TOWER HAMLETS

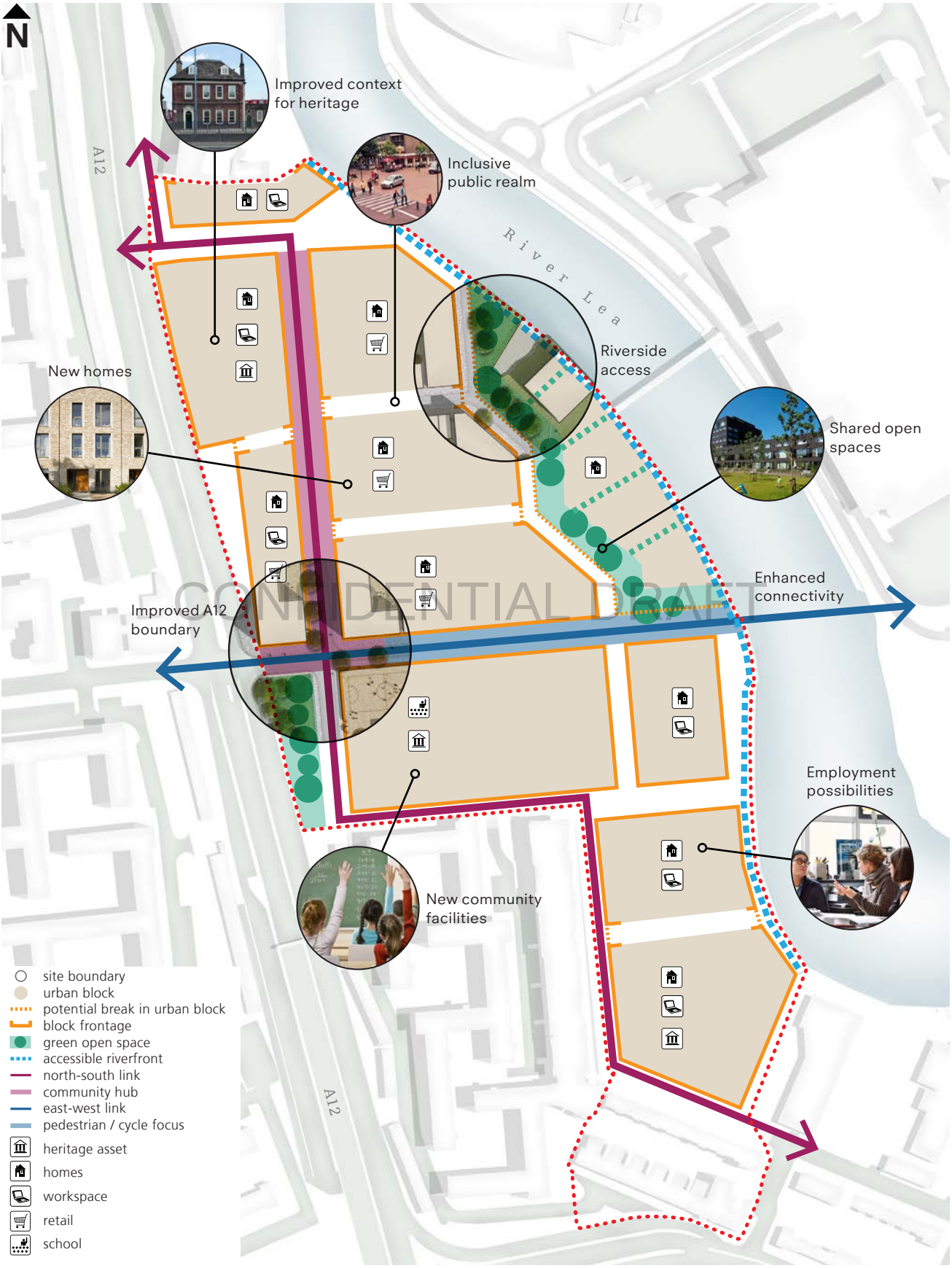
Ailsa Street Development Framework

Draft
London Borough of Tower Hamlets
January 2016

A Strategy for a New Neighbourhood

Rapid change and development pressure is happening in and around the Ailsa Street area. As the momentum continues to build, it's crucial that we plan positively by setting out clear development principles. The Ailsa Street Development Framework is a visionary evidence base, demonstrating what kind of neighbourhood Ailsa Street could be in the next 10-15 years.

Ailsa Street currently has a site allocation in the Local Plan which contains development principles and design guidance. However, the site allocation will be reviewed as part of the preparation for a new Local Plan. The Ailsa Street Development Framework will become part of the evidence base to support the Site Allocation and Place Shaping in the new Local Plan.



Ailsa Street Development Strategy: Executive Summary

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01 Introduction

Opportunity for Change

The area covered by the Ailsa Street Development Framework is a place with potential to create a high quality sustainable neighbourhood. It occupies a strategic position between established communities in the Lower Lea Valley and has a central location in the Poplar Riverside Housing Zone.

The Ailsa Street site is underused with many vacant sites. The surrounding area is undergoing significant redevelopment of former industrial land and regeneration of existing social housing estates. This presents an opportunity to maximise the potential of the area in terms of the diversity of uses, its sustainability contribution and the quality of the urban design and built environment.

The area's physical constraints, extent of land contamination and fragmented land ownership have stymied redevelopment. With this in mind, the Council recognises the need to coordinate the regeneration of Ailsa Street through comprehensive redevelopment.

As part of the wider Poplar Riverside Housing Zone, £5.8m in equity investment to support remediation costs, a grant of £3.5m to fund a new pedestrian bridge and a grant of £12m for land assembly has been secured from the GLA. The key objective of the housing zone is to direct investment and towards necessary infrastructure to accelerate the delivery of new homes. In doing so, former industrial land can be optimised to deliver a new sustainable community that is integrated with surrounding areas.

Role

The Council has identified a need for an ambitious development framework to coordinate development opportunities. The Ailsa Street Development Framework demonstrates the kind of place Ailsa Street has the potential to be in the future.

This document suggests how Ailsa Street could evolve and change over the next 10-15 years to create a new sustainable and vibrant neighbourhood. The framework looks at ways to maximise the investment, infrastructure and sustainability opportunities presented by Poplar Riverside Housing Zone.

This document is a strategy for the area, showing one way in which the area could be developed, and has been prepared by the council's Strategic Planning Team with the support of Maccreanor Lavington. The Development Framework will inform the review of the existing site allocation and will become part of the suit of evidence base for a new Local Plan. The Development Framework will also be used as a guide and a starting point for development discussions.

Opposite: view of the Former Poplar Bus Depot from across the River Lea


CONFIDENTIAL DRAFT

02

Where we are today

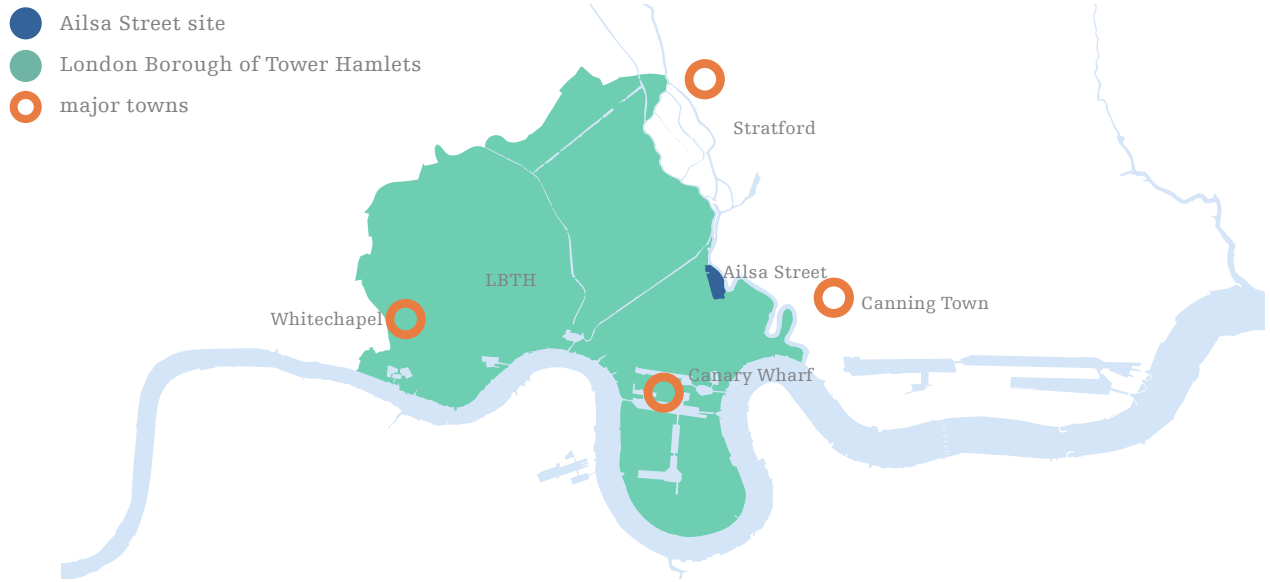
2-1 Strategic Context

In the Further Alterations to the London Plan (FALP) (2015), Ailsa Street is located within the 'Opportunity Area' for the Lower Lea Valley. The London Plan identified the Lower Lea Valley as the main focus for regeneration and development in East London driven by the Legacy of 2012 Olympic and Paralympic Games at the heart of the Valley alongside Stratford City.

