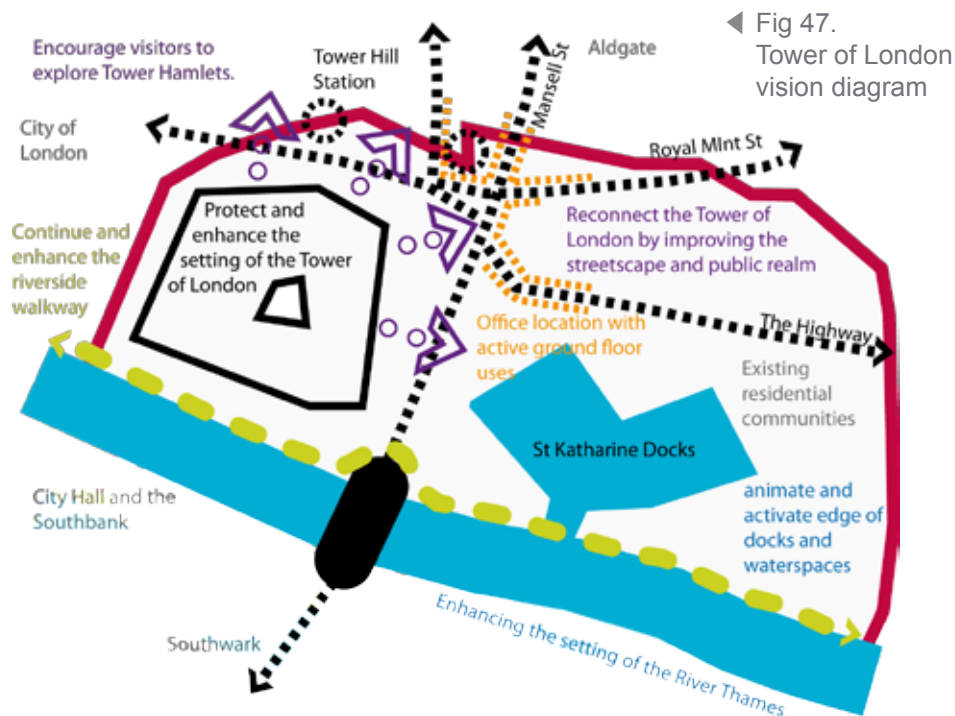


## Vision

### *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.



## 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

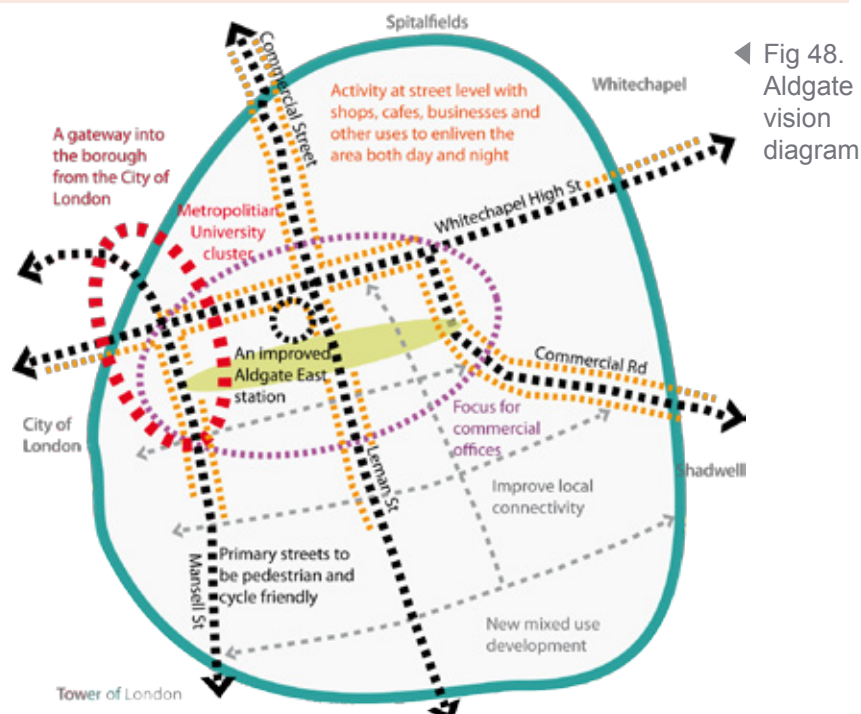
1. Focus commercial buildings in the Preferred Office Location, ensuring they offer activity and animation at ground-floor level - particularly on key routes to surrounding places such as Aldgate and Wapping.
2. Ensure buildings respond sensitively to the setting of the Tower of London and do not negatively 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.



