

Delivering Placemaking

Introduction

Placemaking is an important aspect of spatial planning, addressing the unique needs and characteristics of individual places within a wider area. The concept of 'spatial planning' was introduced by the 2004 Planning and Compulsory Purchase Act to recognise that Planning is more than managing land use and development. Spatial planning better considers the wider environment beyond individual developments or sites. It helps to better integrate different places, optimise the opportunity for enhanced public realm, improve movement to and through the local area, provide sufficient amenity space and social infrastructure, and create sustainable communities. Through this approach, the concept of 'places' was established in the Core Strategy (2010) which identified 24 individual and distinct character places. The 'places' provided a spatial approach to respond to the local characteristics and needs for each place.

Local Plan Spatial Strategy

The borough's unique characteristics, communities and places are experiencing significant socio-economic transformation alongside London's growth and the city's distinctive role in the global economy (see Chapter Two). While this transformation provides growth and development opportunities for Tower Hamlets, the dynamics of social, economic and environmental changes present challenges.

The growth challenges for the 24 places have changed since the Core Strategy (2010) was adopted. There is a risk that the scale, type and amount of future development in the borough would significantly harm the borough's unique heritage and distinct character places. In addition, meeting the needs of existing and future residents and businesses with new homes, jobs and services requires integrated and comprehensive placemaking to maximise the quality of life and provide the necessary infrastructure to support the borough's communities.

To realise the new Local Plan vision through a spatial strategy, the new Local Plan has identified four areas to manage change at a strategic level while maintaining the 24 character places. This approach is considered more effective to manage the scale, type and amount of development in the borough and ensure the borough's unique heritage and distinct character places are protected whilst delivering sustainable communities.

Our Approach

The following sets out the approach to delivering the Local Plan's Spatial Strategy.

Strategic Policy: The Local Plan includes a strategic policy for delivering placemaking for the identified sub areas and site allocations. This policy will support the process of delivering the Local Plan's spatial vision and the required infrastructure to support growth. The policy, together with the supporting guidance for each sub area and site allocation, should be read and applied alongside the borough-wide policies in the Local Plan.

Sub Area: The strategic policy is preceded by each sub area containing a summary of the characteristics and challenges together with detailed priorities and principles for development. To strengthen the delivery of sustainable development within each sub area, the Council will consider bespoke planning policies for individual areas to manage development.

Site Allocation: Each sub area is followed by the Site Allocations that fall within them. For each Site Allocation the required land use and infrastructure needs are set out, together with placemaking development principles.

The guidance set out for each Sub Area and Site Allocation provides a spatial framework that will help guide those involved in shaping and contributing to the creation of sustainable communities. In particular, it will be used as a placemaking tool in the development management process to ensure planning applications reinforce and contribute to the priorities and development principles of that area and/or site.

Through this consultation the Council welcomes comments on the approach to the Local Plan's Spatial Strategy. In particular, we have set out emerging visions and a key diagram for each sub area which requires further community input to ensure it collectively represents the aspirations for the area. Therefore, the information contained within each sub area will be subject to further review and refinement.

Neighbourhood Planning

There is an opportunity for the Council to facilitate neighbourhood forums to define placemaking through the preparation of a Neighbourhood Plan. Neighbourhood engagement in the Local Plan process is also welcomed to ensure aspirations are aligned and to identify opportunities which can be further addressed through Neighbourhood Plans. Where relevant, Neighbourhood Planning Forums within the sub areas have been identified.

Insert a new map with four Sub Areas layered on top of jelly bean map.

Strategic Policy DP.1 Delivering Placemaking

1. *Development will be expected to demonstrate how it addresses the priorities and principles set out in the following Sub Areas:*
 - a) *City Fringe Area*
 - b) *Central Area*
 - c) *Lower Lea Valley Area*
 - d) *Isle of Dogs & South Poplar Area*

2. *Development located within or part of a Site Allocation will be expected to:*
 - a) *deliver the land use and infrastructure requirements; and*
 - b) *deliver the design and development principles.*

Justification

Part 1 seeks to address the important national objective of 'sustainable development' that is embedded in the NPPF. In meeting the NPPF objectives, it is essential that the Local Plan addresses the unique needs and characteristics of places. At a regional level, the GLA has placed greater emphasis on planning for 'neighbourhoods in a city' by introducing the Character and Context Supplementary Planning Guidance (SPG). The SPG acknowledges the need to understand a place's character and context, which helps ensure that development can make a real contribution at a local level.

The Council's Community Plan also places great importance on the diversity of the borough and its unique assets, emphasising that the way we plan, build and design places has an important impact on quality of life for residents, workers and visitors.

The Integrated Impact Assessment (including the Sustainability Appraisal) supports the spatial approach as set out in part (1) of this policy. It strongly recommends the Local Plan to be clear on the distribution of development in all four Sub Areas.

Part 2 seeks to deliver sites of strategic and regeneration importance that will significantly contribute towards the borough's housing target, deliver new jobs and provide the necessary infrastructure. If sites are not identified and safeguarded for specific uses, the borough would be at risk of not being able to demonstrate it can meet its identified housing target. The approach to the site selection process and required infrastructure is set out below and further detailed in the LBTH Site Selection Methodology Note (2016). Other associated evidence base documents which support the proposed site allocations are the LBTH Infrastructure Delivery Plan (IDP) (2016) and LBTH Site Viability Testing Report (2016).

Other sites can be appropriately managed using the emerging policies in the new Local Plan.

Policy Implementation

Part (1) seeks to ensure that all development has regard to the sub areas they sit within. Each sub area is distinctive in context and character and new development will need to respond to these individual characteristics to facilitate liveable places. A strategy for each area has been set out and identifies the strategic context for developments as they relate to housing, employment, town centres, shopping and leisure, transport, and the environment.

Where appropriate, the Sub Areas section also makes reference to further planning guidance that the Council or GLA have or will be producing to provide an additional level of local detail. These include OAPFs, SPDs, Development Briefs and Masterplans. Where these are adopted or endorsed by the Council, development in the relevant Sub Area should read these in conjunction with the Local Plan.

Under part (2) of this policy, development which falls within a Site Allocation will need to demonstrate how it will deliver the placemaking principles and deliver the land use and infrastructure requirements. In line with the placemaking aspirations set out for each sub area, Site Allocations are viewed within the 'Sub Area' they sit within. This enables each site to look beyond its boundaries and recognise its local context (specifically any designations depicted on the Policies Map) which helps to deliver the proposed new Local Plan vision and objectives.

The policy needs to be read in conjunction with the Sub Area section and other relevant policies within the Local Plan.

Sub Areas

In accordance with the Strategic Policy DP.1, the Sub Area section provides further detailed guidance to ensure that development in these areas is coordinated and infrastructure is provided in a timely manner. Each sub area is comprised of:

- **Location:** map and geographical description.
- **Distinct Character and Place:** description of the places that fall within the area and summary of key area design, townscape and heritage characteristics.
- **Key Opportunities and Challenges:** summary of the key elements which can be addressed through spatial planning.
- **Development Potential:** identifies the indicative housing and jobs figures. These capacity figures have been informed by local monitoring information and emerging evidence base studies, which are available for review as part of this consultation. These figures are only indicative. The Council will undertake further data collection to refine these figures to reflect the rate of development over the plan period. The new findings will inform the next iteration of the draft Local Plan in 2017.
- **Developing the Vision:** proposed priorities and development principles that are specific to the sub-area and aims to address the borough-wide policies with greater detail in local characteristics. In line with policy DP1, planning applications in the area will be expected to demonstrate how their development has addressed these priorities and principles.
- **Emerging Vision and Key Diagram:** spatial impression of what the area will be like in the next 15 years. The vision has been informed by current context of the area, as well as the locally specific challenges and opportunities for the area. The information on the map is 'conceptual' to illustrate the overarching strategic approach and is not intended to be prescriptive with definitive boundaries.
- **Site Allocations:** identifies the proposed site allocations that fall within the area to deliver the necessary infrastructure to support growth in the area.
- **Policy Context:** identifies the relevant regional and local policy guidance and strategies.
- **Neighbourhood Planning:** identifies the relevant Neighbourhood Areas/Forums.

Site Allocations

The Council has identified 26 potential sites in the borough which can provide new homes or employment/office space alongside required infrastructure. These are set out following the subsequent Sub Area profiles. In identify the proposed sites, the Council undertook a “Call for Sites” information gathering from 6 July 2015 to 3 August 2015, and also welcomed further submissions as part of the initial engagement consultation from 14 December 2015 to 8 February 2016, to enable anyone to suggest sites within the borough for development. During this period, 54 sites were submitted to the Council. These sites, together with the sites identified through the Council’s internal data sources were assessed for suitability as an allocation using the following criteria:

- Capable of accommodating over 500 net new additional homes (the threshold is derived from the London Plan (2015), policy 3.7); or sites above 0.25 hectares that will deliver a significant amount employment floorspace to support the borough’s economy.
- Critical to making a significant contribution towards meeting the borough’s housing target and infrastructure over the plan period.
- Requiring additional guidance to manage the scale of development that will come forward.
- Capable of delivering the spatial vision of the Local Plan

The approach to the site selection process and required infrastructure is set out in the LBTH Site Selection Methodology Note (20016). Other associated evidence base studies that support the proposed Site Allocations are the draft LBTH Infrastructure Delivery Plan (IDP) (2016) and draft LBTH Site Viability Testing Report (2016). The potential Site Allocations contained in the Draft Local Plan include strategic sites which already have planning consent. The purpose of allocating these sites upon which planning consent has already been granted is to ensure that they are protected in the long term for development as granted.

Land Use and Infrastructure Requirements

The Council has identified the following land use and infrastructure requirements, with explanation provided as to why they are required for allocation:

- **Housing-led development** - will make a significant contribution to meeting the borough’s housing target over the plan period and will deliver over 500 net additional homes.
- **Office/Employment-led development** - will make a significant contribution to meeting the boroughs employment or/and office requirements over the plan period and falls within a town centre or/and employment location.
- **Strategic open space** - falls within an area with poor public access to open space area as identified in the Open Space Audit (2016) and falls within a search for new open space.
- **Idea Store** - falls within an area of search for an Idea Store identified within the Idea and Leisure Strategy (2009).
- **Health Facility** - falls within an area of search for a Health Facility identified by the Public Health team (2016) and/or the existing on site health facility is required to be reprovided in accordance with the policies set out in the Local Plan.
- **Primary school** - suitable for a primary school using requirements stated within the Department for Education Building Bulletin 99: Briefing Framework for Primary School Projects (2009) and conforms to other policies in the Local Plan.
- **Secondary school** - suitable for a secondary school using requirements stated within the Department for Education Building Bulletin 99: Briefing Framework for Secondary School Projects (2009) and conforms to other policies in the Local Plan.
- **District heating facility** - falls within a focus area for district heating facilities within the LBTH London Heat Map Study (2011).

The Council has identified suitable sites which meet the criteria for the borough’s infrastructure requirements set out in the IDP. The number of sites identified to provide the required infrastructure exceeds the borough’s need. The next stage of this consultation document will be the Proposed Submission version, and will set out which sites will be required to accommodate the required infrastructure.

The proposed Site Allocations will be subject to further assessment and refinement following the consultation period. This will be informed by a detailed site appraisal to assess the deliverability of the proposed allocated sites, including Sequential and Exceptions test for flood risk management.

Sub Area 1: City Fringe

Location

The City Fringe is located in the western part of the borough, bounded by the City of London to the west, the London Borough of Hackney to the north and the River Thames to the south.

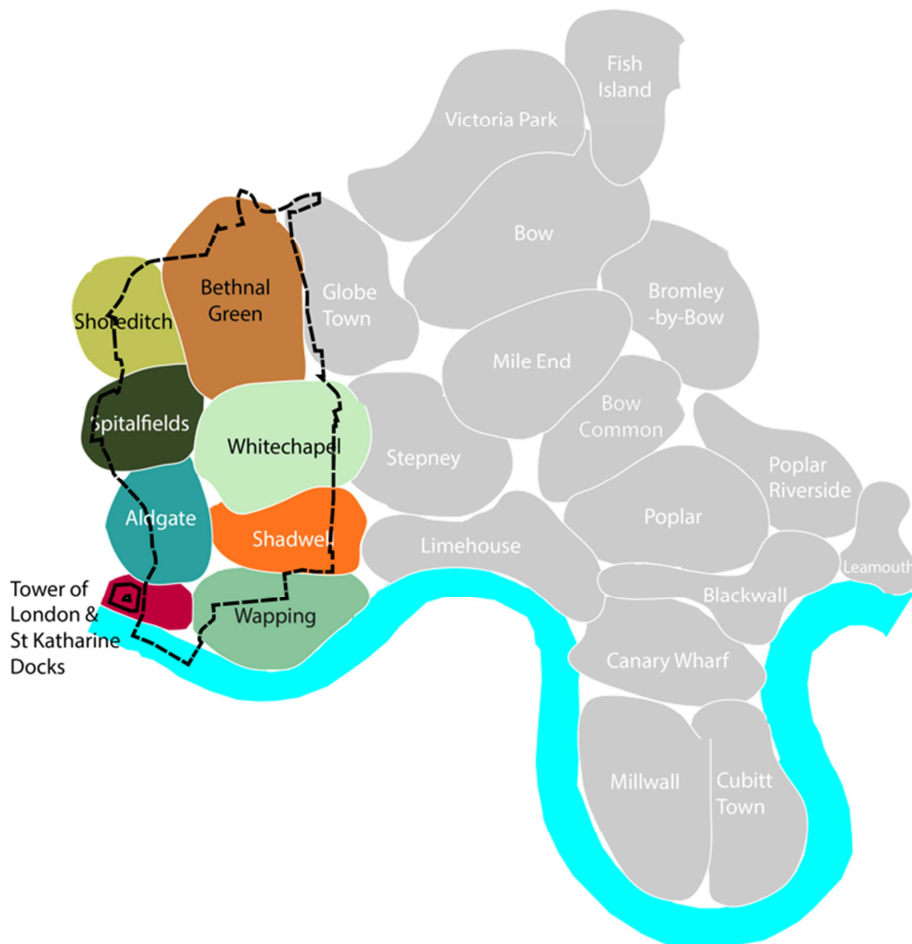


Figure 1

Distinct Character and Places

Town and Landscape

The City Fringe comprises eight distinct character places with a diverse housing stock and mixed typology of buildings that includes Victorian terraces, London County Council housing estates and post-war estates. The scale and density of development is varied with medium to low rise two storey housing, five storey mansion blocks and large modern office blocks along the western edge next to the City of London.