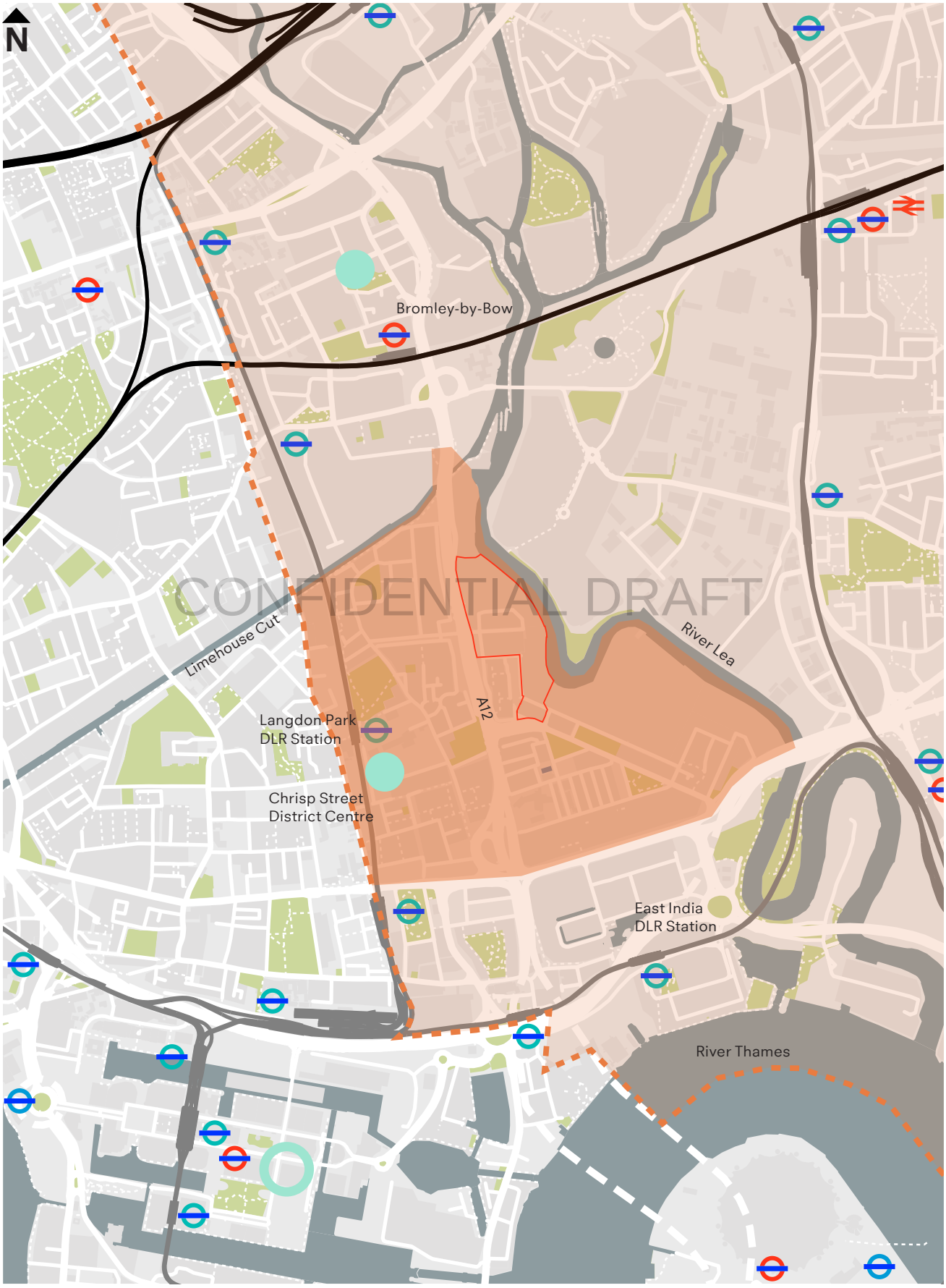
The GLA has designated Poplar Riverside as a Housing Zone. The Poplar Riverside Housing Zone has been identified as having substantial potential to unlock and accelerate housing delivery in London, through targeted investment, engagement and planning. Ailsa Street falls within this designation and is key to support growth through comprehensive redevelopment of former industrial land.

The Poplar Riverside Housing Zone will play an important role in ensuring housing supply rates in the borough are accelerated to support population growth. Investment into the Poplar Riverside Housing Zone will also facilitate the delivery of infrastructure such as improvements to connections, new schools and open space.

Tower Hamlets Local Plan (Core Strategy and Managing Development Document (MDD)) provides a Borough-wide spatial strategy and planning policies, including specific guidance for the Ailsa Street area. The vision for Poplar Riverside seeks to transform the area into a revitalised and integrated community which reconnects with the A12 and the River Lea. The Site Allocation sets broad guidance on land use principles and supports housing development alongside the provision of a primary school and other compatible uses. It also safeguards the existing waste management facility in accordance with DM14 of the MDD. The safeguarded waste site is 0.89 hectares and it represents approximately 20% of the Borough's total safeguarded waste management sites.



Ailsa Street development framework
Lower Lea Valley (LLV) opportunity area planning framework
Poplar Riverside Housing Zone



Ailsa Street Context

2-2 Site Description

Ailsa Street Development Framework Area Boundary

The area is approximately 6.61ha. It is located to the east of the A12 northern Blackwall Tunnel approach road, west of the River Lea/Bow Creek, and between two housing estates, Nairn Street to the south and Teviot to the west and south west. The northern boundary of the site is defined by the existing waste management site which abuts Gillender Street.

The site is bounded to the west by the A12 and to the east by the River Lea. These act as significant boundaries leaving the site relatively disconnected from its context. The river offers an environment of serenity seeing little water-borne activity, whilst in contrast the A12 offers an environment of aggressive noise, poor air quality, and hostility for pedestrians.

A12 - western boundary

The A12 on the western boundary of the site is a dual-carriageway constructed as part of the London Ringways plan of the 1960's. The road was constructed between 1967 and 1973 and runs from the north-east of London through the Blackwall Tunnel and towards the south-east.

River Lea - eastern boundary

The River Lea is one of the largest rivers in London and a major tributary of the River Thames. Along the lower part of the River Lea is a long chain of marshy ground that has historically been used for gravel and mineral extraction, reservoirs and industry. The river also provides a navigable route for boats to Hertfordshire for centuries, forming part of the Lee Navigation.

Gillender Street - northern boundary

On the northern edge of the site is a series of distinct buildings - including the former fire station - form a continuous frontage to the Gillender Street. This frontage is interrupted at the point where Gillender Street joins the A12 leaving the site disconnected from the north.

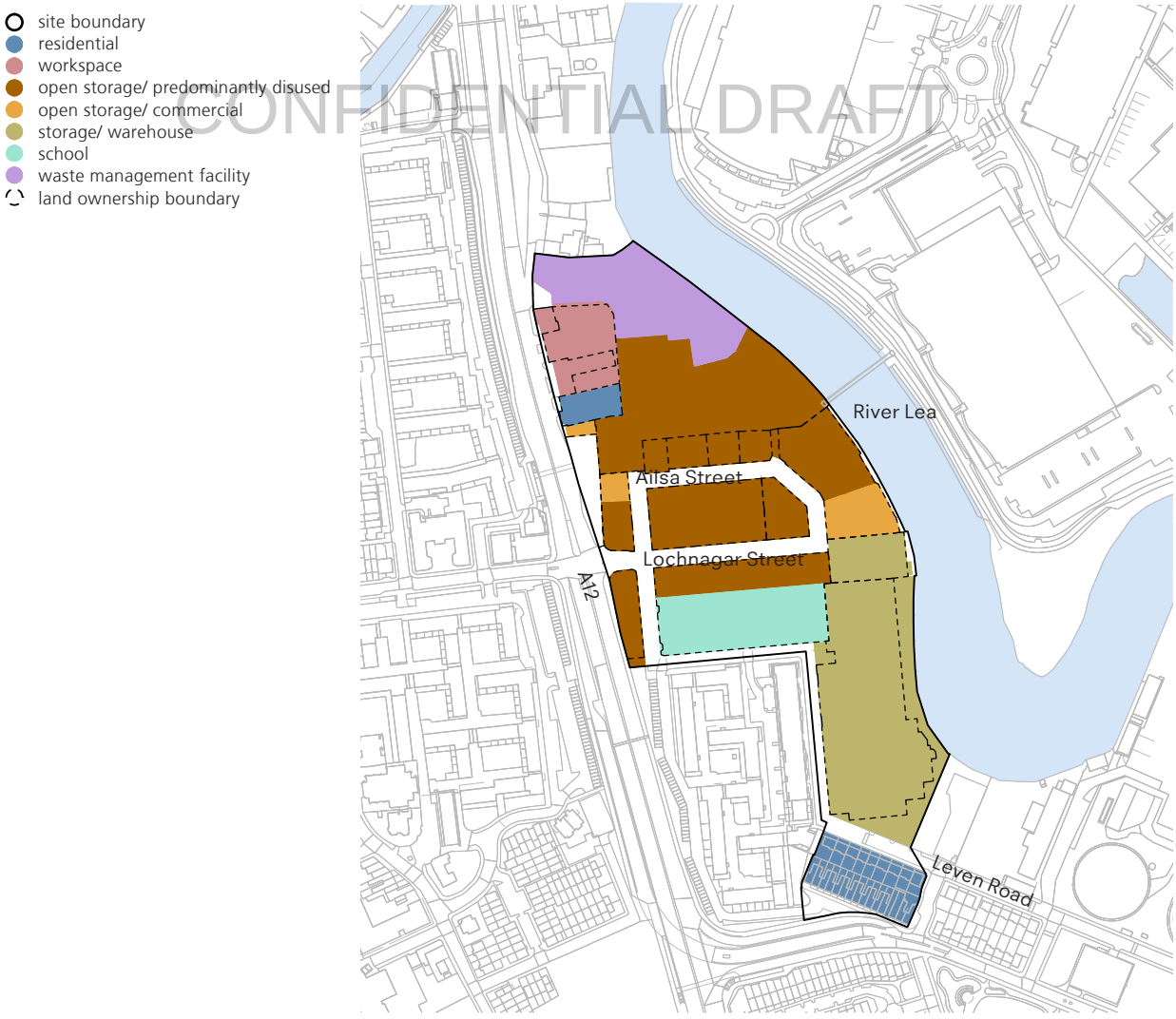
Nairn Street Housing - southern boundary

Housing at Nairn Street forms the edge to the residential neighbourhoods to the south of the site.

Land Ownership and Land Use

The site is predominantly occupied by various storage facilities, mainly open storage. The former bus depot is used by a document storing facility. At the north of the site there is a LBTH waste management facility.

The land ownership plots vary in size across the site. Along Ailsa Street and the northern end of Bromley Hall Road there are some smaller-sized plots belonging to various owners. There is a wedge of land adjacent to the A12, managed by TfL, that includes a pedestrian subway.



Land Use and Ownership boundaries

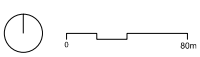
Within the site is a waste management facility; a disused school; a large shed containing office storage; a business centre including the listed Poplar Library and Bromley Hall; a small amount of residential and retail; a wood recycling centre producing art and furniture; various scrap dealers / car parts retailers; and open storage.

The site uses are predominantly representative of low land values. The site offers an environment of dereliction and decay. However, behind the cosmetic degradation a thriving set of businesses preside, creating life and activity across the site. The street layout from the era of terraced housing on the site remains. These appear to be cobbled streets overlayed with asphalt.

