Ailsa Street Development Brief

London Borough of Tower Hamlets

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Ailsa Street Development Brief

Contents

1. Executive Summary

2. Introduction
   2.1 The aim of this document
   2.2 Status of this document
   2.3 Background to this document
   2.4 Consultation

3. Urban Context
   3.1 Site Location and Description
   3.2 Community Context
   3.3 Site history and Archaeology
   3.4 Existing land ownership and current uses
   3.5 Current Transport Connections
   3.6 Existing Pedestrian and Vehicular Access
   3.7 Review of Ground Conditions
   3.8 Existing services

4. Policy Framework
   4.1 Introduction
   4.2 National guidance
   4.3 Strategic policy guidance
   4.4 Local policy guidance – Tower Hamlets UDP
   4.5 Tower Hamlets Community Plan

5. Vision for Ailsa Street
   5.1 Regeneration framework
   5.2 Business regeneration
   5.3 Employment regeneration
   5.4 Community regeneration
   5.5 Infrastructure
   5.6 Regeneration showpiece

6. Development Principles
   6.1 Strategic Goals
   6.2 Links and capacity
   6.3 Mix of uses
   6.4 Development Framework
   6.5 Scale, Height and Massing
   6.6 Public realm
   6.7 Urban Design Principle

7. Worked Exemplar

8. Implementation

9. Contacts and Further Information

10. Supporting Technical Documents

11. References

Appendix 1- Consultation List
Appendix 2- Relevant UDP Policies
List of Illustrations

Figure 1
Location Plan

Figure 2
Site Plan

Figure 3
Views towards Site from Bow Lock

Figure 4
Ailsa Street looking east

Figure 5
Cleanaway Refuse Operations

Figure 6
Ailsa Wharf seen from Newham side of Lea

Figure 7
Bromley Hall

Figure 8
Bromley Hall

Figure 9
Restored Façade of Old Poplar Library

Figure 10
Computer Image of Live/Work Units at Rear of Old Poplar Library

Figure 11
Existing Land Ownership

Figure 12
Existing Rail and Road Connections

Figure 13
Existing Bus Routes Adjacent to the site

Figure 14
Duct carrying Power Cable across River Lea

Figure 15
Footing of Power Cable Bridge on Site

Figure 16
Proposed Changes Transport Infrastructure

Figure 17
Development Framework Zones

Figure 18
Section through Boulevard

Figure 19
Section through Apartments

Figure 20
Masterplan: Existing Site Layout

Figure 21
Masterplan: Worked Exemplar

Figure 22
Zone A: Bromley Hall and Old Poplar Library

Figure 23
Zone B: Main A 12 frontage at Lochnagar Street Junction

Figure 24
Zone B, C & E: Lochnagar Street- the East West Axis to the Lea

Figure 25
Zone C: the Southern Block

Figure 26
Zone D: The Central Area

Figure 27
Zone E: The Riverside

Figure 28
Aerial View from the North

Figure 29
View from Bow Lock Looking towards Riverside Apartments

Figure 30
Aerial View from the West looking down Lochnagar Street

Figure 31
Aerial View from the South showing New Bridges and Riverside Walk

Figure 32
View across the A12 showing Bromley Hall
1.0 EXECUTIVE SUMMARY

1.1 This document focuses on the area around Ailsa Street, E14 immediately east of the Blackwall Tunnel northern approach road in the London Borough of Tower Hamlets. The combined sites are now known as 'Ailsa Street'. It has an area of 4.74 hectares. The majority of the site is currently largely vacant or unused. Plots that are occupied contain a mix of uses such as scrap metal merchants and waste disposal.

1.2 Ownerships of the site are divided between London Borough of Tower Hamlets, Leaside Regeneration Ltd, Transport for London and several private landowners.

1.3 The aim of this document is to provide guidance for the future development of Ailsa Street. The comprehensive development of Ailsa Street represents a crucial component supporting a massive regeneration effort centred on the river Lea. It is being driven forward by Leaside Regeneration Ltd in partnership with the London Borough of Tower Hamlets and a wide range of other key players including: Poplar HARCA, Bow HAT, the Bromley-by-Bow Centre, the Bow People’s Trust, Thames Gateway London Partnership, the Docklands Light Railway, London Development Agency and Transport for London.

1.4 This development brief has been scrutinised through public consultation and the Council is able to adopt this final brief as Supplementary Planning Guidance (SPG) to the adopted Tower Hamlets Unitary Development Plan (1998).

1.5 The development brief contains a development framework masterplan. It contains the key criteria to guide potential developers of the site and enable the provision of a high quality urban regeneration scheme for a mixed-use and employment generating development.

1.6 The overarching strategy of integration is demonstrated in the worked exemplar. The urban spaces and the buildings that surround them are organised to make a safe environment of mixed activity and daily use. This includes decent and attractive places to live while necessarily a substantial amount of the development is devoted to employment use.
2.0 INTRODUCTION

2.1 The aim of this document

2.1.1 The aim of this document is to provide guidance to the future development of Ailsa Street.

2.2 The status of this document

2.2.1 This document is Supplementary Planning Guidance to the adopted Tower Hamlets Unitary Development Plan (1998).

2.3 Background to this document

2.3.1 Ailsa Street is identified as a key regeneration site by Tower Hamlets Council. In order to promote its development, the Council formed a Joint Venture with the London Development Agency and Leaside Regeneration Ltd. This enabled each of the partners to contribute their own specialist skills and resources to the project and to share the risks involved in preparing the site for development. The aims of the Joint Venture have been to:

- Commission and agree a masterplan and associated studies for the site in order that development could proceed in a holistic and coherent way
- Assemble the land within a single ownership if possible by agreement but if necessary through the use of Compulsory Purchase Order powers
- Consult with the local community on the masterplan
- Obtain the support of the local planning authority for the masterplan
- Market and dispose of the site to private developers
- Carry out advance works if appropriate such as decontamination and infrastructure
- Develop the site for regenerative short term uses in order to improve the site's market viability
- Distribute any surpluses from the development amongst the three partners in proportion to their financial contributions

2.4 Consultation

2.4.1 This brief with its supporting papers and a series of exhibition panels formed the basis of a detailed public consultation exercise over a continuous 6-week period conducted by the London Borough of Tower Hamlets. The results have been reported back to the Council’s Cabinet, and the brief was revised incorporating any necessary amendments. A list of consultees is attached at Appendix 1. The Council’s Regeneration Department and Leaside Regeneration Ltd have maintained a constant and open dialogue with Ailsa Street landowners/occupiers during the consultation period. This final brief is now adopted for the purposes of guiding the future development of the site.

2.4.2 Within this context, it is considered that this document has not violated the individuals human rights (Human Rights Act 1998) Articles 6 and 8.
3.0 **URBAN CONTEXT**

3.1 **Location and Description**

3.1.1 The site, now known as Ailsa Street, is located in the London Borough of Tower Hamlets centred on Ailsa Street, E14 (see Figure 1). It has been known as the Ailsa Street Site and is referred to as such at some places in this report. The site area is 4.74 hectares. The site boundary is indicated on Figure 2.

3.1.2 The western boundary of the site is formed by the Blackwall Tunnel Northern Approach Dual Carriageway (the A12). Across the highway is the London Borough of Tower Hamlets Teviot Estate. The eastern boundary is defined by the River Lea/Bow Creek. The river wall wharf sides are named St. Leonard’s Wharf and Islay Wharf. To the north the site is bounded a converted fire station containing artists’ studios (Nos. 25-37 Gillender Street) and the rear yard of a document storage warehouse (No. 24 Gillender Street). There is no further northern access to the riverside beyond this boundary. To the south the site is bounded by Bromley Hall Road serving the Aberfeldy housing estate and some light industrial units. A substantial document storage warehouse in Leven Road completes the southern site boundary. There is no southerly access to the riverside beyond this point.

3.1.3 A brief summary of current neighbouring uses follows:

- **Northern boundary:** Residential (artists’ studios) and storage warehouse.
- **Western boundary:** Public Highway, with residential at other side of dual carriageway.
- **Southern boundary:** Residential (Aberfeldy estate) and storage warehouse.
- **Eastern boundary:** River Lea, with warehousing and industrial units on other side of the river.
- **On-site:** Poplar Library offices, with live/work units to the rear.

3.2 **Community Context**

3.2.1 The Ailsa Street site is centred on two existing communities, Aberfeldy to the south and Teviot across the A12 to the west. Aberfeldy has a population of approximately 8000 and is a relatively isolated community, being as it is ‘land locked’ by major roads and the River Lea. Whilst containing a primary school and a limited number of shops the area has poor provision of services and facilities. The area suffers from high levels of deprivation and, as part of the Lansbury Ward, is the 47th most deprived ward in the country and has the 27th highest level of income deprivation. Whilst Lansbury is attracting some investment in the form of new social housing development and environmental improvements it requires major additional support.

3.2.2 The Teviot Estate, with a population of approximately 4500 is in many respects a similar situation to the Aberfeldy. Whilst some investment has recently been made in community facilities and social housing improvements and new build, the area suffers from significant levels of unemployment, lack of facilities and a poor environment.

3.2.3 The proposals put forward by this document will re-connect these communities and create a level of demand that stimulates the enhancement of service provision, provides better connections to facilities and has a significant impact on raising the quality of the environment.
3.3 Site History and Archaeology

3.1.1 Review of the site’s archaeological information and guidance arising: A desktop study of the site has been carried out by Museum of London Archaeology Service (MoLAS) and is presented in their draft report dated October 2000. The work considers the archaeological, environmental and historical background of the site. It assesses the possible nature and extent of buried archaeological deposits and forecasts the likely impact of previous and future redevelopment on them. The report excludes the Bromley Hall School site.

3.1.2 A summary of historical information about the site is provided in MoLAS Report.

- The Doomsday survey of AD 1110 records nine mills on the tributaries of the river Lea around Stratford indicating that the area was an early industrial centre.
- Bromley Hall, which still stands on the site, was probably built in the 15th century and was the manor house of Lower Bromley Manor. It was owned by the Priory of Christ Church in London. The house was extensively remodelled in the seventeenth and eighteenth centuries.
- In the eighteenth century the eastern edge of the site appears to have had osier beds (coppiced willow used in manufacturer of wicker basket work) and a further building, known as the 'Manor House', was built to the south of Bromley Hall.
- In 1799 Bromley Hall was occupied by a calico printer who constructed a number of calico works on the site sometime thereafter.
- Much of the surrounding marshland was purchased by David and Hugh McIntosh in 1828 to dump spoil from the construction of the East India Docks.
- The 1867 Ordnance Survey map does not show the calico works as extant but depicts formal gardens and fishponds on the site.
- From the 1870’s the area was substantially developed when the McIntosh Housing Estate was laid out, during which time the current road layout (Alisa Street, etc) was formalised. During the 1880’s an oil works was established on the river frontage at the northern end of the site, see Figure 3.
- Poplar Library was built in 1906.
- The construction of the Blackwall Tunnel Northern Approach A12 dual carriageway in the mid 1960’s effectively cut the site off from the neighbourhood apart from a pedestrian underpass.
- In the 1980’s the housing estate and oil works were demolished and the site assumed its present appearance and usage - see Figures 3, 4 5 and 6.

