tr>
<tr>
<td>phase 1B</td>
<td>housing and employment</td>
<td>late 2008</td>
<td>late 2011</td>
</tr>
<tr>
<td>phase 1B Tower</td>
<td>housing and employment</td>
<td>late 2008</td>
<td>late 2012</td>
</tr>
<tr>
<td>phase 2</td>
<td>affordable housing</td>
<td>late 2009</td>
<td>late 2011</td>
</tr>
<tr>
<td>phase 3</td>
<td>school and housing</td>
<td>late 2010</td>
<td>mid 2012</td>
</tr>
<tr>
<td>phase 4</td>
<td>housing</td>
<td>late 2011</td>
<td>late 2013</td>
</tr>
<tr>
<td>phase 5 A&amp;B</td>
<td>housing and employment</td>
<td>late 2012</td>
<td>mid 2015</td>
</tr>
</tbody>
</table>

### 3.3 Public Consultation

#### 3.3.1 Who is being consulted?

The following stakeholders are being consulted:

- Robin Hood Gardens tenants and leaseholders
- residents and citizens of Tower Hamlets
- LBTH officers and local councillors
- LAP 8 Steering Group
- potential users of services
- businesses and business organisations
- community, tenant and resident groups
- interest and pressure groups
- voluntary groups
- communities and neighbourhoods
- groups of people defined by a common factor such as age, disability, gender, ethnicity, faith, sexual orientation.
- hard to reach groups such as mobile populations, refugee communities, people for whom English is not their first language
- public and private sector stakeholders

### 3.4 Planning Obligations & Benefits

In order to be truly sustainable the Blackwall Reach Redevelopment Project must be capable of delivering the necessary social, economic and environmental infrastructure. This will be achieved through a planning obligation which is a legal requirement on a developer to provide or fund facilities beyond the immediate development. This will be set out in a legal agreement.

The following headers provide an indication of the types of social, economic and environmental infrastructure which may be required in relation to the proposed regeneration of Blackwall Reach. This is not an exhaustive list, and the full details of the planning obligations will need to be agreed in negotiation with the Council in line with national planning policy. The facilities may include:

- improvements to open space and children’s playspace
- improvements to recreational facilities
- access to sporting facilities for the local community
- local employment initiatives
- re-provision of a faith facility
- provision of on-site community facilities including health and educational facilities
- environmental improvements
- public transport improvements
- highways improvements
3.0 MAKING IT HAPPEN

3.5 Supporting Assessments

Following consideration by Cabinet, it is intended that preparation will commence on a number of key assessments which will inform the final version of the Development Framework which will be presented to Cabinet for approval in spring 2008. Due to the sensitivities associated with the site it has not been possible to commence these studies to date.

3.5.1 Sustainability Appraisal
In accordance with recent planning legislation, it is required that the Development Framework is underpinned by a sustainability appraisal in order to promote sustainable development through the integration of social, environmental and economic considerations. In order to ensure that the final Development Framework is as robust and sustainable as possible, its preparation will be underpinned by a Sustainability Appraisal. A Sustainability Appraisal Scoping Report has been prepared in support of this draft Development Framework and is available as a separate document.

3.5.2 Equalities Impact Assessment
An equalities impact assessment will be undertaken to inform the final draft Development Framework which will be presented to Cabinet for approval in February 2008. The Equalities Impact Assessment will systematically explore the potential for any of the contents of the Development Framework to have an unequal impact or detriment to any particular group or community. This includes groups defined by their ethnicity, gender, disability, religious belief, sexuality or age. An Equalities Impact Assessment Screening Report has been prepared in support of this draft Development Framework and is available as a separate document.

3.5.3 Needs Assessment
A needs assessment will be undertaken to inform the final draft development framework which will provide a detailed understanding of the needs of the community and the type and amount of social and physical infrastructure that will be necessary to support an expanded residential and working population. A Needs Assessment Report has been prepared in support of this draft Development Framework and is available as a separate document.

3.5.4 Risk Assessment
A risk and key issues assessment will be undertaken to inform the final draft Development Framework. This will identify those items which may impact on the final delivery of the regeneration and what can be done to minimize these risk to delivery.
A1 Introduction

This appendix contains a detailed analysis of the environmental constraints on the Blackwall Reach site. The main points of the site analysis have been investigated and assessed under the following headings:

- Roads
- Poor Connectivity
- Existing Uses on Site
- Axial Alignment
- Adjoining Uses
- Open Space
- Naval Row Conservation Area
- Transport
A2.2 Roads

The Blackwall Reach site is surrounded by heavy traffic routes, creating an ‘island’ site isolated from the local pedestrian network.