No public access to the river exists, and access within private sites is limited. There is a substantial drop of around 5m from ground level on the site near A12 to the River Lea. The river is tidal but the water does not reach the bank.

The residential area to the south-west of the site feels connected with Aberfeldy Village to the south-east, with shops along Aberfeldy Street providing a local focus. To the north, new developments are creating an urban connection up to the Limehouse Cut and Three Mills Lock, but physical connections with Bromley-by-Bow are hindered by the A12. The nearest Town Centre to the site is at Chrisp Street to the west, approximately 10-15 minutes walk away.

Ailsa Street today. Open storage accommodates much of the site

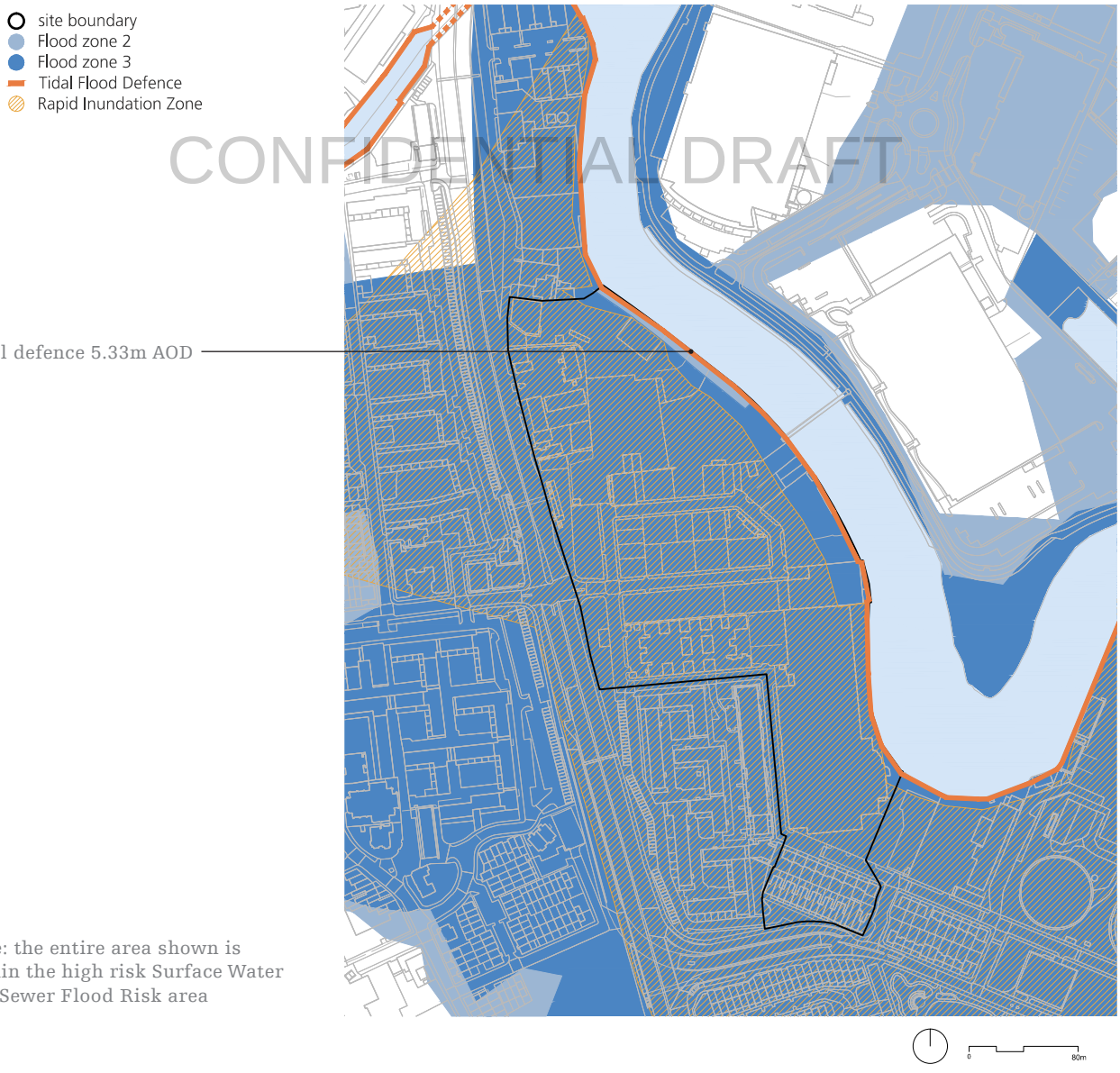


Flooding

The river Lea is adjacent to the site and offers potential for overlooking and a riverside walk. However, there is a 5m drop from the site to the water, and there is no direct access to the water. There are also no crossings except for the pipe link.

The site is located in Flood zone 3, and the majority of the site is in a designated Rapid Inundation Zone.

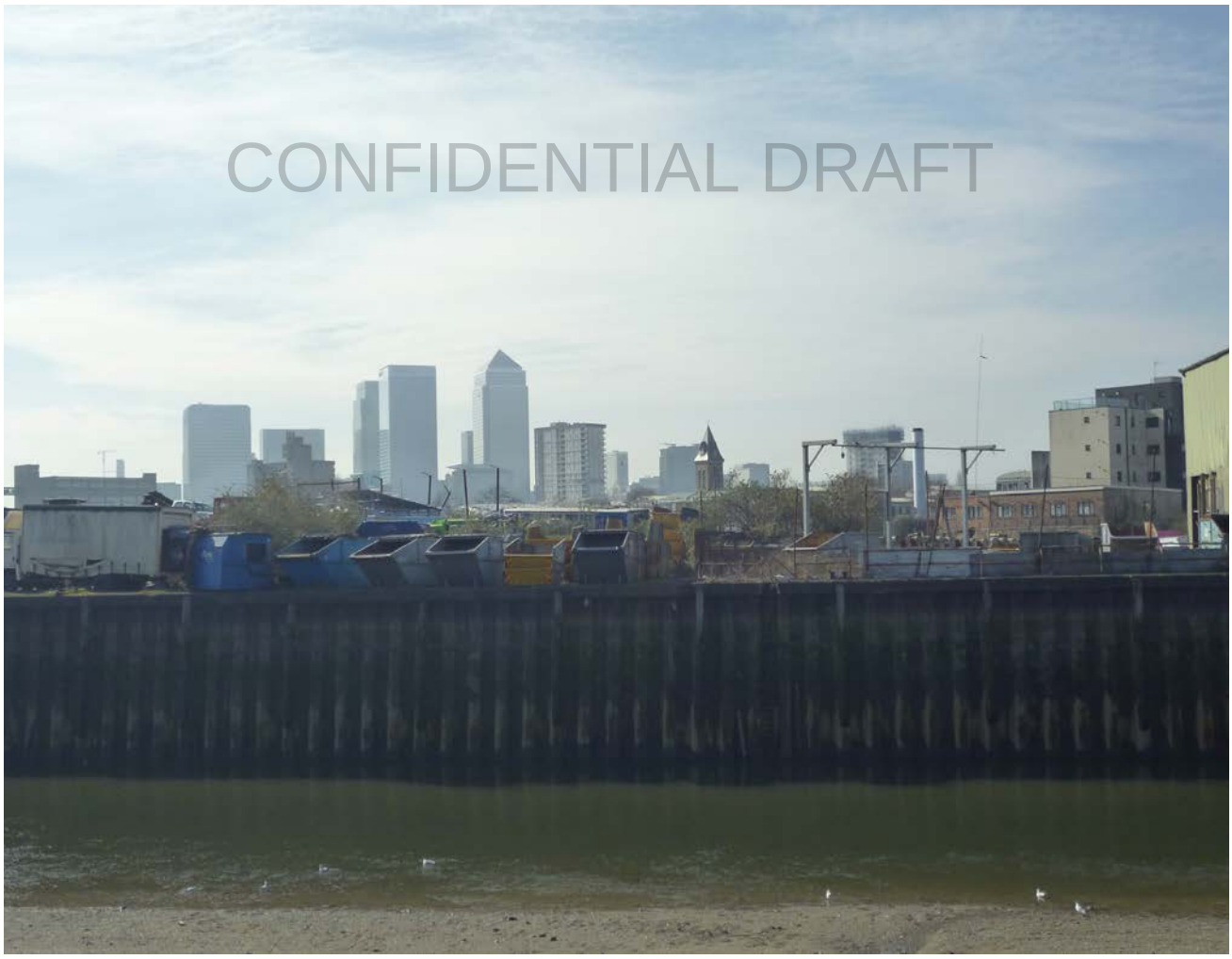
The river creates a flood risk for residential development that precludes development below approximately 5.6m AOD (above ordnance datum/ mean sea level).



Note: the entire area shown is within the high risk Surface Water and Sewer Flood Risk area

Contamination

Previous desktop assessments have concluded that, due to the industrial nature of the current uses on the site and its historical uses, it is highly likely that there is ground contamination. Intrusive site investigations should be undertaken to study environmental risks and potential constraints on redevelopment of the site at the pre-application stage of any development. The development programme should allow sufficient time to account for investigation and mitigation measures.



View of the site and its exsiting flood defence from across the River Lea, looking west

2-3 Transport and Social Infrastructure

The A12 provides an excellent highway connection for vehicular traffic to all parts of London and the motorway network beyond. However, it is a huge physical barrier and pedestrian links across the A12 are few and far between. The design of the A12 makes it appear more as a highway than a road, and it is an aggressive barrier that is loud and of poor air quality.

The nearest town centre is Chrisp Street District Centre, approximately 0.5 miles to the south-west of the site. Bromley-by-Bow District Centre is approximately 0.8 miles to the north of the site. Canning Town District Centre is approximately 1.1 miles to the south-east of the site. The nearest Major Centre is Canary Wharf. approximately 1.4 miles to the south of the site.

