

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.

Fig 54. ►
 Victoria Park
 vision diagram



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.

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.

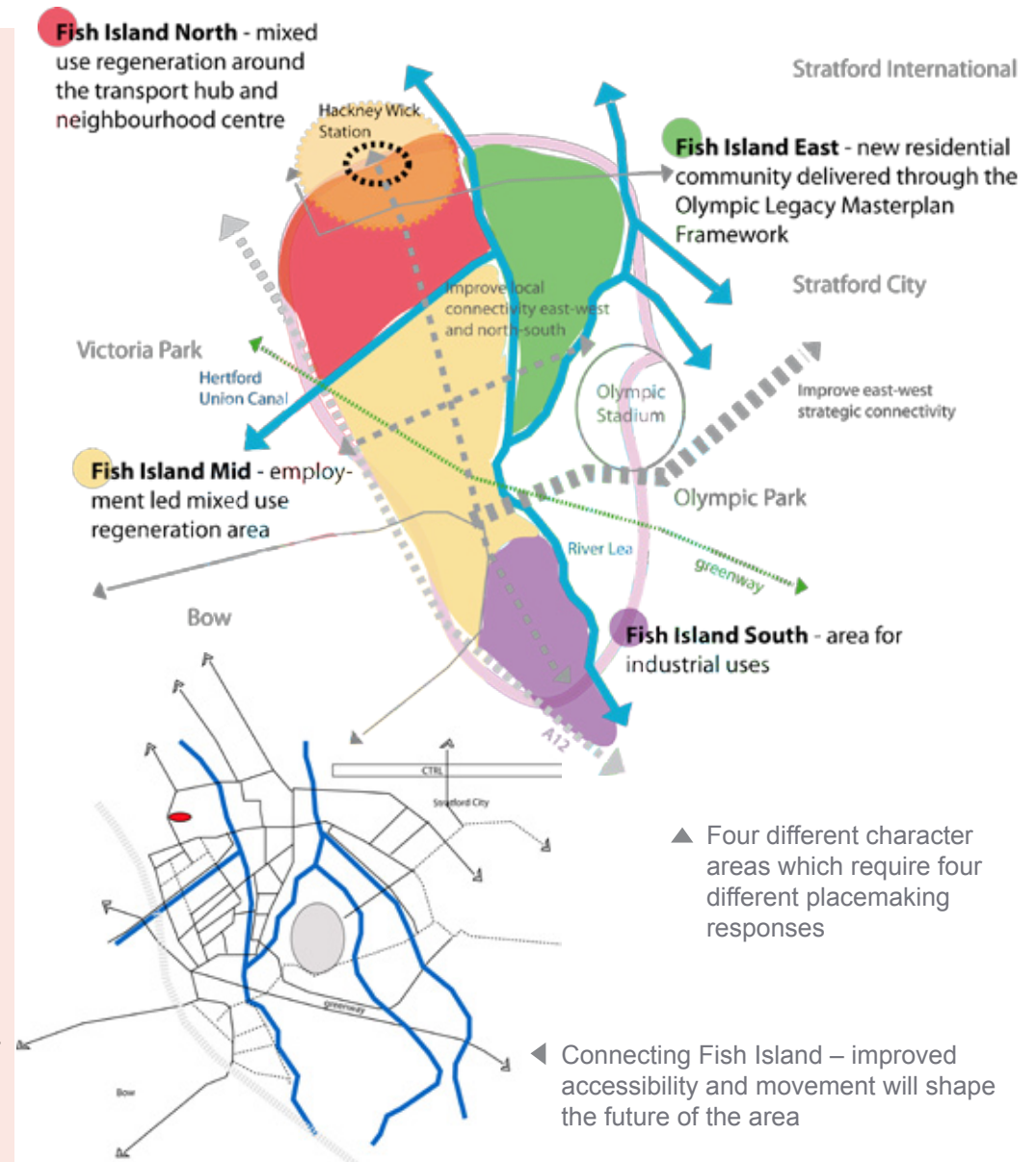
Connecting Fish Island will see improvements to the strategic and local movement network, making Fish Island an easier place to get to and move through. The creation of a joined-up street pattern with new and improved bridges, an enhanced Greenway and towpaths will make Fish Island a more accessible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

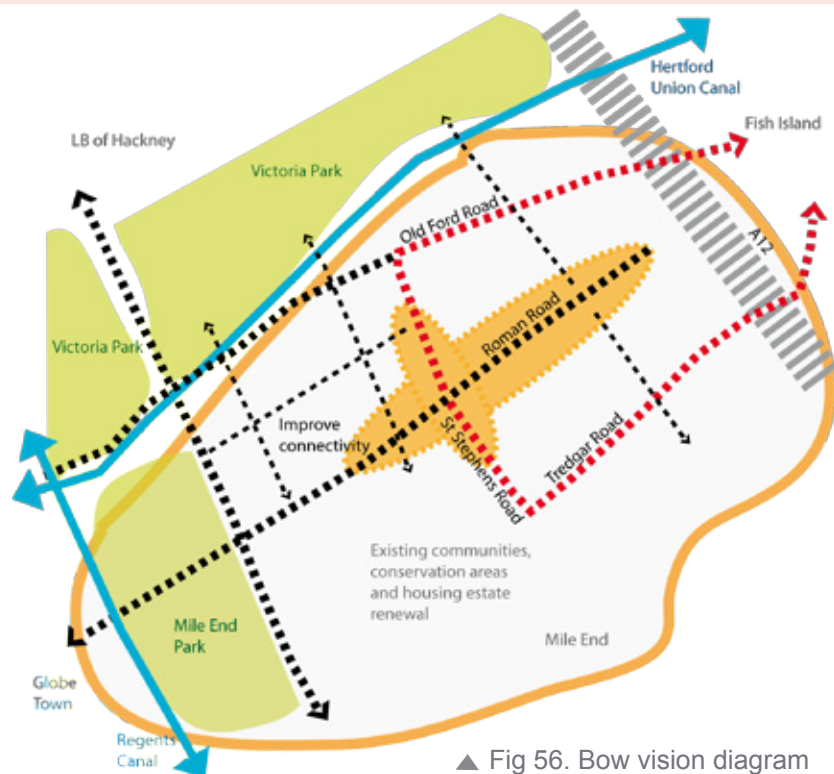
1. Development in Fish Island North and Mid will be required to incorporate new residential and flexible employment floorspace through mixed use blocks and buildings, and by innovative and creative design techniques.
2. Development in Mid Fish Island will be required to protect, enhance and respond to 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.