## 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 Lemnau Street.

### Principles

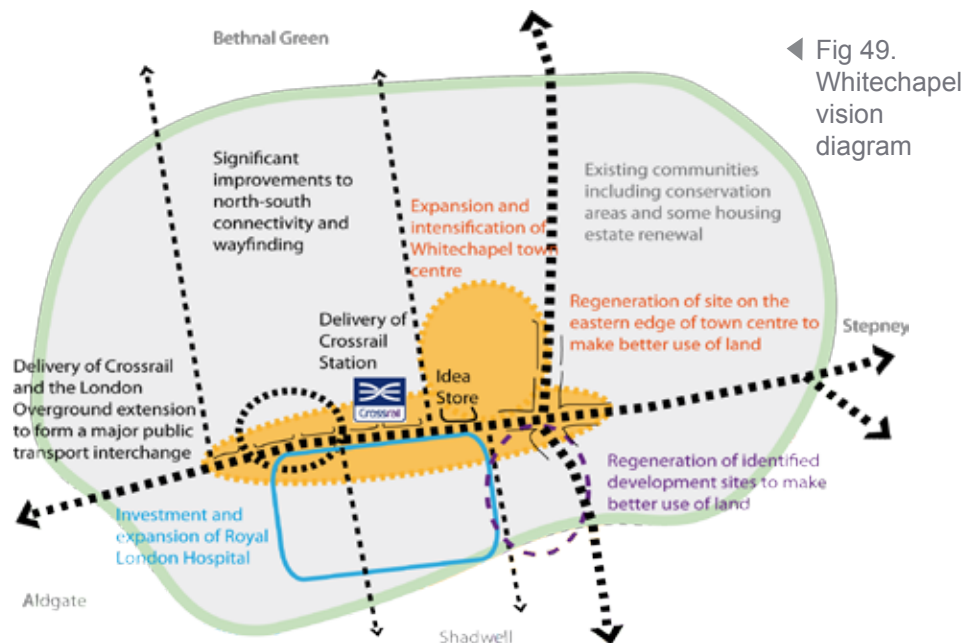
1. Reorganise distribution of land uses to focus offices and education uses around the public transport node at Aldgate and facilitate mixed use in other areas.
2. Ensure new development contributes to animating the street level by providing active frontages.
3. Promote evening and night-time uses to 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.



## 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

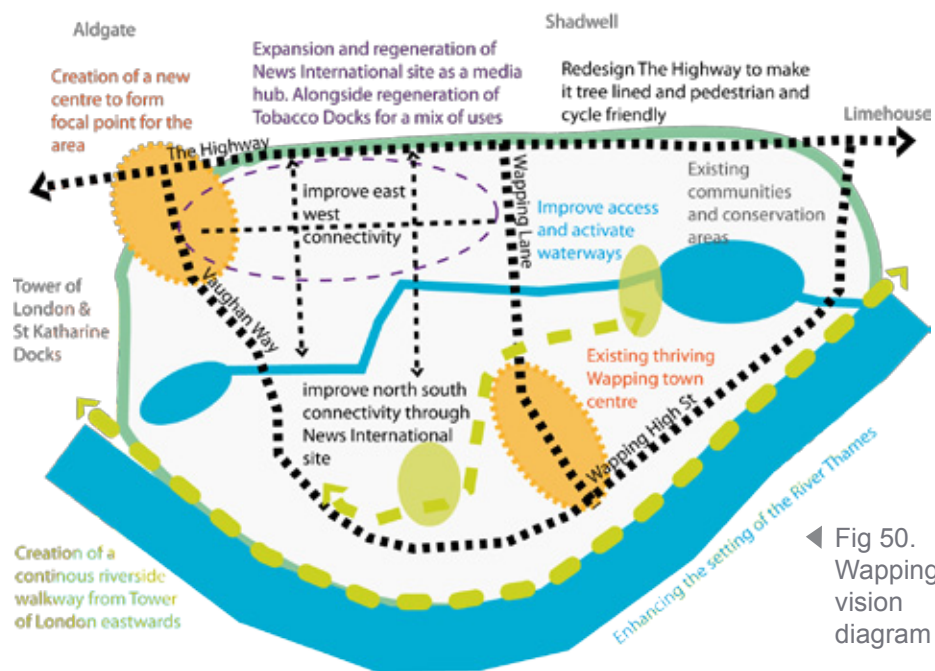
1. Large development sites should provide improved connections.
2. Medium-rise development will be focused in and around the Whitechapel transport interchange.
3. The scale and design of buildings should frame and provide active frontages onto Whitechapel Road.
4. Derelict buildings should be bought 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.