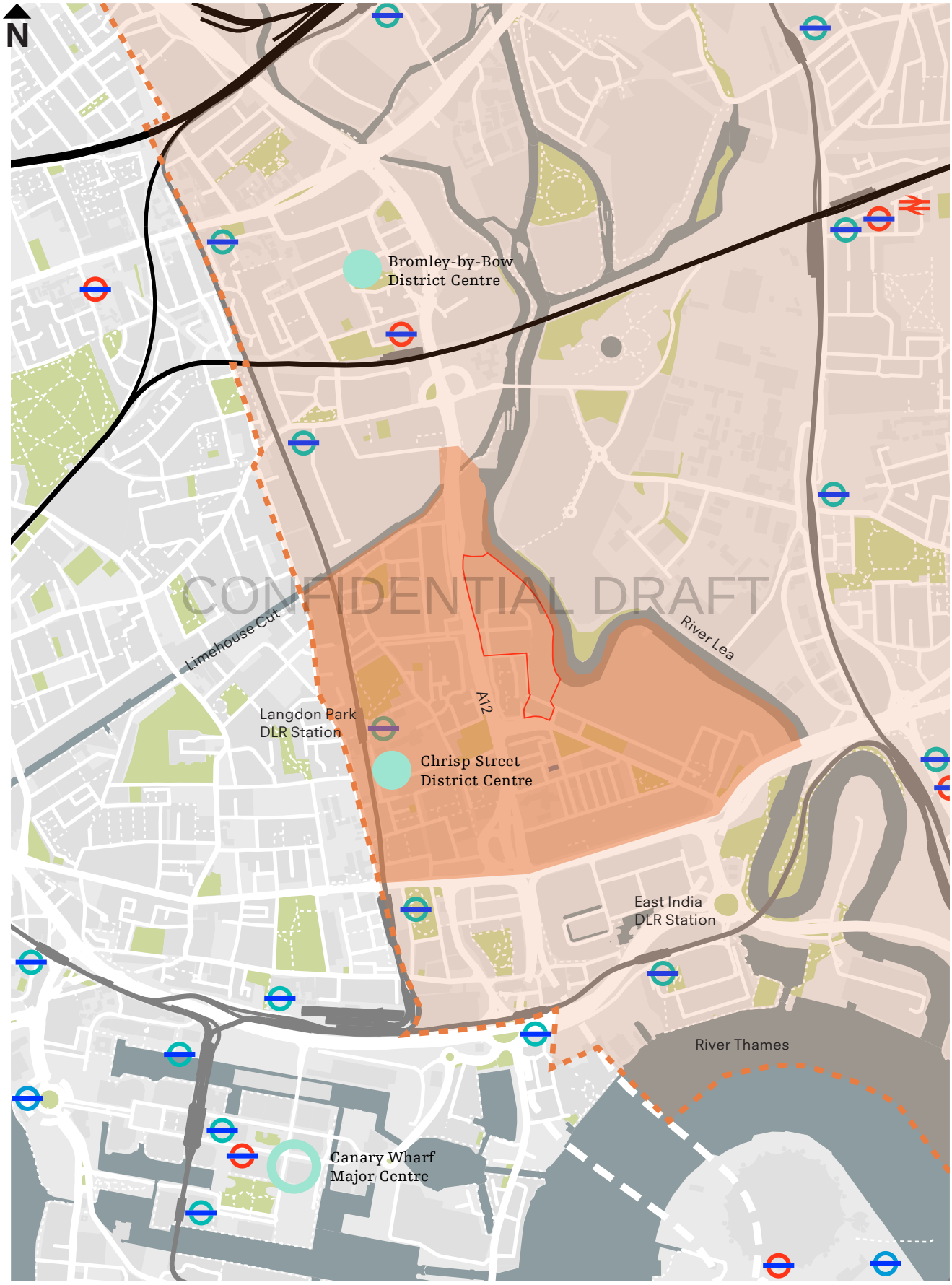
The nearest public transport is the DLR at Langdon Park, approximately 0.4 miles to the west of the site, the bus 309 route which connects to Canning Town in the east and to Chrisp Street in the west, and the 108 bus route which runs along the A12, just outside the site. Bromley-by-Bow Underground station is approximately 0.6 miles to the north of the site, though the pedestrian route is along the A12. Canning Town Underground station and bus station is approximately 1.2 miles to the south-east of the site.

Cycle connectivity exists only on the Lea Valley Walk on the opposite side of the river, along the Limehouse Cut, and as waiting spaces around the Zetland Street / Lochnagar Street / A12 junction. No further specific provision for cycling routes has been made in the vicinity.

Access to the river on public land is currently not possible. No public river connection exists on the River Lea.

The map opposite shows walking distances from the centre of the site. This highlights the lack of connectivity to the east. Chrisp Street District Centre sits just oustide the 10 minute walking radius. Local pedestrian connectivity is hampered by the A12. A1261 and A13 which have limited crossing points.

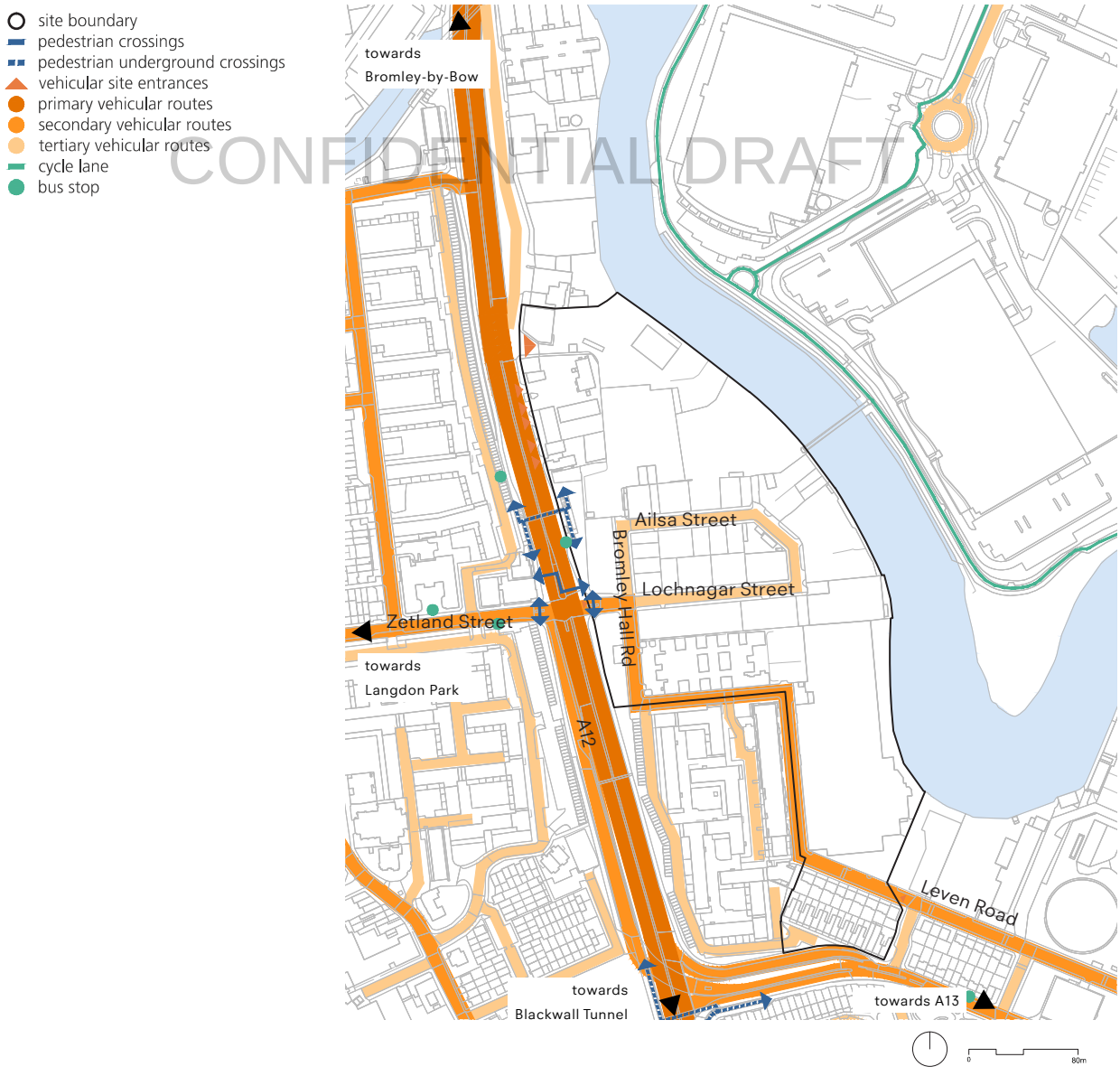
- Ailsa Street development framework
- Lower Lea Valley (LLV) opportunity area planning framework
- Poplar Riverside Housing Zone



Connectivity

The site contains some adopted highways, highlighted below. The A12 provides an excellent highway connection for vehicular traffic to all parts of London and the motorway network beyond. The nearby housing estates form island sites with limited vehicular access.

