

Meeting of the

CABINET

Wednesday, 8 September 2010 at 5.30 p.m.

SUPPLEMENTAL AGENDA 3 – SECTION ONE
Item 6.1 LDF Core Strategy: Adoption of the Plan
Appendix 1 – Volume 3

VENUE

Main Hall, Stepney Green Maths and Computing College, Ben Jonson
Road, London E1 4SD

Members:

Councillor Helal Abbas (Chair)	– (Leader of the Council)
Councillor Joshua Peck (Vice-Chair)	– (Deputy Leader of the Council)
Councillor Shahed Ali	– (Lead Member, Environment)
Councillor David Edgar	– (Lead Member, Resources)
Councillor Marc Francis	– (Lead Member, Housing, Heritage and Planning)
Councillor Sirajul Islam	– (Lead Member, Regeneration and Employment)
Councillor Denise Jones	– (Lead Member, Culture and Creative Industries)
Councillor Shiria Khatun	– (Lead Member, Children's Services)
Councillor Rachael Saunders	– (Lead Member, Health and Wellbeing)
Councillor Abdal Ullah	– (Lead Member, Community Safety)

[Note: The quorum for this body is 3 Members].

If you require any further information relating to this meeting, would like to request a large print, Braille or audio version of this document, or would like to discuss access arrangements or any other special requirements, please contact:

Angus Taylor, Democratic Services,

Tel: 020 7364 4333, E-mail: angus.taylor@towerhamlets.gov.uk

LONDON BOROUGH OF TOWER HAMLETS

CABINET

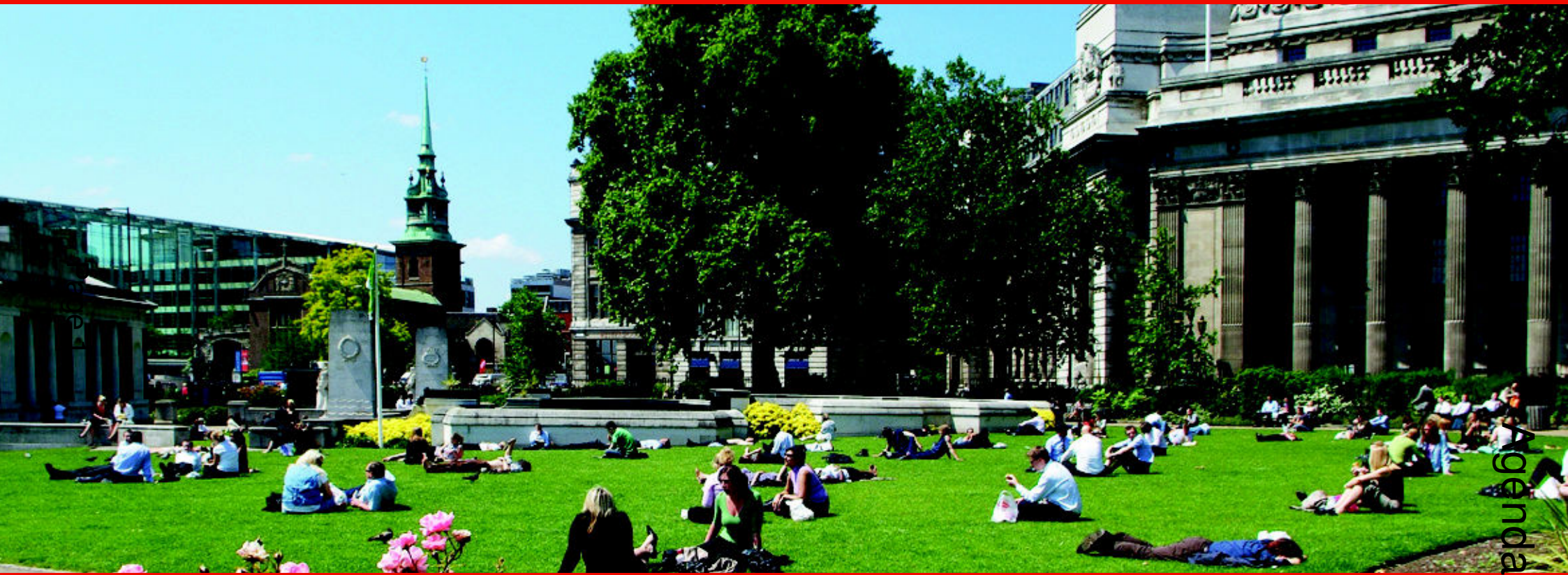
WEDNESDAY, 8 SEPTEMBER 2010

5.30 p.m.

6 .1 LDF Core Strategy: Adoption of the plan (CAB 029/101) (Pages 1 - 30)

Appendix 1 to the report has been circulated in conjunction with this agenda (as a hardcopy colour booklet) to all members of the Council, put on deposit at Town Hall Mulberry Place (Reception), made available on the Council Website. A hardcopy is also held by Democratic Services 1st Floor, Town Hall Mulberry Place, should members of the Council or members of the public wish to view it.

Please note this is Volume 3 of Appendix 1 to the report.



Annex:

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Delivering

placemaking

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Vision

Reinforcing and reflecting the historic qualities in Shoreditch to shape future growth

The borough's area of Shoreditch will build on the diverse heritage, culture and enterprise that it shares with its neighbouring borough, Hackney. It will accommodate and encourage sustainable growth through the synthesis of old and new and maintaining the character and townscape qualities of this place.

Small scale employment opportunities particularly day-time uses will continue to be encouraged and supported in and around the vibrant Columbia Road market which will continue to act as the heart and civic focus of the area.

Opportunities and growth

Bishopsgate Goodsyard which crosses the Tower Hamlets-Hackney boundary is a major opportunity for mixed-use development. Shoreditch High Street Station will be finished in 2010 as part of the London Overground.

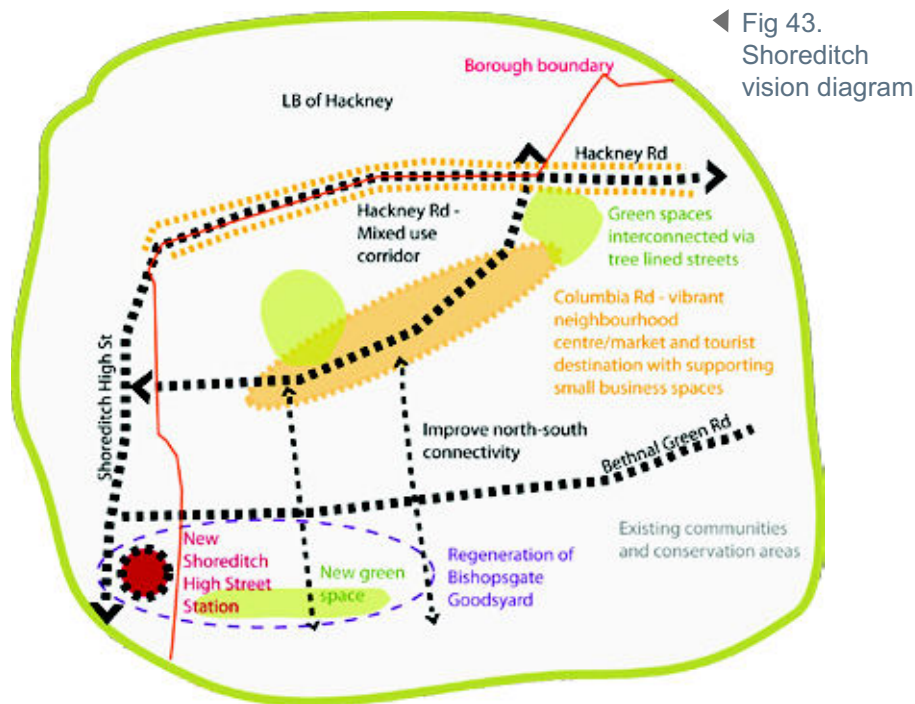
How we are going to get there

Priorities

1. To ensure the regeneration of Bishopsgate Goodsyard is responsive to, and reinforces, the character and vibrancy of Shoreditch and improves connectivity with surrounding areas.
2. To improve health and well-being through increased access and better targeting of health provision, which includes a new health facility on the Bishopsgate Goodsyard site.
3. To protect residential amenity in the area using night-time environmental, safety, licensing and planning management in and around Redchurch Street and Brick Lane.
4. To deliver new green space on Bishopsgate Goodsyard and ensure it links with Allen Gardens to form a linear green spine.

Principles

1. Heritage will be protected in conservation areas. Small-scale redevelopment may be acceptable where it preserves or enhances the character and appearance of the area.
2. Development outside of the Bishopsgate Goodsyard area should seek to retain and enhance the traditional street pattern and medium-rise character of the area.
3. Retain and encourage the vibrant mix of uses, which consists of small shops, businesses and enterprise spaces, in and around the neighbourhood centre, to the west of the area, and along the main routes.



◀ Fig 43. Shoreditch vision diagram

Vision

A historic gateway to the vibrancy of Spitalfields Market, Trumans Brewery and Brick Lane

Spitalfields will continue to be a vibrant, diverse and mixed use area. It will continue to be characterised by its diverse ethnic communities and its specialist offer in fashion, arts and restaurants.

Development in Spitalfields will be sensitive and responsive to the mixed use, fine urban grain character that defines the places in the city fringe. It will conserve the historic fabric and enable the integration of new development to reinforce this unique townscape.

Improving Spitalfield's network of streets and spaces will open up access to its many attractions including Banglatown, Brick Lane Market, Bishops Square and Christ Church.

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Fig 44. Spitalfields vision diagram

Opportunities and growth

Spitalfields' accessible location means there will be an opportunity for growth in housing and the commercial sector, centring on employment, retail and hospitality.

How we are going to get there

Priorities

1. To conserve and enhance the existing urban fabric, thereby giving a strong steer to new proposals and projects.
2. To promote mixed-use development which adds to the vibrancy, economy and character of the area, while ensuring the management of any negative impacts.
3. To enhance the streetscape of Commercial Street, reinforcing its role as a main thoroughfare for pedestrians and cyclists.
4. To protect residential amenity in the area using night-time environmental, safety, licensing and planning management particularly in and around Brick Lane.
5. To improve the quality, cleanliness and management of the public realm by providing local infrastructure and signage.

Principles

1. Developments should preserve or enhance the fine urban grain and traditional street pattern that characterises the area.
2. Large floor-plate offices will be appropriate in areas designated as Preferred Office Locations (POL). They should positively contribute to ground-level activity by ensuring they provide active frontages and overlooking at street level. The height of these buildings should respect the setting and character of Spitalfields, which is a medium-rise area.
3. Promote a mix of uses that successfully reinforce the city fringe character of small shops and businesses, alongside residential.

Vision

Shaping the future of Bethnal Green around its rich history, residential communities and thriving Bethnal Green High Street

Bethnal Green will draw upon and respect its natural and built assets to reinforce its distinctive identity. Development and regeneration will respect and reinforce the historical layout of Bethnal Green's spaces and buildings. These include its network of conservation areas, historic buildings, terraced housing and traditional street pattern.

Bethnal Green town centre will reinforce its role as the retail, commercial and civic hub of the area, making it a place to work, shop and socialise. By redeveloping its under used sites, including the gasworks, access to the area's natural assets of the canal and green spaces will improve. This will enhance health and wellbeing by improving walking and cycling opportunities.