The Blackwall Tunnel Approach, Aspen Way and East India Dock Road form part of the Transport for London Road Network (TLRN). They have limited crossing points around the site. Improving connectivity across the highway network requires significant changes or additions to the existing infrastructure.

Cotton Street and East India Dock Road are significant local roads. Pedestrian crossings are poor. There are significant possibilities, however, of improving connectivity across these roads.
A2.3 Poor Connectivity
The Blackwall Reach site has such poor connectivity to the surrounding area that it is effectively an ‘island’ site. The Aspen Way flyover and DLR are formidable barriers to links to the new riverside developments at New Providence Wharf and the Thames Walk to the south. The existing subway connection to the south is intimidating and poses considerable security issues to pedestrians. Pedestrian crossings across Cotton Street and East India Dock Road are poor. There are no clear pedestrian routes and no obvious destinations at either end.

The Blackwall Tunnel Approach prohibits any connection to the east from the site other than via Naval Row. With the new development of the former East India Dock as office accommodation and with further residential development to the east there is greater pressure to make these connections. The Approach road is a significant deterrent in itself due to noise and air pollution and also the major change in level required to clear the entrance and exit ramps to East India Dock Road.

Proposals exist for a footbridge to improve connectivity between the riverside area and East India Dock. The ‘Blackwall Park Bridge’ would provide a pedestrian link over Aspen Way, landing adjacent to the DLR station. At the southern end of the bridge, it would provide links to New Providence Wharf and adjacent riverside developments. Such a link could integrate well with the Blackwall Reach site and associated pedestrian improvements.
A2.4 Existing Uses on Site

The Blackwall Reach site is characterised by a poor quality mixture of uses at a low density, which results in a lot of under-used space and poor community sustainability.

The northern part of the site, north of Poplar High Street, contains mostly low quality residential accommodation, such as Robin Hood Gardens, with some community facilities along Woolmore Street such as the Woolmore Street Primary School, the All Saints Practice doctors’ surgery and the Poplar Mosque and Community Centre.

The southern part of the site, south of Poplar High Street, contains mostly light industrial uses such as a van hire centre and a depot for the Blackwall Tunnel contractor.

There are no retail facilities on the Blackwall Reach site. The nearest local shops are west of the site on Poplar High Street, and north of the site on East India Dock Road. Chrisp Street Market is approximately 500m to the northwest with poor connections across Cotton Street and East India Dock Road.
A2.5 Axial Alignment

The Blackwall Tunnel Approach creates a very strong axial alignment which extends south to Greenwich Park. It is also at the inflection point of both East India Dock Road and Poplar High Street/Naval Row, and thus emphasises this key North/South axis.

This axial alignment allows a strong identity to be created with buildings over the Blackwall Tunnel Approach in an area without any strong identity or focus.

The axial alignment of buildings of the Blackwall Tunnel Approach can be exploited constructionally and architecturally to relate building forms to the river and distant views while allowing the buildings to face east and west to gain distant views over London.
A2.6 Adjoining Uses

East India Dock Road still retains its street uses although in severely degraded form. Despite the apparent number of A1/A3 retail units along Poplar High Street and East India Dock Road many of these units are vacant or only marginally viable. This may be due as much to the lack of population as to general deprivation. Modern development is replacing small scale late 19th-century shops and houses.

The south side of Aspen Way has undergone major development in recent years. Recent developments include New Providence Wharf.

Scale of adjacent development increases in height towards the new developments to the south and east.
Historically, Tower Hamlets has had a relatively low provision of open space. In the post-war period this led to low density development which compounded social problems and industrial decline.

The large amount of low density residential development in the borough led paradoxically to much of that space being unusable. Open space was mixed in with housing development following contemporary Modern Movement urban design ideology, in particular the Radburn layout.

Low density and architecture in an open space setting had been put forward in the County of London Plan (1943) and the Greater London Plan (1944), non-statutory but influential documents which formed the basis of the Administrative County of London Development Plan (1951). The density foreseen for Poplar in the Plan was 136 persons / acre, approximately 336 habitable rooms / hectare.