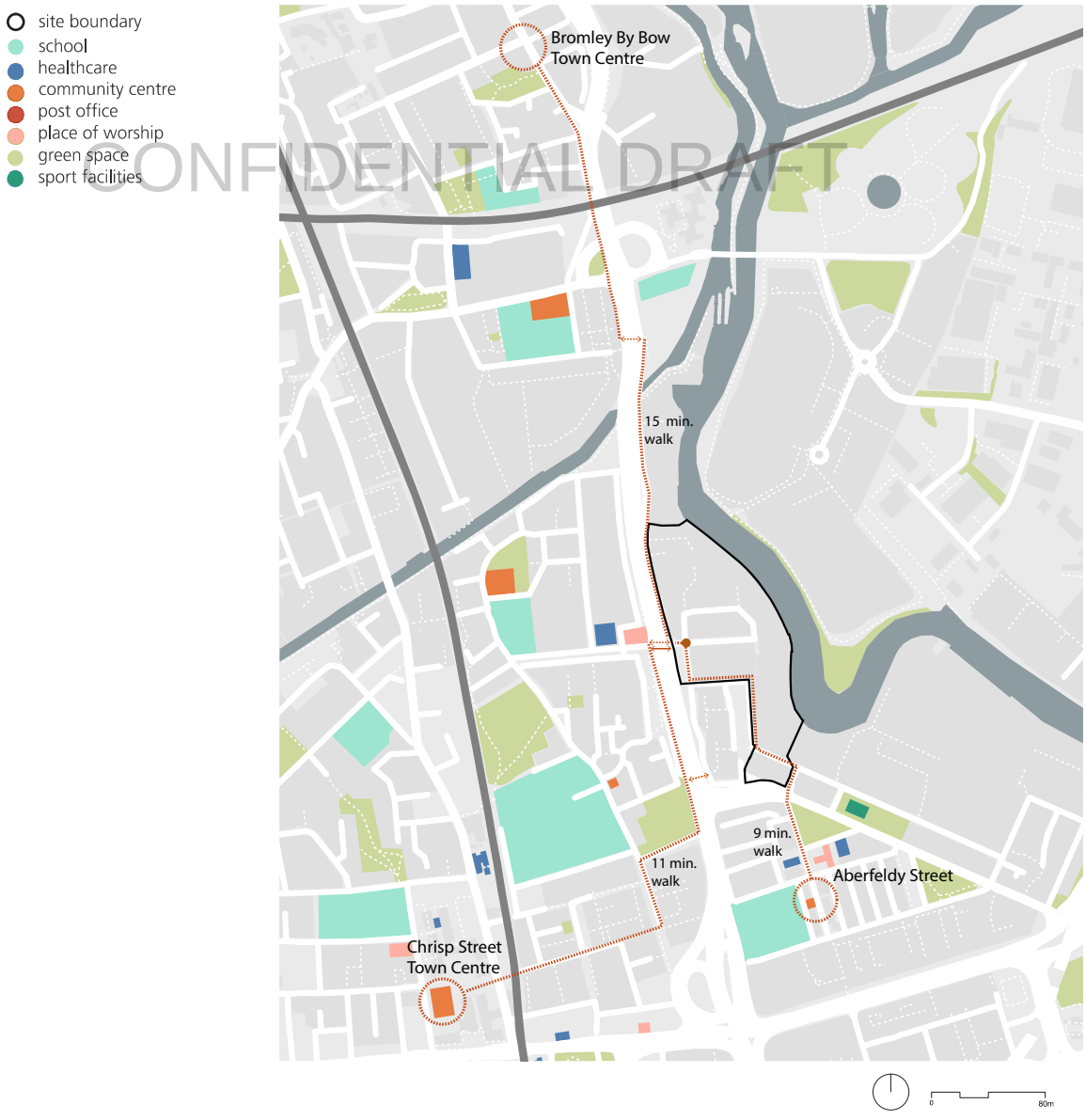
There is an opportunity to significantly improve connectivity across the site, and to better connect the site with the surrounding neighbourhoods, with the introduction of further vehicular routes. This could include a bus route.



Social Infrastructure

Currently there are no social and community facilities on the site, however the disused Bromley Hall School is expected to be re-opened in September 2018. Citywood Services - between Bromley Hall Road, the A12, and Lochnagar Street - is a local business producing furniture and sculptures, and supplying recycled and reclaimed timber.

The site is just outside the 10 minute walking radius from Chrisp Street, the nearest town centre, and all of the amenities associated.



2-4 Conservation and Heritage

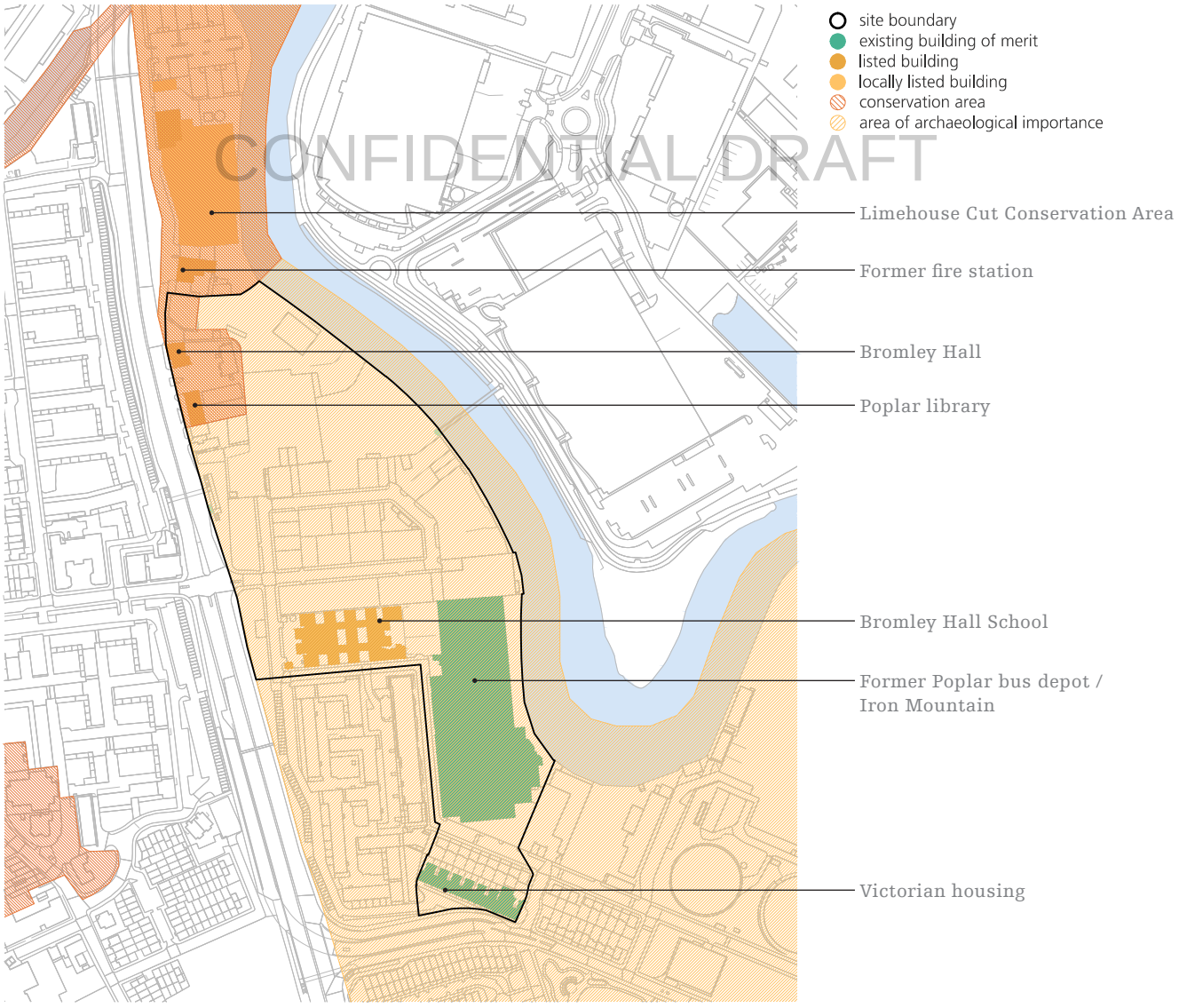
The site contains three Grade II/ II* listed buildings, and is adjacent to other listed and locally listed buildings. The site is partially within the Limehouse Cut conservation area, is 135m from the Langdon Park conservation area to the west; and is 90m from the Balfron Tower conservation area to the south. The Limehouse Cut conservation area covers all of the listed and locally listed buildings within the site. The site also occupies an area of archeological importance.

Of particular significance for the site the listed Bromley Hall - in the north-west of the site - is extremely close to the edge of the A12 carriageway. Its immediate context could be significantly improved to aid its status as a cultural asset.

The closed school is listed and could be reused as a school in the future. Poplar Library and Bromley Hall are also listed, and are used as office spaces for the Leaside Business Centre along with the surrounding buildings. There is a one-storey appendage to Bromley Hall that is likely to be retained due to its build quality and appearance, though does not form part of the Bromley Hall listing.

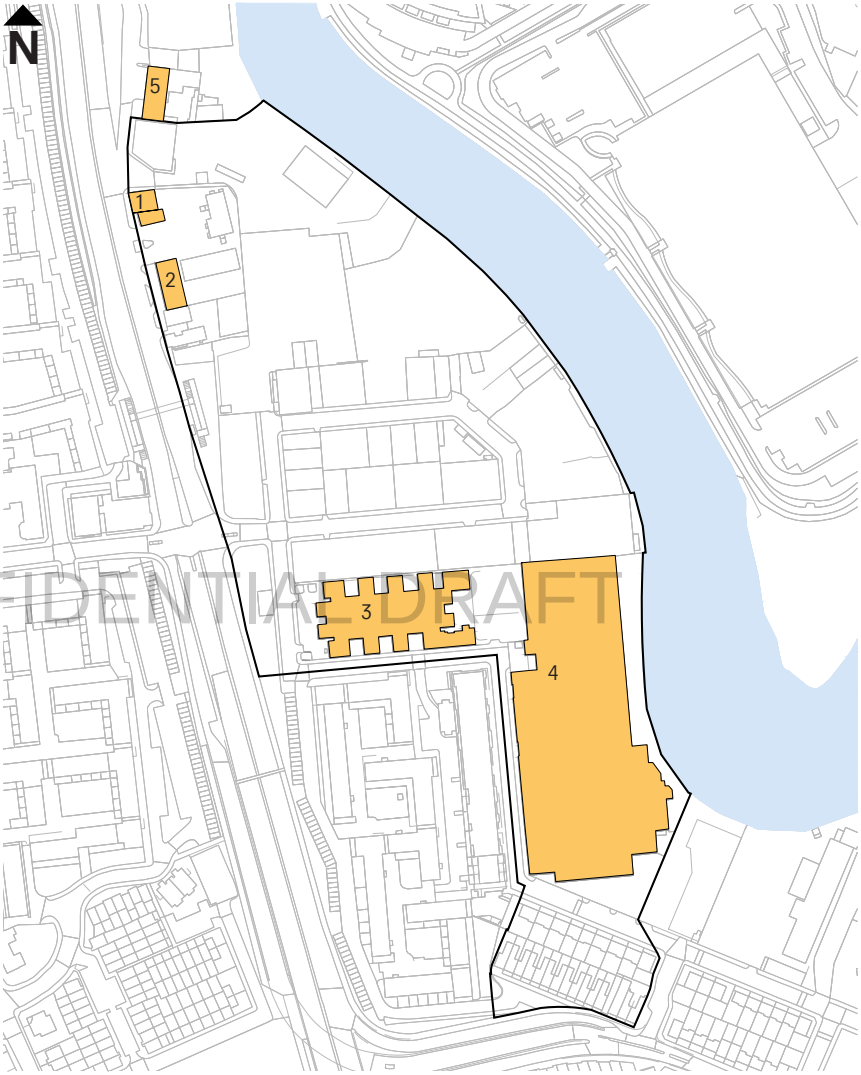
The former bus depot, that is now occupied by Iron Mountain business storage, is a structure worthy of reuse, and could occupy employment uses such as a collection of Small and Medium Enterprise (SME) spaces.