◀ 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.

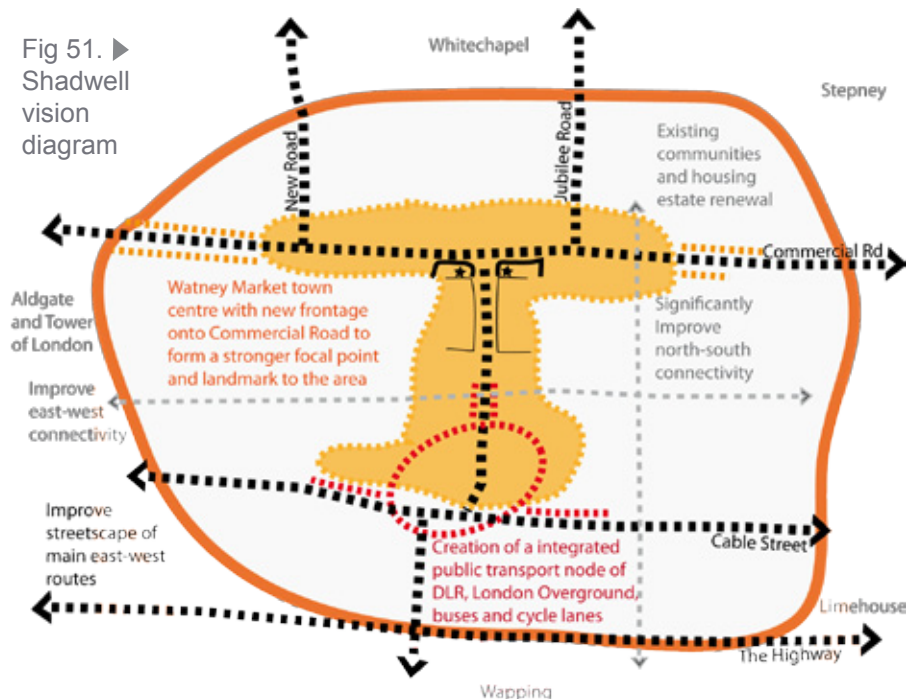
## How we are going to get there

### 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.

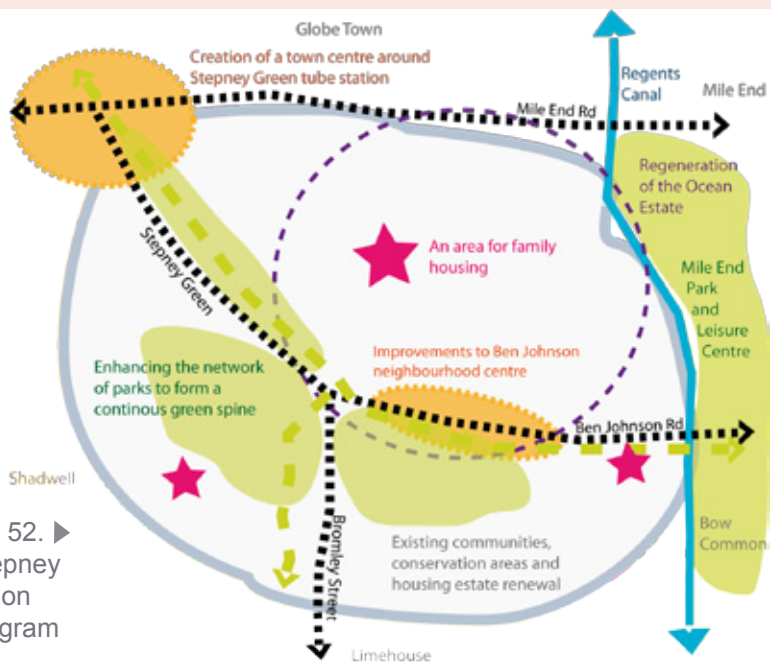


Fig 52. ▶  
Stepney  
vision  
diagram

## 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