The prime example of low-density residential development in a landscape setting was Robin Hood Gardens (1966–72). The only significant open green space nearby is the churchyard of All Saints’ Poplar.

Current open spaces include the Marina and Thames Walkway and the Millennium Green.
A2.8 Naval Row Conservation Area

The Naval Row Conservation Area includes part of the wall of the former East India Dock and the small buildings opposite on Naval Row, including the Steamship Pub, some small industrial units, a block of flats and the former East India Pumping Station now converted into a house. Most date from the late 19th century.

The Naval Row Conservation Area was designated by the LDDC on 13 January 1987. This means it is considered ‘an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.’ (Planning (Listed Buildings and Conservation Areas) Act 1990).

There are several Grade II listed buildings on or near the Blackwall Reach site:

- the East India Dock Company plaque (LB239)
- the former East India Pumping Station (LB243)
- the former East India Dock wall (LB244)
- the lower wall and railings to the landscaped area around the dock wall (LB427)
- the parapet above the entrance to the original Blackwall Tunnel (LB480)

Listed Building Consent is required for any works of demolition, alteration or extension which would affect the special architectural and historic character of a listed building. Works within the grounds of a Listed Building can also require consent.
The Blackwall Reach site is well served by public transport.

The Blackwall DLR Station is a major asset to the Blackwall Reach Regeneration Project. It facilitates access to all parts of London through direct links to the City.

A bus terminus (route N°15: Paddington - Blackwall) is currently located on the site, but there are plans to extend the route to Canning Town, which would enhance the connectivity to major transport hubs. A number of other bus routes serve the Blackwall Tunnel, East India Dock Road and Aspen Way, linking the site to the Isle of Dogs, Greenwich and East London.

Transport infrastructure imposes major constraints on the site. The elevated track of the DLR runs along the southern boundary and the Blackwall Tunnel Approach along the eastern boundary. TfL also own the Blackwall Tunnel Maintenance Depot, the Metropolitan Police Traffic Control Centre and the flood shutters. While the flood shutters cannot be moved, the Maintenance Depot and the Traffic Control Centre can be relocated providing suitable alternative locations can be found.
APPENDIX A
SITE ANALYSIS

Blackwall Reach Regeneration Project

Police M2 Traffic Control Centre

TfL flood barrier and depot

Blackwall Tunnel Maintenance Depot

Tunnel Control Centre

Blackwall Tunnel Approach

Blackwall Tunnel Approach looking north
APPENDIX B  LOCAL PLANNING POLICY

B1  Adopted UDP (1998)

This appendix provides a detailed summary of the relevant local planning policies included within the Adopted LBTH and the Emerging Local Development Framework (LDF), Unitary Development Plan (UDP). Development proposals will need to be accordance with these policies.

Strategic Planning Policy
ST1: To deliver an effective and fair planning service by developing and implementing policies and proposals which address the needs of all the residents in the Borough.

ST2: To welcome investment and encourage public/private sector partnership proposals which generate employment, improve the environment, provide housing and social facilities and bring derelict sites and buildings into beneficial use.

ST3: To promote sustainable development

ST4: To ensure that development respects the built environment of the Borough and encourage development that improves the environment.

ST5: To ensure that development contributes to a safe, welcoming and attractive environment which is accessible to all.

ST6: To protect the environment of the Borough and the amenity of residents from pollution caused by development and the development process.

ST7: To promote environmentally acceptable development by encouraging energy efficiency in the design of buildings and the use of materials.

ST8: To protect and enhance open space of amenity value, particularly areas of nature conservation importance and to encourage the creation of new wildlife habitats.

Economy and Employment
ST15: To facilitate the expansion and diversification of the local economy by encouraging a wide range of economic activities at suitable locations and the availability of a skilled local labour force.

ST16: To encourage development and other measures which promote job opportunities for local people and the London job market.

ST17: To promote and maintain high quality work environments in order to attract investment and maintain the competitiveness of the local economy.

ST18: To seek to ensure that economic development is accompanied by the protection and enhancement of the local environment.

ST19: To seek to ensure that land use and transport policies and investment are co-ordinated.

ST20: To ensure that there is sufficient land and buildings available to meet the Borough's housing target of 15,000 between 1987 and 2006.