The former fire station immediately to the north of the site is listed. Development should acknowledge its setting.



Conservation Areas and Significant Buildings

Significant Historic Assets



1. Bromley Hall

Listing Entry no.: 1357791
Listing: Grade II*

16th - 18th century two storey red brick building with steeply pitched hipped roof. Octagonal turrets and string courses date from the 16th century. Single storey wing added to south side circa 1700. Currently occupied by Leaside Business Centre.

2. Poplar Public Library

Listing Entry no.: 1357791
Listing: Grade II

1904-5 Squire, Myres and Petch architects. 2 storeys with front façade faced in ashlar masonry. Giant engaged Ionic pillars between windows, bottom windows have round arched heads and keystones. Rusticated basement. Currently occupied by Leaside Business Centre.

3. Bromley Hall School

Listing Entry no.: 1402561
Listing: Grade II

School for physically disabled children, designed 1965 and built 1967-8 by the LCC/GLC Architects' Department under job architect Bob Giles; extended 1978-9. One of the architecturally outstanding schools of the 1960s, combining intimate, child-scaled interiors with bold, expressive external forms reflecting the local industrial vernacular. Currently unused.

4. Former Poplar Bus Depot

Listing Entry no.: N/A
Listing: N/A

Large industrial engineering brick aesthetic. Built in 1906 as a tram depot, subsequently used as a depot for trolleybuses and Routemaster omnibuses. It ceased use as a depot in 1985 and is currently used as an office storage facility.

5. Former Fire Station

Listing Entry no.: 1393719
Listing: Grade II

Designed in 1910 by the London County Council Architects' Department Fire Brigade Section. 5 storeys built in an eclectic style featuring shades of red brick, timber small-pane sash windows and steep pitched tile-roofs. The distinctive picturesque facade that successfully combines the formal qualities of the building type with a strong municipal presence.. Currently occupied by studios and flats.

03 Planning policies and current developments

The Ailsa Street Development Framework Area sits beneath the context of a hierarchy of planning policy at three different levels, including at the national level, the Localism Act (2011), Planning Act (2008), Planning and Compulsory Purchase Act (2004), Town and Country Planning (Local Planning) (England) Regulations 2012, National Planning Policy Framework (2012) and Planning Practice Guidance; at the regional level, the London Plan (Further Alterations to the London Plan) (2015); and at the local level the LBTH Core Strategy (2010) and LBTH Managing Development Document (MDD) (2013).

Regional Level

London Plan

As the growing population and resulting housing shortage is one of the main planning issues in the UK, and in particular in London, the 2015 adopted London Plan has established the minimum ten year housing supply targets of 39,314 for Tower hamlets and of 423,887 for London overall. (London Plan: 110) The London Plan has also identified the Lower Lea Valley as an opportunity area, with the guidance of the Lower Lea Valley opportunity area planning framework SPG (OAPF) published in 2007.

Lower Lea Valley OAPF

In the Mayor's OAPF for the Lower Lea Valley, the development of a mixed use living and working environment is encouraged, and it suggests mixed use residential development with retail and office uses on waterfront sites, including Ailsa Street. In addition, social infrastructure is required to serve the needs of new and existing residential areas. Other strategic interventions include a new bridge over the River Lea at Lonchnagar Street linking the two parts of the park; enhancements to the attractiveness and ecology of the canal banks by introducing terraces alongside the canal wall, subject to the navigability of these channels; and investigation of the potential to improve use of the waterways for leisure, commuting and freight purposes.

Poplar Riverside Housing Zone

In addition, the site is located within the Poplar Riverside Housing Zone, one of the 20 Housing Zones designated by the Mayor of London as part of the Mayor's major housing strategy to respond to the urgent housing demand in London. In addition to addressing the housing shortage issue, the primary targets for the Poplar Riverside Housing Zone have been set as:

• focus on ten key sites in the area

• help create 3,000 new jobs, two new primary schools, a local park and other facilities needed to sustain a new residential community

• help connect the area to the rest of Tower Hamlets and beyond by working with Transport for London to address the problems caused by the A12. On the east side of the Zone, the council is working with the London Legacy Development Corporation and Newham Council to create the River Lea Park. This will provide a continuous green walking and cycling route from the Thames through to Queen Elizabeth Olympic Park

• ensure important landowners work together

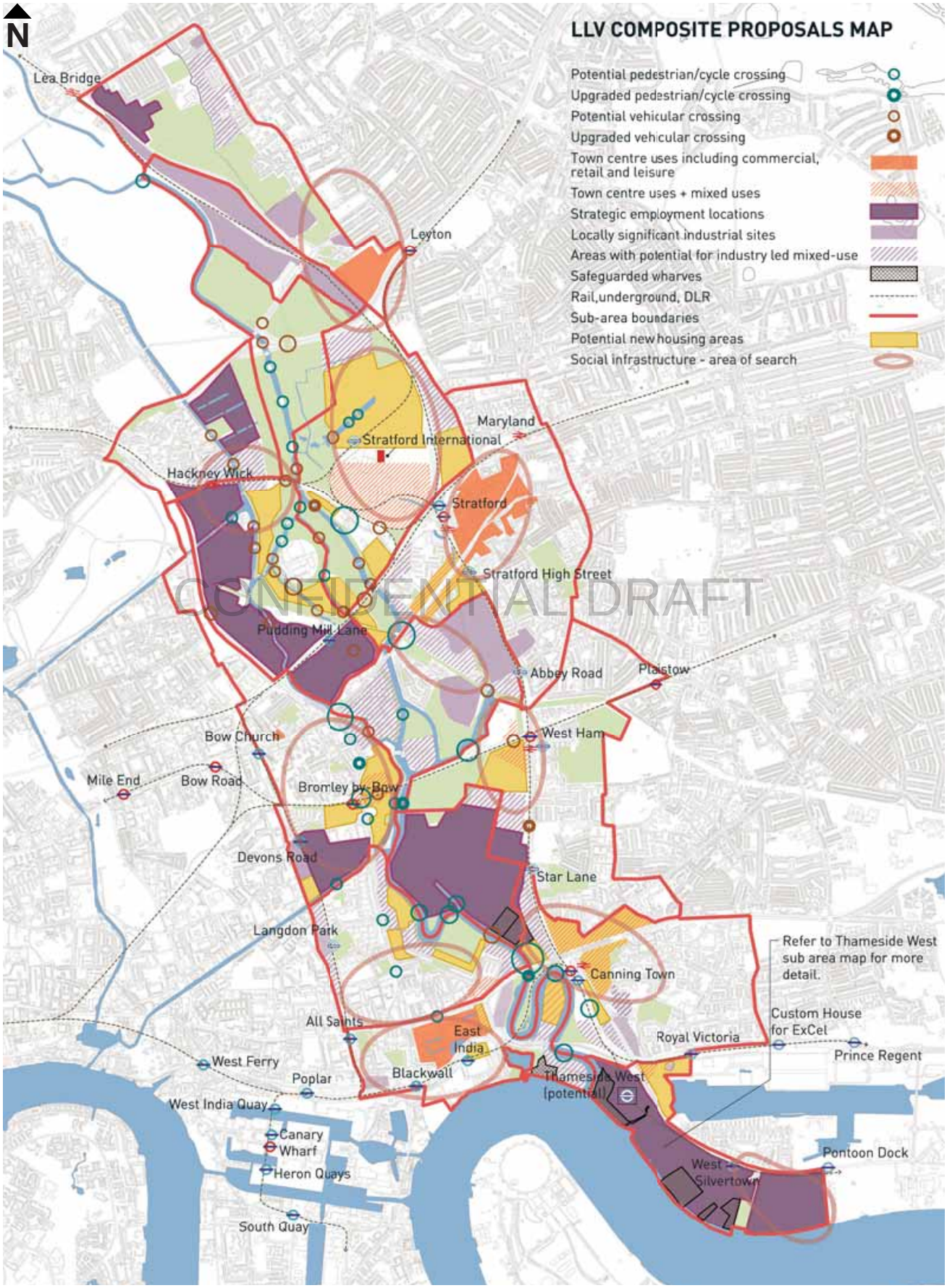


Diagram taken from Lower Lea Valley OAPF (2007), p36

to deal with issues of contamination and fragmented ownership

Local Level

LBTH Core Strategy

In the London Borough of Tower Hamlets Core Strategy, Local Area Plans 7 & 8 provide the Council's vision, assessment, priorities and development principles for Poplar Riverside. It aims to transform Popular Riverside into a revitalised and integrated community reconnecting with the A12 and the River Lea. It will fully realise its potential as an attractive location for living, working and leisure with new supporting social infrastructure, to make this place a desirable location for family and new community.

Core Strategy Policies of most relevamce include:

Housing
- SP02_1b Poplar Riverside

Healthy & Liveable neighbourhood
- SO10_11 air management & improvement
- SP03_3 accessible health facility _4 Poplar leisure centre

Green and Blue Grid
-SO12 green grid
-SP04_1b creating publicly accessible open space - Poplar Riverside

Employment
- SP06_4c consolidation and managed release of industrial land – poplar riverside

Education and Skills
- SP07_2b Poplar Riverside primary school

Connectivity
- SP08 East Borough – Langdon Park – Bus

Attractive and Safe Streets and Spaces
- SO20 & SO21
- SP09_1 streets _2ai river lea

Distinct & Durable Places
- SP10_3 historic _4 good design _5 tall buildings

Placemaking
- SO25 Poplar Riverside revitalised and integrated community reconnecting with A12 & River Lea (p90)

LBTH Managing Development Document and Site Allocation

The LBTH site allocations have identified the Ailsa Street site for a comprehensive mixed use scheme to provide a strategic housing development, a primary school and other compatible uses, including employment space.

The existing waste management site is required to be safe guarded in accordance with policy DM14 unless an alternative solution is provided and secured.

The main design principles include:

• Respect or be informed by site character
• Protect, enhance and integrate heritage assets on site
• Address noise and air pollution generated by the A12
• Step back from the River Lea to avoid excessive overshadowing and to enable activation of the riverside
• Improve walking and cycling connections, especially to and along the River Lea, to Bromley-by-Bow district centre, Aberfeldy neighbourhood centre and to Langdon Park DLR station. These should align with the existing urban grain to support permeability and legibility
• Safe pedestrian and cycling access should be provided to the primary school
• Improve public realm with active site edges

The London Borough of Tower Hamlets is undertaking work on a new local plan, which is expected to be adopted in autumn 2017.

