

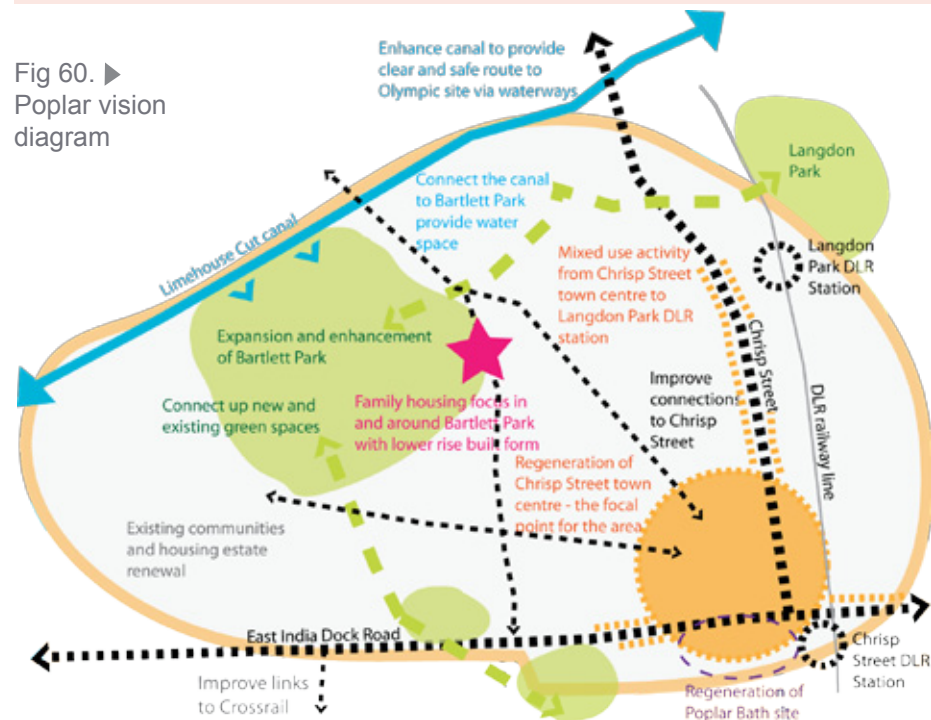
Vision

Regenerating Poplar into a great place for families set around a vibrant Chrip 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 Chrip 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.

Fig 60. ►
Poplar vision diagram



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 Chrip 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 Chrip 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 Chrip Street town centre, with improved visual access and entry points, while respecting the elements of historic conservation value.

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.



◀ Fig 61.
Poplar Riverside
vision diagram

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.



Fig 62. ▶
Leamouth
vision diagram

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.