Opportunities and growth

Opportunities for growth and change will be delivered by a number of industrial areas being redeveloped for residential, infill development in existing built areas and housing estate renewal.

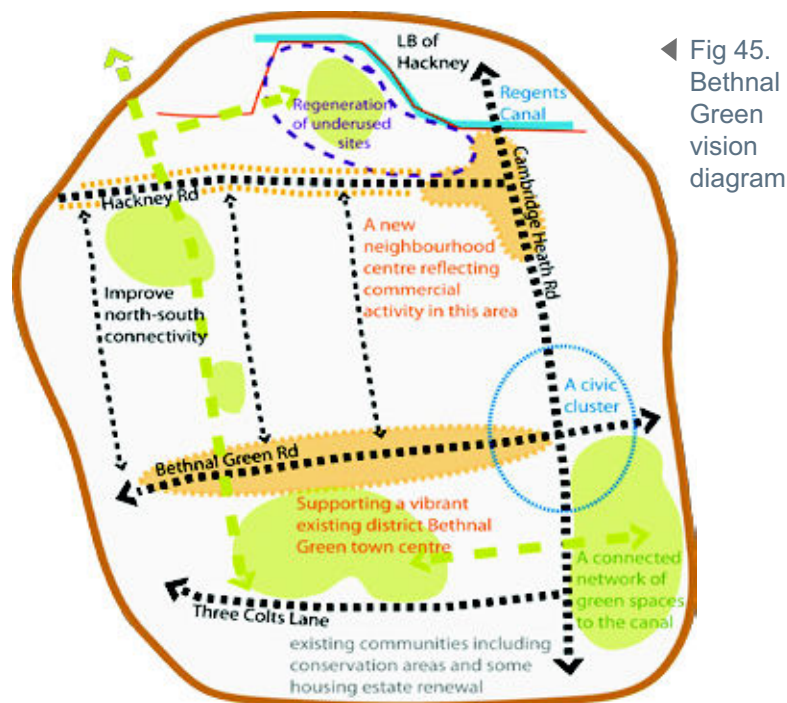
How we are going to get there

Priorities

1. To improve Bethnal Green town centre as a place for commerce, retail and small and medium enterprises.
2. To promote a better quality of uses in and along the railway arches, improving their attraction and accessibility through Bethnal Green.
3. To reinstate the Oval as a London Square, as part of wider regeneration of that area.
4. To reinforce the civic hub in and around Bethnal Green tube station and town centre, encompassing the Museum of Childhood, St John's Church, York Hall and the historic green spaces.
5. To assist in the regeneration of the former Queen Elizabeth Hospital site for primarily residential uses.

Principles

1. Higher density to be focused in and around Bethnal Green transport node and along main routes. However, density and heights should respect the setting of the conservation area and existing building heights.
2. Housing estate regeneration and major development to reinstate clear and direct north south routes from the Canal to Bethnal Green Road.
3. Development and regeneration should protect, and promote the conversion and conservation of, historic and older buildings, so they may be brought into beneficial reuse.



◀ Fig 45. Bethnal Green vision diagram

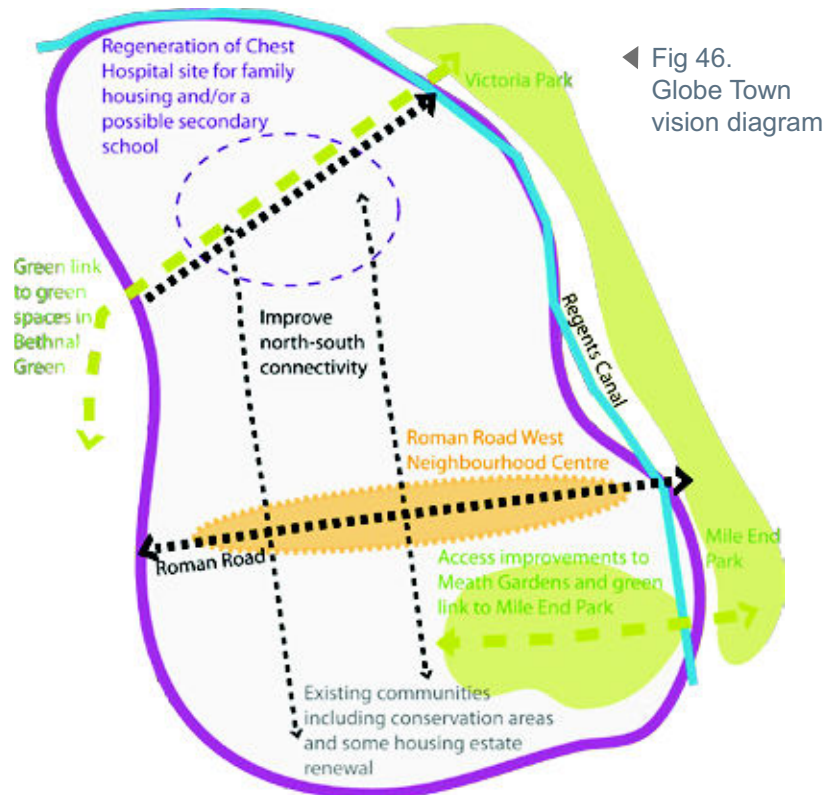
Vision

Uncovering Globe Town's historic and natural assets for existing and new communities to enjoy

Reinstating a clear street pattern, highlighting Globe Town's heritage including Meath Gardens, Victoria Park, Regents Canal and its unique collections of buildings and terraced housing.

By enhancing its town centre through improving the market and streetscape. Roman Road East town centre will be an inviting place for people to spend time and enjoy the shops, cafes and restaurants. New development will open up access to Regents Canal and Mile End Park.

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Opportunities and growth

Globe Town has in recent years experienced some significant housing growth, in and around the canal and Meath Gardens. Future growth is likely to be more limited as the area is already built up and established with a number of conservation areas.

How we are going to get there

Priorities

1. To provide a significant amount of family housing alongside other homes, mirroring the existing character in the northern part of Globe Town.
2. To improve the quality of the public square along Roman Road to make a place that encourages people to spend time there.
3. To reinstate a joined-up street pattern which allows ease of movement.
4. To support the enhancement, and increase the capacity of, the market, as well as supporting small-business creation.
5. To re-create a visually coherent north-south spine, connecting Meath Gardens to Victoria Park, via the centre of Globe Town.
6. To improve access to green spaces and to the canal network.

Principles

1. To promote this area for lower rise family housing with the London Chest Hospital site offering an opportunity to provide a significant amount of family housing.
2. Improving access to, and through Meath Gardens, with new development and regeneration framing the green space and improving overlooking and the vibrancy of this neighbourhood park.

Vision

Reintegrating the Tower of London back into the Hamlets

The Tower of London will be linked to nearby communities and places with pedestrians and cyclists encouraged to explore these colourful and historical places along Mansell Street, East Smithfield and Royal Mint Street. The Tower of London and its setting will continue to be protected, reflecting its World Heritage status and national importance.

St Katharine Docks will continue to be a place offering a mixed residential, working and leisure environment. Improvements to connectivity through the area will ensure this historic asset is enjoyed by all.

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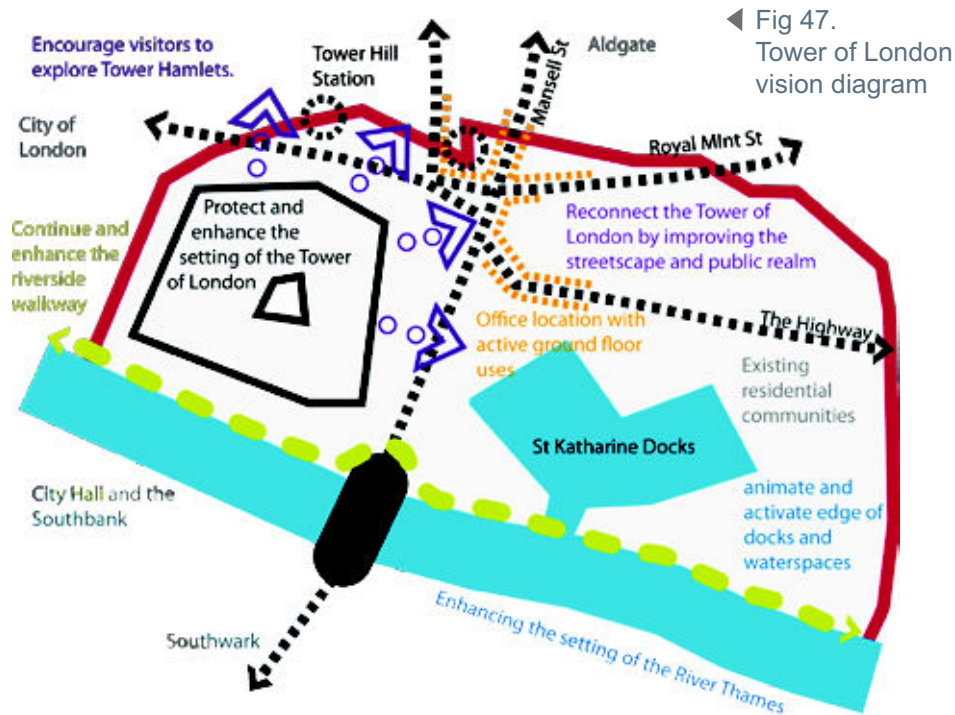


Fig 47.
Tower of London
vision diagram

Opportunities and growth

The Tower of London is a World Heritage Site in recognition of its international heritage role. The protection and preservation of this landmark and its surroundings is of great importance.

How we are going to get there

Priorities

1. To continue to protect and enhance the Outstanding Universal Value of the Tower of London World Heritage Site and its setting.
2. To improve the overall quality of the public realm, including the streetscape of the Highway, reducing the impact of vehicle traffic and improving crossing points.
3. To create a riverside walkway extending the existing one outside the Tower of London along St Katharine Docks and towards Wapping.
4. To improve connections to and through Tobacco Docks, alongside the wider regeneration of this historic building.
5. To support and enhance the leisure and tourism role of St Katharine Docks.

Principles

1. Focus commercial buildings in the Preferred Office Location, ensuring they offer activity and animation at ground-floor level - particularly on key routes to surrounding places such as Aldgate and Wapping.
2. Ensure buildings respond sensitively to the setting of the Tower of London and do not negatively impact on strategic or local views.
3. Regeneration to provide significant improvements to accessibility, improving ease of movement from the Tower of London to surrounding areas.
4. New development should be of the highest architectural quality, be sensitive and creatively respond to the historic character of the area.