The urban form is a mixed grain of fine and coarse, with the majority of smaller blocks in and around the Brick Lane area that generally follow an irregular grid pattern. A limited number of small parks and open spaces exist in areas close to the City of London – Spitalfields City Farm adds to the diversity. Further east a considerable number of open spaces can be found around Bethnal Green the largest of these are Weavers Fields and Bethnal Green Gardens. The most obvious natural edge is the River Thames, which is generally under-utilised in the Borough due to difficulty gaining access both

physically and visually. St Katherine Docks retains an original sense of enclosure and some historic buildings remain.

Well known conservation areas include The Boundary Estate and Jesus Hospital Estate, Whitechapel High Street and Stepney Green, among others. Well known markets include Spitalfields, Petticoat Lane as well as the mix of shops and restaurants around Brick Lane. Landmark buildings of great significance include the Tower of London, Tower Bridge, Spitalfields Market and Nicholas Hawksmoor's Christ Church.

Further east, the town centre in Bethnal Green is lively with a mix of shops, street market, restaurants, museums and bars. Regent's Canal lies to the north of the area and provides useful east-west connections for pedestrians and cyclists. Further south, Whitechapel Road is an important and historically significant east-west movement route which has high levels of activity in and around Whitechapel Market and the Royal London Hospital. Many of the buildings fronting Whitechapel Road are of historical importance and form a stretch of fine-grain historic buildings, some 18th-century buildings survive as well as 19th-century Victorian buildings. Queen Mary University has a presence with a campus in the Whitechapel area.

South from Whitechapel is Shadwell, a mainly residential area containing a mix of architectural styles largely consisting of medium to high rise post-war housing set among pockets of low rise Victorian terraces. Shadwell has a largely fine urban grain north of Commercial Road. South of Shadwell is Wapping which is a mixed area with mainly residential uses in close proximity to the River Thames. Building stock here ranges from 1970s and 1980s development and there is greater townscape interest around Wapping High Street with numerous warehouse conversions.

In recent years there has been significant development of tall buildings around the junction of Commercial Street, Whitechapel High Street, Commercial Road and Leman Street centred on an improved highway arrangement. The London Dock mixed use development in Wapping incorporates buildings from 4 to 26 storeys and will provide improved east-west pedestrian routes when complete. There has also been significant change around Shoreditch High Street station with newly built tall buildings located at the prominent corner of Bethnal Green Road and Sclater Street and on Shoreditch High Street and Great Eastern Street.

The eight distinct character places are highlighted below:

Aldgate is a location employment, education and the arts, with a growing residential community with new hotels and retail provision. This has helped to increase activity outside of office hours.

Bethnal Green is primarily a residential area focussed around the Bethnal Green Road designated district town centre and Cambridge Heath neighbourhood town centre. There are a number of visitor facilities including the Museum of Childhood and York Hall and several green spaces.

Shadwell is partially within the City Fringe sub area and is primarily residential in nature. The area comprises two strategic roads Commercial Road to the north and the Highway to the south. The Watney Market district town centre is also in this area which is well occupied, primarily by independent SMEs and a market.

Shoreditch has a distinct heritage. The area has experienced significant economic growth in recent years, and is home to a number of SMEs and creative industries, particularly around the edges and along Bethnal Green Road.

Spitalfields is a historic and vibrant area with much commercial activity, centred around Brick Lane, the old Trumans Brewery and Spitalfields Market. To the east is predominantly lower-rise housing with occasional large warehouses and employment spaces.

Tower of London is a word World Heritage Site and sites in the edge of the area. It also includes St Katharine Docks and some key office and employment areas.

Wapping partially falls within the sub area and predominantly consists of the London Dock development site. This will deliver significant numbers of new homes, retail and employment space, open space and a secondary school.

Whitechapel is centred on the Whitechapel district town centre, which contains mostly independent retailers and a market. It has established residential communities to the north and the Royal London Hospital, Queen Mary University London and associated life science uses to the south. The area is starting to undergo major change, supported by the forthcoming arrival of Crossrail.

Key Opportunities and Challenges

Summary of the key elements which can be addressed through spatial planning:

Opportunities	Challenges
<ul style="list-style-type: none"> • Arrival of Crossrail in 2018 and transport improvements such as super cycle highway. • Expansion of Royal London Hospital and Queen Mary University of London to provide hub for education and research. • Protection of heritage assets, including the listed Royal London Hospital. • Aldgate and Whitechapel as leisure, shopping and tourism destinations, and proximity to Brick Lane, the Tower of London and the City of London. • Expansion of Tech City and business clusters from the London Borough of Hackney and the City. • Whitechapel district town centre changing in nature and scale. 	<ul style="list-style-type: none"> • Competing land use for housing with the need to protect and support employment space and social infrastructure. • Managing the scale and height of new developments whilst preserving the distinctive local characteristics through enhancing the conservation areas and heritage assets. • Providing employment space that is affordable to local businesses and provides opportunities for start-ups. • Enhancing visitors' economy through maintaining area's unique evening and night-time uses • Addressing the area's open space deficiency.

Development Potential

Potential development capacity for the area

New Homes:

New Employment Floorspace:

Infrastructure: The arrival of Crossrail in 2018 together with new and improved walking and cycling routes, the transport network will support the anticipated level of growth in the area. Further improvements to bus provision will support local journeys through the borough.

Additional services including leisure, open space and health facilities are required to support existing and new communities in the area.

Developing the Vision

The table below sets out the objectives and the development principles for the City Fringe area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities		Development Principles
Design and Historic Environment		
1	Promoting and protecting the areas distinctive heritage and cultural character as a strong destination for leisure, retail and digital-creative industries.	<ul style="list-style-type: none"> • Improve the quality of public realm and permeability around Shoreditch High Street Station, and the links between Brick Lane and Commercial Road, to complement the heritage value and encourage the continuity of street activities. • Encourage mixed-use development with commercial uses on the lower levels to provide flexible floor spaces for SMEs, Startups, and design-related retailers. • Improve the public realm and the settings around heritage assets, and bring heritage assets back into use, including reinstating the Oval as a London Square.
2	Strengthening the heritage character of Royal London Hospital, and reinforcing the human-scale streetscape and street market of Whitechapel Road	<ul style="list-style-type: none"> • Create a new civic hub on the Royal London Hospital site, and respect the dominant visual effect of the building as the centre for Tower Hamlets' residents, situated by the adjacent developments. • Improve the quality of the public realm and the north-south permeability to establish the new civic centre. • Respect and reinstate the lower rise rooflines of the street facades and the historic urban grain which directly faces Whitechapel High Street. • Enhance the character of the street market with the improvement of public realm, pedestrian movement and the protection of the human-scale streetscape and street market.
Housing and Community		
3	Maximising access to social facilities and strengthen community cohesion.	<ul style="list-style-type: none"> • Identify and deliver new or improved social infrastructure through development.
Town Centre and Employment		
4	Strengthening and expand the role and function of Tech City by mixed use development around Shoreditch, Brick Lane and Whitechapel. Delivering the Council's Town Centre Vision set out in the Town Centre strategy.	<ul style="list-style-type: none"> • Support the growth of Tech City and provide flexible and affordable work spaces for SMEs and start-ups and retail/ leisure spaces on Whitechapel Road and Commercial Road. • Deliver public realm improvements and potential new links to aid pedestrian movement, to connect Brick Lane, Columbia Road and Whitechapel.

Area Priorities		Development Principles
5	Creating a new civic centre and world-class life-science research hub at Whitechapel.	<ul style="list-style-type: none"> • Deliver high quality public realm and strong permeability (north-south links in particular) round the new civic and learning hub to foster a sense of 'centre' for Tower Hamlets' residents. • Integrating Queen Mary University's life science campus with the new civic centre, with well-arranged and designed public spaces and shops.
6	Reinforcing Watney Market town centre to knit commercial Road and integrate Shadwell Station	<ul style="list-style-type: none"> • Extend the activity from Watney Market town centre to Commercial Road to improve the street frontage along Commercial Road and knit both sides of the car-dominated road. • Improve the quality of public realm and pedestrian routes between Commercial Road and Wapping to mitigate the overcrowding issues in the town centre.
Open Space and Water Space		
8	Enhancing and expanding the green spine between Whitechapel and Commercial Road to the Highway/ Wapping	<ul style="list-style-type: none"> • Introduce a second green spine between Shadwell Station, through St George's Gardens/ Swimming Pool to Wapping Woods.
9	Providing connected green open spaces through potential regeneration and vacant sites	<ul style="list-style-type: none"> • Deliver new open space, including pocket parks, as part of new development. • Encourage the opening of vacant sites for 'meanwhile' uses.
Transport and Connectivity		
10	Integrating the fragmented areas separated by the hostile through traffic along Whitechapel Road, Commercial Road and the Highway, by improving quality of public realm and legibility and permeability of north-south pedestrian/ cycling routes	<ul style="list-style-type: none"> • Provide improved north-south and east-west connectivity in the design of new developments, and support proposals to reduce traffic dominance on primary routes. • Enhance and extend the pedestrian green spine from Whitechapel, through Shadwell to Wapping. • Reinforce the quality of street frontages, public realm and open space and providing more generous pavement along Cavell Street. • Creating a more legible pedestrian link between Watney Market and Wapping.
11	Improving the continuity of activities and pedestrian/ cycling connections between Brick Lane, Whitechapel and Bethnal Green.	<ul style="list-style-type: none"> • Enhance or create pedestrian routes and street level activities between Brick Lane and Whitechapel Station such as Buxton Street, Hanbury Street and Old Montague Street, through regeneration. • Improve the connections between Whitechapel and Bethnal Green Station through the public realm improvement along Cambridge Heath Road and the regeneration opportunities at the Sainsbury Site along Cambridge Heath Road.

Emerging Vision

Expansion of the resilient world class economic hub in the City and the opportunities of Tech City moving eastward, the area will become a vibrant and exciting Tower Hamlets activity area, with densely concentrated and mixed commercial, cultural, innovative, leisure activities. It will be a place for new affordable and flexible employment space benefitting from the areas transport infrastructure and knowledge hub.

It will become an integrated place for residents with new communities sitting alongside the expansion of a research hub at Whitechapel. Whitechapel will accommodate start-ups and other businesses relocating from Tech City, but it is also home to a combination of uses and institutions around the hospital that provide the opportunity for an expanded life sciences campus and research cluster.

With the arrival of Crossrail, the Whitechapel market will growth as a destination for shopping and leisure and will act as a gateway to from the city to the Tower Hamlets.

Emerging Vision Key Diagram

Figure 2



- Cycle Superhighway
- Railway Lines
- Stitching up the severance
- Strategic Pedestrian/ Cycling Link Improvement
- Opportunity for Green Spine
- Opportunity for Regeneration
- Opportunity for Site Allocations
- Tower Hamlets Activity Area
- District Centre
- Neighbourhood Centre
- Public Green Open Space
- Waterspace
- Sub Area: City Fringe

Site Allocations

The following list shows the Site Allocations for this sub-area:

- Bishopsgate Goods Yard
- London Dock
- Marian Place Gas Works and the Oval
- The Highway
- Whitechapel South

The land use and infrastructure requirements for each aforementioned site allocations are denoted in the subsequent profiles.

In accordance with the strategic policy DP.1 Delivering Placemaking planning applications which fall within a site allocation will be expected to demonstrate how their development has addressed the land use and infrastructure requirements, together with the placemaking principles.

Policy Context

GLA - City Fringe Opportunity Area Planning Framework (OAPF) (2015)

- Indicative employment capacity: 70,000 new jobs
- Minimum new homes: 8, 700
- Principles: recognised as a business hub of major international significance; aim to support digital create sectors; provides particular scope to support London's critical mass of financial and business services; potential for a medical research cluster at Whitechapel associated with Queen Mary University; need for development to take account of Tower of London World heritage site.

LBTH - Whitechapel Vision SPD (2013)

LBTH – Potential to develop a Supplementary Guidance to coordinate public realm improvement in and around Tower gateway/The Tower.

Neighbourhood Planning

East Shoreditch: Designated Area and Designated Forum, developing their plan

Spitalfields: Designated Business Area and Designated Forum, developing their plan

Sub Area City Fringe: Site Allocations

Bishopsgate Goods Yard

Address	Shoreditch High Street
Size (ha)	4.24
PTAL	5
Flood Risk	1
New Local Plan Policy Designations	CAZ, Clear Zone, Statutory Listed Building
Existing Use	Shoreditch High Street London Overground Station and vacant land
Required Use	Housing, open space, commercial or other compatible uses, district heating facility
Other Potential Use	Idea Store



Site Context

Bishopsgate Goods Yard is located on the western edge of the borough, with the portion of the site west of the London Overground Station within the London Borough of Hackney. It is currently a vacant site with the elevated London Overground line running along its centre, with Shoreditch High Street station along the north-west route of Wheeler Street. The majority of the site comprises the inactive Braithwaite railway viaduct which is Grade II Listed. To the north, the site is bounded by Bethnal Green Road and to the south by active railway lines. The site is surrounded by conservation areas, containing a number of listed buildings of distinctive designs and is adjacent to the vibrant mix of uses within Brick Lane district centre. The Fournier Street Conservation Area covers the north-eastern part of the site.

Planning Status

Live Planning Application – PA/14/02011

Comprehensive mixed use redevelopment of the site comprising up to: 1,356 residential units; 65,859 sqm employment (Class B1); 17,499 sqm (GIA) retail (Class A1, A2, A3 and A5); 495 sqm non-residential Institutions (Class D1), and; 661 sqm assembly and leisure (Class D2).

Site Requirements

The following uses would be provided on the site as part of a wider comprehensive mixed use redevelopment.

- Housing
- Open Space
- Commercial and other compatible uses

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Idea Store

Design and Development Principles

Local Context – Development will need to be in accordance with the guidance set out in the Bishopsgate Goods Yard Interim Planning Guidance (2010) and would need to protect and enhance the existing Grade II Listed Braithwaite Viaduct and other heritage assets.

Accessibility - Development will need to be well integrated with the surrounding area, and improve public realm on key routes.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

London Dock

Address	Pennington Street
Size (ha)	5.78
PTAL	2
Flood Risk	1-3
New Local Plan Policy Designations	Clear Zone, Activity Area
Existing Use	Site under construction
Required Use	Housing, open space, district heating facility
Other Potential Use	Secondary school, health facility



Site Context

The site previously accommodated a large scale print works building. There is a single storey Grade II listed warehouse running along the southern side of Pennington Street. To the west of the site is a car park. The site is within walking distance of Tower Gateway DLR Station.