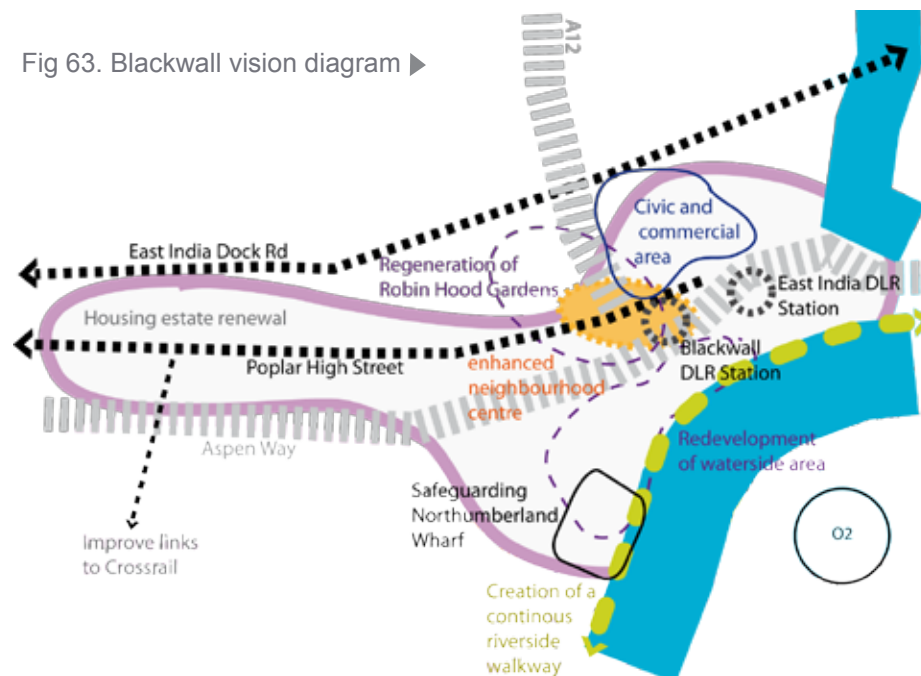
Vision

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

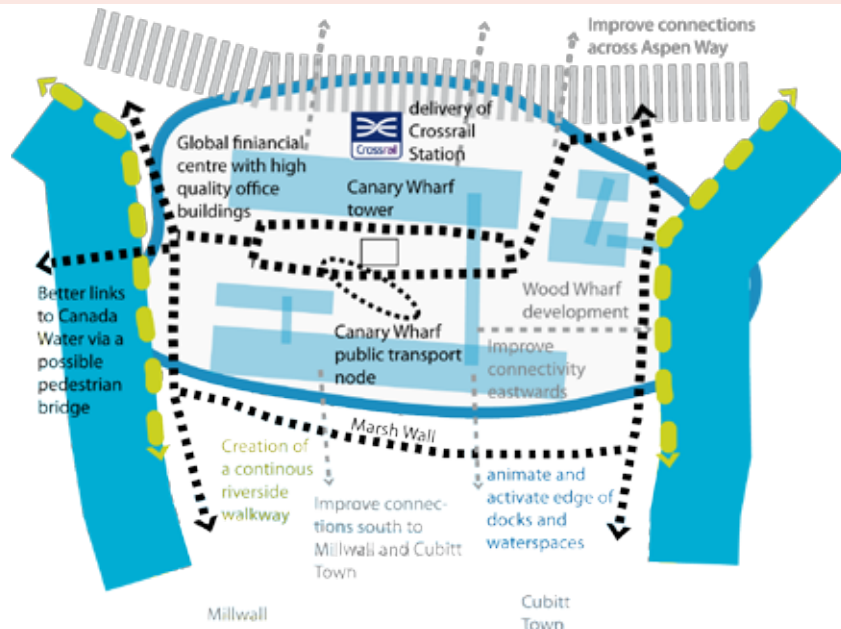
1. The public square around Blackwall DLR should be framed by active ground-floor uses to animate and bring vibrancy to the square.
2. New development should improve east-west pedestrian and cycling connections between East India Basin and Cotton Street.
3. Development between Blackwall and Canary Wharf 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.



▲ 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.

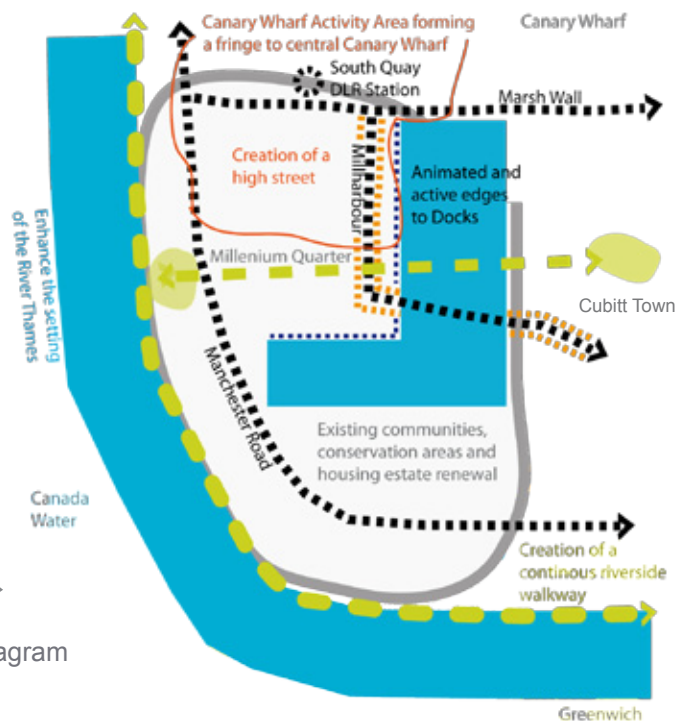


Fig 65. Millwall vision diagram

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

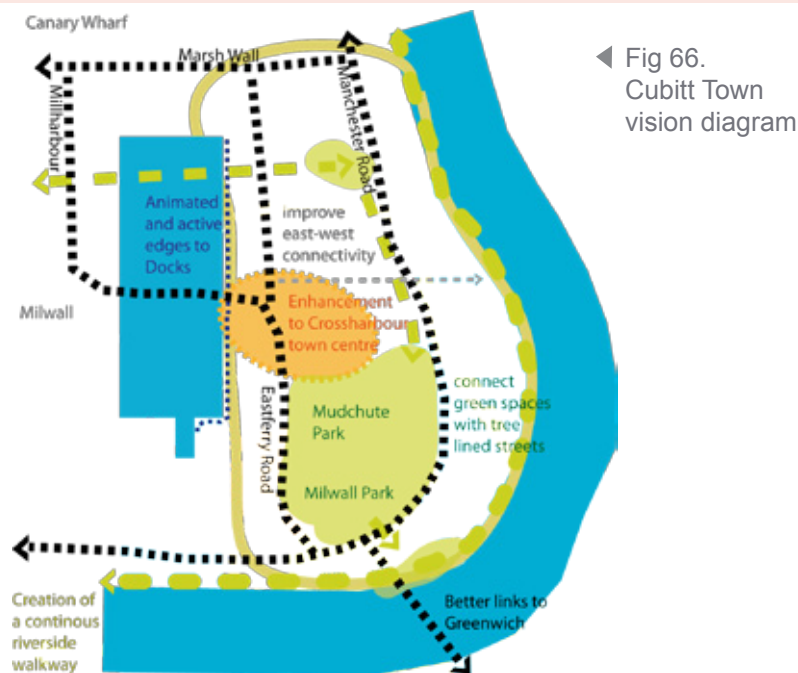
1. Buildings should provide active uses onto Millharbour to animate this emerging route.
2. Development should be set back from the water's edge and provide active frontages to allow for potential connections across waterspaces.
3. Taller buildings in the north should step down to the south and west 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.