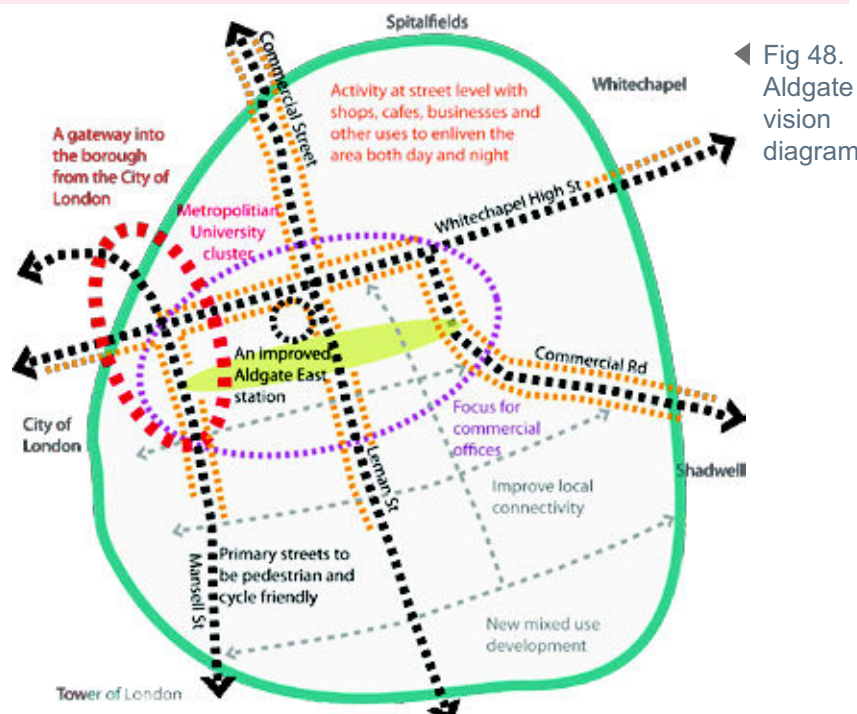
Vision

Rediscovering its gateway role as a mixed use, high density area with a commercial centre

Aldgate will rediscover its gateway role, acting as an area of transition between the City of London and the East End. With this, it will become an important place where large-scale office uses cluster around the transport interchange at Aldgate, alongside a consolidated London Metropolitan University. Associated residential, commercial and evening uses will come, forward ensuring a mixed-use area that is lively both during the day and at night.

High-quality public spaces will be provided along with a new park at Braham Street. It will be easier and safer to walk around with the removal of the subway network, and its mix of architecture will reflect the transition from the City to the East End.

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◀ Fig 48. Aldgate vision diagram

Opportunities and growth

Through the masterplan programme, Aldgate is undergoing a significant level of growth and change with new developments, parks and public realm improvements bringing about long-term regeneration.

How we are going to get there

Priorities

1. To deliver a new public green space where the southern part of the gyratory used to be, alongside significant streetscape improvements as part of High Street 2012.
2. To create a new commercial heart in Aldgate, focused around the public transport node and new green space at Braham Street.
3. Consolidate and support the higher-education function of the area, including student housing provision, to act as a driver of regeneration.
4. To promote mixed-use development alongside commercial buildings, particularly at Goodmans Fields.
5. To ensure residential uses form part of mixed-use schemes outside of the Preferred Office Location.
6. To continue to transform the quality of the public realm in Aldgate and the Tower of London, and specifically Whitechapel High Street, Commercial Road, Commercial Street and Lemau Street.

Principles

1. Reorganise distribution of land uses to focus offices and education uses around the public transport node at Aldgate and facilitate mixed use in other areas.
2. Ensure new development contributes to animating the street level by providing active frontages.
3. Promote evening and night-time uses to draw people from the City into the area and contribute to the vibrancy of Aldgate.
4. New buildings should be sensitive and responsive to the setting of the Tower of London and strategic and local view corridors.

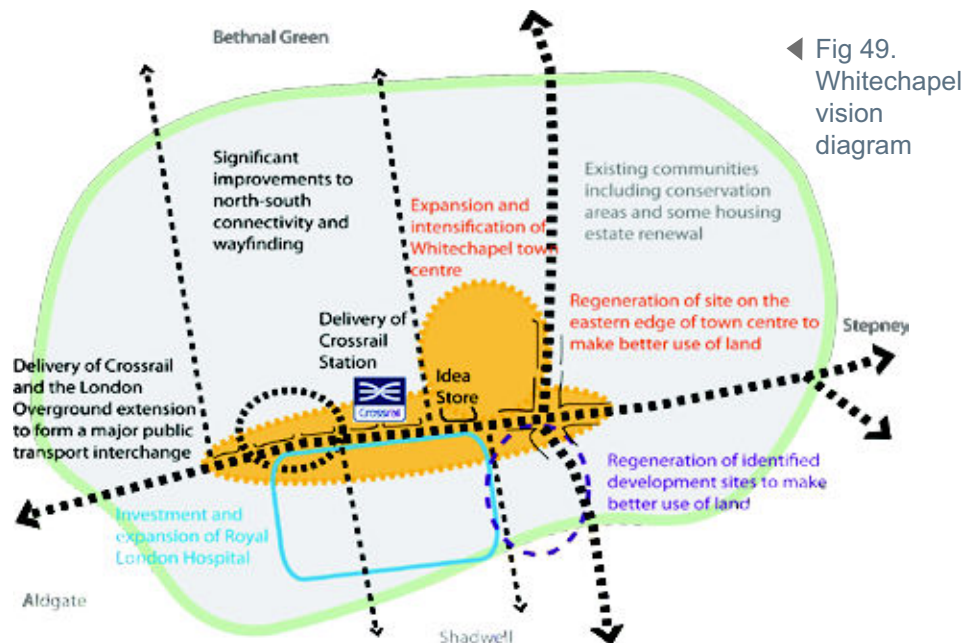
Vision

A historic place set around Whitechapel Road with Crossrail and the Royal London Hospital providing a regional role

Whitechapel will be a thriving regional hub set along the historic and vibrant Whitechapel Road. It will be home to a bustling, diverse economy offering a variety of job opportunities for local people, and capitalising on the benefits brought about by the 2012 Olympic Games, the Royal London Hospital expansion, Crossrail and the London Overground.

Whitechapel Road will maintain its important local function, providing services to the community through the offer of the market, shops, restaurants, café and the Idea Store. Public realm improvements, a cycle hire scheme and better north-south pedestrian and cycling linkages will improve the local environment, making Whitechapel an easier and safer place for people to move around and enjoy.

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Opportunities and growth

The Crossrail station will be completed in 2017 alongside the expansion of the Royal London Hospital. The Whitechapel Masterplan is delivering and co-ordinating these opportunities and ensuring benefits are enjoyed by the local people in the short- and long-term.

How we are going to get there

Priorities

1. To progress with the Crossrail engineering works with minimal disruption to local businesses and residents.
2. To support the international role of the Royal London Hospital and Queen Mary University London's research and educational role.
3. To reinforce its regional role by providing more housing, and redeveloping identified areas.
4. To improve the town centre and links to it.
5. To deliver improvements to the market to better serve local communities.
6. To improve the streetscape of Whitechapel Road and wider area via the High Street 2012 programme alongside wider environmental improvements.
7. To improve the accessibility, crossings and streetscape quality of Cambridge Heath Road, Vallance Road, New Road, Cavell Street and Turner Street, connecting to the proposed cycle hire hub around Whitechapel Station.

Principles

1. Large development sites should provide improved connections.
2. Medium-rise development will be focused in and around the Whitechapel transport interchange.
3. The scale and design of buildings should frame and provide active frontages onto Whitechapel Road.
4. Derelict buildings should be bought back into use and optimised by the use of all floors, particularly the upper-floors.

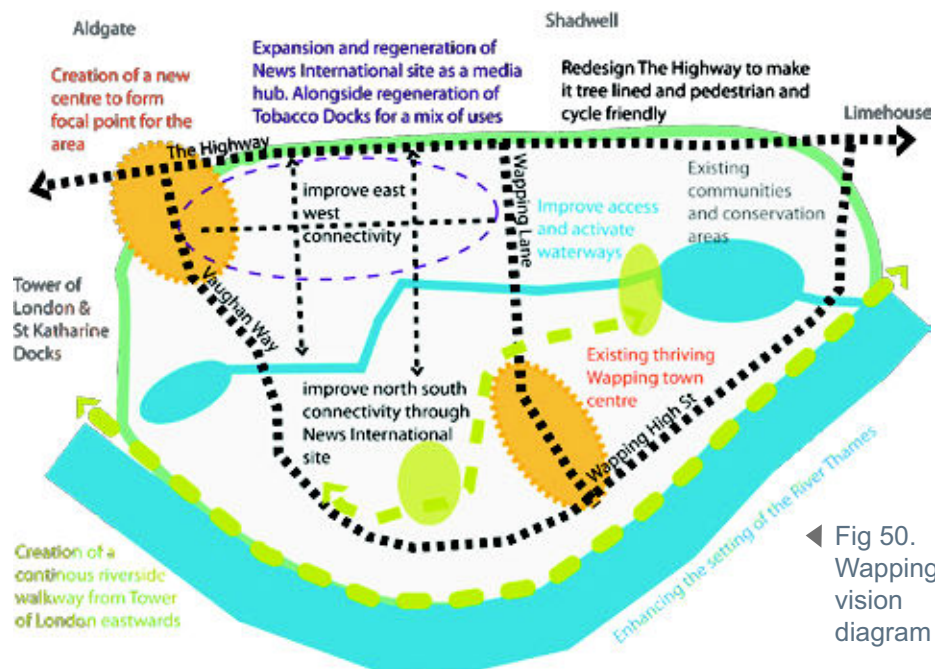
Vision

Integrating Wapping's working and residential communities and connecting them to the canals, basins and the River Thames

The south of Wapping will maintain and enhance its cultural, historical and residential character. Through the long-term regeneration of Tobacco Docks and the News International site, the area will become better connected, particularly between the north and the south. A new town centre will be created in the west of Wapping to provide a focal point for the local area.

Connecting these areas will be achieved through a new network of streets running north and south. East-west movement will also be improved through better use and animation of Wapping Basin, and through the provision of a continuous riverside path along the River Thames.

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◀ Fig 50. Wapping vision diagram

Opportunities and growth

Opportunities for growth are focused on the News International and Tobacco Dock sites, with Wapping Station to be re-opened in 2010. The Wapping Masterplan will be delivering and co-ordinating these opportunities.

How we are going to get there

Priorities

1. To deliver an extended and regenerated area combining News International and Tobacco Dock, with employment, residential and complementary leisure uses.
2. To create a new neighbourhood town centre in west Wapping and increase activity around the canals by encouraging a range of primarily leisure-based activities.
3. To improve Wapping's north-south and east-west connections in a manner which is sensitive and does not undermine Wapping's riverside village feel. This would entail addressing the severance caused by the News International site and The Highway.
4. To provide better connections and maximise accessibility to Wapping Station, which will be re-opened in 2010.
5. To create a continuous Thames walkway that connects Wapping's network of green spaces with its water spaces.
6. To ensure leisure facilities in this area maximise accessibility and provide a mix of activities to meet local needs.

Principles

1. The redevelopment of the News International site, should reinstate a permeable street network through the site both north-south and east-west.
2. New development should be informed by the scale and character of historic warehouse buildings, while providing responsive, modern building typologies.
3. Development and regeneration should provide a positive and active edge to the inland waterway network encouraging activity and overlooking.

Vision

Strengthening Watney Market town centre through re-connection onto Commercial Road and capitalising on investment opportunities

Watney Market town centre will be enhanced through continued investment. It will blend into Commercial Road with new frontages providing an outward looking Watney Market.

The arches at Shadwell DLR will also be better integrated and provide a supporting role to the town centre. This will increase the profile of Shadwell and reinforce its role as a civic, shopping and community hub.

Opportunities and growth

Shadwell will go through estate regeneration, which is likely to provide new homes alongside wider social and economic regeneration. Shadwell Station will reopen in 2010 as part of the East London Line extension.