The buildings and uses surrounding the site are diverse. To the north, between the site and the Highway, are a range of residential and commercial buildings. Further east are business premises including a car dealership fronting the Highway, warehouses and offices on Pennington Street. Grade I listed Tobacco Dock, a former warehouse lies to the east. Tobacco Dock was converted into a shopping centre, but it is now vacant. To the South is Quay 430, a residential development, on Asher Way. To the west is the Thomas More Square complex, comprising of offices, retail units, and leisure facilities.

Planning Status

Approved: PA/14/02819

Development comprising 1,800 new homes together with office and flexible workspace; retail, financial and professional services, food and drink uses; community and cultural uses; a secondary school; assembly and leisure uses; and public open space.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Secondary school
- Health facility

Design and Development Principles

Local Context – Development will need to preserve and enhance the heritage assets within and around the site.

Accessibility - Development will need to improve and increase connections through the site.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Marian Place Gas Works and The Oval

Address	Marian Place / The Oval / Emma Street
Size (ha)	3.75
PTAL	4
Flood Risk	1
New Local Plan Policy Designations	Clear Zone, Conservation Area
Existing Use	Active gas holders and warehousing
Required Use	Housing, open space, district heating facility
Other Potential Use	N/A



Site Context

The site comprises a number of different areas. The predominant part is the gas holders which is an imposing structure, lending itself to the character of the place. To the east and west of the gas holders, within the site, are 2-3 storey warehouses and further east lies The Oval, a designated London Square. The site is located to the north of Bethnal Green at the boundary between Tower Hamlets and Hackney. It is bounded to the north by Regent's Canal, to the west by Pritchard Road, Emma Street on the south and railway line and Cambridge Heath Road to the east.

The site also falls within the Regent's Canal Conservation Area and also includes part of view 8A.1 of the London View Management Framework.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site

- Housing
- Open space

Design and Development Principles

Local Context – Whilst the gasworks are operational, the site will be restricted by guidelines for development near to gasholders. The re-use of The Oval as open space will require current car parking layouts to be rearranged and a high quality public realm and open space to be provided.

The Oval should be fronted by a continuous building line following the shape of the square (oval).

Environment – Development will need to address any environmental pollution and land contamination caused by the gas works. Buildings should provide active frontage along the route and while benefitting from canal views, north-facing single aspect dwellings should be avoided.

Accessibility - Public space should be provided along the canal frontage and connect a pedestrian route north-west to Darwen Place.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

The Highway

Address	The Highway/Pennington Street
Size (ha)	1.55
PTAL	3-4
Flood Risk	n/a
New Local Plan Policy Designations	Activity Area, Archaeological Priority Area, Clear Zone
Existing Use	Vacant buildings and retail uses
Proposed Use	Housing, open space, district heating facility
Other Potential Use	n/a



Site Context

The site comprises a number of vacant 1 to 2 storey buildings which front onto the Highway. The uses include a previously used car sales building which is now vacant, several active retail buildings, and vacant land.

The buildings and uses surrounding the site are diverse. To the north is the St George in the East Conservation Area, including the Grade I listed St George in the East Church, and a newly built 7 storey residential building, which is situated between Swedenborg Gardens and Crower Street. Grade I listed Tobacco Dock, a former warehouse which now vacant, lies to the east. To the South is the Grade I listed London Dock, previously used as a large scale print works. There is a single storey Grade II listed warehouse running along the southern side of Pennington Street.

Planning Status

Approved: PA/11/01278 (134-145 Pennington Street)

Redevelopment to provide a 242 room hotel, 63 serviced apartments and retail.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site

- Housing
- Open Space

Design and Development Principles

Local Context - Development will need to preserve or enhance the heritage assets within and around the site. Development should provide an active frontage along The Highway and Pennington Street.

Environment – Development will need to ensure that connections through the site link into the Green Gird Network.

Accessibility – Development will need to improve and increase connections throughout the site.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Whitechapel South

Address	Whitechapel Road
Size (ha)	9.5
PTAL	6a
Flood Zone (s)	N/A
New Local Plan Policy Designations	Tower Hamlets Employment Location, Whitechapel District Centre, Clear Zone, London Hospital Conservation Area, Statutory Listed Buildings
Existing Use	Institutional and medical uses, mix of residential – private, affordable and specialist, office, commercial and light industrial
Required Use	Open space, district heating facility, re-provision of health facility
Other Potential Use	N/A



Site Context

The site is bounded to the north by Whitechapel Road, Sidney Street to the East, New Road to the West and Varden Street to the South, as well as extending further south along Philpot Street to Commercial Road.

The land uses of the site are ancillary hospital related uses, and nursing and medical schools. To the north of the site are retail uses, Whitechapel market and the Idea Store. To the immediate east are commercial developments and warehouses.

Planning Status

Approved: PA/15/01789 (L&Q)

Development comprising three buildings to provide 564 residential units, commercial floorspace, 70 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works.

Live: PA/15/02959 (London Newcastle)

Development comprising 12 buildings to provide 343 residential dwellings, 168 specialist accommodation units, office, flexible office and non-residential institution and, retail space, together with car parking, cycle parking, hard and soft landscaping and other associated works.

Live PA/16/00784/A1 (100-136 Cavell Street)

Development comprising two buildings to provide comprising 1,136sqm flexible commercial/retail/community use at ground floor level and 3,138sqm B1 office space above ground floor level, and 113 residential units, plus landscaped public space, private amenity space, communal amenity space, child play space, cycle parking and all associated works

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Open space
- District heating facility
- Re-provision of health facility

Design and Development Principles

Local Context – Development would need to acknowledge the areas heritage assets and character and ensure transition of building height, scale and massing is appropriate.

Environment – Development will need to create a series of interconnected spaces in accordance with the Green Grid.

Accessibility – Development would need to be in accordance with the guidance set out in the Whitechapel Vision SPD (2012) and reinforce key strategic routes east-west and north-south by providing high quality linear open spaces and increase permeability to the existing surrounding street network. New developments should relate to this street pattern, for instance the formation of perimeter blocks and the reinforcement of corners.

Development will need to improve or enhance walking and cycling connections within and to the site.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Sub Area 2: Central

Location

The Central area sits at the approximate centre of the borough and is not currently within any existing strategic designations. It is bounded at the north by Victoria Park and LB Hackney; to the east, by the LLDC and the Lower Lee Valley / Poplar Riverside Housing Zone; to the south by the Isle of Dogs Opportunity Area and to the west by the City Fringe Opportunity Area. The sub area is not a designated GLA Opportunity Area.

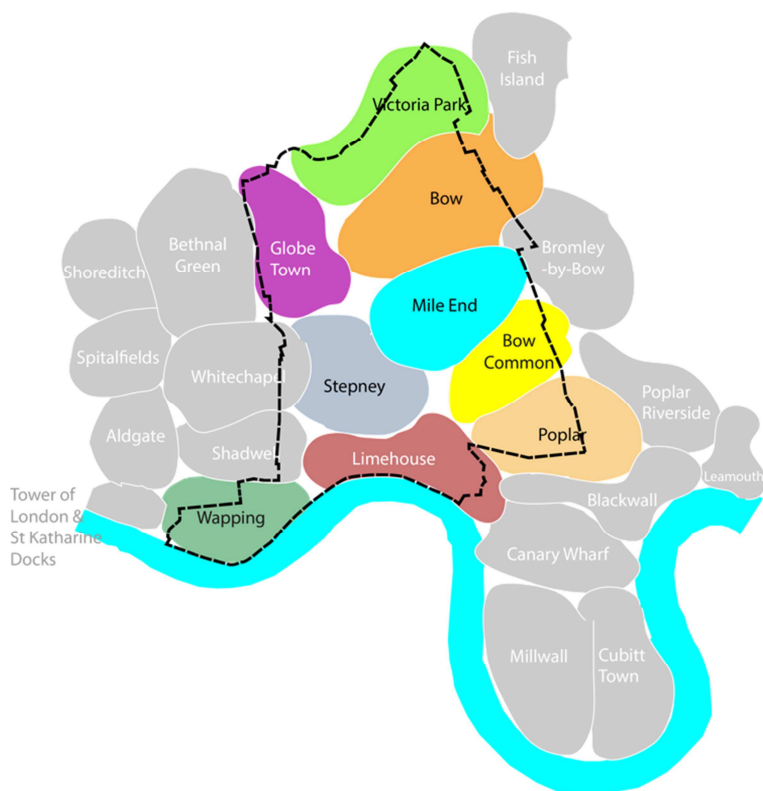


Figure X

Distinct Character Places

Town and Landscape

The Central area has nine distinct character places each with varying qualities and composition. Bow is the largest and has a busy town centre and market at Roman Road which forms the centre of Bow. Buildings in this area consist of low rise two to three storey mixed use buildings with small shops at ground level. Architectural styles are varied with a mix of Victorian terraces, post-war estates, modern apartments and historic warehouse conversions. Bow has a relationship with Victoria Park which lies to the north and within Bow are numerous conservation areas including Medway and Driffield Road. The block pattern structure generally has a finer urban grain to the west where much of the terrace housing is located. Bow also includes the northern section of Mile End Park.

Mile End is a mainly residential area with the exception of more varied uses along Mile End Road. Small scale shops are interspersed with housing and this intensifies closer to Mile End Underground station. Housing here varies in age and density, from low-rise Victorian terrace housing and low to medium-rise Georgian housing through to medium and high-rise post-war estates. Much of Mile End is within a conservation area and the urban block pattern is varied from a fine urban gain to a more coarse structure. Mile End Park is one of the Borough's major assets and contains an array of public

facilities including stadium, pitches, children's play space, an arts pavilion, an ecology park and wildlife areas. The Regent's Canal runs parallel to the park.

West of Mile End is Stepney. Generally the area is quiet residential away from the busy Mile End Road or Commercial Road. Architecturally styles vary widely in the area, from terraced housing and mansion blocks to pre and post-war estates. There is a fine urban grain south of Ben Jonson Road and a more coarse structure north. Stepney has a good share of park area, including Stepney Green Park, Belgrave Street open space and other church yards and cemeteries. Mile End Park and the Regent's Canal are also in very close proximity to Stepney.

Globe Town, which is to the west of Bow is an area characterised by medium to large scale post-war housing, interspersed with smaller scale retail units within the town centre. A smaller proportion of Victorian housing exists, in particular around the Approach Road area where there is a strong connection to Victoria Park. Approach Road is a tree-lined axial route leading into the park, and elsewhere Meath Gardens is another large park within Globe Town area. Regent's Canal also passes through the area.

South and east of Mile End is Bow Common, an area that has both residential and industrial uses. The housing stock consists of low to high-rise post-war estates. Swaton Road and Brickfield Gardens are two conservation areas, the first characterised by four roads consisting of Victorian dwellings, once typical of this area and by contrast Brickfield Gardens is an open space that has a protected Victorian street pattern. Bow Common has a number of small parks and open spaces including semi-natural habitat. The Limehouse Cut also runs along the southern edge of the area.

In recent years there has been much new development on Mile End Road in the Queen Mary University area. Other areas that have seen change include the Ben Jonson Road and Shandy Street area.

The nine distinct character places are highlighted below:

Victoria Park forms the northern edge of the Central area, sharing its boundary with LB Hackney. The park has received significant investment, making improvements to its historic features and sporting facilities.

Bow is served by Roman Road Town Centre which comprises a market that has received recent investment, resulting in reduced vacancy rates. The area is near a number of green spaces including Victoria Park in close proximity.

Globe Town is close to a number of significant green spaces, including Victoria Park and Mile End Park, as well as Regents' Canal. It is focused around Roman Road West Town Centre and market.

Mile End is another key transport interchange in the Central area; it is home to Queen Mary University and well served for green space, with Mile End Park and Tower Hamlets Cemetery Park.

Stepney is served by Ben Jonson Neighbourhood Centre with a number of green spaces, including the Stepney Green City Farm.

Limehouse is served by Limehouse and Salmon Lane Town Centres with a number of water spaces, including access to the Thames. The area is severed by both Commercial Road and two canals, reducing ease of movement.

Bow Common is served by the small Devon's Road Town Centre. A further retail cluster is emerging at the corner of Burdett Road and Commercial Road. There has been a large amount of new development along Thomas Road and the Limehouse Canal.

Wapping is primarily residential in nature and site between River Thames to the south and the Highway to the north. The area comprises a number of heritage characteristics set around River Thames and Wapping Basin

Poplar partially falls within the sub area is residential in character. The area is bounded by Limehouse Cut to the north that sits alongside Barlett Park.

Key Opportunities and Challenges

Summary of the key elements which can be addressed through spatial planning:

Opportunities	Challenges
<ul style="list-style-type: none"> • Large number of heritage assets and conservation areas. • Two of the borough’s largest public open spaces (Mile End Park and Victoria Park) are located in this area. • Network of waterspaces, including Canals and Basins, many of which are underutilised have large potential for leisure and amenity use. • Range of town centres which are primarily functioning well, with reasonably high occupancy rates. • Emerging creative industries sector, particularly around Bethnal Green, which could be encouraged. 	<ul style="list-style-type: none"> • Improving connectivity, public realm and addressing barriers to movement created by the road network and river and canals. • Improving access to open space and addressing the deficiency in open space, including Shadwell, Bow Common and Limehouse. • Maintaining employment and retail spaces, under threat from permitted development. • Improving transport capacity at Bethnal Green and Mile End Stations and increasing transport accessibility in the area, including northern Bow, Bow Common and Globe Town.