ST21: To seek a boroughwide average of 25% of the housing target in the form of affordable housing.

ST22: To continue to seek the improvement in the range of housing choice including affordable housing.

ST23: To ensure that the quality of new housing provided is to a high standard.

ST24: To use planning and housing powers to improve the quality of the residential environment.

ST25: To ensure that new housing developments are adequately serviced by social and physical infrastructure and by public transport provision.

ST26: To protect existing residential accommodation from changing to other uses except in special circumstances where this may be the only means of improving the environment.

Transport
ST27: To support an improved public transport, ensuring that the system is accessible to, and safe for all.

ST28: To restrain the unnecessary use of private cars in order to achieve a more balanced allocation of road space between users.

ST29: To improve the environment by restricting and calming traffic in residential areas and shopping streets.

ST30: To improve safety and convenience of movement for all road users, especially pedestrians and cyclists.

ST31: To ensure that development is located so that the transport generated can be efficiently, effectively and safely accommodated within the existing and proposed transport system with the minimum detriment to the amenity and the environment.
Shopping
ST34: To support and encourage improved provision in the range and quality of shopping in the Borough.

Open Space, Leisure and Recreation
ST37: To improve the physical appearance of the Borough by creating a more attractive environment for those who live and work here by maintaining and enhancing the Borough's parks and other open spaces.

ST38: To provide and increase the range of leisure and recreational facilities where a need is demonstrated and opportunities arise.

ST39: To ensure participation in recreational facilities is safe and accessible for all to use and enjoy.

Education and Training
ST45: To ensure that there are sufficient land and buildings available to meet all existing and future education needs arising the Borough.

ST48: To maximise the benefits to the Borough's residents offered by educational facilities.

Social and Community Facilities
ST49: To support and encourage the provision of a full range of social and community facilities in suitable locations to meet the needs of all the residents of the Borough.

Public Utilities and Flood Defences
ST54: To ensure that in the consideration of new development the impact on existing or proposed public utility services and flood defences is fully taken into account.

Design
DEV1: Design Requirements - Development proposals should take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials and not lead to over-development of poor space standards.

DEV2: Environmental Requirements - Developments should seek to protect the residential amenity of existing residents and ensure that adjoining buildings are not adversely affected by loss of privacy or a material deterioration of their daylighting and sunlitung considerations. Development should incorporate the principle of sustainable development including use of energy efficient design and materials.

DEV 3: Mixed Use Developments are encouraged subject to the character and function of the surrounding area, the scale and nature of the development and the physical constraints of the site.

DEV6: Buildings outside the Central Area & Business Core states that outside the CAZ, high buildings may be acceptable subject to considerations of design, siting, character of the locality and their effect on views.

DEV12: Provision of Landscaping in Development states that the provision of landscaping will normally be required as part of redevelopment schemes.

DEV29: Development adjacent to Conservation Areas states that proposals for development adjacent to conservation areas should where possible avoid detriment to the character or appearance of the conservation area and its setting.

DEV39: Development Affecting the Setting of a Listed Building states that development which adversely affects the setting of a listed building will be resisted.

Employment and Economy
EMP1: Encouraging New Employment Uses states that employment growth will be encouraged through the redevelopment and upgrading of sites already in employment uses.

EMP7: Enhancing the Work Environment and Employment Issues states that proposals for new development, redevelopment or change of use for uses which provide a service to employees and/or enhance the work environment will be encouraged.

EMP10: Development elsewhere in the Borough (outside the CAZ) states that development for business uses will be permitted where there is adequate provision of loading and servicing facilities, the proposed development would not give rise to unacceptable levels of traffic and is well served by public transport.

SHOPPING

ST34: To support and encourage improved provision in the range and quality of shopping in the Borough.

OPEN SPACE, LEISURE AND RECREATION

ST37: To improve the physical appearance of the Borough by creating a more attractive environment for those who live and work here by maintaining and enhancing the Borough's parks and other open spaces.

ST38: To provide and increase the range of leisure and recreational facilities where a need is demonstrated and opportunities arise.

ST39: To ensure participation in recreational facilities is safe and accessible for all to use and enjoy.

EDUCATION AND TRAINING

ST45: To ensure that there are sufficient land and buildings available to meet all existing and future education needs arising the Borough.