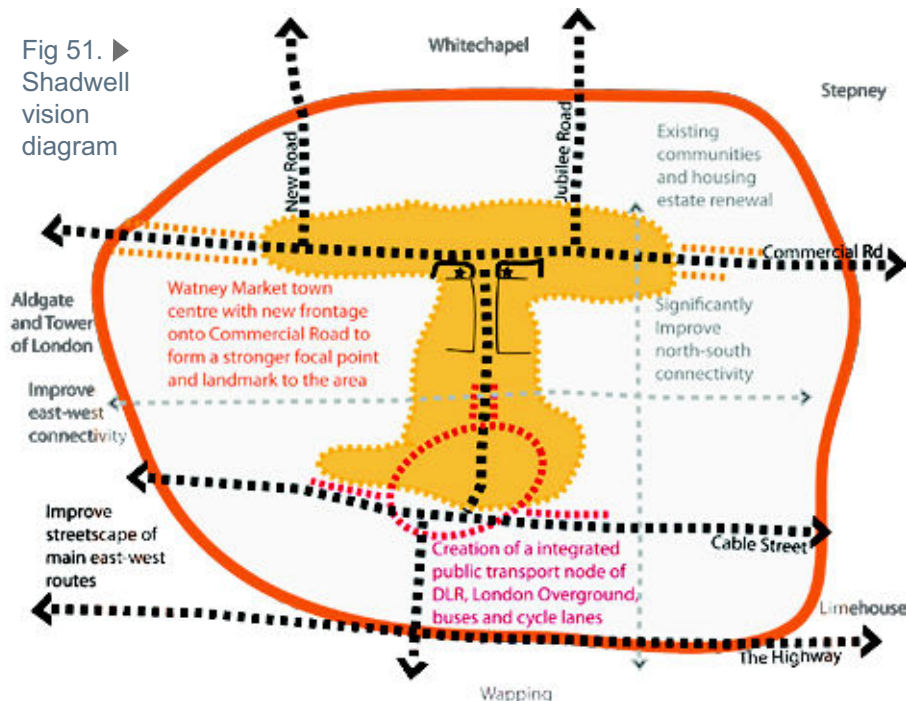
How we are going to get there

Priorities

1. To regenerate and improve Watney Market as a vibrant town centre that meets the needs of local people.
2. Complete the London Overground extension and improve connections to the Shadwell DLR station to create a transport interchange.
3. To support, encourage and protect small businesses along New Road and Commercial Road (West) within the City Fringe Activity Area.
4. To improve the quality of the local environment making it cleaner, safer, and more welcoming, particularly on Cannon Street Road.
5. To support the social and economic regeneration of local housing estates, including provision of additional affordable housing.
6. To improve the accessibility, environment and profile of the railway arches near Shadwell DLR.
7. To continue and complete the housing estate renewal process.

Principles

1. Improvements to Watney Market should provide a public frontage and visual presence onto Commercial Road, where appropriate.
2. Housing estate regeneration and new development should seek to reinstate a traditional street pattern to facilitate a more walkable Shadwell, and provide clear connections to surrounding areas including News International and Tobacco Dock.



Vision

A great place for families nestled around the green spine of Stepney Green, Regents canal and Mile End Park Leisure Centre

Stepney will remain largely residential and will offer high-quality new housing alongside regenerated housing estates. The improvement in the retail and commercial provision and environment will be reflected at Ben Jonson Road and around a new town centre at Stepney Green tube station.

Enhancements to the extensive network of green spaces such as Stepney Green and Trafalgar Gardens will draw people from one green space to another, and bring residents and visitors into the area. This central green spine will act as a wildlife haven and a lung for the area. This will support the areas suitability for family housing, its conservation areas, rows of terrace housing and network of streets.

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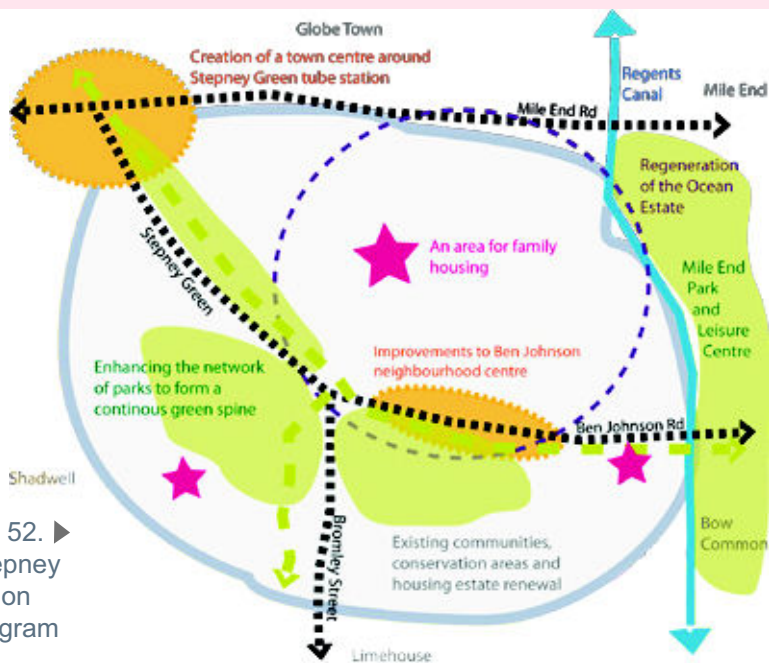


Fig 52. Stepney vision diagram

Opportunities and growth

Wider regeneration and housing programmes will bring about long term benefits and change for this part of Stepney and continue the economic and social regeneration that has been ongoing for some years.

How we are going to get there

Priorities

1. To facilitate and encourage the creation of a new neighbourhood centre in and around Stepney Green station.
2. To improve the quality of Ben Jonson neighbourhood centre ensuring it meets local needs and acts as a focal point to the area.
3. To promote bus capacity enhancements as a result of regeneration along Ben Jonson Road.
4. To complete the physical, and continue the social and economic regeneration of the Ocean Estate.
5. To upgrade and enhance local green and blue spaces.
6. To improve the quality of the streetscapes, green spaces and public spaces
7. To improve the public realm through way-finding schemes, particularly from Mile End Road to Commercial Road and to the canal.

Principles

1. The regeneration of housing estates, including the Ocean Estate, should reinstate a traditional street pattern that facilitates a walkable Stepney.
2. New development should respect, and be informed by, the urban form and grain of the conservation areas.
3. The design of green spaces should interconnect with, and complement, one another to form a green spine through Stepney.
4. Promote Stepney as a place suitable for families, with housing typologies that offer dedicated amenity space, including private gardens.

Vision

A better connected riverside place supported by new neighbourhood centres on and around Commercial Road

The waterside communities that nestle along the River Thames, Regent's and Limehouse Cut Canals will be better connected to Commercial Road. Visitors will be able to better explore the Thames Path, the historic buildings and the pubs and restaurants along Narrow Street.

The existing cluster of shops, café and restaurants along Commercial Road and around Limehouse DLR, will be supported by the recognition of a new neighbourhood town centre. The historic area of St Anne's Triangle will be regenerated offering improved access to the Limehouse Cut Canal.

Opportunities and growth

There will continue to be medium levels of growth in this area, with old industrial sites being redeveloped for residential or mixed-use, including local economic opportunities for enterprise and small and medium businesses.

How we are going to get there

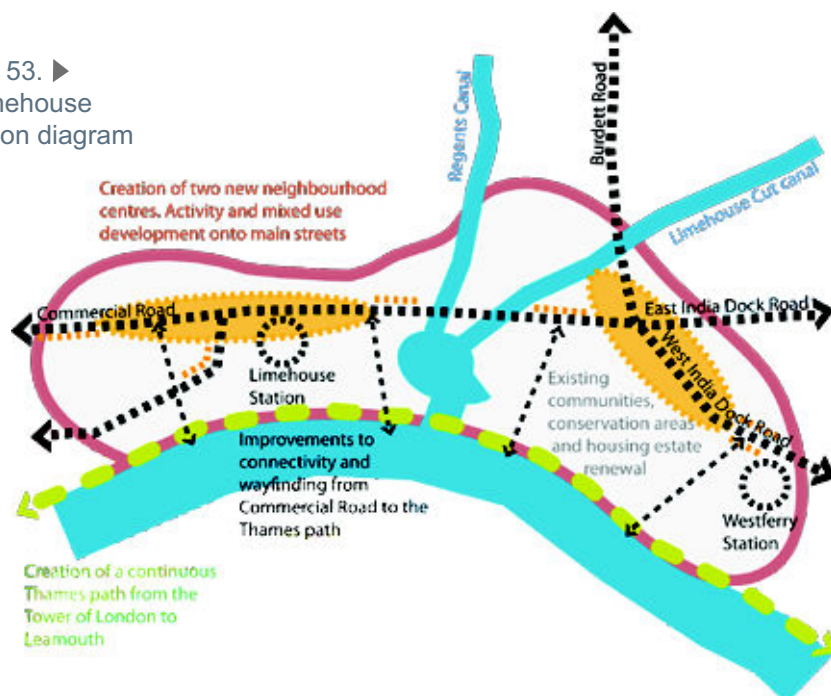
Priorities

1. To create a new neighbourhood centre in and around Limehouse DLR and along Commercial Road to focus retail, commercial, civic and employment uses in this accessible location.
2. To increase employment opportunities by encouraging small and medium enterprise creation, and the protection of existing employment sites in and around Cable Street Studios and Butcher Row.
3. To promote the sensitive regeneration of St Anne's Triangle as a mixed-use area, ensuring the protection and enhancement of historic buildings on the site.
4. To encourage the regeneration of key historic buildings to preserve the character of Limehouse, including Cable Street Studios.
5. To improve the streetscape of Commercial Road, Butcher Row and The Highway to encourage walking and cycling.
6. To identify ways to link the existing green spaces together and connect to the River Thames and other waterways.

Principles

1. Ensure development and regeneration promotes active frontages onto Commercial Road to reinforce the town centre.
2. New development should be in keeping with the scale and character of historic warehouse buildings, conservation areas and waterways.
3. Development and regeneration should seek to improve physical and visual access to the River Thames and other waterways.

Fig 53. ►
Limehouse
vision diagram



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Vision

**Making Victoria Park an exemplary 21st century green space
Victoria Park will continue to be one of the borough's best assets.**

There will be investment in existing facilities alongside new facilities, including an urban beach, a skate park, and reed beds to offer a diverse range of activities for the people of East London.

The Mile End and Victoria Park green spine will extend to include the new Lea River Park, each interconnecting to offer a continuous array of green spaces lined by a network of canals and rivers.

Opportunities and growth

The Victoria Park Masterplan will deliver significant improvements over the coming years. It will also act as a live site for the 2012 Olympic Games.