▲ Fig 56. Bow vision diagram

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.

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.

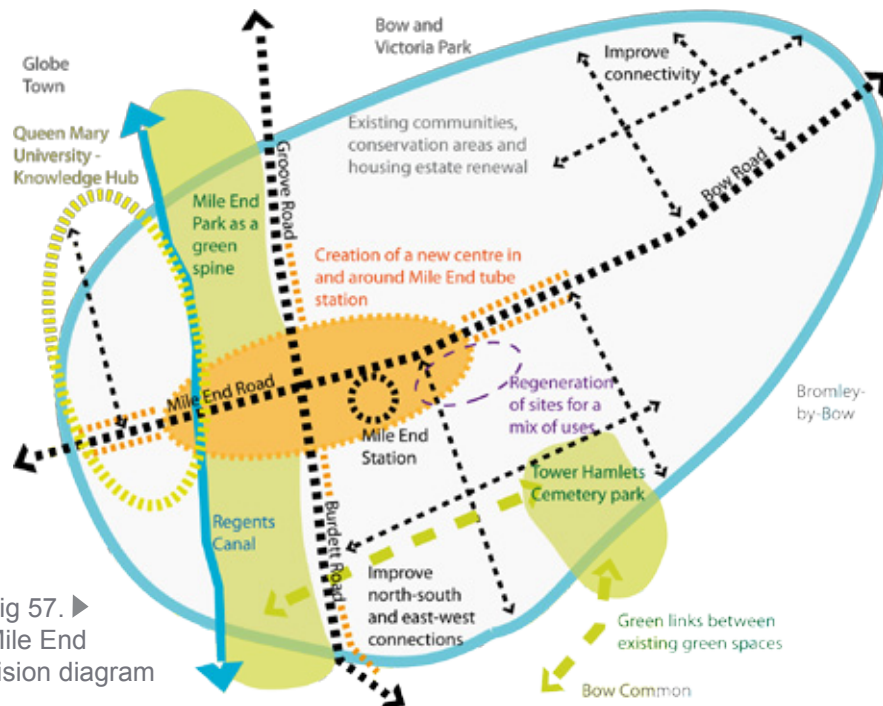


Fig 57. ▶ Mile End vision diagram

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.

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.



Fig 58. ► Bromley-by-Bow vision diagram

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.

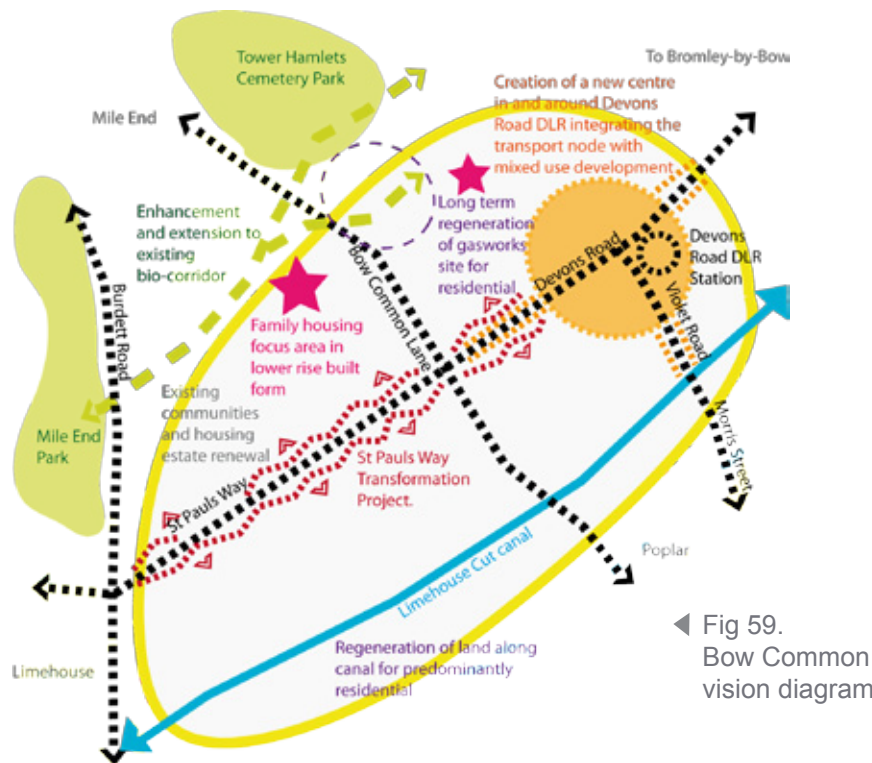
Principles

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.

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.



◀ Fig 59. Bow Common vision diagram

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.