Development Potential

Potential development capacity for the area

<p>New Homes:</p> <p>New Employment Floorspace:</p> <p>Infrastructure: Development in this area would be supported by improvements to public realm and existing green infrastructure such as open space and waterways. New and improved walking and cycling routes through the area will support the movement of people through the borough and integrate the surrounding sub areas.</p>

Developing the Vision

The table below sets out the objectives and the development principles for the Central area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities		Development Principles
Design and Historic Environment		
1	Maintain and improve the area's existing heritage assets and conservation areas.	<ul style="list-style-type: none"> Improve the public realm around heritage assets such as St Anne's Conservation Area, an area undergoing change.
Housing and Community		
2	Support the delivery of new housing and improvements to existing housing across the Central area.	<ul style="list-style-type: none"> Regeneration and opportunities for new housing around will be supported, where there is good access to public transport and community facilities or where increased density will contribute to improved services such as in Globe Town or Malmesbury Road.
Town Centre and Employment		
3	<p>Improve the diversity and vibrancy of each Town Centre as the heart of each distinct residential place.</p> <p>Delivering the Council's Town Centre Vision set out in the Town Centre strategy.</p>	<ul style="list-style-type: none"> Deliver improvements that enhance town centres, especially Globe Town, Ben Jonson Road and Limehouse which have low commercial occupancy rates. Provide a balanced mix of uses to support growth of Mile End Neighbourhood Centre.
4	Support the emerging clusters of creative SME employment spaces.	<ul style="list-style-type: none"> Protect existing and supporting new suitable employment space, particularly around Bethnal Green.
Open Space and Water Space		
5	Address the perception of open space deficiency in Shadwell, Limehouse and Bow Common areas by investing in the Green Grid Strategy.	<ul style="list-style-type: none"> Protect existing open space and promote new open space including pocket parks and strategic open space provision at the former Bow Common Gas Works site and Burdett Road Delivery Office site. Improve access to existing open space including the Limehouse Cut and Regents Canal. Deliver active frontages to help unlock the potential of the area's water spaces and support water based leisure facilities.
Transport and Connectivity		
6	Public realm and connectivity improvements, by providing safe and secure walking and cycling routes and infrastructure and reducing the severance caused by major roads.	<ul style="list-style-type: none"> Reduce cycling and walking barriers to east-west and north-south movement and provide sufficient cycling infrastructure Increase cycling capacity at Cable Street, and support improve connections to the CS3 route. Encourage pavement widening and activate frontages in suitable locations with additional support from legible maps and signs for walking and cycling. Improve public transport accessibility and links to the River services including outline proposals for a new pier at Wapping.

Emerging Vision

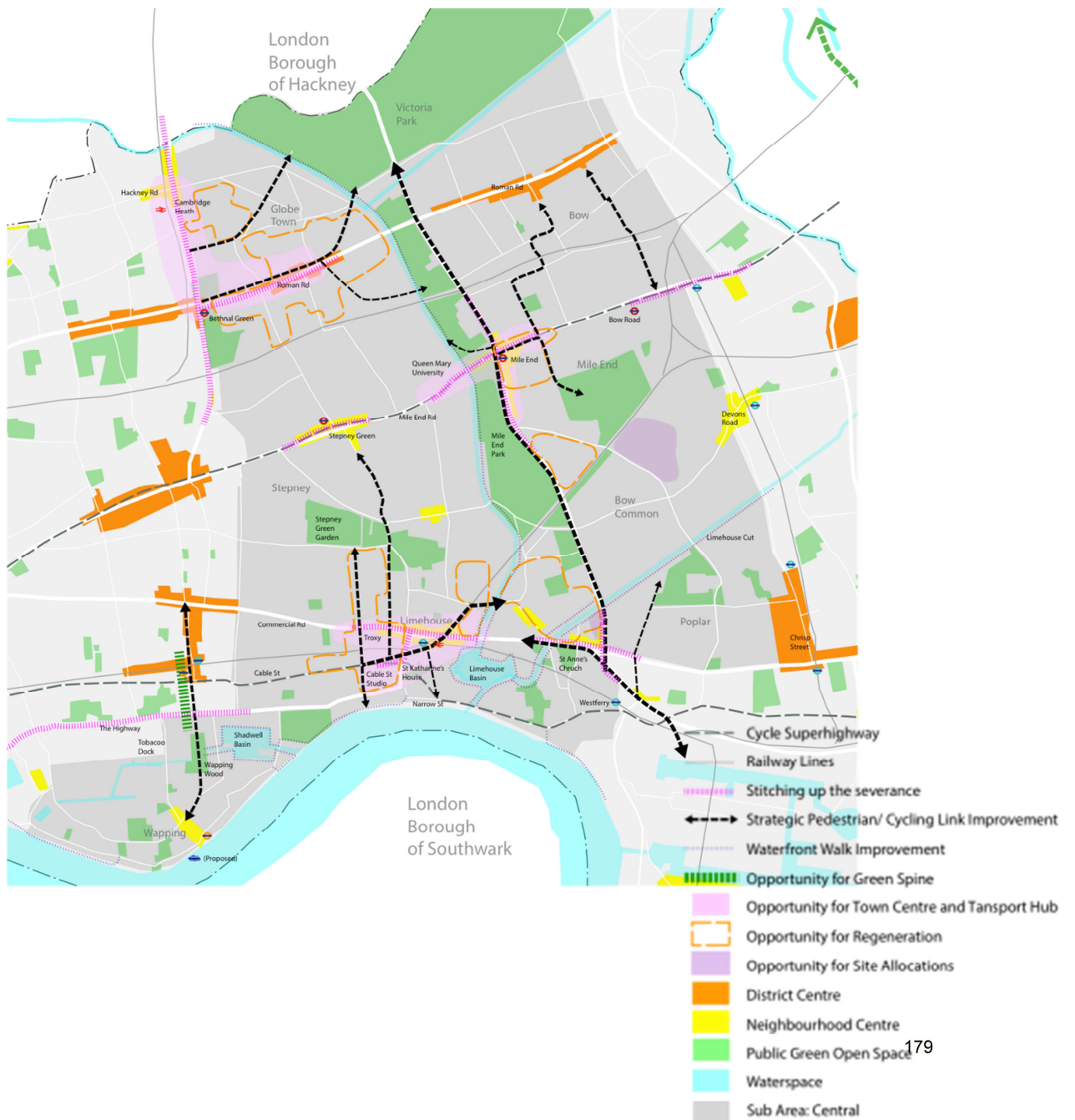
The places will be strengthened with a focus on upgrading and revitalising the town centres and neighbourhood parades, including the location of creative cluster workspaces and enterprises. New developments will complement existing, well established streetscapes and integrate new homes with the existing communities.

New development will support new and improved social infrastructure, public realm and address the impacts of through traffic severance and strengthen a coherent sense of community in established neighbourhoods.

The open spaces of the area will be enhanced with improved access to, and animation of the canals and waterways. Heritage assets and their settings will be improved with opportunities for new heritage led recreation spaces explored.

Key Diagram

Figure X



Site Allocations

The following list shows the Site Allocations for this Sub Area:

- Bow Common Lane
- Dockland Deliver Office

The land use and infrastructure requirements for each aforementioned site allocation are denoted in the subsequent profiles.

In accordance with the strategic policy DP.1 Delivering Placemaking planning applications which fall within a site allocation will be expected to demonstrate how their development has addressed the land use and infrastructure requirements, together with the placemaking principles.

Neighbourhood Planning

Limehouse: Designated Area and Designated Forum, developing their plan

Wapping: Designated Area, no Forum designated

Sub Area Central: Site Allocations

Bow Common Gas Works

Address	Bow Common Lane
Size (ha)	3.94
PTAL	2
Flood Zone (s)	1
New Local Plan Policy Designations	n/a
Existing Use	Active gas holders, warehousing and car parking
Required Use	Housing, open space, district heating facility
Other Potential Use	Primary school or secondary school



Site Context

The site comprises two distinct areas. One area contains gas holders with paved open space and the other contains mainly parking and warehousing. It is located in Bow Common within a predominantly low to medium-rise residential area. Along the north-west boundary run railway arches, beyond which lies Tower Hamlets Cemetery Park. St. Paul's Way Community School is located to the south of the site. On the western corner of the site is the locally listed 2 Bow Cottage.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school or secondary school

Design and Development Principles

Local Context – Whilst the gasworks are operational, the site will be restricted by guidelines for development near to gasholders.

Environment – There is an opportunity to enhance and integrate the site with Tower Hamlets Cemetery Park and to connect Mile End Park better to Tower Hamlets Cemetery Park.

Accessibility - To improve permeability within and to the site, new development will be required to improve accessibility for walking and cycling through public realm improvements, including a connection along the railway. This route should provide active frontages along the railway to enhance the use and setting of the railway arches as a non-designated heritage asset.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Docklands Delivery Office

Address	310 Burdett Road
Size (ha)	0.73
PTAL	5
Flood Zone (s)	N/A
New Local Plan Policy Designations	N/A
Existing Use	Post office delivery office
Required Use	Open space, district heating facility
Other Potential Use	N/A



Site Context

The site comprises two post office delivery and sorting buildings which are two storeys high. There is on-site parking with access via Burdett Road which bounds the site to the east. Limehouse Cut bounds the site to the north, and there are small scale retail/residential buildings to the south. The southern tip of the site is part of St. Anne's Church Conservation Area. The canal and tow path on the northern site boundary are part of the Limehouse Cut Conservation Area.

The surrounding area is residential in nature with a small to medium built form. There have been a number of recent residential developments along the Limehouse Cut, including the adjacent site to the west. The pavement along Burdett Road, adjacent to the site, includes two large mature trees.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Open space
- District heating facility

Design and Development Principles

Environment – Provision of active frontages and access along the canal will create a series of interconnected spaces in accordance with the Green Grid.

Accessibility - Development will need to improve enhance walking and cycling connections within and to the site, including linking St. Anne's Row to Burdett Road.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Sub Area 3: Lower Lea Valley

Location

The Lower Lea Valley area is located on the eastern side of Tower Hamlets and forms part of the wider the Lower Lea Valley which strengths north comprising LB Newham and Hackney. The area also forms part of the Lea River Park.

The London Legacy Development Corporation (LLDC) sits to the east of the area, and is the planning authority for the Fish Island and Bromley-by-Bow area within the borough, as well as Queen Elizabeth Olympic Park and surrounding areas.

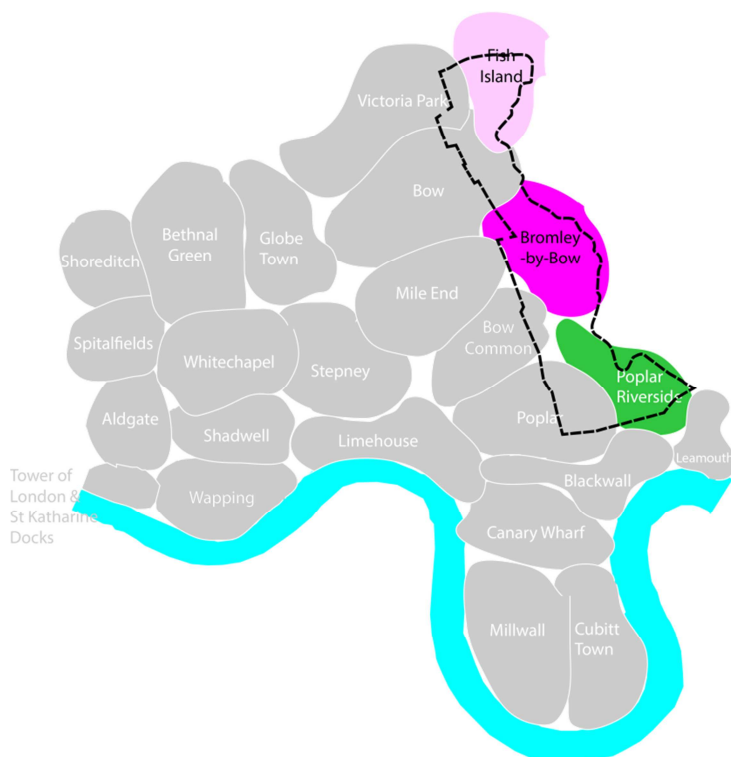


Figure X

Distinct Character and Places

Town and Landscape

The Lower Lea Valley area is defined by its proximity to the water space of the River Lea, which runs along the Borough's eastern border. In the far north is Fish Island, a light industrial community with a mix of buildings that range from two to three storey brick warehouses dating from the 19th century alongside more recent steel and clad equivalent structures. Several of the brick warehouses have townscape merit and help reflect the industrial history of the area and its relationship to the water. The area is undergoing a period of change and a number of residential and live/ work type spaces have started to appear along canal side corridors. Fish Island conservation area exists here and the only park in the area is the Greenway – a linear route and ecological area that has a semi-natural character important for wildlife habitat. The area benefits from the River Lea and Hertford Union Canal, with the Lea Navigation running between them.

Further south, Bromley-by-Bow is a largely residential area, bound by the River Lea on its eastern edge and with a small town centre at its heart at Stroudley Walk. The housing stock consists of low to high-density post-war estates. To the north of Bow Road are fine examples of Edwardian and Georgian houses within the conservation areas of Fairfield Road and Tomlins Grove. The industrial areas of Bromley-by-Bow are mainly low-rise and located to the south of the area along the Limehouse Cut and towards the River Lea. The block pattern is a coarse urban grain due to the

numerous housing estates however the conservation areas have a finer grain. Bromley-by-Bow has a number of small parks and two cemeteries along with substantial amounts of water space frontage.

Poplar Riverside largely consists of post-war estates of low to medium-rise height although larger buildings, such as Balfron Tower exist. The Langdon Park conservation area includes a park, a primary school, St Michael’s Church as well as a series of Georgian terraces. The wider area experienced considerable change when the Blackwall Tunnel Approach Road was constructed in the late 1950s which divided the area.

Recent changes include much new development along the River Lea, the A12 corridor, around DLR stations and the Limehouse Cut canal area; light industrial units have been frequently redeveloped into residential led schemes. As a result the townscape has changed significantly in some areas with many taller and higher density schemes.

The three distinct character places are highlighted below (Leamouth falls within Isle of Dogs and South Poplar Sub Area):

Fish Island forms the northern part of LLV, sharing a boundary with LB Hackney. Industrial activity has defined much of the character of Fish Island with a number of older factory buildings serving the needs of a range of small design and creative business. The area is undergoing a change, with new residential and mixed-use developments planned or underway.

Bromley-by-Bow is occupied by a Tesco supermarket that forms part of the proposed Bromley by Bow District Centre. The A12, rail and river all provide good transport accessibility, but also creates barriers to movement,

Poplar Riverside is residential in nature with industrial activities and vacant land east of the A12. The area’s town centre includes Crisp Street district centres and Aberfeldy Street neighbourhood centres, a popular shopping destination for the local community.

Key Opportunities and Challenges

Summary of the key elements which can be addressed through spatial planning

Opportunities	Challenges
<ul style="list-style-type: none"> • Part of the wider Olympic Legacy area which has been a catalyst for growth. • Underused and vacant industrial land and activities. • Access to existing open and water spaces, including the Victoria Park, Queen Elizabeth Park, Lea River Park, River Lea and the River Thames. • New and improved pedestrian and cycle crossing on the A12 and A13. • Area is partly designated by the GLA as Poplar Riverside Housing Zone. • Existing and emerging creative businesses and their contribution to the arts character of the area, such as Trinity Buoy Wharf. 	<ul style="list-style-type: none"> • Improving connectivity and addressing barriers to movement created by the road network and river and canals. • Delivering infrastructure, such as new bridges across the River to increase cross boundary movement. • Community cohesion and knitting the fabric of the existing communities west of the A12 with the opportunities and services arising from new development. • Improving the environmental quality of the area, including land contamination and air quality. • Managing the transition from industrial to residential and reverse sensitivity.