Current Developments

(on site and in the adjacent area)

The current development on site appears to only include the LB Tower Hamlets' proposal to reopen Bromley Hall School through refurbishment and extension. The Leaside Business Centre, which occupies the listed Bromley Hall and Old Poplar Library, and the Container Futures building, appear to continue to provide small company office space.

In the adjacent sites, there is the Leven Road Gas Works site to the south-west, which has also been identified as part of the Poplar Riverside Housing Zone. In addition, the Aberfeldy development to the south will provide 1,176 residential units with retail/commercial (1,743sqm), community and faith spaces.

To the east opposite the River Lea, the sites in the London Borough of Newham are predominantly light industrial uses such as warehouse or logistics, without significant redevelopment projects.

04

Urban Analysis

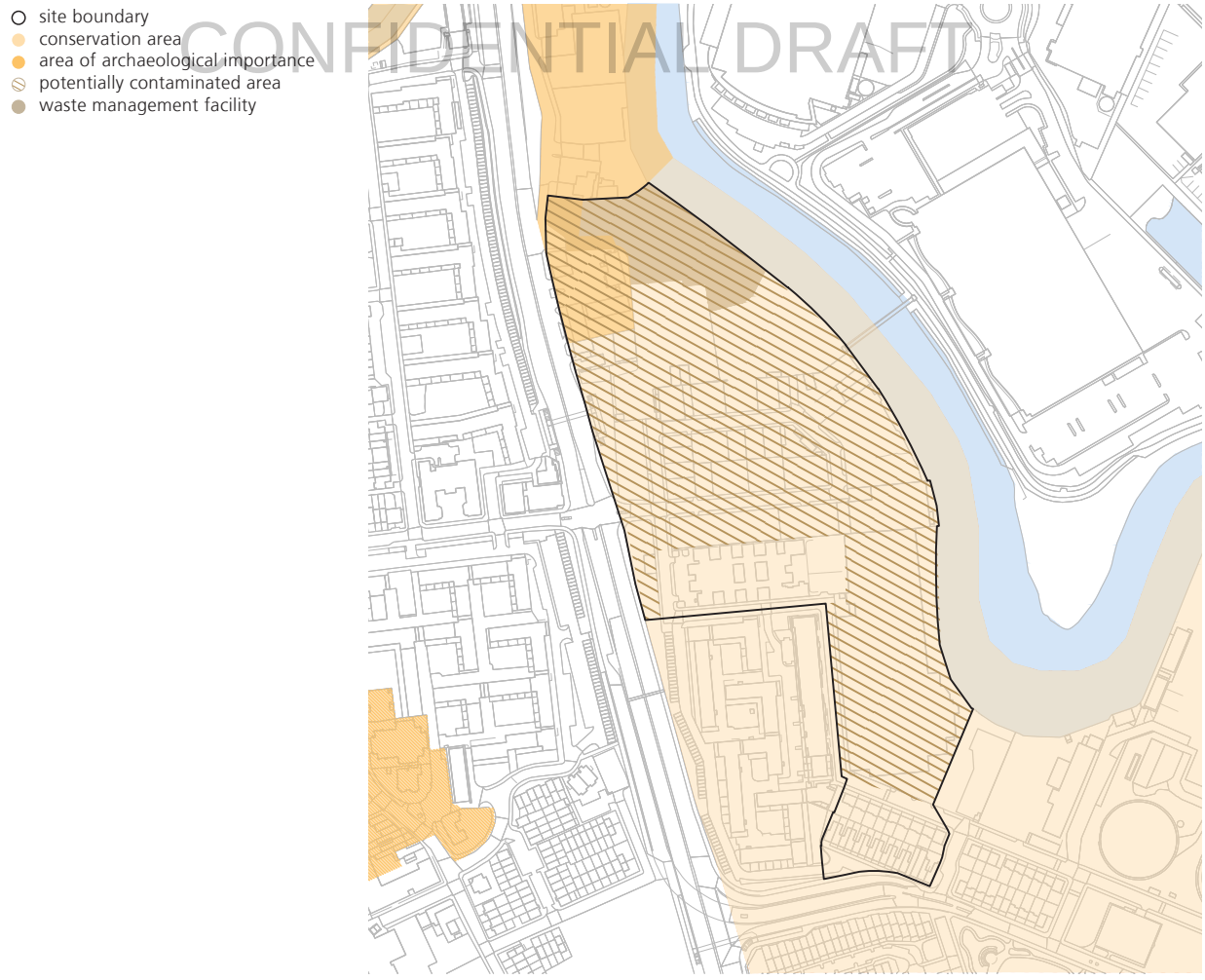
4-1 Constraints

The site is heavily constrained. The site occupies an area of archeological importance and is partially included in the Limehouse Cut conservation area. The heritage assets and conservation area may restrict the nature of development.

Due to the presence of a waste management facility and open storage areas the majority of the site is potentially contaminated and in need of remediation.

The western boundary to the site is the A12 which creates a boundary of aggressive traffic, noise and air pollution.

The eastern boundary to the site is the River Lea. There are no



Site Constraints

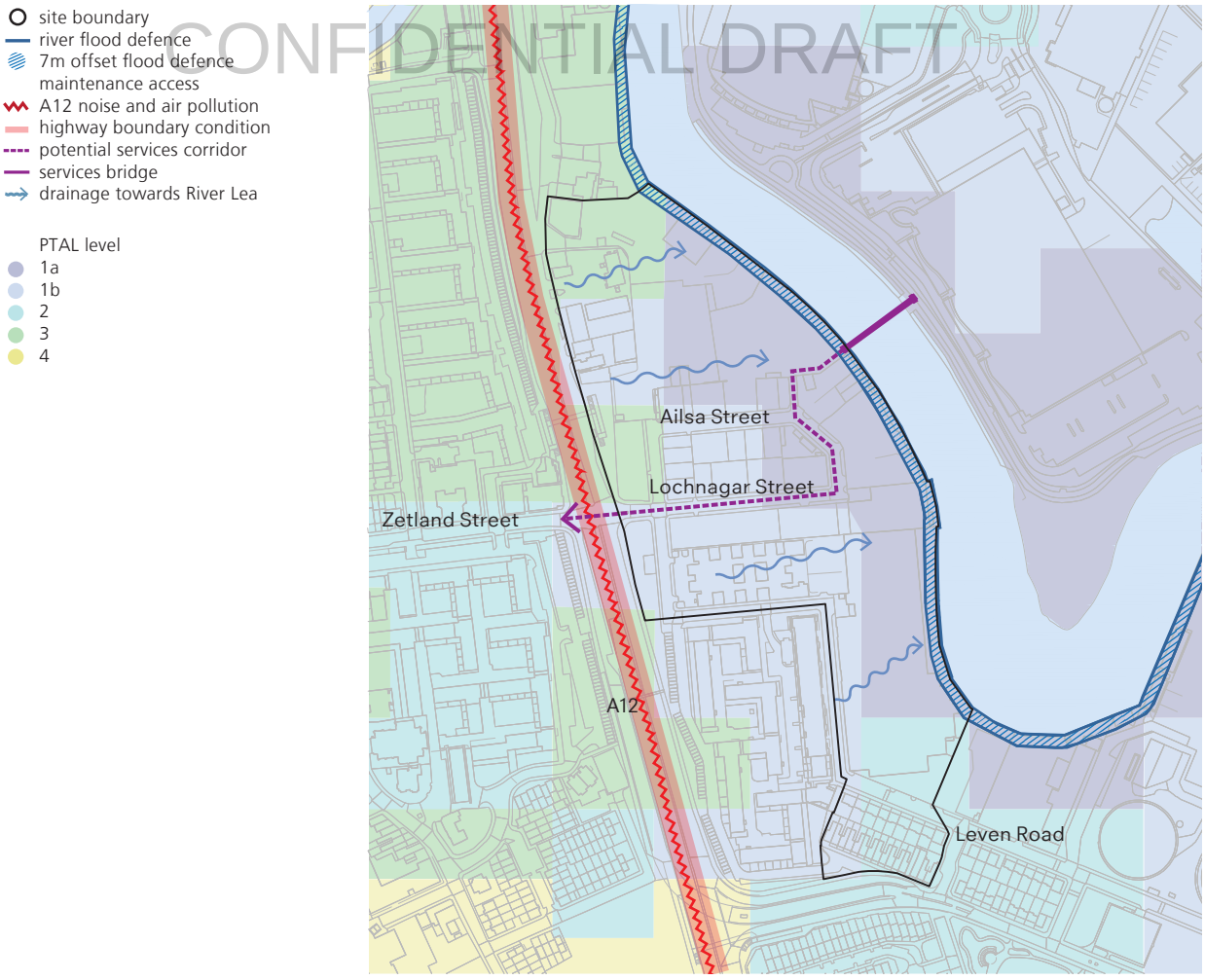
river crossings in the vicinity of the site. Any proposed crossing will need to minimise obstruction to the river, in accordance with the requirements of the Canals and Rivers Trust.

It is necessary to maintain the river flood defence. Maintenance access is required for the flood defence, which is notionally a 7m offset from the river edge.

A services bridge crosses the river into the site. A high voltage cable potentially runs through the site under Lochnagar Street, which will likely have an easement associated with it.

The site must drain towards the river Lea as drains under the A12 have insufficient capacity for additional surface water run-off. Any water entering the river must be sufficiently clean.

The Public Transport Accessibility Level (PTAL) report shows low levels of accessibility for most of the site.