3.1.3 The report makes a number of observations and recommendations, and should be read in conjunction with this review. A summary is presented below:

- An archaeological evaluation is likely to be recommended by English Heritage Archaeological Advisor to Tower Hamlets.
- Any work having an impact on the listed buildings on the site is likely to require listed building consent.
- Any geotechnical pits excavated for engineering purposes should be closely monitored by a competent archaeological organisation in order to gain information to inform decisions about the need for archaeological field evaluation.
Figure 3 View towards Site from Bow Lock

Figure 4 Ailsa Street looking East

Figure 5 Cleanaway Refuse Operations

Figure 6 Ailsa Wharf seen from Newham side of Lea
3.4  Listed Buildings

3.4.1 There are two Grade II listed buildings on the site: Bromley Hall and Poplar Library. The following information is derived from the MoLAS report referred to in 3.2.1 above and from information provided by London Borough of Tower Hamlets Conservation Department.

3.4.2 **Bromley Hall** (Figures 7 & 8), as described above, was probably built in the fifteenth century and is the last remaining part of the manor house of lower Bromley Hall. It was substantially remodelled in seventeenth and eighteenth centuries. The property has been in residential use until recently and was purchased in early 2002 by Leaside Regeneration. A feasibility study of Bromley Hall was carried out in 2002 by Heritage of London Trust Operations Ltd (HOLTOP) in consultation with English Heritage and is available for inspection from Leaside Regeneration.

3.4.3 **Poplar Library** (Figures 9 & 10) was designed by the architects Squire, Meyers and Petch and opened in 1906 as a public library. It fell out of use in 1992. Recent refurbishment works to Poplar Library represent the first phase of the regeneration project for the Ailsa Street site. The work has been carried out under the auspices of Leaside Regeneration. Destined to become a focus for local business and living, Old Poplar Library features serviced offices within the existing fabric and purpose built live work units to the rear.

3.4.4 The serviced offices are located within the old library buildings, which have been restored to their former glory. The modern live work units are designed to allow residential and business life to come together under one roof. A courtyard has been constructed to the rear on the site of the former garden.

Figure 7 Bromley Hall facade
Figure 8 Bromley Hall from Gillender Street

Figure 9 Restored Façade of Old Poplar Library 2002
3.5 Existing Land Ownership and Current Uses

3.5.1 The majority of the site is now largely vacant or underused. Plots that are occupied currently contain a mix of low-grade uses such as scrap metal merchants and waste disposal. Land ownership is spread between three categories – refer to the simple land ownership diagram Figure 11. In addition, the roads on the site are adopted highways owned by the London Borough of Tower Hamlets and the riparian owner of the river wall is the Port of London Authority.

3.5.2 Land owned by the council has been cleared but the vacant sites have since been used for fly tipping and dumping of used cars and trucks.

3.6 Current Transport Connections

3.6.1 The following points are summarised from Buro Happold Transport Assessment Report July 2002. Also refer to this report for maps etc.

- **Rail connections** (Figure 12): Underground at Bromley by Bow District/Hammersmith and City Line (10 minutes walk north from site). The proposed DLR at Langdon Park to the west is 10 minutes walk and due to open in 2005. There are no national rail connections within 15 minutes walk of the site.
- **Bus connections** (Figure 13): Route 108 runs north and southbound on A12 and stops adjacent to the site. Route 309 runs east and west bound through Aberfeldy to Canning Town with a stop in nearby Zetland Street.
- **Pedestrian routes**: The walking environment is poor. The site is separated from the west by the A12, except for the subway. There is no link to riverside walk on Newham side of river. Permeability to adjacent residential estates is poor.
- **Cycling environment**: Is poor with few local priority facilities. There is no opportunity to connect across the Lea to Newham.
3.6.2 The site is immediately adjacent to the A12, which is a major urban highway. Current vehicular access and egress to and from the site is limited to the south bound carriageway junction of A12 with Lochnagar St with a secondary northbound only access from Leven Road. Gillender Street at the north end of the site is not connected to the body of the site other than site access only to the northern existing waste management plot.

3.7 **Existing Pedestrian and Vehicular Access**

3.7.1 There is presently no pedestrian access to riverside. Notwithstanding the possibility of future provision, the site is hemmed in at each end by existing buildings. The closest point at which the river can be crossed is at Bow Lock some 400 meters to north of the site.

3.7.2 The site has the potential to connect into an excellent existing public transport network. However, to do so requires improved pedestrian access across the A12 onto the site. The existing pedestrian subways under the A12 are in a poor condition and are under used.

3.7.3 The ‘left in, left out’ vehicular access onto the southbound carriageway of the A12 limits the commercial viability of the site. There is a requirement for direct access onto the northbound carriageway. The site has potential to connect effectively into the major highway network, but requires significant amendments to the at grade crossing to achieve this.
Figure 11 Landownership in Ailsa Street
3.8 Review of Ground Conditions

3.8.1 A desk study of the site has been carried out by White Young Green Environmental (WYGE) and is presented in their report dated November 1999. The work comprised a walkover survey, review of historical maps, review of available site investigation reports, information on buried services, and various environmental enquiries. The report makes a number of observations and recommendations, and should be read in conjunction with this review. Note this information excludes Bromley Hall School site for which no data is currently available.

3.8.2 The following information is derived from Buro Happold review of the WYGE report dated 22 February 2002:

- Some ground investigation data is available. Nevertheless, detailed investigation of the sites will be required, to include trial pits, boreholes, laboratory testing for geotechnical and contamination purposes, and installation and monitoring of standpipes for gases and groundwater levels and sampling for contaminant testing.
- The previous uses of the site are potentially contaminative: the site has been used for oil and LPG gas storage with a large number of buried storage tanks, most of which appear to remain in place. A number of above ground diesel storage tanks are also present on the site. Other historical uses include housing, garages, warehouses, scrap yards and car breakers. There are likely to be obstructions below ground from old foundations and tanks across the whole site. Furthermore, the existing buildings may contain asbestos and a survey is required prior to demolition.
- The Environment Agency is likely to preclude development within 8m of the river wall, which itself may need to be replaced/strengthened depending on its condition. Visual inspection suggests that it is generally sound.
- Tower Hamlets have already indicated basic remedial requirements based on human health considerations, although they have not confirmed which investigations will be required to confirm conditions.
- In addition to this the Environment Agency is likely to require remediation to protect groundwater and Bow Creek, particularly to the former oil storage tank areas. Basements and underground structures will have to be designed for a high groundwater table. Further remedial requirements are likely to include gas protection to structures because of the risk of gas generation from both the alluvial and oil saturated deposits.
- All remediation will be required to meet current industry standards.

3.9 Existing services

3.9.1 A desktop study of the site has been carried out by Buro Happold Urban Projects and is presented in Utilities Report -Status of Existing Supplies March 2002 – reference 11.2, which should be read in conjunction with this summary. The report describes each utility individually and existing services are indicated on the utility drawings included at the end of the report.

3.9.2 All the information at this stage is preliminary and further discussions with the individual statutory authorities will need to be initiated shortly once the building loads are established. This in turn will enable a strategy to be developed in conjunction with the supply authorities for the new master planned development.

3.9.3 The key points to note from the report are as follows:

- The existing foul and surface water trunk sewer runs under the A12 is not sized to accommodate the assumed design flow of the proposed development and therefore storage of drainage water on-site will be required.
- A development of the size and type envisaged by the masterplan will likely require additional transformer capacity.
- There is one identified extra high voltage route on the site. This line is part of the primary distribution cable network on route 316 and it carries 22,000 to 132,000 volts. The line enters the site from the east over the existing services bridge which carried the power duct, follows Ailsa Street to Lochnagar Street and then crosses over the A12.

Figure 14 Duct Carrying Power Cable across River Lea

Figure 15 Footing of Power Cable Bridge on Site
4. CURRENT POLICY

4.1 Introduction

4.1.1 This Planning Brief seeks to ensure that the regeneration of Ailsa Street will be sustainable and deliver high quality environmental, social and economic outputs, for the benefit of adjoining residents and the wider community of Tower Hamlets. In line with National, Strategic and, specifically the aims of the Adopted Unitary Development Plan.

4.1.2 The hierarchy of planning policy that informs planning and design decisions at Poplar River Side (Ailsa Street) commences at national level with general guidance. At the regional level strategic guidance is provided by the Draft London Spatial Development Strategy (The London Plan) and RPG3.

4.1.3 The Tower Hamlets Unitary Development Plan (UDP) provides general and specific policies for the site. These local policies are supported by Supplementary Planning Guidance Notes (SPG) that provide advice about their implementation. A full listing of the relevant UDP policies is attached at Appendix 1. The following is a summary of the relevant policies that will need to be taken into account when developing a scheme for Ailsa Street and how they apply.

4.2 National Guidance


4.2.1 The Urban White Paper (2000) highlights the potential role of planning and design in making urban areas more attractive and people friendly. It promotes more environmentally sustainable ways of living and working. The provision of 3.8 million new households is a major focus of the White Paper. More broadly a strong commitment to improving the quality of the urban environment is also expressed. The White Paper recognises the interdependency of economic, social and environmental issues and advocates a more ’joined up’ approach to development.

Planning Policy Guidance Note 1 (PPG1): General Policy and Principles

4.2.2 The Government’s approach to the planning system is underpinned by three core themes:

- Sustainable development;
- Mixed-use development; and
- Design.

The role of the planning system in regulating the use and development of land is pivotal. Planning is defined as the mechanism for delivering economic development to secure higher living standards whilst simultaneously protecting and enhancing the environment in both present and future contexts.

4.2.3 The establishment of mixed-use development is advocated as a means of creating ‘vitality and diversity and reducing the need to travel’, thereby positively contributing to the aim of sustainable development. Mixed-use development was also a key proposal of the Urban Task Force Report, ‘Towards an urban Renaissance’. PPG1 suggests that the introduction of mixed-use development may improve existing areas of poor quality.
Planning Policy Guidance Note 3 (PPG3): Housing

4.2.4 The Government believes that ‘New housing and residential environments should be well designed and should make a significant contribution to promoting an urban renaissance and improving the quality of life’ for residents. As part of this approach, the creation of mixed and inclusive communities that offer a choice of housing and lifestyles underpin the Government's approach to housing policy. The provision of affordable housing in new developments is seen as an appropriate method to provide the communities with a mix of housing types. The Government believes this provision should reflect the local need and individual site suitability.