How we are going to get there

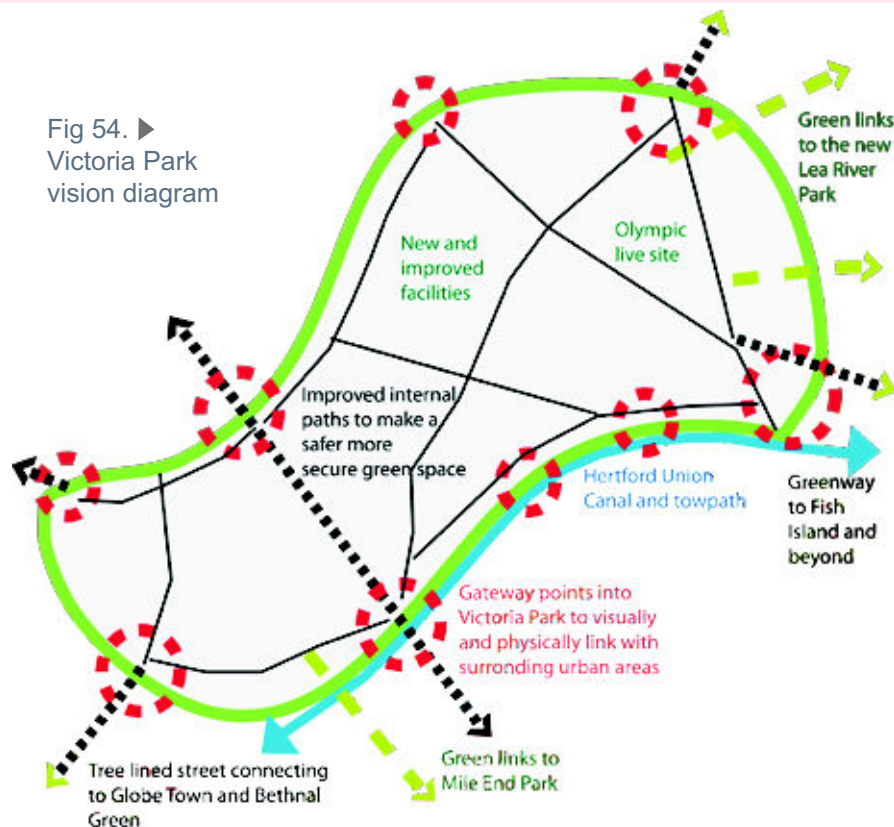
Priorities

1. To deliver the improvements set out in the Victoria Park Masterplan and to ensure that the park connects with green spaces that surround it, including the new Lea River Park.
2. To support and facilitate the diverse events programme including its use as a live site for the 2012 Olympic Games.
3. To continue to protect Victoria Park as designated Metropolitan Open Land.
4. To ensure Victoria Park remains one of the borough's most important and strategic green spaces, alongside Mile End Park.
5. To ensure the strategic green spine of Victoria Park and Mile End Park is protected and enhanced.
6. To better connect Victoria Park to Fish Island and Bow, particularly to the Olympic Park and Roman Road East town centre.

Principles

1. Buildings that form the edge of the park need to be responsive and be sensitive to the setting of this major green space, avoiding excessive overshadowing.
2. Developments and improvements to Victoria Park should enliven and improve the safety and security of the green space.
3. Movement routes to, and through, the park that follow desire lines should be reinforced and enhanced as green links.

Fig 54. ►
Victoria Park
vision diagram



Fish Island

Vision

A mixed-use, sustainable community offering a unique place to live and work, right next to the Olympic Park and within walking distance of Stratford City.

Taking full advantage of its “fringe” location, Fish Island will become a place for business, enterprise, new homes, schools, health facilities, parks and waterways. Through diversifying and intensifying its employment offer, investment and new job opportunities will be delivered.

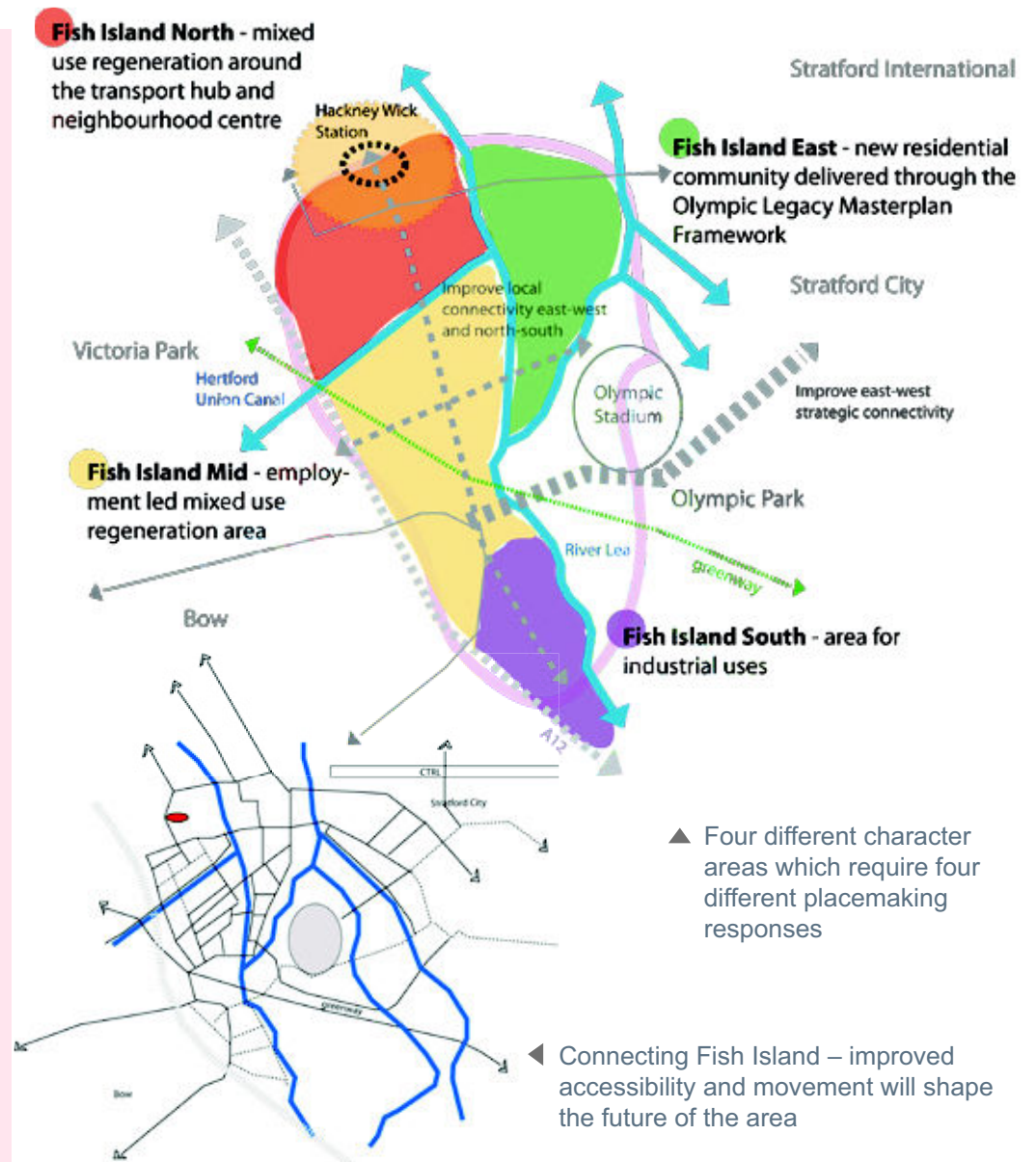
Connecting Fish Island will see improvements to the strategic and local movement network, making Fish Island an easier place to get to and move through. The creation of a joined-up street pattern with new and improved bridges, an enhanced Greenway and towpaths will make Fish Island a more accessible place, on foot and bicycle, maximising connections to the Olympic Park and Stratford City.

Fish Island North will undergo mixed-use, heritage-led regeneration to form part of the wider Hackney Wick area. A mix of uses including commercial, retail, leisure, work-spaces and residential, will be set around an improved public transport hub, and a new neighbourhood centre at Hackney Wick.

Fish Island Mid, south of the Hertford Union Canal, will prosper through conservation and heritage-led renewal that will promote a mix of uses including new residential, workshops, creative and cultural industries, studios, light-industry and enterprise space. The qualities that characterise the conservation area - medium-rise, mixed-use buildings, with an industrial aesthetic - will set the foundation for new developments.

Fish Island South will be home for consolidated light and heavier industries that are not appropriate to mix with residential uses, including a possible waste management facility.

Fish Island East as part of the Olympic Legacy area will become a new residential community set around the waterways, a new marina, a large park and a new primary school.



▲ Fig 55. Fish Island vision diagram

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Opportunities and growth

There is significant opportunity for regeneration in Fish Island, given the substantial public and private investment in the Olympic Park, Legacy facilities and Stratford City. The economic base can modernise alongside wider regeneration to complement the regional economic drivers of Canary Wharf and Stratford City. Attracted to the area by the new Olympic media centre, new businesses could enhance the existing small and medium enterprise cluster.

There is an opportunity to re-engage with the network of waterways, the new Lea River Park and the heritage aspects of the area. This landscape presents an opportunity for a diverse range of activities including enterprise, tourism, leisure and water based activities.

An opportunity exists to take advantage of the Olympic Energy Centre to provide renewable energy for local businesses and homes. The energy centre could be linked to a new recycling facility to create a low- or zero-carbon area.

Delivery

Delivery will be central to achieving the vision for Fish Island. Successful implementation of the vision will only be achieved through a regeneration framework which is developed and led in partnership with key stakeholders including LTGDC, GLA, HCA, neighbouring boroughs, local businesses and community groups, residents and landowners. As such, an Area Action Plan, including a planning, accessibility, economic and design plan will be developed to guide and steer development, to assist in delivering the Fish Island vision.

An Area Action Plan will ensure a phased, managed and coordinated approach to this area. Areas currently designated as SIL will be de-designated only when the regeneration framework is in place. This AAP will bring together all stakeholders and ensure the best long-term regeneration solution is achieved.

How we are going to get there

Priorities

1. To ensure a managed, coordinated and phased regeneration programme and partial release of SIL for Fish Island maximising the opportunities and benefits from the Olympic Legacy.
2. To deliver new homes and job opportunities through employment-led mixed-use regeneration and investment in identified locations.
3. To retain strategic industrial land for heavier industrial uses in the south of Fish Island.
4. To significantly improve strategic connections by overcoming the barrier of the A12, providing bridge connections across the waterways, enhancing the Greenway and creating new routes to the Olympic Legacy area.
5. To improve local connections by creating a street pattern that allows for ease of movement on foot and bicycle.
6. To work with Transport for London and others to improve Hackney Wick transport hub and connections to it.
7. To deliver a new primary school on Fish Island East.
8. To deliver a waste management facility in Fish Island, and explore potential to link with the Olympic Energy Centre.
9. To ensure new development reduces and mitigates the risk and impact of flooding.

Principles

1. Development in Fish Island North and Mid will be required to incorporate new residential and flexible employment floorspace through mixed use blocks and buildings, and by innovative and creative design techniques.
2. Development in Mid Fish Island will be required to protect, enhance and respond to the character, setting, scale and urban grain of the conservation area.
3. Development around Hackney Wick hub will be required to provide retail and commercial active frontages to assist in creating a neighbourhood centre to this area.
4. Development should seek to actively reconnect with the waterways, either through leisure activities, enterprises and/or high-quality public spaces. In addition, development adjacent to the waterways should respect and respond to the setting of the water, and include flood mitigation measures.

Vision

Showcasing Bow's traditional character through its market, street patterns and relationship with Victoria Park

Reinstating Bow's traditional street pattern will improve local connections, particularly with the Hertford Union Canal and Victoria Park. This will help to create a place for families which reflects the quieter, more community-based side of urban living.