ST48: To maximise the benefits to the Borough's residents offered by educational facilities.

SOCIAL AND COMMUNITY FACILITIES

ST49: To support and encourage the provision of a full range of social and community facilities in suitable locations to meet the needs of all the residents of the Borough.

PUBLIC UTILITIES AND FLOOD DEFENCES

ST54: To ensure that in the consideration of new development the impact on existing or proposed public utility services and flood defences is fully taken into account.

DESIGN

DEV1: Design Requirements - Development proposals should take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials and not lead to over-development of poor space standards.

DEV2: Environmental Requirements - Developments should seek to protect the residential amenity of existing residents and ensure that adjoining buildings are not adversely affected by loss of privacy or a material deterioration of their daylighting and sunlitung considerations. Development should incorporate the principle of sustainable development including use of energy efficient design and materials.

DEV 3: Mixed Use Developments are encouraged subject to the character and function of the surrounding area, the scale and nature of the development and the physical constraints of the site.

DEV6: Buildings outside the Central Area & Business Core states that outside the CAZ, high buildings may be acceptable subject to considerations of design, siting, character of the locality and their effect on views.

DEV12: Provision of Landscaping in Development states that the provision of landscaping will normally be required as part of redevelopment schemes.

DEV29: Development adjacent to Conservation Areas states that proposals for development adjacent to conservation areas should where possible avoid detriment to the character or appearance of the conservation area and its setting.

DEV39: Development Affecting the Setting of a Listed Building states that development which adversely affects the setting of a listed building will be resisted.

EMPLOYMENT AND ECONOMY

EMP1: Encouraging New Employment Uses states that employment growth will be encouraged through the redevelopment and upgrading of sites already in employment uses.

EMP7: Enhancing the Work Environment and Employment Issues states that proposals for new development, redevelopment or change of use for uses which provide a service to employees and/or enhance the work environment will be encouraged.

EMP10: Development elsewhere in the Borough (outside the CAZ) states that development for business uses will be permitted where there is adequate provision of loading and servicing facilities, the proposed development would not give rise to unacceptable levels of traffic and is well served by public transport.
APPENDIX B  LOCAL PLANNING POLICY

Housing
HSG1: Provision for Housing Development seeks to ensure that the Borough’s housing target of 15,000 units between 1987 and 2006 is met.

HSG2: Location of New Housing states that new housing developments will normally be permitted on sites in non-residential use or on vacant land where the environment is suitable for residential use and the locality is adequately provided with services needed by residents.

HSG3: Affordable Housing seeks to ensure a reasonable provision of affordable housing on large housing developments with a capacity for 15 dwellings or more.

HSG7: Dwelling Type and Mix seeks to ensure that new housing developments provide a mix of unit sizes where appropriate including a substantial proportion of family dwellings.

HSG9: Density in Family Housing states that the density of new housing schemes, including housing for families with children should not normally exceed a guideline of 247 habitable rooms per hectare. Higher densities may be acceptable where the development will provide affordable housing and the development is located with easy access to public transport.

Transport
T15: Location of New Development states that new development proposals will be assessed in relation to the ability of the existing and proposed transport system.

T21: Pedestrian Needs in New Development seeks to retain and improve existing pedestrian routes.

T24: Cyclists Needs in New Development seeks the retention or introduction of segregated cycle routes in new developments.

Shopping
S6: Requirement for New Development states that permission for new retail development will be given where there is no detrimental impact on the vitality and viability of any district shopping centre and the development will be adequately served by public transport.

Public Utilities and Flood Defences
U2: Development in Areas at Risk from Flooding states that the Council will consult with Thames Water Utilities and the Environment Agency on applications for new development or intensification of existing uses in Flood Risk Areas.

U3: Flood Protection Measures states that appropriate flood protection will normally be required where the redevelopment of existing developed areas is permitted in areas at risk from flooding. The flood protection requirements for such redevelopments will be defined by the Council in consultation with the Environment Agency.

Open Space, Leisure and Recreation
OS2: Improving Access (to open spaces) seeks to improve the quality of access to and within parks and other open spaces for people with disabilities.

OS9: Children’s Play Space seeks to ensure that a wide range of play facilities is available particularly in areas where there is a high child density, there are poor environmental conditions, and major roads or other physical barriers limit accessibility.