4.2.5 Where land has been allocated for employment uses that “cannot realistically be taken up in the lifetime of a development plan…The Government regards this as a wasted resource and that local authorities should consider whether some of this land might be better used for housing or mixed use developments”. (paragraph 42)

Planning Policy Guidance Note 13 (PPG13): Transport

4.2.6 The Government’s objectives for transport are:

- To promote more sustainable transport choices,
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- Reduce the need to travel, especially by car.

4.2.7 To achieve these objectives the government in its guidance requires local authorities to ensure “that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion.”

4.2.8 Guidance requires local authorities developers and transport providers to ‘work together to meet the accessibility needs of disabled people in all developments.’

Planning Policy Guidance Note 25 (PPG 25): Development and Flood Risk

4.2.9 Within the Government’s guidance it is recognized that development on brownfield land could be vulnerable to flooding. Guidance therefore suggests that the risks of flooding should be taken into account by developers and local authorities. This reflects the guidance given in PPG3, which advises local authorities to take account of physical and environmental constraints on the development of land for housing, including flood risk.

4.3 Strategic Policy Guidance Draft London Plan:

4.3.1 The Draft London Plan, although not fully adopted as the strategic guidance for London, is considered to be a material consideration in the determination of planning applications. The document is the most recent policy guidance that has been published. However until the document is formally adopted RPG3 (Regional Guidance for London) remains the formal guidance for London. Due to the age of this guidance more weight can be given to the policies within the Draft London Plan.
4.3.2 Ailsa Street is located within or adjacent to three areas of strategic importance to London and the South East region. It is located within the Thames Gateway regeneration corridor, is within the East London sub-region and is adjacent to the area identified by the Draft London Plan as the Lower Lee Valley Opportunity Area.

**East London Sub-region**

4.3.3 Within the East London sub-region the Lower Lee Valley has been identified as an opportunity area where it is seen as being a potential location for a 'high quality environment attractive to modern business facilities, new housing and leisure opportunities.' Due to the areas excellent public transport connections such as Canning Town and West Ham.

**Lower Lee Valley Opportunity Area**

4.3.4 Although Ailsa Street does not fall directly in this designation it is considered that any development that takes place on the site should build upon the principles laid down by the London Plan. It is considered that the realisation of development opportunities on Ailsa Street will benefit the communities adjacent to Ailsa Street and not those solely within the boroughs administrative boundary. This will help to achieve the Plans aim to develop a high quality area for London as a whole.

**Housing & Density**

4.3.5 The Mayor's housing policies for providing sufficient housing to accommodate the projected growth of London identify opportunity areas and the Thames Gateway as areas that can provide a major contribution to housing provision. Tower Hamlets housing target for the plan period to 2016 is 41,280 additional new homes (policy 3A.2)

4.3.6 The Mayor in line with Government guidance requires new development to promote mixed and balanced communities. With the design and construction of new homes being of the highest quality, with the 'application of new building technologies to promote health benefits and preserve natural resources' (policy 4B.6). Policy 3A.4 requires new housing to be built to 'lifetime home' standards and for ten per cent to be designed for or to be easily adaptable for wheelchair users. The Mayor expects all future development to conform to sustainability standards and will require new development to meet the highest standards of sustainable design and construction as set out in policy 4B.6.

4.3.7 One of the Mayor's objectives for housing is to increase London's current supply of affordable housing in order to promote 'mixed and balanced communities'. Policy 3A.8 requires local authorities to adopt the indicative affordable housing targets set out in the London Plan, for Tower Hamlets this is 50% for mixed use schemes.

4.3.8 For London to achieve the intensive development envisioned by the London plan in areas such as the Thames Gateway the design of schemes is recognised as being essential to ensure long term efficient use of sites. The London Plan identifies design principles that should be followed in policies 4B.1 and 4B.2.

4.3.9 The Draft London Plan aims to ensure that development proposals achieve the "highest possible intensity of use compatible with local context" (4B.3). The advocates a plot ratio of 3:1 wherever there is good public transport. Within areas of London such as the Thames Gateway where it is considered to be highly accessible a plot ratio of 5:1 is considered to be acceptable (4B.14). However given the site constraints within the Ailsa Street it is considered that a plot ratio of 3:1 would be more realistic for the area.
Creative Industries

4.3.10 Creative industries are defined within the London Plan as including music, fashion, new media, film and broadcasting (3B.42). Policy 3B.10 requires local authorities to identify and support the development of clusters of creative industries and related activities, and as a use to drive regeneration. They are seen as one of the fastest growing sectors of the London economy generating around £20 billion annually.

4.3.11 The Plan acknowledges that there is an identified emerging cluster of these uses within the Lower Lea Valley, which should be seen as an aid to regeneration. Ailsa Street is seen to be an ideal location where the encouragement of these uses would be of genuine benefit.

The Blue Ribbon Network

4.3.12 The Blue Ribbon Network consists of London's rivers, canals and water bodies. The strategy detailed in the London Plan recognises the importance of these assets and is seen to have an essential role to play in delivering all the key elements of the Mayor's vision for London. The principles of the Blue Ribbon Network and the Mayor's policies for the network are identified in Annex 2 of the Draft London Plan.

4.3.13 Policy BR1 requires authorities when assessing planning applications to recognise the importance of the Blue Ribbon Network. In terms of the types of development that are appropriate. Policy 2.13 states 'all development on or adjacent to the Blue Ribbon Network must respect the water location through high quality design.' This will include the use of sustainable drainage systems (BR7) and water sewerage infrastructure (BR11). Specific design policies for the Blue Ribbon Network are also identified within the Annex and these should also be taken into account in the design of development in Ailsa Street relevant policies include BR23, 24, 25,26 and 27. These deal with all aspects of design within or adjacent to the Blue Ribbon Network.

Strategic Guidance for London Planning Authorities (RPG3) 1996:

4.3.14 RPG3 states that 'redevelopment and regeneration should be encouraged through targeted action in impoverished and run down areas' (Paragraph 2.11). It recommends that development in deprived areas should be 'made accessible to those living and working in neighbouring areas so that the local labour force, local suppliers and supporting enterprises, including small businesses can benefit from growth'.

4.3.15 Local authorities are encouraged to work in partnerships to 'prepare strategies which adopt an integrated approach to transport and development at the local level' (paragraph 2.12)

4.4 Local Policy Guidance - Tower Hamlets Unitary Development Plan (UDP)

Core Objectives

4.4.1 The core objectives (ST1-3) of the Tower Hamlets UDP are to deliver a fair and effective planning service through the development of policies and proposals that address the varied needs of the community. A further objective relates to the encouragement of private/public sector partnerships, where these are in accordance with the strategy of the UDP. This is encouraged to facilitate improvements to the Borough’s environment and for its residents. Finally the promotion of sustainable development is strongly advocated (see Appendix 1 for list of relevant UDP policies).
Urban Design

4.4.2 The UDP provides a framework to protect and improve the environmental quality and amenity of the Borough (ST4-7). It is a requirement that new development ‘respects’ the built environment in addition to contributing to the creation of a safe, welcoming, attractive and accessible environment. DEV1 sets out the general design principles, which are required of all new development. The strategic goals of the development brief set out in Part 6 will help to meet the objectives of DEV1 & DEV2.

4.4.3 The ability of local people to move freely through the development is integral to its success. The importance of safety and security in design are also addressed in policy (DEV1) Council’s Supplementary Planning Guidance (SPG) on ‘Securing a Safe Environment’ and the Government Circular 5/94 ‘Planning Out Crime’ are useful points of reference. DEV1 (3) addresses issues of maintaining continuity e.g. street frontages. DEV1 (2) requires development to be sensitive to the capacity of a site. Access for disabled people is also a major concern of the Council. This is reflected in Planning Standard No. 5: Access for People with Disabilities, and it's supporting SPG which includes direction on requirements for disability access.

Controlling the Impacts

4.4.4 In the formulation of development proposals, in particular zones A, B and C regard will need to be had to DEV2 which, sets out policy concerned with mitigating negative impacts on the amenity of residents and the environment more broadly, ensuring their protection at all stages of development. The policy requires that residents be protected from the negative externalities of development including various forms of pollution, including noise, (see Planning Standard No. 2: Noise). Further the policy also stipulates that occupiers in adjacent buildings should not be adversely affected by the impacts of the development e.g. through loss of privacy or daylight. This is particularly relevant due to the proximity of the A12 to these zones and the proposed Hotel and Live/ Work elements.

4.4.5 The incorporation of the principle of sustainable development is a core and strategic objective of the UDP (ST3 and ST7, respectively). Energy efficiency in design is strongly encouraged by the Council, which requires energy efficiency in the design and materials used in development. Echoing national and regional policy, it is stated that thorough consideration should be given to whether development proposals ‘compromise the ability of future generations to meet their needs’ (UDP 4:10). Efforts should be made to incorporate the principles of sustainable development in all of the development zones.

Mixed Use Development

4.4.6 Mixed use development is a key feature of Ailsa Street. Policy DEV3 embodies the recent drive by the Council to encourage mixed use developments. Paralleling Government Guidance, mixed-use development is considered important in building upon local character, and adding to an areas vitality and diversity (UDP 4.13). It is also valued for its potential in contributing to the generation of varied employment and its potential in facilitating environmental and energy efficiency objectives, as well as providing substantial economic benefits.

Employment (Zones A, B, C & D)

4.4.7 The strategic objectives for the council are to encourage developments, that promote job opportunities for local people and the London job market as a whole, while promoting and
maintaining high quality work environments that attract investment and maintain the competitiveness of the local economy (as detailed within policies ST16 & ST17).

4.4.8 With regard to Ailsa Street (zones A, B, C & D) particular attention should be paid to EMP11-13 which identify the Lower Lee Valley as an employment area. The uses that are considered to be appropriate in these areas fall within the B1 use class. Although EMP11 & 14 also identify B8 uses these are considered to be inappropriate in the Ailsa Street area as they will detract from the objectives of the development brief and generally involve a large area base, that could be used at a higher density. This also deviates from draft guidance from the GLA and more recent policy statements made by ministers.

**Housing (Zones C and E)**

4.4.9 Several of the strategic policies have particular relevance including ST20-22, ST24-25, ST37-39. Essentially the UDP outlines policy on the necessity to provide sufficient housing of a high quality to meet the varied needs of the Borough’s residents.

4.4.10 The Council has a housing target of 15,000 between 1987 and 2006 elaborated on in HSG1 and HSG2, the latter policy indicating potential sites. A key objective detailed in HSG3 is to achieve an average of 25 per cent affordable housing in new developments on site. Planning powers will be used to improve the quality of the residential environment. Additionally, new households need to be adequately serviced by social and physical infrastructure and transport provision.

4.4.11 Reflecting a widespread concern addressed at both national and regional policy levels, HSG3 outlines policy direction with regard to the provision of affordable housing. New housing developments are expected to incorporate a mix of unit sizes, including a substantial proportion of family homes.