Development Potential

Potential development capacity for the area. The area partly falls within the Poplar Riverside Housing Zone which seeks to accelerate housing growth through overcoming barriers to development such as connectivity and land contamination.

<p>New Homes: New Employment Floorspace: Infrastructure: Development of the area will be supported by a new primary/secondary schools and community facilities. Open space provision will be further increased and linked into the wider Lea River Park. Connectivity will be enhanced with new/improved connections across the River Lea and A12 creating a network of walking and cycling routes.</p> <p>The LLDC will lead further station capacity improvements at Bromley-by-Bow Station and Hackney Wick Station and improve the severance created by the A12.</p>

Developing the Vision

The table below sets out the objectives and the development principles for the Lower Lea Valley area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities		Development Principles
Design and Historic Environment		
1	Strengthening and enhancing the historic industrial character and heritage assets.	<ul style="list-style-type: none"> • Improve the public realm and permeability around the listed buildings. • Development should respond to the areas historic industrial character through design and building typologies.
Housing & Community		
2	Delivering new homes and community facilities through the Housing Zone, regeneration and site allocations, to meet local needs and to create vibrant, connected and sustainable residential neighbourhoods.	<ul style="list-style-type: none"> • Redevelopment of former industrial land and the regeneration of key areas, including the regeneration of the Aberfeldy estate, Ailsa Street, Gillender Street, Stroudley Walk, Nairn Street and Chrisp Street. • Development should integrate the fragmented surroundings enhancing east-west movements A12 and providing strategic pedestrian/cycling routes and waterfront access.
3	Providing social infrastructure, in particular primary schools to support the areas growing population.	<ul style="list-style-type: none"> • Deliver identified infrastructure in appropriate locations to meet the needs of the growing population, including a new primary school at Ailsa Street, and a new primary and secondary school at Leven Road.
Town Centre and Employment		
4	Strengthening vibrant neighbourhoods and distinct town centres to provide services and leisure facilities, including at Bromley by Bow and Chrisp Street district centres and Stroudley Walk, Devon Road and Aberfeldy Street neighbourhood centre.	<ul style="list-style-type: none"> • Ensuring development provides a mix of uses in the town centres, and supports its role and function.

Area Priorities		Development Principles
	Delivering the Council's Town Centre Vision set out in the Town Centre strategy.	
5	Optimising industrial employment land and protect designated employment/industrial areas that are strategically important to support the borough's economy (and waste management), sensitively integrating industrial or other employment sites into their site context.	<ul style="list-style-type: none"> • Encourage active employment spaces, in particular for SMEs and flexible workspaces for creative industry clusters, which can help to activate A12 frontages and neighbourhood streets, and properly integrate into the residential-dominated areas to form a place. • Manage and mitigate the negative impacts of industrial use and the waste management site on the adjacent residential areas and public amenity spaces by green buffer, well-considered spatial arrangement and well-designed/ modernised architecture, to integrate into the surroundings.
Open Space and Water Space		
6	Unlocking the potential of the green and water spaces around the River Lea, Limehouse Cut and Hertford Union, to improve residents' health and wellbeing, to assist in flood mitigation and land decontamination, and to facilitate the delivery of Lea River Park.	<ul style="list-style-type: none"> • Ensure that development protects the green and water spaces, and provides public access to, across, and along, the River Lea, Limehouse Cut Canal and Hertford Union Canal links. • Support the delivery of the Lea River Park/Leaway to create a well-connected network of green and water spaces, and make the area an attractive location for living, working, leisure and tourism.
Transport and Connectivity		
7	Improving the public realm and connectivity to reduce the severance caused by the A12, A13 and the river Lea, and to increase accessibility within the area and integrate communities.	<ul style="list-style-type: none"> • Ensure development along the A12, A13 and River Lea achieves a joined-up street network and connects into the surrounding area and key destinations. • Address physical barriers via delivering additional crossings over the A12 the River Lea at identified suitable locations, including proposed locations for additional footbridges/links across the River Lea include Ailsa Street, Leven Road, Wharfside Road, Leamouth South and Trinity Buoy Wharf. • Improve public realm and building frontage arrangement, which include the locations at Bromley-by-Bow station, Lochnagar Street, Aberfeldy Street, and All Saints Station. • Promoting cycling and walking through new and improved transport infrastructure, including new pedestrian and cycle bridges across the waterways at Ailsa Street and Leven Road, to increase connectivity and accessibility to the adjoining areas and to facilitate the delivery of the Leaway. • Ensuring new developments are integrated into a sustainable transport network, such as bus services, and increase accessibility in appropriate locations.

Emerging Vision

The Lower Lea Valley area will continue to be the focus of significant comprehensive regeneration, including the transformation of the A12 and a series of new bridges across the River Lea to integrate the existing and new communities with each other and surrounding areas.

Revitalised and integrated communities will be set around a network of well connected and enhanced green and water spaces. The development of the Lea River Park and the Leaway will provide a large new public green space and a series of pedestrian and cycling routes.

Development in the area will be supported by adequate transport and social infrastructure to facilitate creation of thriving mixed communities that are balanced and coherent.

Housing provision will be accelerated through the Housing Zone and delivered alongside economic regeneration creating new local employment, enterprise and business opportunities.

Emerging Key Diagram

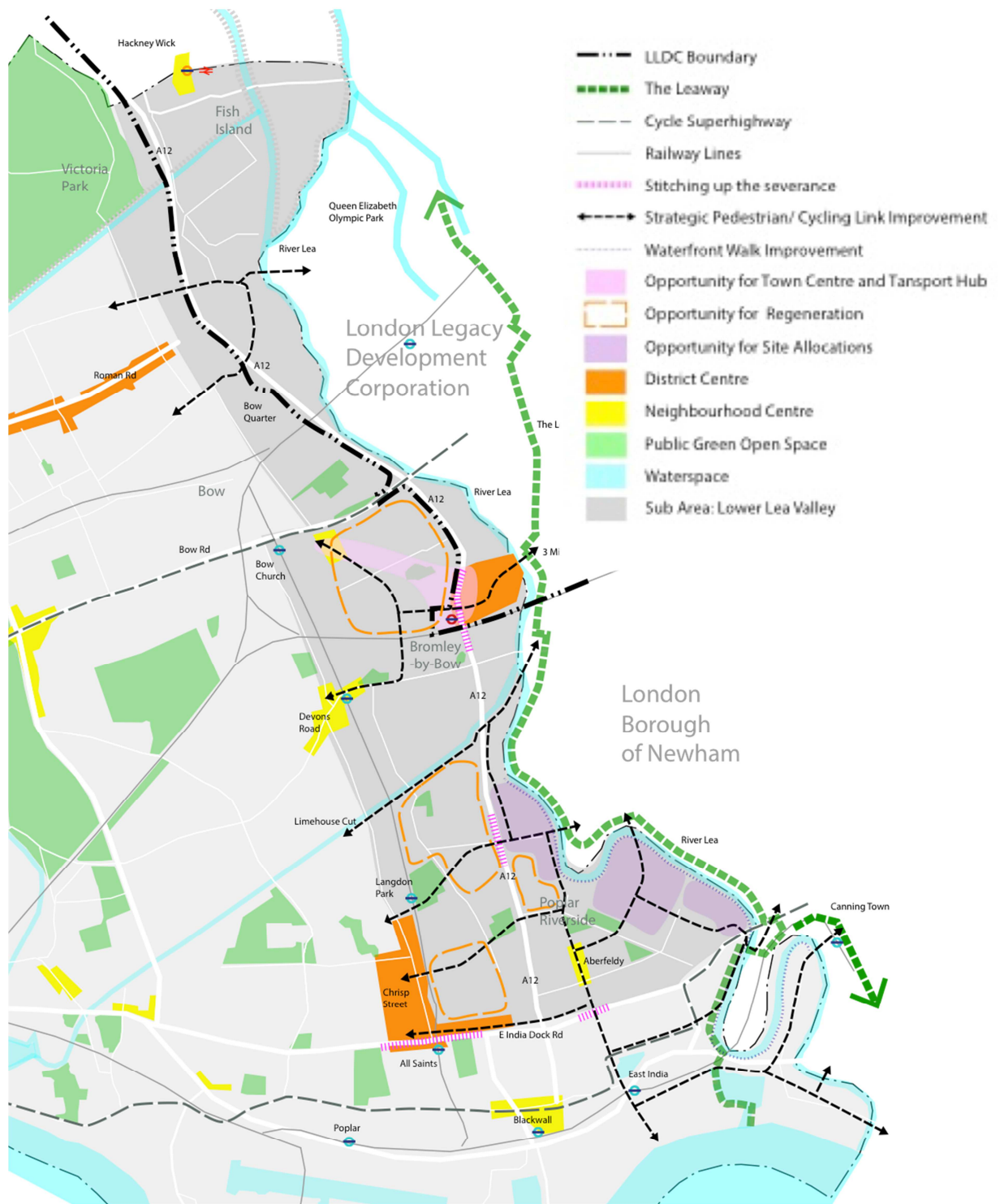


Figure X

Site Allocations

The following list shows the Site Allocations for this Sub Area:

- Ailsa Street
- Chrisp Street Town Centre
- Leven Road
- Oban Street

The land use and infrastructure requirements for each aforementioned site allocation are denoted in the subsequent profiles.

In accordance with the strategic policy DP.1 Delivering Placemaking planning applications which fall within a site allocation will be expected to demonstrate how their development has addressed the land use and infrastructure requirements, together with the placemaking principles.

Policy Context

GLA - Lower Lea Valley Opportunity Area Framework (2008)

- Indicative employment capacity: 50,000 new jobs
- Minimum new homes: 32, 000
- Principles: identified as London's biggest and most important regeneration area; vision is to deliver a vibrant, high quality and sustainable mixed use area set within a high quality landscape and water features achieved through measures included: managed release of appropriate industrial sites for mixed use development should be promoted whilst retaining key industrial land, particularly the Strategic Industrial Locations.

GLA - Olympic Legacy Supplementary Planning Guidance (SPG) (2011)

LLDC – Local Plan (2015), draft Hackney Wick and Fish Island SPD (2016) and draft Bromley-by-Bow SPD (2016)

LBTH – Bromley-by-Bow Masterplan (2012)

LBTH/GLA – Poplar Riverside Housing Zone (2015)

Sub Area Lower Lea Valley: Site Allocations

Ailsa Street

Address	Ailsa Street
Size (ha)	5.76
PTAL	1
Flood Zone (s)	3
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Industrial activities, former primary school and vacant land
Required Use	Housing, open space, district heating facility
Other Potential Use	Primary school



Site Context

The site comprises employment land uses largely consisting of industrial storage, waste transfer station, Grade II Listed buildings, temporary structures and vacant land. Part of the site falls within the Limehouse Cut Conservation Area. The site is bounded in the east by the River Lea and the A12 to the west.

Site requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school

Design and Development Principles

Local Context – Development will need to protect, enhance and integrate heritage assets and the Limehouse Cut Conservation Area.

Environment – The development will need to address noise and air pollution generated by the A12.

Accessibility - Development would be subject to improved walking and cycling connections within the site and across the A12. There is also an opportunity to utilise the waterways and promote its use by providing public walkways along the river and a potential pedestrian and cycle bridge over the river.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Chrisp Street Town Centre

Address	Chrisp Street / East India Road / Kerbey Street
Size (ha)	3.62
PTAL	4
Flood Zone (s)	2
New Local Plan Policy Designations	Chrisp Steet Town Centre, Lansbury Conservation Area
Existing Use	Shops, community facilities, Idea Store, public houses, cafes, market and housing
Required Use	Housing, Idea Store, district heating facility, local market
Other Potential Uses	N/A



Site Context

The site comprises a post-war mixed use town centre redevelopment as part of the Lansbury Estate. It is situated to the north of East India Dock Road and bounded on the east by Chrisp Street and Kerbey Street on the west. The site lies within the Lansbury Estate and includes a market place, an Idea Store and a Clock Tower which act as gateways to the market square. Further north along Chrisp Street is Langdon Park and the Langdon Park DLR station. To the south, across East India Dock Road, is All Saints DLR station and the Grade II listed Poplar Baths. To the south west is the locally listed George Green School. The site is part of the Lansbury Conservation Area.

Site Requirements

The following uses would be provided on the site as part of a comprehensive town centre led mixed use redevelopment .

- Housing
- Idea Store (re-provision)
- District Heating Facility
- Local market (re-provision)

Design and Development Principles

Local Context – Development will need to improve the vitality and viability of Crisp Street as a town centre, by providing a range of unit sizes and re-provision of a market use. Development will need to preserve and enhance heritage assets within and around the site. Development will provide an active frontage towards all surrounding and internal streets and public spaces.

Accessibility – Walking and cycling connections will need to be improved, to, from and within the site and integrate with the Tower Hamlets Green Grid.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Leven Road Gas Works

Address	Leven Road
Size (ha)	8.56
PTAL	1b
Flood Zone (s)	3
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Active gas holders
Required Use	Housing, open space, district heating facility
Other Potential Use	Primary school or secondary school



Site Context

The site forms part of a predominantly industrial landscape where the operational gasholders provide the dominant landscape feature. Other uses within the site include a recently extended car pound, car storage and warehousing as well as derelict and vacant land. Leven Road is well-fronted by 2 and 3 storey terraced housing.

The site is accessed from Abbot Road to the south of site, via Leven Road and a shared private access road. The River Lea is to the north of the site.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open Space
- District Heating Facility

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school or Secondary school

Design and Development Principles

Local Context – Leven Road will require active frontage that fit well with the existing 2-3 storey terraced housing facing the site. Development along the eastern edge of the site will need to be sensitive to the scale of the adjacent 2-storey residential area and the amenity of rear gardens backing onto the site.

Environment – Development will need to address any environmental pollution and land contamination caused by the gas works. Buildings should provide active frontage along the route and while benefitting from canal views, north-facing single aspect dwellings should be avoided.

Accessibility – A new park will need to be integrated with the wider Lea River Park and improve walking and cycling connections to, from and within the site. Public space will need to be accessible along the waterfront. A footbridge connection over the river Lea should be provided.