Arts, Entertainment and Tourism
ART1: New Facilities states that favourable consideration will be given to development proposals which through new development, re-development or change of use will provide arts and entertainment facilities.

ART5: Encouraging Arts / Entertainment Facilities within the Central Area Zones states that the provision of facilities which sustain, enhance or develop arts and entertainment facilities in the Borough will be encouraged.
Spatial Strategy
CP1: Creating Sustainable Communities seeks to contribute to creating sustainable communities by facilitating growth that contributes to providing a choice in housing and jobs, ensures social equity for all, focuses development in locations that reduce the need to travel and provide the highest quality design which creates places that are active, well connected and safe.

CP4: Good Design seeks to ensure that development creates buildings and spaces of high quality design and construction that are sustainable, accessible, attractive, safe and well integrated with their surroundings.

CP5: Supporting Infrastructure seeks to ensure that the capacity of all infrastructure is adequate to support development.

CP7: Job Creation and Growth seeks to ensure that investment is brought into the Borough to safeguard and enhance the number and range of jobs available to residents.

CP15: Provision of a Range of Shops and Services encourages the provision of a wide range of shops and support the offer of speciality commodities to meet the needs of local residents.

CP19: New Housing Provision seeks to address identified housing need through the provision of 31,500 additional homes over the years from 2006/7 – 2016/17. The Council will seek to direct all the required housing provision to brownfield sites, appropriate for housing.

CP20: Sustainable Residential Density seeks to maximise residential densities on individual sites, considering the local context, accessibility, housing mix and type, achieving well design homes, maximising resource efficiency, minimising adverse environmental impacts, the capacity of social and physical infrastructure and open spaces.

CP21: Dwelling Mix and Type encourages new housing developments to offer a range of housing choices including a mix of dwelling sizes, family housing and accessible homes.

CP22: Affordable Housing seeks to maximise all opportunities for affordable housing on each site.

CP30: Improving the Quality and Quantity of Open Spaces seeks to increase and improve the provision of all types of open space, promote improved accessibility to, between and within open spaces and promote the use of new and innovative design measures to achieve high quality open space.

CP33: Sites of Importance for Nature Conservation seeks to protect and enhance all Sites of Importance for Nature Conservation.

CP40: A Sustainable Transport Network aims to create a sustainable transport network in Tower Hamlets which minimises car travel, lowers and supports movement by walking, cycling and public transport.

CP42: Streets for People seeks the creation of better and safer streets to improve quality of life by supporting the development of new and improved pedestrian and cycle crossings and encouraging innovative measures to facilitate pedestrian and cyclist movement.

CP47: Community Safety seeks to ensure that the use of crime prevention design measures are incorporated into new developments, redevelopment and public realm improvements.

CP48: Tall Buildings seeks to ensure that proposals for tall buildings contributes positively to a high quality environment, responds sensitively to the surrounding context, does not create unacceptable impacts on the surrounding environment and contributes to the social and economic vitality of the surrounding area.

CP50: Important Views seeks to protect and enhance regionally important views, linear views, river prospects and townscape views.

Introduction and General Development Control Policies
DEV1: Amenity seeks to protect and improve the amenity of surrounding existing and future residents.

DEV2: Character and Design seeks to ensure that development is designed to the highest quality incorporating principles of good design.

DEV3: Accessibility and Inclusive Design seeks to ensure that development incorporates inclusive design principles, is orientated to front the street and improves the accessibility and usability of existing buildings, opens spaces and the public realm.

DEV4: Safety and Security states that the safety and security of development and the surrounding public realm should be optimised.

DEV6: Sustainable Design seeks to ensure that major development uses best practice sustainable design measures and demonstrates a consideration of the incorporation of sustainable design measures.

DEV8: Energy Efficiency and Renewable Energy states that all planning applications are required to include an assessment demonstrating how the development minimises energy demand and carbon dioxide emissions. Major developments will be required to incorporate renewable energy production to provide at least 10% of the predicted energy requirements on site and encourages the development of facilities that generate energy or produce renewable energy locally.

DEV21: Flood Risk Management states that developments will be expected not to increase the risk of flooding to the site, its surroundings and downstream. Consideration should be given to the location, layout and design of development and surface management. A Flood Risk Assessment will be required to be submitted with all applications for development in the Flood Risk Area.
Retail and Town Centres
RT4: Retail Development and the Sequential Approach states that proposals for retail uses outside of an existing town centre should take account of retail need, the sequential approach, the affect on the vitality and viability of nearby town centres, the proximity of any existing or proposed retail development and accessibility.