4.4.12 In terms of density (Zone E), policy HSG9 advocates a maximum of 247 habitable rooms per hectare and a maximum of 210 per hectare when development schemes include or are predominantly homes for families (HSG10). These figures represent an approximate guide with higher densities permitted if certain criteria are fulfilled. The criteria are outlined in HSG9.

4.4.13 Provision for residents with special needs is strongly encouraged by the Council (HSG14). These should be appropriately designed and in suitable locations. Where appropriate the Council may seek to negotiate some provision for dwellings to wheelchair standards and provision to mobility standards (Planning Standard No. 5: Access for People with Disabilities). The main thrust of the policy attempts to address the lack of housing choice and issues of quality and access.

**High Buildings**

4.4.15 The brief incorporates buildings of varying heights however the potential of tall buildings has been incorporated into the brief (Zone E). The Council’s current guidance on tall buildings should be referred to, the Planning section is currently drafting an SPG on tall buildings and developers should refer to its draft when published. In the interim the GLA has also published interim guidance on tall buildings in London and this should be taken into account in developing proposals for the development Zones.

4.4.16 The current policy on tall buildings is contained in policy DEV6 which states that high buildings located outside the central area zones ’may be acceptable subject to Design, siting, and their effect on views’. The council definition of a high building is any building that exceeds 20 metres in height.
Residential Impacts

4.4.17 HSG18 and HSG19 detail policy aimed at improvements in the quality of Council and private dwellings. Measures aimed at the protection and provision of amenity space are also detailed in policies HSG16 and HSG17 respectively. The Council stipulates that amenity space and landscape proposals should be intrinsic to the overall design of the development and satisfy accessibility requirements. Supplementary Planning Guidance on ‘Residential Space’ should be referred to for more specific direction (see Appendix 2).

Live/Work (Zones A, C & E)

4.4.18 The UDP sees Live/Work units as an appropriate method of encouraging the growth of small businesses in the borough. EMP8 in particular looks favourably on live/work schemes within new housing schemes providing that there is no loss of amenity to nearby residents through traffic generation.

4.4.19 The Council has produced Draft Supplementary Planning Guidance on Live/Work units and regard should be had to this draft in developing a scheme in Zones A, C and E. At paragraph 5.2, the guidance states that “within Industrial Employment Areas Live/Work may be permitted on sites which are no longer suitable for industrial uses.”

Transport

4.4.20 The need for adequate transport provision is pivotal within the strategic policy of the UDP and in achieving sustainable development. The policy attempts to minimise detriment to the environment by restraining the unnecessary use of private cars and ensuring development is located to allow transport needs to be efficiently and safely accommodated within the existing and proposed transport system. (ST27-29). This is a key concern of the Council and is reiterated in Policy T9 which presents the Council’s aims to discourage non essential car journeys and T15 which directs new development to locations near adequate transport systems.

4.4.21 The proposals for Ailsa Street will need to consider the layout and circulation of traffic around the site. The UDP makes explicit that proposals for traffic management should improve the road safety of all road users (T10). The requirements for the application of comprehensive transport management systems are detailed (T14). Furthermore, the impacts on safety, convenience and congestion require assessment. Planning Standard No. 3: Parking Requirements also need to be accommodated as outlined in T17.

4.4.22 T18 and T21 indicate that priority is given to the pedestrian. The promotion of cycling as an alternative Community Facilities. Sustainable mode of transport is a key element of the Council’s transport strategy. T24 indicates that the Council will seek where appropriate the introduction of segregated cycle routes in new developments.

Open Space

4.4.23 The creation of a more attractive environment for residents and those employed in the Borough is a paramount concern of the Council. Open space is deficient within the Borough and is therefore highly valued. The Council’s main objectives are to enhance existing parks and open spaces and also to respond to the need and opportunity to provide for and increase the range of leisure and recreational facilities (ST37-39).

4.4.24 Ensuring the safety and accessibility of open space is considered important. OS2 sets the Council’s commitment to improving disabled access to open spaces. This improved access will also benefit others in the community.
4.4.25 **OS9** sets out the Council’s policy on ensuring that children have adequate play space. Planning permission is generally not granted when the result is a diminished area of open space as set out in policy **OS7**. However exceptions do apply, notably when an equivalent or better recreational facility is provided as a replacement or as detailed in **HSG17**, when the open space is converted into individual gardens for adjoining homes by agreement with the residents.

4.4.26 Supplementary Planning Guidance on ‘**Landscape Requirements**’ encompasses guidance on the design of the spaces between buildings. It includes general considerations of relevance to all landscaping proposals. Also included are more detailed directions in respect of soft landscape detailing and hard landscape requirements. The guidance on ‘Residential space’ also includes details of the open space requirements of residential developments based upon the size and occupancy of new development. However it mainly addresses density issues offering comprehensive guidance on the required unit sizes per person and acceptable levels of density.

**Riverside and other water areas (Zone E)**

4.4.27 Supplementary Planning Guidance (**Riverside Walkways** and **Canalside Development**) and **UDP** policy (**DEV47, 48**) require new developments to provide adequate access to water frontages as they are considered to be an important resource and make up an important part of the borough's history. Developments adjacent to or alongside waterways will be expected to improve or retain the character of the waterway.

4.4.28 As with most developments that are adjacent to water the possibility of flooding needs to be considered by developers, developers should therefore take into consideration in the design of schemes policies **U2** through to **U6**.

4.4.29 The Western bank of the River Lea is designated a ‘**Green Chain**’ on the **UDP** proposals map. This chain forms the basis of a network of linked areas of open spaces and the countryside via the Lea Valley Regional Park. In this location, the link will be expected to form part of a strategic footpath network. Within Green Chains development will be expected to improve access, including links with adjacent pedestrian/cycle routes, and enhance their value as natural habitats.

4.4.30 Along with the Green Chain designation the River Lea is designated a site of Nature Conservation importance (**policy DEV58**). Within this area the council will not normally permit development which causes harm to natural plant and/or animal habitats.

**Listed Buildings and Archaeology (Zone A)**

4.4.31 In regard to Bromley Hall **DEV39** of the **UDP** requires development within the curtilage of a listed building to be sympathetic to the buildings setting. Development that seriously detracts from the appearance or setting of Bromley Hall will be resisted.

4.4.32 As with all listed buildings any change of use or alteration will need to preserve the special architectural or historic interest of the building, attention should be paid to polices **DEV36** and **DEV37**.

4.4.33 As stated elsewhere in the brief the site falls within an area of archaeological importance where **DEV43** will apply. This policy sets the following requirements:

- Applicants will be expected to demonstrate that the archaeological implications of the development have been assessed,
• Where the preservation of remains in situ is not appropriate, investigation, excavation and recording must be carried out by an approved archaeological organisation before development commences, and

• That suitable provision is made for preserving remains and finds in the original location or for removing them to a place of safe keeping.

A full version of this policy can be found in the appendix.

Further Guidance

Planning Obligations

4.4.34 Policy DEV4 specifies that the Council will enter legal planning agreements relating to the obligations of developers and/or landowner. These obligations are to conform to the policy set out in government strategic guidance (PPG1:36-38). Obligations are necessary for the development to proceed and will be ‘reasonably related’ to the scale and nature of the proposed development. Obligations are employed to assist in the best use of land and to achieve a properly planned environment (see 2.6 for more detail).

4.4.35 A draft Affordable Housing SPG is currently being prepared.

4.4.36 Existing SPGs and information on the draft SPGs can be obtained from the Planning Policy Team.

4.5 Tower Hamlets Community Plan

4.5.1 The Council’s Community Plan is produced in consultation with local residents and sets targets for the Local Authority to deliver. The Community Plan is based around five key themes and these should be considered when developing proposals for Ailsa Street in how the scheme helps to deliver these themes.

4.5.2 The Key themes are to deliver:

• A better place for living safely,
• A better place for living well,
• A better place for creating and sharing prosperity,
• A better place for learning, achievement and leisure,
• A better place for excellent public services.
5.0 THE VISION FOR AILSA STREET

5.1 The Regeneration Context

5.1.1 Strategically positioned within Leaside, the 4.7 hectare (11.7 acre) site has been highlighted as a crucial component supporting a massive regeneration effort currently being driven forward by Leaside Regeneration Limited in partnership with the London Borough of Tower Hamlets and a wide range of other key players including: Poplar HARCA, Bow HAT, the Bromley-by-Bow Centre, the Bow People’s Trust, Thames Gateway London Partnership, the Docklands Light Railway, London Development Agency and Transport for London.

5.1.2 The Leaside area is surrounded by a wealth of opportunities, developments and assets. The Royal Docks to the east have witnessed incredible regeneration with a series of major economic developments including: London City Airport, a new university campus, the ExCeL exhibition centre as well as new residential, leisure and retail facilities. To the south, Canary Wharf continues to build out at an impressive rate attracting ‘blue chip’ companies and a regional shopping centre, whilst there is considerable capacity for sustained commercial redevelopment on a grand scale at the Millennium Quarter on the Isle of Dogs and at North Greenwich.

5.1.3 Leaside is also well placed to take advantage of the increasingly important business centre developing at Stratford, reinforced by the new Jubilee Line Extension and the proposed Stratford International Euro tunnel Station, whilst the area boarders Newham’s ambitious regeneration programme under its banner of the ‘Arc of Opportunity’.

5.2 Business Regeneration

5.2.1 Set within the above context, the comprehensive re-development of the Ailsa Street site is a critical regeneration programme. It will provide the catalyst that will initiate the sustained regeneration of key sites along the length of the River Lea including those at Hancock Road, Imperial Street, Twelve Trees Crescent, Bow Lock, Gillender Street, the Leven Road Gas Works, Lanrick Road and the Lower Lea. The result will confirm Leaside as a key element of East London’s emerging new ‘Water City’, with Ailsa Street as a major component, becoming a sought-after location for businesses supporting the City, Canary Wharf and the Isle of Dogs and the Royal Docks.

5.3 Employment Regeneration

5.3.1 The proposals in this draft masterplan demonstrate that it is possible to accommodate some 1000 jobs on this site whilst also providing a high quality residential environment. The range of employment accommodation will be flexible, with a range of small and medium sized units at rental levels that target an identified local employment need and business start-ups. Importantly, the proposals will also introduce a critical mass of live/work units, ensuring an essential transition between business and residential use and providing, quite literally on this scale, a viable ‘business community’.