The site should plan for integration with the adjacent site allocation of Oban Street, to ensure a coherent and well-connected public realm.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Oban Street

Address	Oban street
Size (ha)	2.4 ha
PTAL	1b-5
Flood Zone (s)	2
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Housing, industrial workshops and commercial units
Required Use	Housing, open space, district heating facility
Other Potential Use	N/A



Site Context

The site comprises 60 residential units, a cleared TfL owned site of about a third of a hectare and the Blackwall Trading Estate with its workshops and commercial units.

Adjacent to the site on the west is the Leven Road gas works, and it is bounded by the River Lea to the north and the east, the A13 and residential units are situated to the south.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open Space
- District Heating Facility

Design and Development Principles

Local Context – Development will need to be sympathetic to and step down towards the adjacent housing and streets of 2-5 storeys in height and provide an active frontage towards to existing as well as new streets and spaces.

Environment – Development will need to respect the waterside setting, ensuring public accessibility to waterfronts and helping to improve connectivity to the wider area.

Accessibility - The site should plan for integration with the adjacent site allocation of Leven Road, to ensure a coherent and well-connected public realm.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Sub Area 4: Isle of Dogs and South Poplar

Location

The Isle of Dogs and South Poplar area is located to the south-east of the borough and its boundaries are defined by the River Thames, River Lea and East India Dock Road.

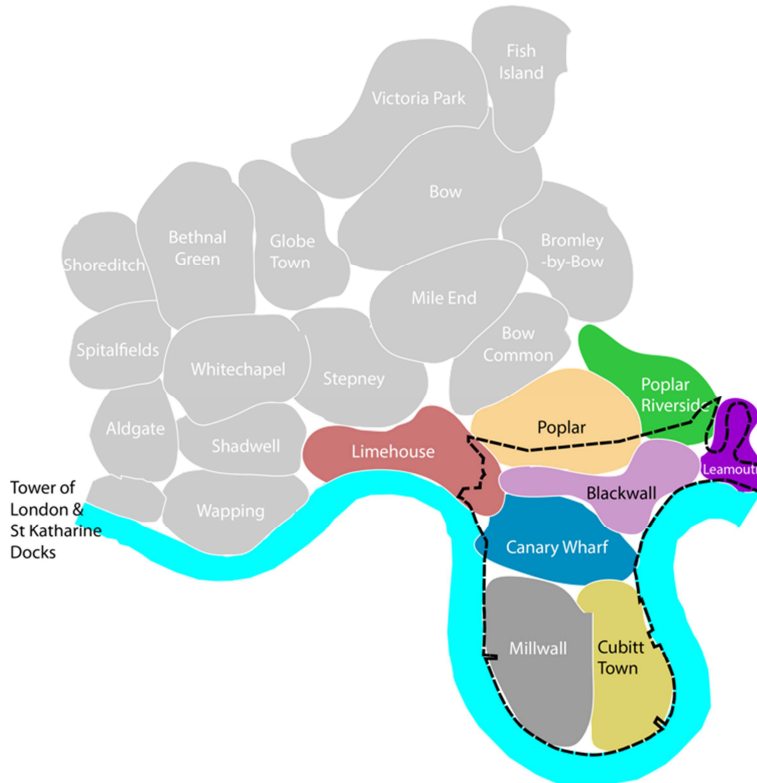


Figure X

Distinct Character and Places

Town and Landscape

The Isle of Dogs area comprises six distinct character places with the commercial centre of Canary Wharf at its heart. Within this area the buildings form a clear landmark and are predominantly large scale, high-rise offices buildings centred on the historic dockland area. Within Canary Wharf there is a significant amount of retail in the numerous shopping centres and the wider grid pattern of streets and squares provides a legible layout. Conservation areas close by includes West India Dock and Coldharbour which survives as one of the last remaining examples of the narrow streets which once typified the river's edge.

The Canary Wharf area is bordered to the north by Aspen Way, a six lane highway running east to west which makes it difficult to navigate from Canary Wharf to areas north. This highway currently marks a strong transition in massing between the taller buildings south with the low rise buildings north. North-south movement within Canary Wharf is interrupted by the linear docks and a limited number of bridges however the abundance of water space and frontage along the Thames provides an attractive setting.

Given the large variation in character across the Isle of Dogs and South Poplar areas, sharp contrasts in townscape character exist across quite small geographic areas. To the south of Canary Wharf are two such areas – Millwall and Cubitt Town. To the north, Limehouse, Blackwall and Poplar are similarly contrasting areas undergoing change as a result of large scale redevelopment.

Millwall and Cubitt Town are mostly quiet residential neighbourhoods surrounded by docks and the River Thames. The housing stock is generally mixed in terms of age, style and density from low to medium-rise Cubitt Town and low to high-rise in Millwall. A small proportion of Victorian terraces survive among pre and post-war estates and more modern development can be found along the dock edges and adjacent to the River Thames. The layout of streets and urban blocks in this area generally reflects the high proportion of post-war housing and has quite a coarse urban grain. The area is relatively cut off from the wider Borough as the water space restricts wider connectivity and there is only one peripheral road around the Isle of Dogs.

Conservation areas in Millwall and Cubitt Town include Chapel House – a low-rise estate designed with Garden City principles. Island Gardens conservation area has a visual and physical connection to the Maritime Greenwich World Heritage site. The riverside walkway is well used and popular yet it is incomplete, interrupted in part by modern development. Mudchute Park, Millwall Park and Island Gardens form a considerable area of open space, the latter with impressive views across the river to Greenwich.

To the north west of Canary Wharf is Limehouse, a largely residential area characterised by medium to high density historic warehouse conversions, modern development and post-war estates. Commercial Road is a thoroughfare and contains a mix of low to medium-rise commercial and residential uses and development north of this road consists of low to medium-rise housing estates. A large proportion of Limehouse is within different conservation areas which generally contain fine grained urban blocks set among the river basins and canals of Limehouse.

To the north east of Canary Wharf is Blackwall, a mainly residential area undergoing substantial change. The housing stock is greatly varied in height and age, with low-rise Victorian terraces, low to medium-rise post-war estates and medium to high-rise modern housing development set along the River Thames. Approximately a quarter of Blackwall is covered by the conservation areas of St Matthias Church, All Saints Church and Naval Row. A moderate number of small parks are located within Blackwall and a proportion of the southern edge of Blackwall borders the River Thames.

Closely associated with Blackwall is the area of Poplar, due north of the Canary Wharf area. It is a mainly residential area with a market at Chrisp Street. The east-west routes of Poplar High Street and East India Dock Road have commercial frontage with small shops and mixed uses above. Residential buildings in Poplar consist of largely low and medium-rise post-war estates, interspersed with high-rise housing. Conservation areas include the Lansbury Estate – a low-rise post-war development with buildings from the 1951 Festival of Britain, and Poplar has a considerable amount of open space with parks generally small and medium sized. Access to Limehouse Cut exists on the northern edge.

North and east of Canary Wharf are the areas of Leamouth and Poplar Riverside, comprising industrial and residential areas. Leamouth has a series of low to medium-rise industrial units along the River Lea and adjacent to the River Thames which includes Trinity Buoy Wharf – a centre of arts and creative industries. The wider area is characterised by the dominance of transport infrastructure and the proximity to water – East India Dock Basin and a wildlife reserve.

In recent years Leamouth and the south side of Aspen Way in Blackwall has become a cluster of dense, high-rise residential blocks and towers and there has been continuous development at Canary Wharf including the Crossrail station and Wood Wharf. In Millwall and Cubitt Town high-rise residential, hotel and office buildings have become dominant around Marsh Wall, Millharbour and Limeharbour. Commercial Road in Limehouse has seen new development. The areas along the River Lea, A12, DLR stations and Limehouse Cut have also changed through significant redevelopment from light industrial sites into residential led uses.

The six distinct character places are highlighted below:

Leamouth is undergoing significant change as it transitions from a predominately industrial area to residential. Connectivity and accessibility in the area is poor but will improve with the forthcoming river service to Trinity Buoy Wharf.

Blackwall is dominated by the strategic A13 vehicular route which creates a physical and visual barrier to north-south movement. To the north of the area Poplar High Street and East India Dock Road provide a local focus for retail and social facilities. The regeneration of Blackwall will support commercial provision on Poplar High Street as well as act as a gateway entrance to the area.

Canary Wharf supports the borough's national economic role with tall office commercial buildings that are visible across much of east London's skyline. Although the area is well connected in terms of transport, local movement through the area and to its surroundings is challenging.

Millwall is primarily residential in character and served by Westferry Road. The area is undergoing significant change from commercial activities and underused office sites to providing new homes and jobs, together with social facilities.

Cubitt Town is mix use in nature and provides significant open space in the form of Mudchute Park and Farm and Millwall Park, and smaller amenity spaces including the eastern edge of Millwall Dock, Newcastle Draw Dock and Island Gardens. This area is connected to the rest of the Island via Manchester Road, Limeharbour and East Ferry Road and to Greenwich via the foot tunnel.

Poplar partially falls within this sub area and sits north of Canary Wharf. It's mainly low raise residential in character and north south movement is restricted by Aspen Way. Poplar High Street town centre runs east west through the area providing retail and education facilities.

Key Opportunities and Challenges

Summary of the key elements which can be addressed through spatial planning

Opportunities	Challenges
<ul style="list-style-type: none"> • Accessible public transport network, including Underground, DLR, river services, buses, and the forthcoming Crossrail and SUSTRAN. • Diverse building typology including new and historic assets including listed buildings, conservation areas and One Canada Square. • World class business area and supporting retail and leisure facilities in Canary Wharf with SME cluster in the north of Isle of Dogs. • Historic and amenity assets including the docks, River, Mudcote City Farm and Millwall Park. 	<ul style="list-style-type: none"> • Protecting employment office use in Canary Wharf and supporting the reprovision and emerging SME cluster in the north of Isle of Dogs. • Addressing the physical severance created by Aspen Way and water spaces and improving local connectivity between Canary Wharf, Blackwall, South Poplar and South Quay. • Highway congestion and overcrowding on the public transport network. • Preserving or enhancing heritage assets and maintaining local distinctiveness.

Development Potential

Potential development capacity for the area

New Homes:

New Employment Floorspace:

Infrastructure: The level of growth in the area requires a significant amount of infrastructure. The arrival of Crossrail will support some growth but further investment is required to deliver a step change in transport capacity in the area. New road and river crossings have been identified to improve connectivity and create an integrated walking and cycling network.

Other supporting services such as school, community facilities and health are required and have been identified through the allocation of site allocations.

It's essential that the level of growth in is matched with the necessary infrastructure in a timely manner.

Developing the Vision

The table below sets out the objectives and the development principles for the Isle of Dogs and South Poplar area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities		Development Principles
Design and Historic Environment		
1	Supporting the delivery of high quality places that knit together the existing assets, fabric and character of the area.	<ul style="list-style-type: none"> Densities, particularly to the south of the Isle of Dogs are required to be well integrated into the public transport capacity and ensure sufficient, particular the DLR and highway connections into and out of the Isle of Dogs.
2	Managing the skyline of Canary Wharf.	<ul style="list-style-type: none"> Tall buildings need to relate well to their context and should not adversely impact on their surroundings or strategic views Apply a step down approach of building heights to and from One Canada Square is to be maintained.
Housing and Community		
3	Managing opportunities for intensification while integrating existing and new communities.	<ul style="list-style-type: none"> New housing and regeneration to existing housing will be supported where there is sufficient public transport capacity and development densities are appropriately attuned to levels of accessibility. Provide and ensure access to the social and physical infrastructure to support population growth including primary school provision.
Town Centre and Employment		
4	Promoting vibrant and vital major, district and neighbourhood centres, realising the potential of the Tower Hamlets Activity Area	<ul style="list-style-type: none"> Promote the expansion of retail and employment provision at Canary Wharf to support potential re-designation as a Metropolitan Centre, with potential expansion north decking over Aspen Way to capture development opportunity and strategic connectivity benefits. Enhance the attractiveness and vitality of Crossharbour as a district town centre by creating a 'High Street' environment along Pepper Street, focusing food and leisure around Glengall Bridge.

Area Priorities		Development Principles
	Delivering the Council's Town Centre Vision set out in the Town Centre strategy.	<ul style="list-style-type: none"> • Crossharbour District Centre to place community uses at the heart of the centre, alongside commercial uses. • Focus retail units within the South Quay area along Marsh Wall to activate this key route and support the convenience needs of the emerging community. • Focus cafes and restaurants around Millwall Inner Dock, the Millwall Cutting and South Dock to activate the dock edges of these historic environments. • Promote new employment space on lower levels around Marsh Wall, particularly in proximity to the DLR line, to meet the aspirations of the South Quay Masterplan SPD.
Open Space and Water Space		
5	Improving the quality, quantum and accessibility of Open Spaces.	<ul style="list-style-type: none"> • Deliver new publically accessible open space that is well integrated into the green grid network, that integrates with the Docks, particular at Millwall Lock. • Maximise the potential to increase north-south legibility across Aspen Way via East India Station bridge to improve access between South Poplar/ Blackwall to Virginia Quay Park/ East India Dock Basin. • Completion of the Thames riverside path around the Isle of Dogs – most of which is shared use, allowing cyclists a route away from motor vehicles. • Maximise the opportunities for leisure activity on the wasterways.
6	Managing flood risk	<ul style="list-style-type: none"> • Safeguard the docks as a flood storage area for surface water discharge and tidal overflow. • Residential development to first floor and above with less vulnerable uses at ground floor is the preferred approach. • No basement dwelling space on the Isle of Dogs • Flood resistance and resilience to be designed in to all new development at the start to minimise the impact of flooding. • SuDS to be included in new development that works with the underlying geology of the area, as a way to manage surface water flood risk, limiting the volume and rate of discharge to the existing sewage network.
Transport and Connectivity		
7	Improving the transport network, securing the necessary strategic and local infrastructure	<ul style="list-style-type: none"> • Deliver the necessary transport measures to ensure ne development is supported by a sufficient transport network and promotes a sustainable public transport. • Increase the number of north-south movement routes on the Isle of Dogs and improve connectivity between Canary Wharf, Poplar Station and Poplar High Street offering stronger connections to Chrisp Street District Centre, Poplar Recreation Ground, Tower Hamlets College and the Workhouse Leisure Centre. • Increase the number of east-west movement routes on the Isle of Dogs integrating the proposed pedestrian/ cycle bridge across the Thames to Rotherhithe to link

Area Priorities	Development Principles
	<p>the growing residential and employment areas of Rotherhithe and Canary Wharf and encourage more active travel between these areas to relieve pressure on the Jubilee Line.</p> <ul style="list-style-type: none"> • Improve the quality of the public realm outside the Canary Wharf Estate through Site Allocations, Planning Applications and projects identified in the Infrastructure Delivery Plan (IDP) and LBTH Transport Strategy. • Improve the public realm quality and legibility around DLR stations aligned with station improvements proposed in the IDP and LBTH Transport Strategy. • Optimise the efficiency of freight and waste collection services, particularly where kerbside deliveries/ waste collection services have a detrimental effect on the capacity of the highway and air quality. • Support extension of river services, a new pier at Canary Wharf East and crossings between Leamouth to Canning Town and Canary Wharf to Canada Water to meet immediate demand for crossing in this area.