Bow will be based around a rejuvenated market and lively town centre. It will benefit from being next door to a regenerated Fish Island, the Olympic Park and the resulting regeneration of the Lea River area.

Opportunities and growth

New development will continue to reinforce the special character of Bow with its rows of terraced housing. Improved connections to Fish Island and the Olympic Park will be sought along existing routes.

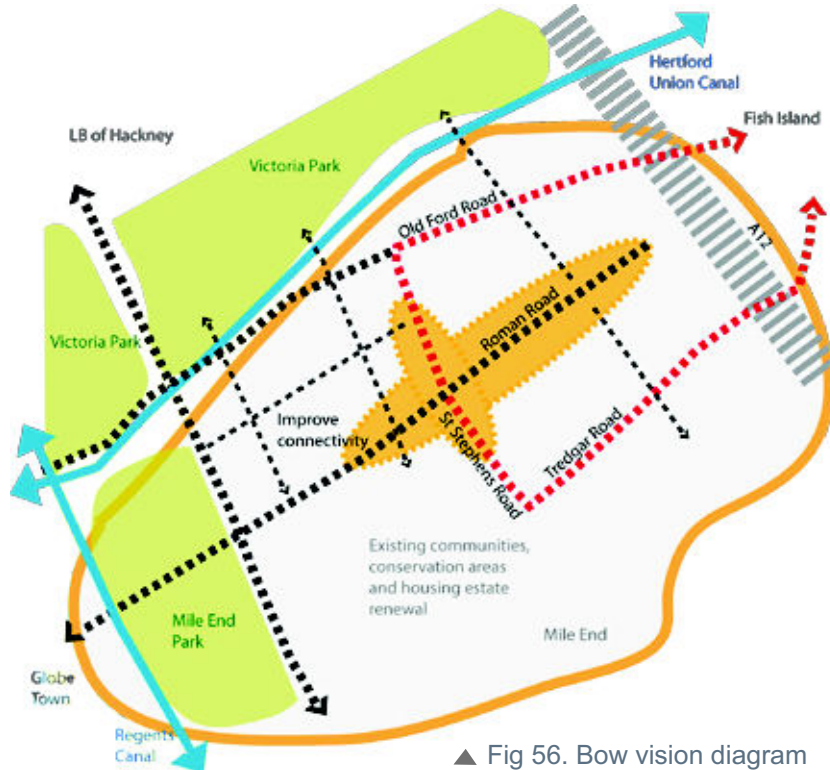
How we are going to get there

Priorities

1. To improve existing connections via Old Ford Road, Tredegar Road and St. Stephen's Road across the A12 to Fish Island, the Olympic Park and Bromley-by-Bow.
2. To improve connections between Mile End Road and Victoria Park and to promote walking and cycling through Bow.
3. To regenerate Roman Road East town centre by supporting a mix of uses in the form of shops, cafés and restaurants including an anchor supermarket.
4. To improve Roman Road Market by promoting it as a place suitable for outdoor events and festivals, and to help to bring people to the area and promote social cohesion.
5. To deliver small neighbourhood green spaces to address deficiency in open space and provide opportunities for biodiversity enhancements.

Principles

1. Bow should be promoted as a place suitable for families with terrace housing that offers private back gardens.
2. Improvements to connectivity should be sought, with new development and estate-regeneration to reinstate a traditional, joined-up street pattern.
3. Retail, small and medium enterprises, creative industries, leisure and civic uses should be focused in Roman Road East town centre.



▲ Fig 56. Bow vision diagram

Vision

A lively and well connected place with a vibrant town centre complemented by the natural qualities offered by the local open spaces.

Mile End will support residential, working and student communities with an inclusive and accessible town centre offering a place to live, work, shop, access services and socialise. Queen Mary University London's role as a knowledge hub will be supported by the uses in and around Mile End town centre and its public transport interchange.

In contrast to the town centre, Mile End Park, Tower Hamlets Cemetery Park and the Regents Canal will provide access to open space and nature. This will be complimented by Mile End's position as a place for families and a popular leisure destination with Mile End Stadium and Leisure Centre offering a variety of sporting and play activities.

Opportunities and growth

Mile End will undergo housing growth, with development on a number of development sites, through infill development, and housing estate regeneration. QMUL is also continuing to grow.

How we are going to get there

Priorities

1. To create a mixed-use town centre around Mile End Station to focus retail, leisure, commercial, civic and employment uses along Mile End Road, Grove Road and Burdett Road.
2. To increase employment opportunities with a focus on encouraging small and medium enterprises in and around the town centre.
3. To support the expansion of QMUL and associated uses while ensuring good integration with surrounding areas.
4. To improve pedestrian and cycling connections north of Bow Road, south of the town centre and through QMUL campus.
5. To create green links between the existing open spaces of Mile End Park, Tower Hamlets Cemetery Park, the Regents Canal and Mile End Stadium and Leisure Centre.

Principles

1. Development should be sensitive to the setting of open spaces and should improve pedestrian and cycling connectivity to and through these spaces.
2. Buildings on the junction of Mile End Road, Grove Road and Burdett Road should provide active frontages.
3. Public realm improvements should enhance the pedestrian and cycling experience, while maintaining the vehicle capacity of Mile End Road.

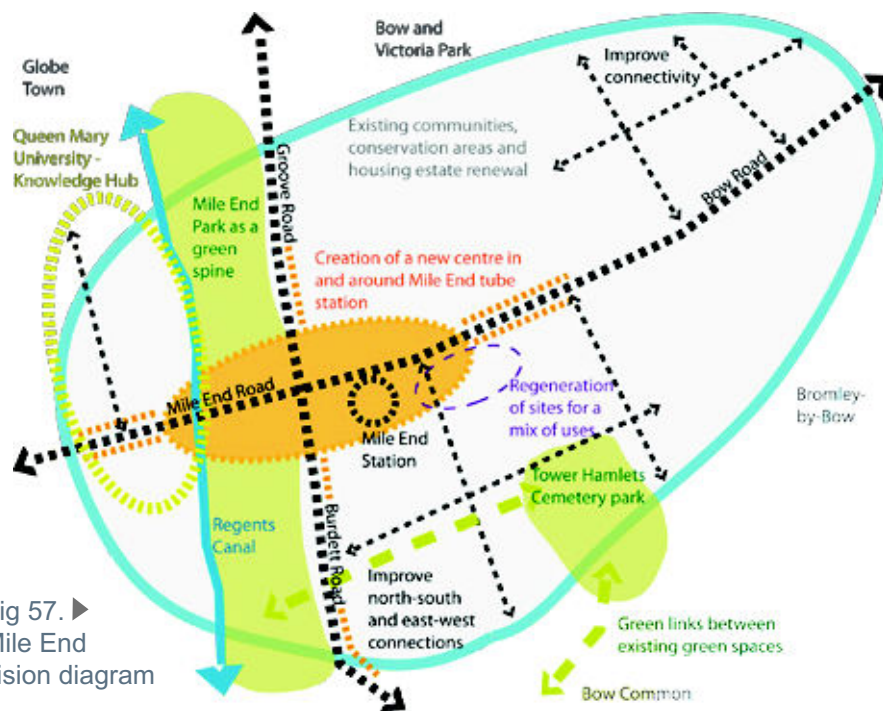


Fig 57. ► Mile End vision diagram

Vision

A prosperous neighbourhood set against the River Lea and Park and a transformed A12

Bromley-by-Bow will rediscover its connection to the River Lea, with bridge connections to Newham, Three Mills and the Olympic site. A new town centre will offer a place to shop, work, dine, access services and spend leisure time, taking advantage of the new River Lea Park and FAT Walk. It will be centred around a well designed, mixed residential community with excellent social and community infrastructure.

Comprehensive regeneration, including the transformation of the A12, will integrate the existing and new communities with each other and surrounding areas, particularly by east-west movement.

Opportunities and growth

Bromley-by-Bow is undergoing a programme of investment and regeneration led by key stakeholders including the LTGDC through a masterplan which will transform this area over the next 15 years.

How we are going to get there

Priorities

1. To structure and positively plan for development that will address the severance caused by the A12, the railway and waterspaces including the River Lea.
2. To provide an accessible new district centre in Bromley-by-Bow which has a mix of uses, addresses the severance of the A12, and supports the current convenience provision, to act as the heart to the neighbourhood.
3. To assist in the regeneration of Stroudley Walk neighbourhood centre, including improvements to its streetscape.
4. To improve Bromley-by-Bow underground station in order to improve and integrate access from ground level .
5. To develop a well connected neighbourhood by providing routes that encourage walking, cycling and the use of public transport, assisting in the creation of the FAT Walk.
6. To increase the diversity of housing choice, and to promote family housing in this neighbourhood along with new green spaces.
7. To provide a new primary school to support population growth.

Principles

1. Focus higher-density development blocks above the relocated supermarket and around the public transport interchange.
2. New development should improve the area's permeability and legibility by aligning with the existing street network.
3. Building design should respond to the local constraints, opportunities and characteristics, including flood risk reduction and mitigation measures.
4. New development should foster good design through the use of appropriate density, suitable height and scale, and by optimising the existing assets of the waterside.
5. Development should utilise appropriate and innovative townscape design to mitigate noise and air pollution in areas adjoining the A12 and railway lines.



Fig 58. ► Bromley-by-Bow vision diagram

Vision

Establishing Bow Common as a family focused residential neighbourhood set around the civic spine of St Paul's Way
Bow Common will be a recognised and rediscovered residential neighbourhood set around a transformed community spine and hub running along St Paul's Way, and anchored by a new neighbourhood centre at Devons Road.

It will be a place with a quieter atmosphere, close to canals, Mile End Leisure Centre, Mile End Park, Tower Hamlets Cemetery and Bartlett Park. Communities will benefit from these assets along with wider regeneration of housing estates and new development along Limehouse Cut canal and the gasworks site.

Opportunities and growth

Social infrastructure and housing estate-led regeneration is driving change and improvement in this area.

How we are going to get there

Priorities

1. To bring communities together by focusing community, civic, commercial uses along St Paul's Way and Devon's Road.
2. To create a new neighbourhood centre in and around Devon's Road DLR Station, to improve accessibility to services and shops and to form the heart of this neighbourhood.
3. To overcome the physical barriers of Bow Common Lane, St Paul's Way, Devon's Road, the railway line and Limehouse Cut Canal, and to improve accessibility and safety throughout the area by streetscape and public realm projects.
4. To provide housing types suitable for families such as terraced housing in this area. This includes delivering new residential uses alongside the Limehouse Cut Canal and to regenerate the Bow Common gasworks site.

Principles

1. Buildings within the town centre at Devons Road should positively frame the public space and provide active retail and leisure uses.
2. New development and regeneration along St Paul's Way and Devons Road should address the street and provide an active edge to stimulate street activity and overlooking.
3. Housing-estate regeneration and new development to reinstate a traditional street network to facilitate a more walkable neighbourhood and improve access to the Limehouse Cut Canal.
4. Buildings on the non-tow path side of the Limehouse Cut Canal should provide a private edge to the canal, yet animate the canal edge by the use of windows, moorings, private balconies, roof gardens and terraces.