5.4 Community Regeneration

5.4.1 The scale of Ailsa Street demands, and importantly can support, purpose built community facilities that will provide not only for the site alone but will support the needs of adjacent communities. The worked exemplar (see Section 7) intends new shops along Lochnagar Street, new cafes, bars and restaurants adjacent to the riverside and the potential for a surgery and leisure uses that will cater for the residents of the Aberfeldy and Teviot Estates. The development of the site will enhance security of the area whilst opening up access to the riverside.
5.5 Infrastructure

5.5.1 The development of the site will bring with it a considerably improved and upgraded infrastructure provision. The Blackwall Tunnel Northern Approach road (A12) will be ‘calmed’, a new junction and vehicular entrance will also support a new surface pedestrian crossing connecting the site, the river and beyond to adjacent communities. New bridges over the Lea will link the site and surrounding area to the existing and planned services and facilities in Canning Town and West Ham. The worked exemplar provides new, safe, direct and convenient bus links and cycle links that avoid potential congestion on the A12. In addition, the development principles ensure considerably improved pedestrian connections between the site and the rail network at Bromley-by-Bow, West Ham and Canning Town as well as the proposed new DLR station at Langdon Park to the west.

5.5.2 To the south of the site, London Docklands possesses one of the most advanced Information Communications and Technology infrastructures (ICT) in Europe with a cluster of businesses all feeding off broad band high speed data links. The strategy is to extend this telecommunications infrastructure further north and to create a technology and media corridor stretching from Hackney Wick to the Thames along the Lower Lea Valley. As such, Ailsa Street will benefit from both the existing and planned investment in ICT.

5.6 The vision

5.6.1 The development proposals for Ailsa Street will build on its strategic location, particularly the natural asset of the river (one of Tower Hamlets hidden treasures) and excellent accessibility. It is imperative that this site achieves the high quality sought, and achieves it in a way that directly addresses the needs of local communities currently suffering high levels of physical, economic and social deprivation. Getting it right here will set the standard throughout the area.
6 DEVELOPMENT PRINCIPLES FOR AILSA STREET

6.1 Strategic Goals

“A high quality mixed-use and employment generating urban regeneration scheme.”

6.1.1 The overarching strategy proposed, demonstrated in the worked exemplar, is one of integration. The urban spaces and the buildings that surround them are organised to make a safe environment of mixed activity and daily use. This includes decent and attractive places to live while necessarily a substantial amount of the development is devoted to employment use.

6.1.2 The master plan’s social potential is to significantly enhance the lives of the people living in the area, offering local jobs with proper connections to and from Ailsa Street, as well as external spaces of high quality.

6.1.3 Future development must meet strategic goals as identified by the following key criteria.

- A high quality urban regeneration scheme for a mixed use, employment-generating development.
- Establish a coherent urban structure on the site enhancing the connections with the surrounding communities.
- Significantly improve the access to the site.
- Increase the population, employment and activity on the site.
- Form appropriate urban edges to the site including protecting the heart of the site from the A12.
- Increase awareness and enjoyment of the river Lea.
- Bring identity to the Ailsa Street area as a major urban regeneration development
- Provide a riverside walk.
- Provide an appropriate infrastructure on the site.

6.2 Links and Capacity

6.2.1 General Strategy

- The reconnection of the Ailsa Street area to the surrounding communities will mean restoring connections at ground level to and within the site. The Ailsa Street area has long been isolated by the presence of the A12 to the West and the River Lea to the east.
- The masterplan proposes, and to a large extent is dependant on, a new traffic junction and ground level crossing of the A12 at the southern end of the site and a realignment of the of Gillender Street to the north (Figure 17).
- More sensitive linkages are proposed to the south via a direct connection to Leven Road from Lochnagar Street, restricted to buses and pedestrian/cycle use. Bromley Hall Road is to be restricted to a one way connection to Lochnagar Street to prevent “rat-running” while ensuring residential access and egress.
- The proposed new links across the river Lea are essential to this approach. Two pedestrian/cycle bridges are shown at the northern and southern ends of a new river frontage. These will open up possibilities for people on both sides, for those in the major B1a and B1c employment generating developments on the other bank and this side as well as access for leisure walking on the landscaped and accessible eastern side of the Lea.
6.2.2 A12 Lochnagar Street Junction/Western Links
• The Traffic Assessment Report May 2002 sets out the detailed requirements for a new at-grade signal controlled junction permitting vehicular site access/egress both north, south and west with the A12. Refer to the report for further detailed requirements.

6.2.3 Northern Link
• The Traffic Assessment Report May 2002 sets out the proposed closure of Gillender Street onto the A12, routing bus traffic only into the site. This is predicated on the Bow Lock development to the north installing a two-way traffic management system. Pending that development, Gillender Street is to remain open to the A12, but with a bus gate permitting access for buses only into the site. Refer to the report for further detailed requirements.

6.2.4 Southern Links
• The Traffic Assessment Report May 2002 proposes a new link to Leven Road from Lochnagar Street limited to buses only. Bromley Hall Road northbound link to Lochnagar Street is to be one way only, ensuring that residents of the Aberfeldy estate may enter and exit the estate from the same direction bringing greater connectivity to the estate. Refer to the report for further detailed requirements.

6.2.5 Public Connections
• The Traffic Assessment Report May 2002 sets out the detailed strategy for improving the walking and cycling environments through and within the site. The principle element is the creation of a strong east-west axis from the proposed Langdon Park DLR in the west to Canning Town in the east. A new pedestrian/cycle footbridge over the Lea is central to this strategy. This improved permeability will provide a leisure walking route to green space on the eastern side of the River Lea. The permeability is enhanced by a second footbridge over the Lea to the northern end of the site. The at-grade crossing on the A12 will remove the need for the adjacent subway and it will be removed to discourage its use. North-south axis will be strengthened by improving Leven Road and Bromley Hall Road environments and directly connecting them to an upgraded Gillender Street to Bromley-by-Bow station. Refer to the report for further detailed requirements.

6.2.6 Transport
• Bus: The Traffic Assessment Report May 2002 sets out phased strategy for bus route 108. From its present site adjacent stops, once the potentiality of Ailsa Street and Bow Lock developments are realised, the route may be diverted via Gillender Street into the heart of the site and southbound onto the A12 via Lochnagar Street. Route 309 will be redirected into the site via Zetland Street, into Lochnagar Street, via Leven Road to Abbott Road then on to Canning Town (Figure 17). This route will immediately benefit the site and adjoining residential estates. London Buses have indicated their support also for a mini-hopper bus route serving Bow Lock, Ailsa Street, Tesco superstore and the surrounding residential areas.
• Underground: Upgrading Gillender Street improves pedestrian links to Bromley-by-Bow station. Proposed footbridges over the Lea improve walking links to Canning Town and West Ham stations via strong and attractive green links. Bus 309 improvements will also provide a more direct link to Canning Town station from the site.
6.2.7 Capacity Criteria

- Refer to the Transport Assessment Report – Section 4 Trip Generation for analysis of the modal splits adopted for varying land uses and the reference assumptions to be adopted in presenting transport capacity proposals for this site. Refer to the Report appendix for worked analyses.
- Discussions with the key transport stakeholders confirm that the proposals set out in the impact assessment are achievable and can be delivered as part of the implementation of the development of the site.

![Figure 16 Proposed Changes to Transport Infrastructure (Red: Bus routes Green: Cycle and pedestrian routes)](image)

6.3 Mix of Uses

6.3.1 Mixed-use strategy

- In order to achieve appropriate levels of activity and maintain an appropriate scale of neighbouring buildings throughout the development a mixed-use strategy is proposed based on both horizontal and vertical mix of uses. The following uses are deemed suitable for the site: B1a Offices, B1c Light Industrial, C3 Residential – private and social, C3 Live/Work units, C1 Hotel, A1 retail, A3 restaurants/bars, D1 Primary Care/Group Surgery. Other community or commercial uses compatible with the masterplan strategic goals (6.1) will also be considered.

6.3.2 B1a/B1c Uses

- B1c workshops and businesses are to be encouraged on ground and first floors with B1a offices above throughout the employment areas of the site. B1a uses are encouraged as corner or pivot uses at corners. (See worked exemplar for typical recommended guidance).
• A1/A3 shops and bars on ground floors with B1a offices above should be located on busy pedestrian routes such as is shown on Lochnagar Street in the worked exemplar.

6.3.3 Live/work provision
• Live/work units should be in the ratio 60% work area/40% living area in accordance with LBTH guidance on this mixed use class. Recommended locations are indicated in the worked exemplar.

6.3.4 Residential
• Residential development should be focussed on the Riverside and Bromley Hall Road (adjacent to the Aberfeldy Estate). Live/Work units are encouraged on the new riverside road frontage as a base for residential development above. Design of developments must be of high quality and ensure a variety of tenures and accord with affordability criteria established by LBTH guidance, without external indication of differences between tenure types. The developments should establish clear private and public realms, while affording a high level of permeability and public access to the riverside. Private amenity space for flats may be constructed over secure at-grade or semi-basement car parking for residents. Where apartments are planned generous external private balconies/winter gardens must be included, maximising views and amenity. The design of high density apartments is welcomed provided they are to a very high standard of design and achieve a varied and attractive sky-line.

6.3.5 Parking
• Refer to Transport Assessment Report May 2002 and London Borough of Tower Hamlets for applicable car parking standards. Indicative car parking arrangements may include:
  1) Predominately at-grade parking,
  2) semi basement secure parking under raised riverside gardens,
  3) multi storey parking (eg. at hotel on A12 frontage), providing its façade treatment was of high quality.
6.4 Development Framework

6.4.1 Five Development Zones are proposed for this development.

- The development principles identifies five principal development zones (Figure 17), each with a dominant, but not exclusive, preferred Use pattern as indicated below:
  (A) Historic Core and Riverside: Mixed use/Offices/Workshops/Live-Work
  (B) A12 Frontage and Gateway: Employment/Hotel
  (C) Southern: Live-Work, Shops and Offices and some Residential
  (D) Central: Employment
  (E) Riverside: Residential and Live-Work

- Each zone should be designed as a complete urban ensemble, taking account of adjacent zones and existing neighbours. Where zones share a street the unified design both across, as well as along, the street must be prime consideration – see Scale (Section 6.5) and the worked exemplar. Density guidance for residential development is given elsewhere under Planning Policy (Section 4). Plot ratio guidance will be evaluated in relation to the extent to which the development proposal meets the strategic goals (6.1 above).

Figure 17 Development Framework Zones

6.5 Scale, Height and Massing

6.5.1 The masterplan and worked exemplar builds on the existing site characteristics, proposed buildings, and the open spaces between them should be organised to make best use of these. It is important that the elements of the scheme are recognisable and
memorable from both distant and immediate views, as well as zone by zone. The worked exemplar shows that a variety of heights and built form is desirable if well located and composed; ranging from a three storey ‘wall’ to the A12, six storey blocks lining the major routes within the site, some two storey smaller scale buildings and rising to a group of towers along the Lea of up to fifteen storeys. Scale may be deliberately varied in different areas creating drama and event within the new townscape.