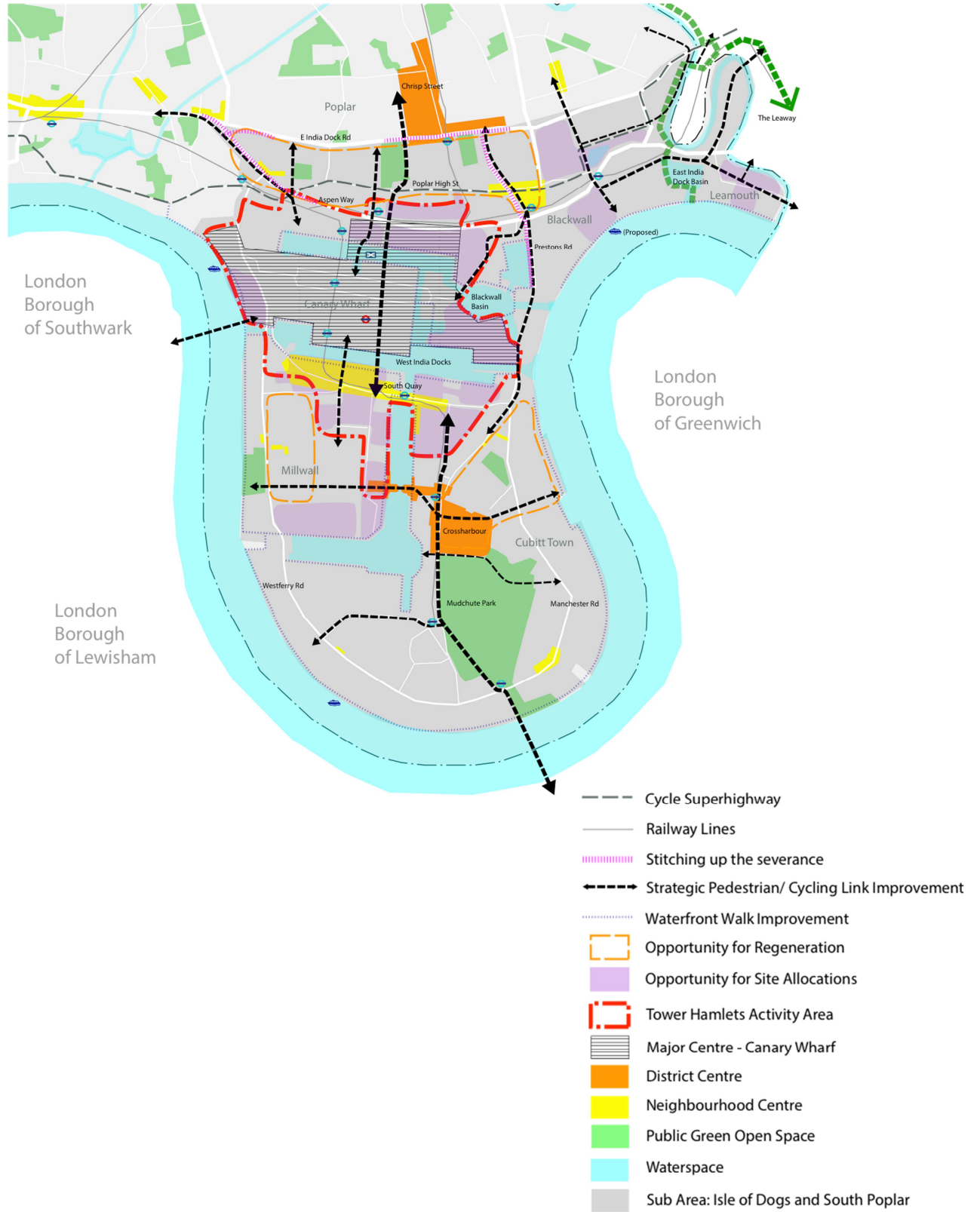
Emerging Vision

Canary Wharf will be integrated with neighbouring areas in South Poplar and Isle of Dog and will continue its global economic function as a business district. Canary Wharf will also be a place for mixed, vibrant and resilient commercial, retail and leisure hub, supported by additional employment space in the South Poplar and Isle of Dogs.

Development will be high quality and successfully accommodate densities and tall buildings in appropriate locations. New homes will provide high quality internal living environments and maximise the amenity opportunities of the waterways. River crossings and services will enhance connectivity together with improvements to walking and cycling. Communities will be supported by social and transport infrastructure to ensure they are well integrated places for working, living and playing.

Key Diagram

Figure X



Site Allocations

The following list shows the Site Allocations for this Sub Area:

- Aspen Way
- Billingsgate
- Clove Crescent
- Cross Harbour Town Centre
- Hercules Wharf
- Limeharbour
- Marsh Wall East
- Marsh Wall West
- Millharbour
- Millharbour South
- North Quay
- Reuters Ltd

The land use and infrastructure requirements for each aforementioned site allocations are denoted in the subsequent profiles.

In accordance with the strategic policy DP.1 Delivering Placemaking planning applications which fall within a site allocation will be expected to demonstrate how their development has addressed the land use and infrastructure requirements, together with the placemaking principles.

Policy Context

GLA –Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF) (GLA, Emerging)

- Indicative employment capacity: 110,000 new jobs
- Minimum new homes: 10,000
- Principles: north of the Isle of Dogs recognised as forming part of London’s world city offer for financial, media and business services and is recognised as part of the Central Activities Zone for office policy purposes; investment in Crossrail is identified as allowing the area to accommodate an additional 110,000 jobs by 2031; and it is identified that land and significant enhancement of transport capacity is require to unlock this potential as a business hub of major international significance.

LBTH - South Quay Masterplan (2015)

Neighbourhood Planning

Isle of Dogs: Designated Area and Designated Forum, developing their plan

Aspen Way

Address	Aspen Way
Size (ha)	6.10
PTAL	3
Flood Zone (s)	2
New Local Plan Policy Designations	Tower Hamlets Activity Area
Existing Use	Wholesale market, dual-carriage way, DLR services, housing
Required Use	Housing , open space and district heating facility
Other Potential Use	Employment



Site Context

The site comprises Aspen Way, railway infrastructure and associated DLR offices. It is bounded by Poplar High Street in the north, with low rise residential estates on the west and low rise industrial buildings and a car park on the east.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- District Heating Facility

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Employment

Design and Development Principles

Local Context - Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Blackwall and Poplar and be sensitive to the St Mathias Church Poplar Conservation Area. In addition local views towards One Canada Square will need to be protected. The development will also need to respect the setting of adjacent housing through appropriate screening and landscaping. To support this scale of development a substantial provision of publicly accessible open space will be required.

Environment –Development will need to address the environmental impacts of Aspen Way.

Accessibility - Development will need to improve and create walking and cycling connections across Aspen Way (A11) and through to Poplar High Street to enable better access along desire lines to and from Canary Wharf and to/from the Poplar DLR station.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Billingsgate Market

Address	Trafalgar Way
Size (ha)	5.74
PTAL	3
Flood Zone (s)	2-3
New Local Plan Policy Designations	Activity Area
Existing Use	Wholesale market
Required Uses	Housing, open space, district heating facility
Other Potential Use	Primary school or secondary school, Employment



Site Context

The site comprises Billingsgate Market and its associated vehicular parking and the Grade II listed Accumulator Tower. It is located on the south of Aspen Way and the DLR lines. The site is overlooked by the tall building cluster at Canary Wharf, to the south and west of the site.

Trafalgar Way runs along the east of the site, opposite are a number of residential blocks, accessed from Broadwalk Place. To the north of Aspen way are the DLR sidings and smaller scale developments around Poplar High Street. To the north east of the site is the Blackwall Reach Regeneration Area. To the north west of the site is Poplar DLR station linked by a footbridge across Aspen Way.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- District Heating Facility

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary or secondary school
- Employment

Design and Development Principles

Local Context - Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Blackwall and Poplar. Development will also need to respect the Grade II listed tower and heritage asset of the Billingsgate Market (particularly its end-facades)

Environment – Development will need to protect and enhance the sites waterside setting, ensuring public accessibility along the entire waterfront.

Accessibility - Walking and cycling routes should also be improved and created to facilitate connections across Aspen Way, across Trafalgar Way towards Blackwall Basin, Poplar High Street, and Canary Wharf and to the wider area.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Clove Crescent

Address	East India, Dock Clove Crescent
Size (ha)	5.7
PTAL	2-4
Flood Zone (s)	2
New Local Plan Policy Designations	Local Employment Location (LEL)
Existing Use	Offices
Required Use	Employment, open space, district heating facility
Other Potential Use	Secondary School, other compatible uses (including housing)



Site Context

The site comprises three buildings, two of which are currently offices and one vacant. Immediately surrounding the site are listed dock walls on the south-west edge.

The surrounding area is diverse in scale and heritage. Surrounding buildings range from lower rise to taller residential buildings. A 10 storey data centre is situated to the north of the site. Further north, is the Aberfeldy Estate which includes residential buildings varying in scale from 2 to 10 storeys.

The site is well connected in terms of the road network with the A13 running east/west north of the site and the A12 running north/south west of the site. In close proximity are the DLR East India and Blackwall stations.

The Saffron Pond Site Importance for Nature Conservation (SINC) falls within the site.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Employment –led
- Open space
- District Heating Facility

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Secondary school
- Other compatible uses, including housing

Design and Development Principles

Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Poplar

Accessibility – Development will need to improve enhance walking and cycling connections within and to the site.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Crossharbour Town Centre

Address	East Ferry Road
Size (ha)	4.89
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Crossharbour District Town Centre
Existing Use	Supermarket, car parking, offices, health facility and Crossharbour DLR Station
Required Use	Housing, open space, re-provision and expansion of a health facility, district heating facility
Other Potential Uses	Primary school, Idea Store



Site Context

The site comprises a health facility with a supermarket and associated car parking, Crossharbour DLR Station and medium-rise offices. It lies to the north of Mudchute Park and south of Canary Wharf. The site itself is bounded by East Ferry Road to the west, Mudchute Park on the south, a low rise and low density residential development to the east and north.

Planning Status

Approved: PA/11/03670

Hybrid planning application for the demolition of existing supermarket, and comprehensive redevelopment of the site for mixed-use purposes to provide up to 30,445sqm of retail, office and leisure floor space, and p to 850 residential units.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Re-provision and expansion of a health facility

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school
- Idea Store

Design and Development Principles

Local Context – Development will need to create a new town centre with a variety of types and sizes of retail uses. Shopping streets and other routes should provide active frontages.

Accessibility - Development would need to improve walking and cycling connections within the site and surrounding areas, including access and active frontage to Mudchute Park. The provision of a bus interchange should be incorporated into the redevelopment of the site.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Hercules Wharf

Address	Leamouth Peninsula South, Orchard Place
Size (ha)	2.43
PTAL	1a to 1b
Flood Zone (s)	2
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Undeveloped part of the Docklands surrounded by a mixture of some housing with a predominance of industry and infrastructure.
Required Use	Housing, open space, district heating facility
Other Potential Use	N/A



Site Context

To the west of the site lies the East India Dock Basin and the safeguarded Orchard Wharf, to the north-west is the Leamouth Circus roundabout which connects to the Lower Lea Crossing flyover and Leamouth's second peninsula. Trinity Buoy Wharf lies east of the site.

The Orchard Dry Dock and Union Caisson lie within the boundary of the site together with industrial and storage space.

Planning Status

Approved: PA/14/03594

Development comprising 834 residential units, retail, employment and education space.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

Design and Development Principles

Accessibility - Development will be subject to improved walking and cycling connections within the site. There is also an opportunity to utilise the waterways and promote its use with active frontage and open space along the waterways.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Limeharbour

Address	Limeharbour Marshwall
Size (ha)	4.87
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Industrial and office space
Required Use	Housing, open space, district heating facility
Other potential Use	Primary school



Site Context

The site is south of Marsh Wall and consists of office and industrial buildings including the high rise Harbour Exchange Square and low rise Skylines Industrial Estate. To the north of the site lie a number of tall residential buildings south of West India and Millwall Docks. Further north is Canary Wharf, where the land use context is dominated by tall office buildings. To the west of the site is Millwall Inner Dock with a number of larger scale office and housing developments, whilst in the south-east beyond the site are significantly lower rise housing estate of Cubitt Town.

Site Requirements

The following uses would be provided on the site as part the comprehensive redevelopment of the site.

- Housing
- Open space
- District heating facility

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school

Design and Development Principles

Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubitt.

Environment – The provision of active frontages and access along the dockside is required to create a series of interconnected spaces in accordance with the Green Grid.

Accessibility - Development will need to improve enhance walking and cycling connections within and to the site.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Marsh Wall East

Address	Limeharbour Marshwall
Size (ha)	3.42
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Offices, housing, retail, multi storey car park
Required Use	Housing, open space, heating facility
Other potential Uses	Primary school, health facility



Site Context

The site comprises a mix of uses, including offices, housing and retail of small to medium scale, south of West India and Millwall Docks. Further north is Canary Wharf, where the land use is dominated by tall office buildings. The proposed development at Wood Wharf is to the north east of the site, with the existing development to the east of the site predominantly low rise. The site borders the Coldharbour Conservation Area to the east.

Access to the site is via Marsh Wall which runs east-west, south of the site and intercepts with Limeharbour running north-south.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school
- Health facility

Design and Development Principles

Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubitt Town.

Environment – The provision of active frontages and access along the dockside is required to create a series of interconnected spaces in accordance with the Green Grid.

Accessibility – Development will need to improve enhance walking and cycling connections within and to the site.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Marsh Wall West

Address	Marshwall
Size (ha)	6.39
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Offices, housing, retail, multi storey car park
Required Use	Housing, open space, district heating facility
Other Potential Uses	Primary school, health facility



Site Context

The site comprises a mix of uses, including offices, hotel and retail of small to medium scale. The DLR track runs north-south through the site, with Marshwall running east-west disconnecting development sites. Further north is Canary Wharf which is accessible by a footbridge over South Dock, which lands directly north of the site. Canary Wharf which comprises tall office buildings is situated to the north of the site, and high density tall residential buildings are situated to the south.