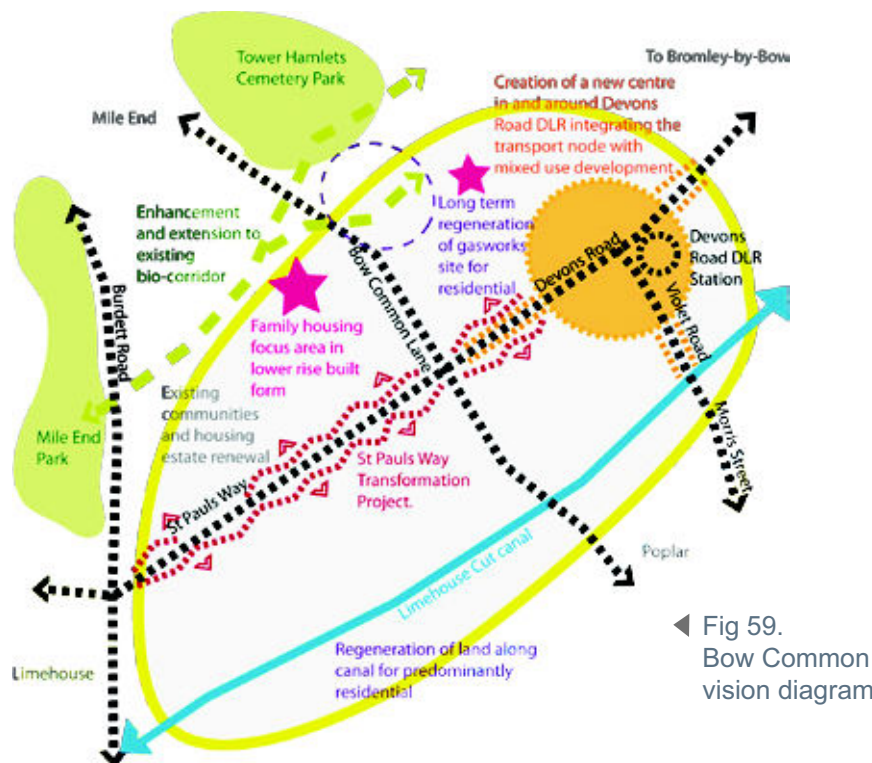


Fig 59. Bow Common vision diagram

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Vision

Regenerating Poplar into a great place for families set around a vibrant Chrisp Street and a revitalised Bartlett Park

Poplar will become a more economically active and prosperous place through comprehensive regeneration, new development and housing-estate renewal.

Physical transformation will address the severance created by some of the housing estate layouts and reinstate a more traditional street pattern which will allow for easier and safer movement. Higher densities will be located in and around the regenerated Chrisp Street town centre and ensure it remains the focal point of the neighbourhood. Lower densities and lower rise residential areas, including family housing will be set around an enhanced Bartlett Park.

Opportunities and growth

Large scale regeneration plans are underway in Poplar. By working in partnership with Poplar HARCA and other stakeholders, coordinated and lasting regeneration will occur.

How we are going to get there

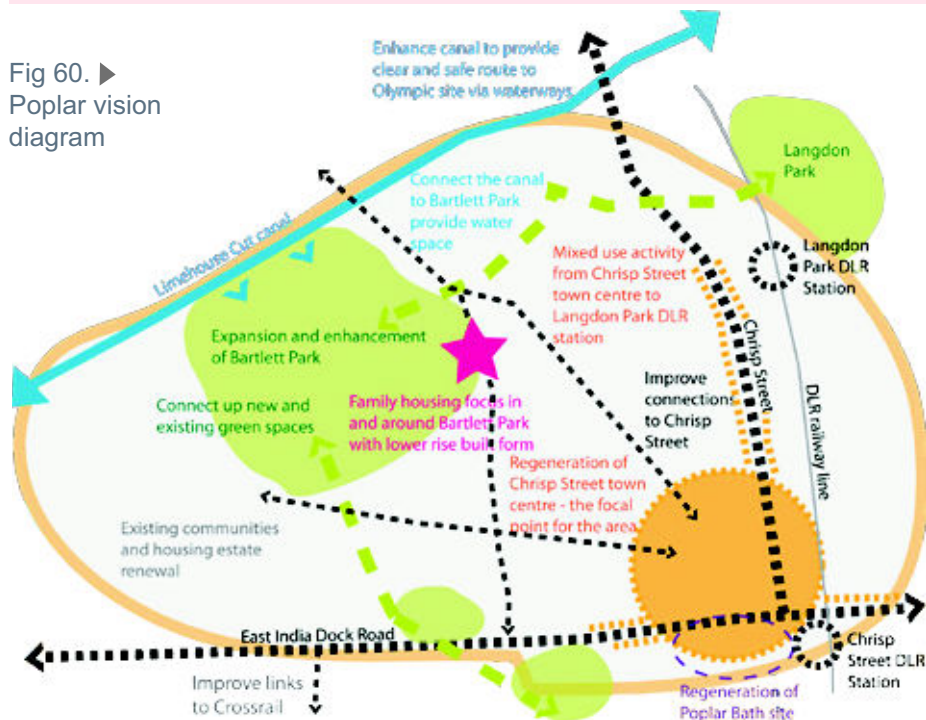
Priorities

1. To bring the existing housing stock up to decent homes standard alongside the wider social and economic regeneration of identified housing estates.
2. To expand and improve the size, usability and quality of Bartlett Park to reinforce its role as a large neighbourhood park, alongside providing new green spaces to support housing growth.
3. To regenerate the existing centre based in and around Chrisp Street into a vibrant, thriving, and multi-purpose town centre, with a mix of uses including evening and night-time use and a market. Also to bring Poplar Baths back into active use.
4. To improve the accessibility across and along the Limehouse Cut Canal by providing new pedestrian and cycle bridges and ensuring a safe and clear route to the Olympics.

Principles

1. Focus higher density development in and around Chrisp Street and adjacent public transport nodes.
2. Provide for lower- and medium-density, lower-rise family housing around Bartlett Park and its surrounds.
3. New buildings to be responsive and sensitive to the setting of Bartlett Park, Limehouse Cut Canal and the conservation areas in Poplar.
4. Regenerate Chrisp Street town centre, with improved visual access and entry points, while respecting the elements of historic conservation value.

Fig 60. ► Poplar vision diagram



Vision

Transforming Poplar Riverside into a revitalised and integrated community reconnecting with the A12 and River Lea

Poplar Riverside will change from a largely industrial area to a predominately residential area. It will be a place characterised by its reconnection to the River Lea, connections across the A12 and to surrounding areas. It will fully realise its potential as an attractive location for living, working and leisure. The Aberfeldy neighbourhood centre will be enhanced alongside housing-estate regeneration and it will offer a greater range of shops and services.

A new large green space, bridges linking to and over the River Lea, and new social infrastructure will make this place a desirable location for families and new communities. The Lea River Park and FAT Walk will offer connections northwards to the Olympic Legacy area via a regeneration at Bromley-by-Bow and Fish Island.

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Opportunities and growth

Growth and regeneration will bring about improvements needed in order to integrate this area with its surroundings both in Tower Hamlets and across the River Lea to Newham.

How we are going to get there

Priorities

1. To promote an integrated and co-ordinated approach to the regeneration and redevelopment of Poplar Riverside, which will mitigate and reduce it being located in a flood risk area.
2. To manage the release of industrial land and ensure that new development is sustainable and built to the highest design standards at appropriate densities.
3. To ensure the timely provision and appropriate location of social infrastructure (such as green space and bridges) that is necessary to support the growing communities.
4. To overcome the barrier of the A12 to improve accessibility, mitigate its impact and improve connectivity in order to integrate Poplar Riverside into its surrounds and maximise its benefits as part of the strategic road network.
5. Provide a new primary school to support population growth.
6. To deliver a new large public green space assisting in flood mitigation and addressing open space deficiency, and which also links into the proposed FAT Walk.

Principles

1. Development will be expected to positively frame, present active frontages and enhance the setting of an improved green space.
2. The design of new development will need to ensure it achieves a joined-up street network and connects to surrounding routes.
3. Buildings to be sensitive to the setting and present an active and positive edge to the River Lea, along with an appropriate setback to ensure the creation of a continuous riverside walkway.
4. Buildings adjacent to the A12 to be designed to address and present a positive edge and buffer to mitigate noise and air pollution from the A12.

Vision

Creating a modern waterside place where the River Lea Park meets the River Thames

Leamouth will become a mixed-use place with a creative and arts hub at Trinity Buoy Wharf alongside new residential communities, set around the River Thames and River Lea. New connections, pedestrian and cycle bridges will make the area more accessible to the rest of the borough and allow residents and workers to get to Canning Town station and town centre.

Taking full advantage of its waterside location, buildings will positively address the asset of the water. This will invite people to spend time by the river edges for relaxation, leisure, living and working.

Opportunities and growth

Older industrial uses are making way for new, predominantly residential development. New homes and new jobs are being delivered on this peninsula alongside new infrastructure.

How we are going to get there

Priorities

1. To support a mix of uses across Leamouth with Orchard Place North being primarily residential mixed-use, and Orchard Place South as being employment-led mixed-use.
2. To ensure that new development is supported by the timely provision of appropriate social, community, and physical infrastructure.
3. To improve the accessibility, permeability and connectivity of Leamouth as part of the redevelopment and regeneration of the area, including bridges with inclusive access across the River Lea to Canning Town and river crossings to North Greenwich.
4. To continue to protect Orchard Wharf for cargo-handling uses. Development that prejudices the operation of the wharf for these purposes will not be supported.
5. To protect and enhance the ecological value of East India Basin and ensure new development enhances biodiversity value.
6. To ensure a continuous and animated riverside walkway is provided and linked into new green spaces, to allow enjoyment and use of the water edges, and for it to become part of the Lea River Park and FAT Walk.

Principles

1. Ensure the protection and conservation of historic industrial buildings in order to preserve and enhance the character of Leamouth.
2. Buildings to focus leisure uses adjacent to waterside locations and present an active edge to the riverside walkway.
3. Effective buffers are needed to protect the residential amenity and the future operation of Orchard Wharf.
4. Instate public streets to ensure future public access and the permeability of the area.



Fig 62. ▶
Leamouth
vision diagram

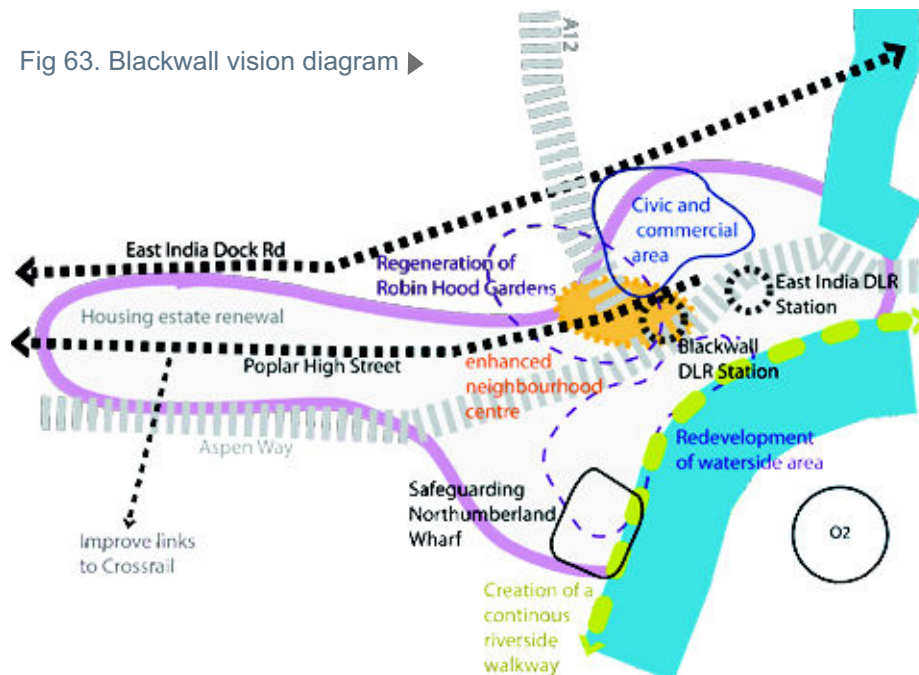
Vision

A mixed use area with a new town centre and the Town Hall as its commercial and civic hearts

Blackwall will undergo transformation through housing growth and investment, and will emerge as an attractive and desirable place to live and work. An extended neighbourhood centre will be created to include the shops along the east of Poplar High Street and a new public square in front of Blackwall DLR station.