6.5.2 Particular care is required for the Zone A setting for Bromley Hall and Old Poplar Library to ensure that these Listed buildings have appropriate and enhancing neighbouring new buildings and contained open spaces/courtyards. B1c units within Zone A set beside a new wharf side and the northern footbridge offer an opportunity for a distinct architecture that will attract both visitors and users to the riverside crafts, workshops and ancillary uses therein.

6.5.3 The junction of the A 12 and Ailsa Street is a Gateway (Zone B) to the scheme and the composing buildings should be of an appropriate scale to signal this important entry. Lochnagar Street itself is a major axis across the site leading to the Lea and the housing on the riverside. This street should contain an intensity of mix of use greater than elsewhere on the site and in effect be the public and civic heart of the southern part of the site.

6.6 Public Realm

6.6.1 The master-plan positively frames public open space as an integral part of the strategy. A hierarchy of public spaces is desirable, offering choice and a variety of scales. These take the form of a few main civic places:
- Junction of Bromley Hall Road and Ailsa Street behind Old Poplar Library
- The north-south public Riverside Walk
- Riverside Square and new wharf at the termination of Lochnagare Street

6.6.2 Subsidiary spaces include:
- Bromley Hall courtyard (Plot 2)
- Old Poplar Library Courtyard (Plot 3)
- Gillender Street entry into the site, which should be landscaped with trees (Plot 1)
- Footbridge and new wharf side to north of site (Plot 14)
- Access routes between the residential plots giving views of river (Plot 15)
- Set backs to buildings on Bromley Hall Road (Plot 5)
- Lochnagar Street tree lined and a focus for retail and commerce
- Northern extension to Leven Road, facing clinic and served by bus stops
- Extended lay-by on A12 to façade of Old Polar Library to improve safety and appearance.
- New at-grade junction with A12/Lochnagare Street.

6.6.3 Recommended Street Design Framework
- A new street pattern is established on the site relating to the original streets to the south and to the river. This street pattern forms a number of urban blocks supporting a range and mix of uses. Indicative street sections are shown in Figure 19 & 20. Reference should be made to LBTH Adopted Roads Strategy.
- Main infrastructure routes minimum width 6.75 m
- Secondary routes minimum width 5.5 m
- Pavements minimum width 2m (3m at bus stops & shelters)
- On street parking to avoided other than for designated loading or disabled parking.
6.6.4 Key facades

- All buildings should be of high urban quality, mindful of their appearance at a variety of distances. Of particular importance is the treatment of the protective facade that runs along the A12 containing the B1a/c units. This should be of high quality design rather than the “back” of industrial units. Opportunity should be taken to introduce bold fenestration at upper levels, possibly with display vitrines. The southern corner of Lochnagar/A12 junction is a particularly prominent site deserving a design of high quality which is also a beacon for the Ailsa Street. (this is shown as an Hotel in the worked exemplar).

6.6.5 Landscape

- A high quality landscape masterplan for the site will be required, indicating:
  - Street furniture
  - Surface materials
  - Street and amenity lighting
  - Tree planting, generally and especially along the riverside and main routes.
  - Pedestrian routes showing changes in hard surfaces and lined with trees
  - Public art
  - Water features

6.6.6 Riverside and Bridges

- The treatment of the river frontage is of key importance. It will set a precedent for neighbouring developments and is a key link in the chain of river walks proposed along the western edge of the Lea. Opposite on the Pro Logis site there has been significant investment in river works including planting and paths. With the potential for two bridges in this development, both sides of the river frontages and the river itself have become a park of some scale. The river walk is envisaged as substantially hard landscape with a considerable number of semi mature trees planted set back from the river wall. While the wall itself is in reasonable condition it will be capped in new edge treatment. At each end of the river walk and until such time in the future when it might be extended on the footpaths will feed back into the development at key points in the scheme.

- The various sections of the Environment Agency should be contacted to discuss the environmental enhancement of the riverside, especially in relation to developing schemes to improve the bio-diversity of the river and river banks.

- The two proposed footbridges form essential links to the wider area. These are seen as lightweight bridges that are high enough to provide clearance to river traffic and themselves providing focal points in the scheme. Particular care must be taken to the design of the landscaping at their feet and both bridges should be capable of allowing wheelchair and cycle access.

- Service bridge treatment. This existing structure carrying high voltage cable should be re-decorated in a neutral colour to reduce its impact on the townscape. Its two junctions to the ground should be clad in carefully designed durable enclosures to prevent public access and provide an agreeable aspect on the riverside walks.

6.6.7 Public Art

- Public Art should play a major part in the quality of the urban space and place making. A commitment to the commissioning and design for art works is to be established from the outset. This may take the form of purchased artwork such as sculpture and the active collaboration of artists, the community, developers
and designers in the development itself. Sites are indicated in the worked exemplar for the principle examples.

6.7 Urban Design Principles

The following well accepted urban design principles should be addressed by proposals for the site and will be considered in assessment of the proposed designs:

- **Urban Context and Connections:** A place that respects and enhances its urban context. A place that is easy to get to and move through that positively enhances connections within the fabric of the town and contributes to the town through active frontages.

- **Legibility, Scale and Character:** A place with a clear image, is easy to understand and has its own identity. A place that is sensitive to human scale and activity and the scale of its neighbours.

- **Continuity, Enclosure and Security:** A place where public and private spaces are clearly distinguished. A place that offers built-in safety and assists security within the public realm.

- **Quality of Public Realm and Infrastructure:** A place with attractive and successful outdoor areas. A place where access, pedestrian movement, services and parking are integrated and well designed.

- **Mix of Uses and Forms:** A place with variety and choice, supporting an appropriate range of tenures and community.

- **Architectural Treatment and Materials:** A place of high quality design made with appropriate and sympathetic materials

- **Interior Planning, Aspect and Adaptability:** A place that serves its inhabitants well, relates well to its surroundings and can change easily.

- **Sustainability by Design:** A place that contributes to wider goals of sustainable development and energy efficiency targets. How the place contributes to reducing car dependency.

- **Maintenance and Lifecycle Issues:** A place that will mature over time and sustain its quality.
Figure 18 Section through boulevard

Figure 19 Section through apartments
7.0 Masterplan – A Worked Exemplar

7.1 The overarching strategy proposed, demonstrated in the worked exemplar (Figure 21), is one of integration. The urban spaces and the buildings that surround them are organised to make a safe environment of mixed activity and daily use. This includes decent and attractive places to live while necessarily a substantial amount of the development is devoted to employment use.

7.2 An economically self-sustaining mix has been adopted. Predominantly B1C small scale light industrial employment uses, are disposed substantially on the west and in the centre of the site. At key points, for example on corners of blocks, there are B1A office units. Further live/work units are grouped around the current live/work development at Poplar Library and in the proposed urban block adjacent to the existing Aberfeldy residential housing. There is further live work development integrated with residential development on the riverside. The uses and mix of uses shown in the masterplan layout is indicative and demonstrates the type of mixed development expected on the site. The master plan indicates a net area of built development of approx. 70,890 square metres.

<table>
<thead>
<tr>
<th>Type</th>
<th>Gross External Area sqm</th>
<th>Net lettable areas sqm (80% of gross external)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1A offices</td>
<td>7,265</td>
<td>5,810</td>
</tr>
<tr>
<td>B1C light industrial businesses</td>
<td>10,030</td>
<td>8,820</td>
</tr>
<tr>
<td>Live/work</td>
<td>17,415</td>
<td>13,930</td>
</tr>
<tr>
<td>C3 residential</td>
<td>31,575</td>
<td>25,260</td>
</tr>
<tr>
<td>Hotel</td>
<td>3,965</td>
<td>3,175</td>
</tr>
<tr>
<td>GP surgery</td>
<td>580</td>
<td>465</td>
</tr>
<tr>
<td>A3/A1</td>
<td>310</td>
<td>250</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>71,140</strong></td>
<td><strong>57,710</strong></td>
</tr>
</tbody>
</table>

7.3 This is composed of a mix as follows:-

- 10% B1a offices
- 14% B1c light industrial businesses
- 24% live/work (74 units)
- 44% C3 residential (337 of residential units )
- 6% hotel (60 beds)
- 1% A3/A1 shops, cafes and bars
- 1% GP surgery

7.4 What is shown in the worked exemplar masterplan is indicative of a design based on the masterplan strategic approach. The scheme’s Five Zones are described in some detail on the following pages as well as the east to west axis that joins them (Lochnagar Street).
Zone A: Historic Core: Bromley Hall and Old Poplar Library

7.5 Gillender Street is shown diverted at the northernmost point of the site into the new street pattern and here there is a new landscaped area outside a restored Bromley Hall which will form part of a business development with Poplar Library. This part of the site has a small, village, scale which extends to the riverside. It is envisaged as a small business and live-work quarter. Restoration of the best qualities of the older buildings on the site will give this quarter a particular character and provide valuable historical links. Behind the frontage to the A12 this part of the site develops into a series of landscaped courtyards opening into the heart of the site creating work and living environments for individuals and small firms. The buildings themselves will be a combination of existing and new and it is likely that this will be part of the first phase of the new development. The B1c buildings adjacent to the new Wharf and northern footbridge share the village scale and deliberately recalls the riverside buildings elsewhere on the Lea at Bow Lock. Hopefully this creative quarter will serve as a visitor attractor as well as recreational focus for the residents and workers on site. It deliberately shares values with the adjacent artist's studios, hitherto marooned on their prominent site.

Figure 22: Zone A: Historic Core

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Zone B: A12 Frontage : Main A12 frontage at Lochnagar Street Junction

7.6 To the south the A12 frontage has larger buildings that adopt the scale of the Hayes warehouse on Gillender Street to the north. These have B1C light industrial on ground and first floors with B1a offices above. This block runs to the corner of the enhanced junction of A12/Lochnagar Street establishing one side of a gateway, the other being formed by a new hotel on the other side of the road at the southernmost end of the site. All the buildings on this frontage will be built to a high standard of specification including effective noise reduction measures to reduce the impact of the main road. (Refer also to 6.4.3 Key Facades). These buildings may be internally subdivided but present a unified major architectural statement to the A12. Their access and servicing is within the site from the extended Bromley Hall Road.

Figure 23: Zone B: A12 Frontage

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Zones B & C & E: Lochnagar Street - the East West Axis to the Lea

7.7 Leading directly into the heart of the site from the A12 this will be the most populous street. The hotel at the corner on the southern side of the street and the live work buildings beyond face work place buildings across the street. This street is predominantly six storey on the south side providing a strong east west spine across the site. At the eastern end there is an important node at the junction with Leven Rd (and the new site road leading to the north now named Ailsa Street) and the river frontage beyond. Here the street opens out to form a square at the bridge flanked by predominantly residential buildings. There is potential for a pub or other public facility and perhaps a river boat mooring here.