Planning Status

Approved: PA/15/02671 (50 Marsh Wall)

Development comprising 634 new homes, 231 hotel room, health centre, primary school, together with ground floor retail and public open space.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- District Heating Facility

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school
- Health facility

Design and Development Principles

Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Millwall

Environment - The provision of active frontages to surrounding streets and spaces, including the waterside, and accessible, high quality public space along the entire dockside is required to create a series of interconnected spaces in accordance with the Green Grid, making best use of the cluster of mature trees on site.

Accessibility – Development will need to improve and enhance walking and cycling connections within and to the site and connect Mastmaker Road to the South Quay footbridge.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Millharbour South

Address	Millharbour, South
Size (ha)	4.09
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	n/a
Existing Use	Residential, retail and vacant land
Required Use	Housing, open space, district heating facility
Other Potential Use	Primary school, heath facility



Site Context

The site comprises a mix of uses, including residential, retail and vacant land.

The site is bounded by a 15 storey building comprising 352 residential units to the north, Millharbour Road and Westferry Print Works to the west, Millwall Inner Dock to the east and south. The primary access to the site is directly from Millharbour Road with a secondary walking and cycling access via Glengall Bridge which connects the east of the site to Lime Harbour.

Further east is London Arena, a tall mixed use development comprising of 972 units residential, along with office space, hotel, retail and leisure facilities which is under construction. Further north along Millwall Inner Dock are a number of recently completed residential developments between 15 and 48 storeys.

Planning Status

Approved: PA/11/00798 (45 Millharbour)

Development comprising 132 new homes, 880sq.m of ground floor office and retail floorspace together with public open space.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school
- Health facility

Design and Development Principles

Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubit Town

Environment – Development will need to provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the Green Grid.

Accessibility - Development will need to improve enhance walking and cycling connections within and to the site.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Millharbour

Address	Marshwall, Millharbour
Size (ha)	3.58
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Vacant car sales centre, offices, private primary and nursery
Required Use	Housing, open space, district heating facility
Other Potential Use	Primary school, health facility



Site Context

The site comprises a mix of uses, including a vacant car sales centre, offices, private primary and nursery. There are two principal north-south routes, Mastmaker Road and Millharbour, situated to the west and east, with Lighterman's Road to the south. The site is bounded by Marshwall and DLR tracks to the north and Millwall Inner Dock to the east. Adjacent to the south and west are a number of recently built commercial and residential tall buildings.

Planning Status

Approved: PA/14/3195 (1 and 3 Millharbour)

Development comprising 1,513 new homes, primary school with nursery facilities, flexible community/education/leisure uses, together with flexible employment office and retail floorspace and two new public parks including play facilities.

Approved: PA/14/01246 (2 Millharbour)

Development comprising 901 new homes, together with a mix of employment, retail and leisure/community uses at ground-floor and a new public amenity spaces.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school
- Health facility

Design and Development Principles

Local Context - Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubit Town

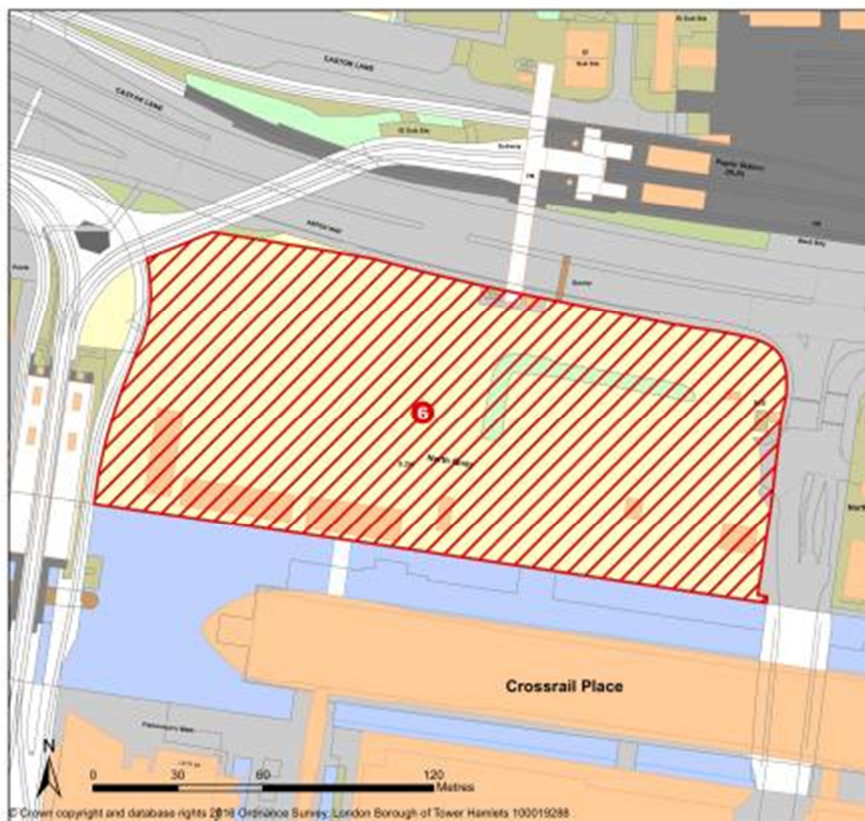
Environment – The provision of active frontages and access along the dockside is required to create a series of interconnected spaces in accordance with the Green Grid.

Accessibility - Development will need to improve enhance walking and cycling connections to and within the site.

Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

North Quay

Address	Upper Bank Street
Size (ha)	3.27
PTAL	3
Flood Zone (s)	2
New Local Plan Policy Designations	POL, Canary Wharf Town Centre
Existing Use	Vacant
Proposed Use	Office, open space, heating facility
Other Potential Use	Housing



Site Context

The site is currently vacant, but is being occupied by construction equipment for the Crossrail station that is being built in the adjacent West India North Dock.

The sites location is on the northern edge of Canary Wharf and adjoins the area of Poplar to the north. Canary Wharf comprises taller office buildings and retail provision, whilst Poplar is mainly lower rise residential buildings. The site is well connected to the transport network with DLR, Jubilee line and Crossrail stations in close proximity. Aspen Way runs along north of site causing a severance between the site and Poplar.

Planning Status

Approved: PA/03/00379

Development comprising two buildings to provide 372,660 sq.m of offices, 5,324 sq. m of retail, together with an area of public realm, a pedestrian bridge across West India Dock North, a dockside walkway, access roads, parking and servicing areas.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Office-led employment uses
- Open space
- District heating facility

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Housing

Design and Development Principles

Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Poplar.

Environment – Development will need to incorporate active frontages and access along the dockside and Aspen Way to create a series of interconnected spaces in accordance with the Green Grid.

Accessibility – Development will need to improve and/or enhance walking and cycling connections within and to the site, in particular accommodating large numbers of pedestrians from and to the DLR stations Poplar and West India Quay and the Crossrail station. A strategic link from Canary Wharf to Poplar high Street is also required. All development should provide convenient and attractive public realm of the highest quality.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Reuters Ltd

Address	Paul Julius Close
Size (ha)	2.71
PTAL	3
Flood Zone (s)	2
New Local Plan Policy Designations	Archaeological Priority Area, Thames Policy Area
Existing Use	Offices and associated car parking
Required Uses	Housing, open space, district heating facility
Other Potential Uses	Primary school or secondary school



Site context

The site is currently used as a car park and ancillary uses for the adjacent Reuters LTD offices, with access from Blackwall Way. It contains a Grade II listed dock and a small listed pump house adjacent to the graving dock. Another graving dock is situated at the north-west corner of the site, which is not listed. The site is south of the DLR train line and the East India and Blackwall DLR stations are in close proximity.

A mixture of land uses surrounds the site. To the south west is the high density residential and hotel development of 27 storeys at New Providence Wharf. To the west is the Blackwall Tunnel vent shaft and to the east is Virginia Quay comprising of residential uses. Adjacent buildings are 4 to 12 storey buildings; the Reuters buildings to the west and residential blocks to the east.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- District heating facility

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary or secondary school

Development and Design Principles

Local Context – Development will need to provide an active frontage towards the Thames Path and the Blackwall Yard Graving Dock.

Environment - Development will need to address noise and air pollution from Aspen Way.

Accessibility - Development will be subject to improved walking and cycling connections within the site, to neighbouring sites wherever possible and across Aspen Way. A continuation of the Thames Path should provide a pedestrian and cycle route all along the Thames waterfront.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Riverside South

Address	Westferry Circus
Size (ha)	2.17
PTAL	5
Flood Zone (s)	2
New Local Plan Policy Designations	POL, Canary Wharf Major Town Centre, Thames Policy Area
Existing Use	Vacant
Required Use	Office-led with other compatible uses, open space, district heating facility
Other Potential Use	Housing



Site Context

The site is currently vacant. It is located immediately south of Westferry circus on the western side of Canary Wharf. The site is bounded by Westferry Road on the east and the River Thames on the west. Surrounding the site are a number of taller commercial and residential buildings, with employment as the dominant land use. A listed lock wall forms the eastern boundary of the site.

Planning Status

Approved: PA/08/2249

Development comprising two buildings providing 341, 924m² of office floor space, together with ancillary parking service and access roads, public open space and riverside walkway, landscaping including public art and other ancillary works.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Office-led employment with other compatible uses
- Open space
- District heating facility

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Housing

Design and Development Principles

Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Millwall.

Environment - Development will need to protect and enhance the sites waterside setting, ensuring public accessibility along the entire waterfront.

Accessibility - Development will need to improve enhance walking and cycling connections within and to the site. A public pedestrian route with high quality public realm is expected along the Thames and Impounding Lock to the south, providing amenity space.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Westferry Print Works

Address	Westferry Road
Size (ha)	6.16
PTAL	2
Flood Zone (s)	3
New Local Plan Policy Designations	n/a
Existing Use	Office, printworks and parking
Required Use	Housing, open space, expanded leisure facility, district heating facility
Other Potential Use	Secondary school



Site Context

Westferry Printworks site is a large scale structure bounded by the Millwall Outer Docks and low rise residential developments to the south with the Green View Place residential development to the east. Access to the site is from Westferry Road which is to the west of the site. A block of two high rise residential blocks on Tiller Road further north are the only high rise developments in the vicinity of the site.

Planning Status

Approved: PA/15/02216

Development comprising 722 new homes together with a secondary school, retail, office community and leisure uses.

Site Requirements

The following uses would be provided on the site as part of the comprehensive mixed use redevelopment of the site.

- Housing
- Open space
- Expanded leisure facility

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Secondary school

Design and Development Principles

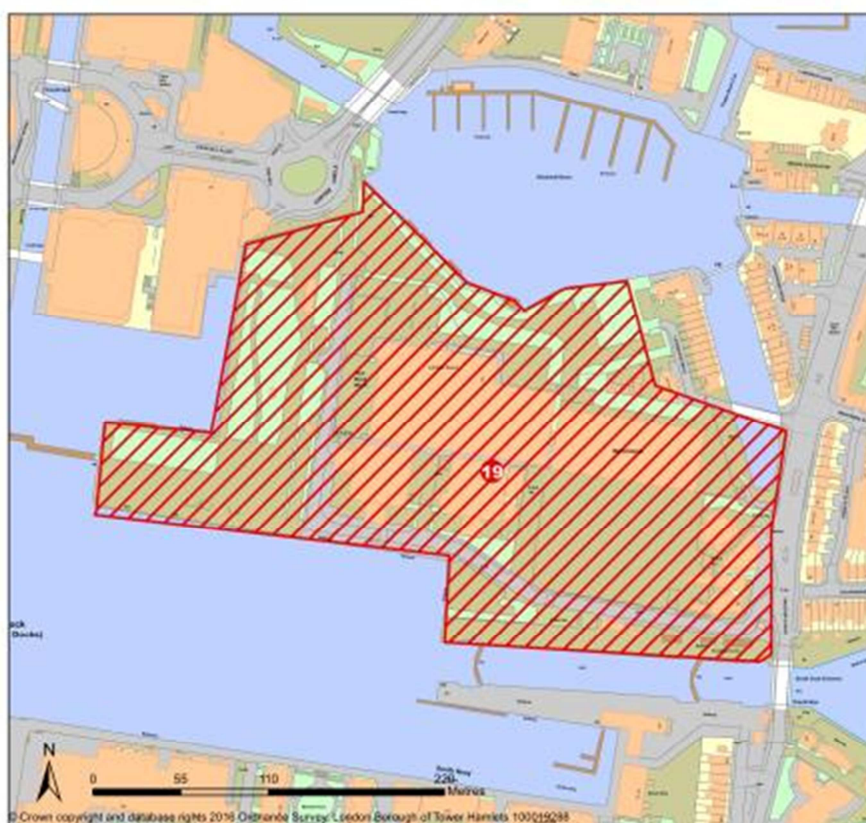
Environment – Development will need to respect the waterside setting, ensuring public accessibility to waterfronts.

Accessibility – Development will need to improve connectivity to the wider area and ensure that there is a good provision of walking and cycling connections within the site.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Wood Wharf

Address	Preston's Road
Size (ha)	7.26
PTAL	2
Flood Zone (s)	3
New Local Plan Policy Designations	Canary Wharf Major Town Centre
Existing Use	Vacant, site under construction
Required Use	Housing, open space, district heating facility
Other Potential Use	Primary school, Idea Store, health facility, employment uses



Site Context

The Wood Wharf site is situated in the north-east of the Isle of Dogs. It lies immediately to the east of Canary Wharf to the west of Preston's Road. Blackwall Basin defines the northern boundary of the site with the River Thames Locks and South Dock forming the southern boundary.

The site contains a number of features which are considered to be of historical importance. These are Blackwall Basin and part of the former West India Dock walls, which are both Grade I listed. Three cranes which were relocated from elsewhere on the Isle of Dogs, front onto the river lock on the south-east corner of the site.

Planning Status

Approved: PA/13/02966

Development comprising up to 4,500 new homes, hotel, primary school together with office, retail, community and leisure uses and public open space.

Site Requirements

The following uses would be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- Primary school
- Idea Store
- Health facility
- Employment uses

Design and Development Principles

Environment – Development will need to respect its waterside setting, ensuring public accessibility to waterfronts.

Accessibility – Development will need to improve walking and cycling connections within the site and surrounding areas.

Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.