Housing
HSG1: Determining Residential Density states that when determining the appropriate residential density for a site, the following should be taken into account: the density range appropriate for the setting of the site, the local context and character, the need to protect and enhance amenity, the need to incorporate good design principles, the provision of the required housing mix, access to a town centre, the provision of adequate open space, the impact on the provision of services and infrastructure including the cumulative impact and the provision of other (non-residential) uses on site.

HSG2: Housing Mix encourages a housing mix for socially rented housing as Studios (10%), one bedroom (20%), two bedroom (35%), three bedroom (30%), four bedroom (10%), five and six bedroom (5%). The Council will require intermediate and market housing to contain an even mix of dwelling sizes including a minimum provision of 25% family housing (three bedrooms or greater).

HSG3: Affordable Housing Provisions in Individual Private Residential and Mixed-use Schemes seeks to negotiate the maximum reasonable amount of affordable housing on individual private residential and mixed-use schemes.

HSG5: Estate Regeneration Schemes states that the Council may consider a net loss of affordable housing on estate regeneration sites where high-quality, usable open space or another non-residential use within the estate boundaries is determined to be more beneficial to the overall estate regeneration scheme or it can be demonstrated that limited loss of affordable housing is required to improve tenure on site.

HSG7: Housing Amenity Space requires all housing amenity spaces to be designed to be fully integrated into a development and be located to ensure it maximises accessibility, usability and does not detract from the appearance of a building.

Social and Community Facilities
SCF1: Social and Community Facilities states that when determining the location of new social and community facilities, considerations should be given to the catchment area of the facility, the accessibility of the site and the needs of the area and quality of the proposals.

Open Space
OSN2: Open Space states that development ancillary to an open space will need to have regard to the character and functions of the particular open space within which it is located and must have no more than a negligible impact on the openness of the space.

Conservation
CON1: Listed Buildings states that planning permission will not be granted for development which would have an adverse impact upon the setting of a Listed Building.

CON2: Conservation Areas states that planning permission for development within or which would affect the setting of a Conservation Area will only be granted where it would preserve or enhance the special architectural or historic interest of the Conservation Area.
L34: Employment uses in the East India North sub-area states that large-scale office (B1) uses should be focused on the existing office development at East India. All new development should include employment use (B1) suitable for small and medium sized enterprises.

L35: Residential and retail and leisure uses in East India North sub-area states that for the purposes of housing density, the area is considered urban in character. Residential-led mixed use development will be supported outside the Local Industrial Location.

L36: Design and Built Form in East India North sub-area states that in the areas surrounding Blackwall DLR station, building heights should relate to the prevailing building heights at East India and should reduce in height towards All Saints Conservation Area. Retail uses should be sited to assist in the creation of active ground floor frontages.

L37: Site Allocations in the East India North Sub-Area states that site allocation L25 (Blackwall Reach) is suitable for residential, employment, retail and social and community uses.
For free translation phone
للترجمة المجانية الرجاء الاتصال هاتفياً
欲索取免费译本，请致电。
Pour une traduction gratuite, téléphonez
पुस्तक अनुवाद के लिए फोन कीजिए
↔Η πτήση ελεύθερης τηλεφώνησης
Turjubaan lacag la’aan ah ka soo wac telefoonka.
Para uma tradução grátis, telefone.
बिनापड़णास प्रथम अनुवाद के लिए फोन करें
Za besplatne prevode pozovite
Para obtener una traducción telefónica gratuita llame al:
Перевод – бесплатно. Звоните.
Për një përkthim falas telefononi.
Σε αυτόν τον αναφερόμενον επικοινωνούν 4 ομάδες.
Ги даре дар межфранш, телелефоните.
Ucretsiz çeviri için telefon edin.
Điện thoại để được thông điệp miễn phí.
Yö淨和deçtişer (Şevre, Çomud, Beş Çölalav, Şanlıurfa)
Del nemokamo vertimo skambinkinte
Po bezplatne tłumaczenia prosimy dzwonic
For large print or braille phone
020 8430 6291
© Newham Language Shop