Figure 24: Zones B & C & E: Lochnagar Street

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Zone C: The Southern Block

7.8 The site of the existing Bromley Hall School forms an urban block to the south of Lochnagar Street. The block is developed around a courtyard garden with car parking and is planned as predominantly live/work and residential relating in a neighbourly fashion to the Aberfeldy Estate to the south. There is an opportunity for a health centre or other community facility on its eastern side (Leven Road extension). The ground floor along Lochnagar Street should be for community, commercial or retail uses. The block should respond to the southerly orientation by appropriate stepped heights, with the lowest façade facing onto Bromley Hall Road and the 3-storey Aberfeldy estate.
Zone D: The Central area

7.9 These two blocks in the centre of the site are the employment hub of the scheme with B1A office developments at the corners and B1C within. Buildings have formal frontages onto Bromley Hall Road, Ailsa Street and Ailsa Street of suitable quality and scale for their location and each surround a central service courtyard within. Access is gained to the service courtyard from points around this block.
Zone E: The Riverside

7.10 With fine views to the north and west and being on the quietest part of the site the riverside has the potential for a significant amount of residential building. The riverside itself becomes a high quality landscaped public river walk. Set back from this there are a series of raised courtyard gardens. These raised gardens have parking in half basements below. The residential development is shown as five apartment blocks of varying heights set perpendicular to the river itself with lower blocks behind fronting Ailsa Street. The blocks onto the street should contain some live work at their base to maintain vitality and respond to the workshops across the street. (See indicative sections).
Figure 28 Aerial View from the North
Figure 29 View from Bow Lock Looking towards Riverside Apartments
Figure 30 Aerial View from the West looking down Lochnagar Street
Figure 31 Aerial View from the South showing New Bridges and Riverside Walk
8.0 Implementation

8.1 The Joint Venture has commissioned this document as a critical stage in the process of unlocking the development and regeneration of Ailsa Street. The Joint Venture will be taking other actions on a number of fronts to ensure that development is delivered within the shortest possible timescale.

8.2 Land assembly

8.2.1 Of the 4.74 hectares, 2.2 hectares are owned by Tower Hamlets Council and Leaside Regeneration. The Joint Venture is in discussion with the remaining freehold and leasehold interests with the intention of acquiring these by agreement. This will enable the selected developer to acquire the land from the Joint Venture partners and carry out the comprehensive development of the site without being constrained by ownership issues. The Joint Venture plans to complete these discussions and any subsequent negotiations in 2003.

8.2.2 Should it not be possible to acquire all these interests by agreement, the Joint Venture will promote a Compulsory Purchase Order. If approved by the Greater London Authority, it is likely that a Public Inquiry into the CPO will be held. However, while the CPO is proceeding, the Joint Venture will “keep open the door” to negotiations so that a Public Inquiry may be avoided.

8.2.3 The Joint Venture has already prepared the necessary documentation including a comprehensive plan of ownership titles, schedules of legal interests, land registry searches and the “statement of reasons” for the CPO. If the Secretary of State confirms the CPO, the appointed developer will complete the acquisitions shortly thereafter.

8.3 Consultation

8.3.1 The Joint Venture intends to consult with local residents and the local business community on the draft development brief in February/March 2003. Advertisements will appear in local newspapers inviting members of the public to a public exhibition of the masterplan proposals. This exhibition will be held at the Old Poplar Library. Representatives of the Joint Venture will be on hand to answer questions from the public. Comments received during the consultation will be fed into the review of the document.

8.3.2 Further statutory consultation will take place following the submission of future planning applications.

8.4 Marketing and disposal

8.4.1 On the local planning authority approving this Supplementary Planning Guidance, the Joint Venture will commence marketing the area to private developers. This is likely to commence in 2003. A short list of developers will be invited to tender for the site and a preferred development partner will be selected.

8.4.2 The selected developer will then submit a detailed planning application. Once planning permission has been granted, the developer will be required to build out the development in phases over a specified period and to meet the various planning obligations under Section 106 of the Town and Country Planning Act 1990.
8.5 Infrastructure and advance works

8.5.1 The area suffers from poor quality infrastructure and a seriously degraded physical environment. In order to prepare Ailsa Street for development, the Joint Venture may carry out works such as site decontamination, the rebuilding of roads and footpaths and the upgrading of services such as electricity, gas and telecommunications.

8.5.2 An increasingly important part of the infrastructure of modern developments is the provision of high speed telecommunications providing fast internet access through broadband cabling. Leaside Regeneration has already supplied the latest industry standard (Category 5 cabling) into the converted Old Poplar Library enabling new and small companies to benefit from this service.

8.5.3 In order to fund these works, the Joint Venture will apply for capital grants in 2003 under Government and European programmes. The Joint Venture is currently preparing a schedule of potential projects.

8.6 Short term uses

8.6.1 The Joint Venture partners intend to use land in their ownership for short term regenerative uses in advance of the permanent development.

8.6.2 A planning application has recently been submitted for the construction of 650 sq m of a Container City scheme on 43 Gillender Street. Together with the recent restoration and conversion of Poplar Library for serviced offices and the planned conversion of Bromley Hall next year for similar uses, these developments will provide some 1,400 sq m of low cost office space for micro businesses some of which will expand over the coming years and require space in the permanent scheme.

8.6.3 Plans are also well advanced for the short term letting of Bromley Hall School to office users. The school will be closing in September 2002.

8.6.4 These and other regenerative uses will create economic activity, help establish a market in the area and give added confidence to prospective developers of Ailsa Street.

9.0 Contacts and Further Information

Addresses and contacts as follows:

Chris Barter London Borough of Tower Hamlets (Regeneration)
Town Hall
Mulberry Place
5 Clove Crescent
London E14 2BG

Tel 020 7364 5000

Margaret Cooper London Borough of Tower Hamlets (Transportation)
Traffic and Transportation
Council Offices
Southern Grove
London
E3 4PN

Tel 020 7364 6851
10.0 Supporting Technical documents

The following documents are deemed to be annexed to this document and are available at the offices of Tower Hamlets Council, London Development Agency and Leaside Regeneration Ltd.

- Ground Contamination and Geotechnical Desktop Study White Young Green. Nov 1999
- Buro Happold review of above report dated 22 February 2002
- London Borough of Tower Hamlets Relevant UDP Policies

11.0 References and Appendix

The following reference documents are available at the offices of Tower Hamlets Council, London Development Agency and Leaside Regeneration Ltd.

- Unitary Development Plan. 1998 London Borough of Tower Hamlets
- London Borough of Tower Hamlets Key Issues Paper UDP Review 2002
- Leaside Regeneration Framework and Vision. Leaside Regeneration Ltd. 2001
• Putting Yourself on the Map. Leaside Regeneration 2000
• Ground Condition Survey, 43 Gillender Street (MLM) 2002
• Soil Sampling Survey in the Ailsa St Area Gethyn Boustead, Cleanaway May 1998
• Additional letter with comments on Cleanaway report Alan Hawes, Health and Environment Team Leader 13 July 1998
• Additional letter with comments on TIA report. Margaret Cooper, Team Leader Transportation 6 June 2000
• LBTH Adopted Roads Strategy
APPENDIX 1 - Consultation List - Ailsa Street

External Agencies

- Highways Agency
- ACME Studios
- Hays Information Management
- British Waterways
- The Environment Agency
- GLA
- Transport for London
- London borough of Newham

Internal Consultees within London Borough of Tower Hamlets

- Traffic and Transportation
- Environmental Health
- Leisure
- Education
- Housing
- Social Services

The Leaside Regeneration Company and the Regeneration Section of LBTH undertook consultation with landowners.
### APPENDIX 2 Relevant UDP Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST1</td>
<td>To deliver an effective and fair planning service by developing and implementing policies and proposals which address the needs of all of the residents of the borough, including those with special needs, that is: people from ethnic minority groups, people with disabilities, women, people from minority cultural and religious backgrounds, and elderly people.</td>
</tr>
<tr>
<td>ST2</td>
<td>To welcome investment and encourage public/private sector partnership proposals which generate employment, provide housing and social facilities, and bring derelict sites and buildings into beneficial use, in accordance with the overall strategy of this plan.</td>
</tr>
<tr>
<td>ST3</td>
<td>To promote sustainable development.</td>
</tr>
<tr>
<td>ST4</td>
<td>To ensure that development respects the built environment of the borough and to encourage development that improves the environment.</td>
</tr>
<tr>
<td>ST5</td>
<td>To ensure that development contributes to a safe, welcoming and attractive environment which is accessible to all groups of people.</td>
</tr>
<tr>
<td>ST6</td>
<td>To protect the environment of the borough and the amenity of residents from pollution caused by development and the development process.</td>
</tr>
<tr>
<td>ST7</td>
<td>To promote environmentally acceptable development by encouraging energy efficiency in the design of buildings and the use of materials.</td>
</tr>
<tr>
<td>ST16</td>
<td>To encourage development and other measures which promote job opportunities for local people and the London job market.</td>
</tr>
<tr>
<td>ST17</td>
<td>To promote and maintain high quality work environments in order to attract investment and maintain the competitiveness of the local economy.</td>
</tr>
<tr>
<td>ST20</td>
<td>To ensure that there is sufficient land and buildings available to meet the borough's housing target of 15,000 between 1987 and 2006.</td>
</tr>
<tr>
<td>ST21</td>
<td>To seek a borough wide average of 25% of the housing target in the form of affordable housing.</td>
</tr>
<tr>
<td>ST22</td>
<td>To continue to seek the improvement of the range of housing choice including affordable housing.</td>
</tr>
<tr>
<td>ST24</td>
<td>To use planning and housing powers to improve the quality of the residential environment.</td>
</tr>
<tr>
<td>ST25</td>
<td>To ensure that new housing developments are adequately serviced by social and physical infrastructure and by public transport provision.</td>
</tr>
<tr>
<td>ST27</td>
<td>To support and improve public transport ensuring that the system is accessible to, and safe for all.</td>
</tr>
<tr>
<td>ST28</td>
<td>To restrain the unnecessary use of private cars in order to achieve a more balanced allocation of road space between users.</td>
</tr>
<tr>
<td>ST29</td>
<td>To improve the environment by restricting and calming traffic in residential areas</td>
</tr>
<tr>
<td>ST37</td>
<td>To improve the physical appearance of the borough by creating a more attractive environment for those who live and work here by maintaining and enhancing the borough’s parks and other open spaces.</td>
</tr>
<tr>
<td>ST38</td>
<td>To provide and increase the range of leisure and recreational facilities where a need is demonstrated and opportunities arise.</td>
</tr>
<tr>
<td>ST39</td>
<td>To ensure participation in recreational facilities is safe and accessible for all to use and enjoy.</td>
</tr>
</tbody>
</table>

**DEV1**

All development proposals should:

1. Take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials;
2. Be sensitive to the development capabilities of the site, not result in over-development or poor space standards; be visually appropriate to the site and its setting; and take full account of planning standard no.1: plot ratio;
3. Normally maintain the continuity of street frontages, and take account of existing building lines, roof lines and street patterns;
4. Provide adequate access for disabled people in respect of the layout of sites and the provision of access to public buildings (see planning standard 5);
5. Be designed to maximise the feeling of safety and security for those who will use the development; and
6. Include proposals for the design of external treatments and landscaping.