A new green space will be provided through the redevelopment of Robin Hood Gardens, and East India Dock Basin will see accessibility and biodiversity improvements. Poplar High Street will continue to be the main east-west connection within a clear and coherent network of streets and spaces with excellent walking and cycling connections.

Fig 63. Blackwall vision diagram ▶



Opportunities and growth

The Blackwall area will undergo transformation over the next 10-15 years, with the new Crossrail station being delivered across Aspen Way in Canary Wharf, new housing developments, and the Blackwall Reach Regeneration Framework.

How we are going to get there

Priorities

1. To improve and extend the neighbourhood centre in and around Blackwall DLR station and the existing parade of shops along Poplar High Street.
2. To establish a new public square in the town centre as part of the Blackwall DLR station transport interchange and support the development of town centre uses within the square.
3. To redevelop Robin Hood Gardens as part of the Blackwall Reach Regeneration Framework, and provide new public green space.
4. To improve connections to, and protect and enhance the ecological value of, East India Dock Basin through the FAT Walk.
5. To ensure a continuous and animated riverside walkway is provided to allow enjoyment and use of the water edges, and to become part of the Lea River Park.
6. To address the barriers of the A12 road and implement the Aspen Way Masterplan to improve north-south pedestrian and cycling routes to Canary Wharf.
7. To continue to protect Northumberland Wharf for cargo-handling uses including the transport of waste. Development that prejudices the operation of the wharf for these purposes will not be supported

Principles

1. The public square around Blackwall DLR should be framed by active ground-floor uses to animate and bring vibrancy to the square.
2. New development should improve east-west pedestrian and cycling connections between East India Basin and Cotton Street.
3. Development between Blackwall and Canary Wharf should integrate both places, helping to bridge Aspen Way.
4. Effective buffers are needed to protect the amenity of surrounding uses and the future operation of Northumberland Wharf.

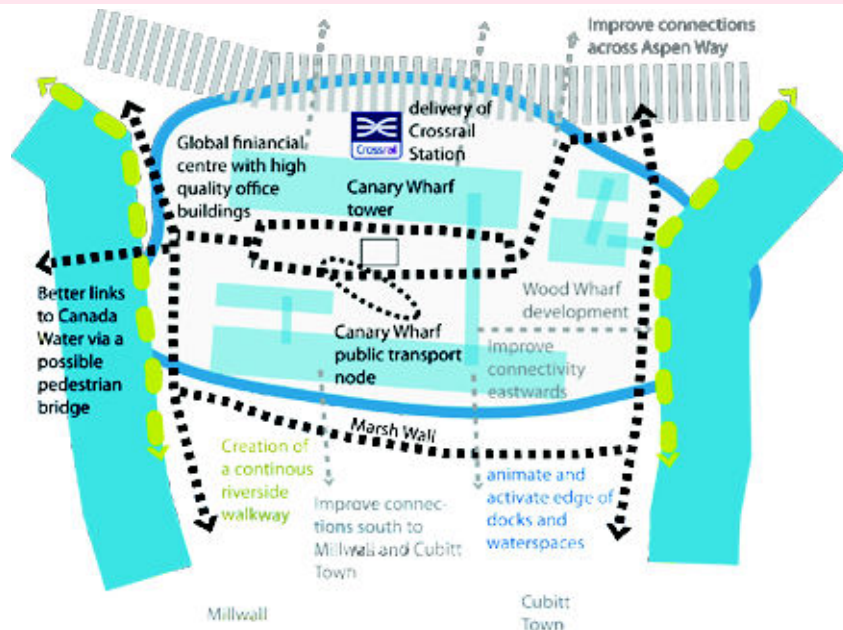
Vision

Canary Wharf will retain and enhance its global role as a competitive financial district as well as adopting a stronger local function

Canary Wharf will be driven by sustainable growth while capturing the benefits of the opportunities offered by Crossrail and Wood Wharf to ensure the place continues to grow into thriving living and working environment.

Leading international companies and new communities will continue to enjoy buildings, facilities and infrastructure of the highest quality. Canary Wharf will be better integrated with surrounding areas, not only in terms of physical accessibility, but also job opportunities. It will be a vibrant, mixed-use place, with office activities in the heart of Canary Wharf alongside areas such as Wood Wharf presenting a mixed-use, residential character.

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▲ Fig 64. Canary Wharf vision diagram

Opportunities and growth

Canary Wharf will continue to expand to provide a substantial amount of new jobs. High levels of residential growth is expected, with the development of Wood Wharf and expansion to the north and west.

How we are going to get there

Priorities

1. To work with Canary Wharf Group to maintain and enhance Canary Wharf's global position as a commercial and business centre.
2. To enable mixed-use and residential development around the fringe of Canary Wharf, including at Wood Wharf.
3. To ensure Canary Wharf Crossrail station is accessible and well-integrated with the transport interchange.
4. To create direct pedestrian and cycling connections with surrounding areas, specifically north towards Poplar and Blackwall.
5. To improve the integration between Canary Wharf and waterspaces to help stimulate activity, and deliver a continuous riverside walkway.
6. To encourage local people to use community facilities and access services in Canary Wharf.

Principles

1. Buildings should animate the water edges by focusing active uses at ground-floor level.
2. Large scale, high-rise office buildings in Canary Wharf should not have an unreasonably adverse impact on the surrounding micro-climate.
3. Security measures should contribute to, not detract from, the activities and use of the streets and spaces.

Vision

A community brought together through its waterways and a newly established high street at Millharbour

The north of Millwall will continue to be transformed to provide opportunities for local employment and new housing that will better connect with waterfronts, green spaces and areas to the south. There will be greater integration with Canary Wharf, offering a diverse retail and evening economy focused along Millharbour and dock fronts. Areas in the south will retain their quieter feel, being home to conservation areas and revitalised housing.

Local communities will be supported by excellent services, provided in the town centre alongside better connections to a wider range of services and transport interchanges in Canary Wharf and Crossharbour.

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Fig 65. ►
Millwall
vision diagram

Opportunities and growth

New development in the north of Millwall is coming through the Millennium Quarter Masterplan, which is bringing new housing, investment and wider regeneration.

How we are going to get there

Priorities

1. To create active street frontages along dock edges and Millharbour within the Canary Wharf Activity Area as part of the Millennium Quarter with shops, restaurants and leisure activities.
2. To create better connections across Millwall, focused along the spine of Millharbour, to improve links with Canary Wharf, Crossharbour town centre and Cubitt Town.
3. To provide supporting infrastructure across the area including a primary school and new open space.
4. To work with TfL to deliver improved bus services across the Millennium Quarter.
5. To reinstate Millwall's connection with its waterways and the docks, such as along Marsh Wall, through public realm improvements as defined in the Millennium Quarter public realm manual.

Principles

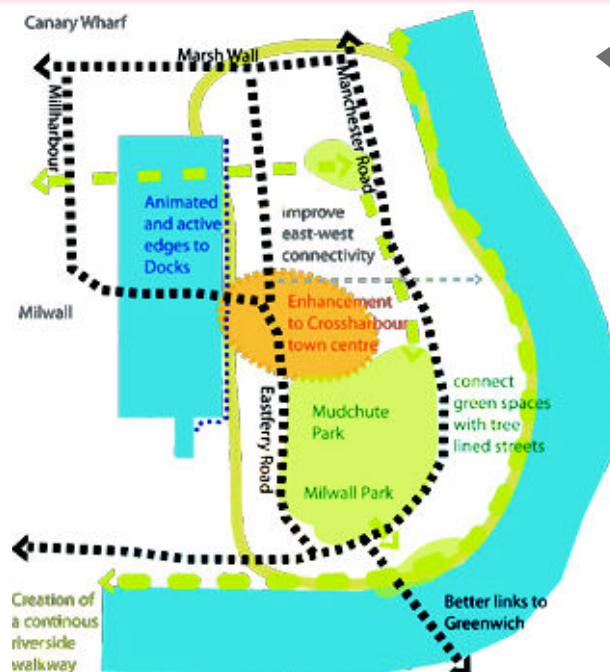
1. Buildings should provide active uses onto Millharbour to animate this emerging route.
2. Development should be set back from the water's edge and provide active frontages to allow for potential connections across waterspaces.
3. Taller buildings in the north should step down to the south and west to create an area of transition from the higher-rise commercial area of Canary Wharf and the low-rise predominantly residential area in the south.

Vision

A residential waterside place set around a thriving mixed use town centre at Crossharbour

Cubitt Town will continue to be a residential area experiencing some housing growth in the north. This growth will be supported by a revitalised and expanded Crossharbour town centre, which will see better integration with Pepper Street, Millwall and the Canary Wharf Activity Area. To the south, Manchester Road town centre will be extended to enable its retail offer to grow and to ensure it is better integrated with Island Gardens DLR Station, and Mudchute and Millwall Park.

The residential communities along the River Thames and at the heart of Cubitt Town will be brought together through activity and interaction at the Crossharbour and Manchester Road town centres, Mudchute and Millwall Park and the River Thames.



◀ Fig 66.
Cubitt Town
vision diagram

Opportunities and growth

Some areas of Cubitt Town will undergo significant development, other parts will undergo regeneration and others will be unchanged.

How we are going to get there

Priorities

1. To expand and intensify the Crossharbour district town centre to provide a mix of uses, including civic uses, centred on a transport interchange.
2. To create better connections across Cubitt Town to improve links with Canary Wharf, Crossharbour town centre, Millwall and Greenwich
3. To expand Manchester Road and Island Gardens neighbourhood centre to improve its offer.
4. To create a new public square in Crossharbour town centre to act as a focal point.
5. To ensure new development strengthens the relationship between Cubitt Town and its waterways.
6. To promote active uses around the waterspaces, enabling them to become a focal point for local people and visitors.

Principles

1. New development should be focused in the north of Cubitt Town on identified development sites.
2. Housing types suitable for families should be promoted in the south of Cubitt Town, and around Millwall Park.
3. The new public square should be framed by active retail and leisure uses at Crossharbour town centre to animate the area.
4. Development should protect the setting of Mudchute and Millwall Park and protect general views from these parks towards Canary Wharf.
5. Development should provide transition between the higher rise commercial area to the north and the nearby low-rise residential areas to the south and east.