**DEV2**

All development should seek to:

1. Protect the amenity of residential occupiers and the environment of the borough generally from the effect of pollution;
2. Ensure that adjoining buildings are not adversely affected by loss of privacy, or a material deterioration of their daylighting and sunlit conditions;
3. Ensure that there is no loss or damage to sites of metropolitan or borough significance for nature conservation, and take into account the need to protect and enhance sites of local importance as defined in this chapter; and
4. Incorporate the principle of sustainable development including use of energy efficient design and materials; and, take full account of planning standard no.2: noise.

**DEV3**

Mixed use developments will be generally encouraged subject to the following considerations:

1. The character and function of the surrounding area;
2. The scale and nature of the development;
3. The physical constraints of the site; and
4. The other policies & proposals of the plan.

**DEV4**

The local planning authority will seek to enter into planning obligations as appropriate with developers and landowners which are reasonably related to the scale and nature of proposed development and are necessary for a development to proceed.

**DEV6**

Outside central area zones, high buildings may be acceptable subject to considerations of design, siting, the character of the locality and their effect on views.
| DEV36 | Consent will not normally be granted for the demolition or partial demolition of any listed building except where a strong case for demolition exists having regard to:
   1. The relative importance of the building both architecturally and historically;
   2. The condition of the building and the estimated costs of its repair and maintenance; and
   3. The importance of any alternative use for the site.
   (note: this policy also applies to items and structures built before July 1948 within the curtilage of the building). |
| DEV37 | Proposals to alter listed buildings will be expected to preserve the special architectural or historic interest of the building. Where appropriate, alterations should endeavour to:
   1. Retain the original plan form;
   2. Retain and repair original external and internal architectural features, and where possible replace any missing items;
   3. Be carried out using traditional materials and with appropriate specialist advice under careful supervision to the satisfaction of the borough;
   4. Allow for the recording of architectural and archaeological details of the building by the royal commission on the historic monuments for England or an approved organisation; and
   5. In the case of residential properties, conform to HSG12 |
| DEV39 | Development which adversely affects the setting of a listed building including any landscaped areas or garden areas will be resisted. This includes sub-division of garden areas within the curtilage of listed buildings. |
| DEV43 | Development which affects any locally important archaeological site or remains, including industrial archaeology, may be permitted depending upon:
   1. The importance of the archaeological remains;
   2. The need for the development; and
   Measures proposed for the protection, enhancement and preservation of the site and the interpretation and presentation of the remains to the public. |
| DEV47 | New development proposals adjacent to the rivers, canals and other water areas will normally be expected to:
   1. Retain, and if necessary, convert structurally sound and architecturally interesting buildings or groups of buildings;
   2. Retain and/or re-use historic artefacts, materials and features;
   3. Be designed to conform to the general scale and form of the waterside character;
   4. Respect important views into and out of the area;
   5. Where appropriate provide access to the waterside; and
   6. Not have an adverse effect on sites of nature conservation as shown on the proposals map. |
| DEV48 | New development having a water frontage will be expected to provide a walkway to an acceptable standard except where the walkway would conflict with commercial or transport interests. |
| DEV58 | Proposals which enhance the nature conservation value of sites or green chains will receive favourable consideration subject to other policies in this plan. |
EMP11 The following areas, as defined on the proposals map, are designated as industrial employment areas:
1. Limehouse Cut,
2. Lower Lee valley, and
3. Leamouth.

The council will normally permit development to provide for the retention, expansion and growth in employment provided by general industrial and warehousing uses (B2 and B8) provided that:
1. The development is designed to meet the needs of these uses (particularly loading bays, goods lifts, operational parking areas, door/corridor widths and floor to ceiling heights);
2. The development does not conflict with the other policies or proposals of this plan;
3. The use will not cause serious nuisance by way of traffic generation, noise, vibration or pollution (see also planning standard on noise) to adjoining uses or the surrounding area; and
4. In industrial employment areas (see EMP12) the council will normally resist new environmentally intrusive uses or uses having a low employment density such as waste transfer stations, open storage yards, scrap yards and haulage depots. Such uses may be considered where the site is underused and there is no reasonable prospect of other uses being viable and where detriment to noise and amenity is minimised.

EMP12 Within the industrial employment areas as defined on the proposals map, development for business use (B1 use class) will normally be permitted where the proposal:
1. Is designed principally to be suitable for industrial uses, or forms part of a mixed use scheme for industrial uses; and
2. Does not conflict with proposals shown on the proposals map and listed in schedules.

EMP13 Within the industrial employment areas shown on the proposals map residential development will be permitted only where the loss of industrial land is justified, subject to the other policies in the plan.

HSG1 The council will seek to ensure that the borough’s housing target of 15,000 units between 1987 and 2006 is met. Sites shown on the proposals map and allocated in the schedules of proposals for housing use will therefore be allocated for housing purposes.

HSG2 New housing developments will normally be permitted on sites in non-residential use or on vacant land outside the areas shown on the proposals map where:
1. The land is not shown on the proposals map as being required for any other use;
2. The proposals do not conflict with any other policies in this plan;
3. The environment is suitable for residential use or will be made suitable as part of the proposal; and
4. The locality is adequately provided with services needed by residents or will be so provided in the near future.

HSG3 The council will seek a reasonable provision of affordable housing on large housing developments with a capacity for 15 dwellings or more, consistent with the merits of each case and with the strategic target of 25% affordable housing in policy ST21. The authority will seek to ensure that affordable housing is retained for future occupiers through the use of planning conditions and
| HSG9 | The density of new housing schemes, including housing for families with children, should not normally exceed a guideline of about 247 habitable rooms per hectare. Accommodation for families should normally be provided at, or within easy access of, ground level. Higher densities may be acceptable where:
1. The development will provide affordable housing, special needs housing or will be predominantly for non-family housing;
2. The development is located with easy access to public transport, open space and other local facilities;
3. The dwellings are part of a substantial mixed use development or a small infill development; or
4. It can be demonstrated that the proposal meets all the other standards for new dwellings in the plan and does not conflict with the council’s policies for the environment. |

| HSG10 | The density of schemes consisting of predominantly housing for families with children should not normally exceed a guideline density of about 210 habitable rooms per hectare. |

| HSG14 | The council will seek to encourage the provision of housing to meet the needs of residents with special housing needs. Such housing should be appropriately designed and suitably located. Groups with special needs include:
1. Frail and elderly people;
2. People with mental and or physical disabilities;
3. Homeless people in need of short stay accommodation;
4. Vulnerable women;
5. Students; and
6. Key workers identified by the council as requiring short term accommodation (such as teachers and nurses). |

| HSG16 | All new housing developments should include an adequate provision of amenity space. |

| HSG17 | Planning permission for developments resulting in the loss of housing amenity land incorporated within existing housing developments will normally only be granted where:
1. The land has ceased to serve a useful amenity function;
2. It is to provide individual gardens or allotments for existing residents; or
3. The proposed development is ancillary to the residential use, would meet specified needs of the local residents and takes full account of the relevant policies of this plan. |

| HSG18 | In consultation with tenants and residents the council will use its planning and housing powers to improve the quality of council owned properties. |

| HSG19 | Where necessary the council will encourage the improvement of the borough’s private sector housing stock by providing assistance to landlords, owner occupiers and registered social landlords. |

| T9 | Measures designed to discourage non-essential journeys by private cars will be supported and implemented. |

| T10 | In assessing proposals for traffic management or restraint the council will ensure that the following needs are taken into account: |
1. The safety of all road users;
2. Full access for the emergency services;
3. The operation of public transport services;
4. The operational needs of local businesses;
5. Pedestrians and shoppers;
6. Cyclists;
7. Vehicular access for people with disabilities;
8. The need for residential on-street parking; and

T14 Comprehensive traffic management measures will be applied in environmental areas to reduce the level and speed of traffic, and to improve the safety and convenience of pedestrians and cyclists. In considering such measures, the following needs will be taken into account:
1. The operational needs of public transport;
2. Full access for the emergency services;
3. Access and parking for residents;
4. The needs of people who have mobility difficulties; and
5. Access for statutory undertakers.

T15 New development proposals will be assessed in relation to the ability of the existing and proposed transport system to accommodate the additional traffic which is likely to be generated.

T17 New development should take full account of the council's planning policies and standards for the following:
1. Parking (planning standard no.3);
2. The layout of parking and loading arrangements (planning standard no.3);
3. Vehicle circulation including turning arrangements (planning standard no.3);
4. Cycle provision (planning standard 3); and
5. Pedestrians (policies t18 to t21).
Proposals which result in the loss of the facilities required by this policy in existing premises will not be permitted.

T18 Priority will be given to the safety and convenience of pedestrians in the management of the roads and the design and layout of footways including the use of street furniture, street lighting and the location of bus stops.

T21 Existing pedestrian routes will be retained and improved, and where necessary, replaced in new development and traffic management schemes.

T24 Where appropriate, the council will seek the retention or introduction of segregated cycle routes in new developments.

ART6 Subject to the other policies of this plan, in the arts, cultural and entertainment area designated on the proposals map, the council will:
1. Encourage the development of a mutually supportive range of uses which foster arts and entertainment activities in the borough;
2. Through agreement with developers and co-ordination with other relevant bodies, seek to secure and extend the employment opportunities which these quarters offer;
3. Through negotiation and agreement seek the establishment of arts and entertainment facilities which act as a focus for the development of other
| OS1 | Those sites shown on the proposals map, on map no. 8, included in table 3 and identified in the schedules of proposals, will be safeguarded as public open space. Within these areas other uses will not be permitted. |
| OS2 | The council will seek to improve the quality of access to and within parks and other open spaces for people with disabilities. |
| OS7 | Planning permission will not normally be given for any development which results in the loss of public or private open space having significant recreation or amenity value except where such development is ancillary to and complements the outdoor recreational use or where the development is on a site laid out as temporary open space in accordance with policy os4. In exceptional circumstances where development is permitted the council may require an equivalent or better recreational facility is provided as replacement open space, particularly in areas of public open space deficiency. |
| OS9 | The council will seek to ensure that a wide range of play facilities is available particularly in areas where: 1. There is high child density; 2. There is a high concentration of homes without gardens; 3. There are poor environmental conditions; and, 4. Major roads or other physical barriers limit accessibility. |
| U2 | The council will consult with the environment agency and Thames Water Utilities on all applications for new development or the intensification of existing uses in the areas shown on the proposals map as being at risk from flooding. |
| U6 | The council will consult with the environment agency on relevant matters in accordance with the procedures set out in the town and country planning liaison procedures of the Thames region of the environment agency. |