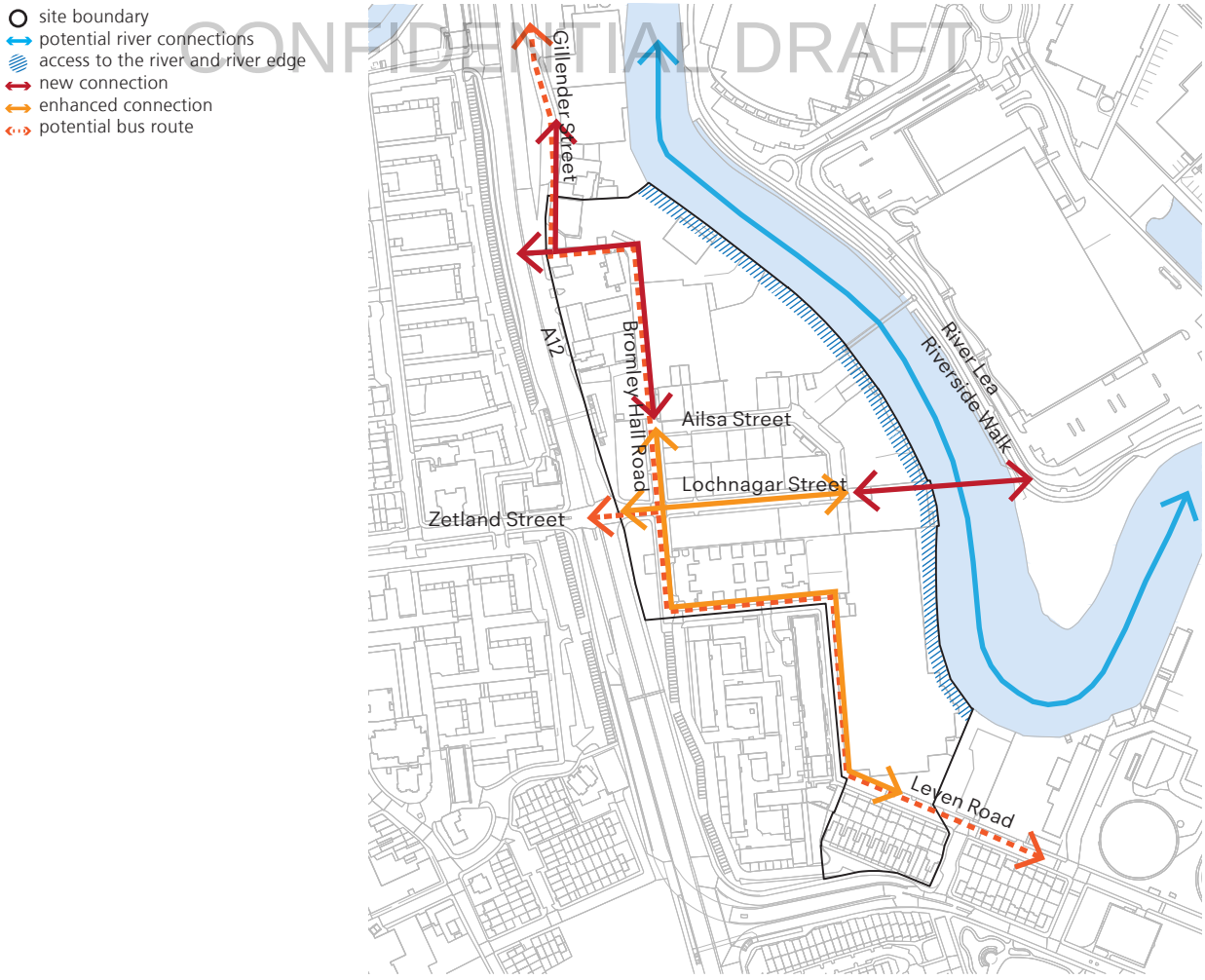
Site Constraints

4-2 Opportunities

The site has some important assets that can be better utilised through redevelopment, and opportunities that should be realised.

There is potential to improve connectivity within the site by creating a north-south link, and an east-west link. The east-west link could include a bridge to cross the River Lea and link with the Lea River Walk.

There is potential to better connect with surrounding neighbourhoods. Pedestrian connections across the A12 can be improved; a cycling network can be created; there is potential for a new bus route through the site; and the river could be used for a ferry or river taxi connection.



Connectivity Map

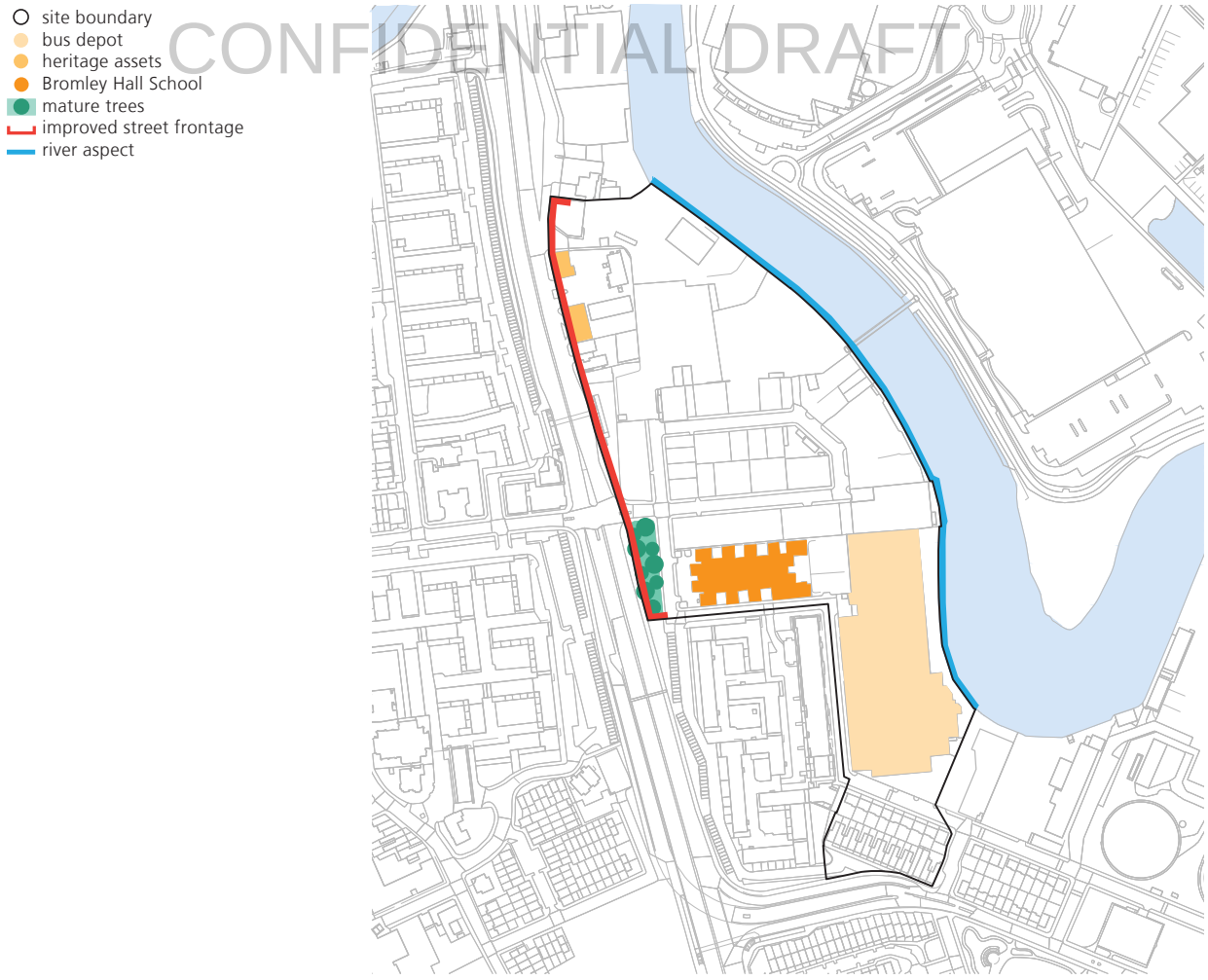
The river offers an opportunity for use as a recreational asset, and for bringing ecological diversity and attractiveness into the site. Creating an accessible riverside presents a potential for desirable living environment with high quality dwellings and open spaces.

Revitalising and reusing the listed buildings located on the site will lend a unique character to the new development and create an opportunity to enhance their current context.

Re-opening the school will offer an important piece of social infrastructure for the site and surrounding neighbourhood.

There is an opportunity to create a positive street frontage to the A12 while providing a sound barrier for the new development. This will aid in making the A12 a positively fronted urban road as opposed to a through-route highway.

A concentrated group of mature trees sit between the A12 and Bromley Hall Road. They offer a mature context for the site.



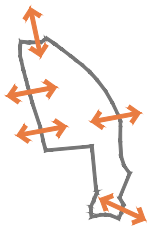
Asset Map

05

Where we want to be

5-1 Strategy Objectives

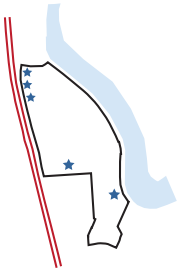
The document provides a Strategy for the comprehensive regeneration of Ailsa Street based on the fundamental principles of:



Movement and connectivity

Creating a well-connected place that becomes joined up with the surrounding community.

A new north-south connection is created, and an enhanced east-west connection creates a strong link along Lochnagar Street between Zetland Street and the riverside, further reinforced through the installation of a pedestrian bridge across the river. The streetscape strategy helps to enhance the legibility of the connections. Riverside walk is provided with public access to improve the connection with the riverside amenity.



Identity and a sense of place

Creating a strong identity based on the waterside location and existing heritage assets, that engages well with the A12.

To enhance and build upon the character of the site, the masterplan acknowledges the influential impact of the A12 and the River Lea and strives to improve these edge conditions. Simultaneously, it aims to renovate the existing heritage buildings assets. Redeveloping the school represents a focal opportunity for the development of a new residential area.

Mix of uses

Intensifying employment activity to establish a mix of uses for a sustainable neighbourhood.

In order to create an attractive place to live and work the masterplan provides employment opportunities in the site. The design strategy uses the lower floors of the apartment blocks as commercial premises and workspaces. The presence of a school in the site is a valuable asset to be redeveloped in order to attract families to the site.

Mix of homes

Delivering a sustainable mix of high quality homes to create a diverse neighbourhood.

Utilising a range of housing typologies to create a sustainable mix of high quality homes. These will satisfy different users' needs and include apartment blocks, maisonettes, terraced houses and urban villas.

Ecology and the environment

Engage with and augment the existing environmental assets, increasing the ecological diversity of the site.

The integration of the public realm and a green network of streets within the masterplan is a fundamental point in the design strategy. Bringing the river into the site, preserving the existing mature trees, and creating marshes and creeks, would provide green pocket spaces around the site and at the waterfront and attract wildlife.

Massing and scale

Create a legible townscape with a range of character areas to provide a liveable and attractive place to live and work.

Building massing and scale are used to define and respond to different areas of the site such as at the riverfront, beside the A12, or fronting a street.

5-2 Masterplan Principles

There are overarching principles and goals for the masterplan which help optimise the site's potential. These principles take account of the strategy objectives and also the baseline research, constraints and opportunities, in order to define an aspirational yet ultimately achievable masterplan for the Ailsa Street site.

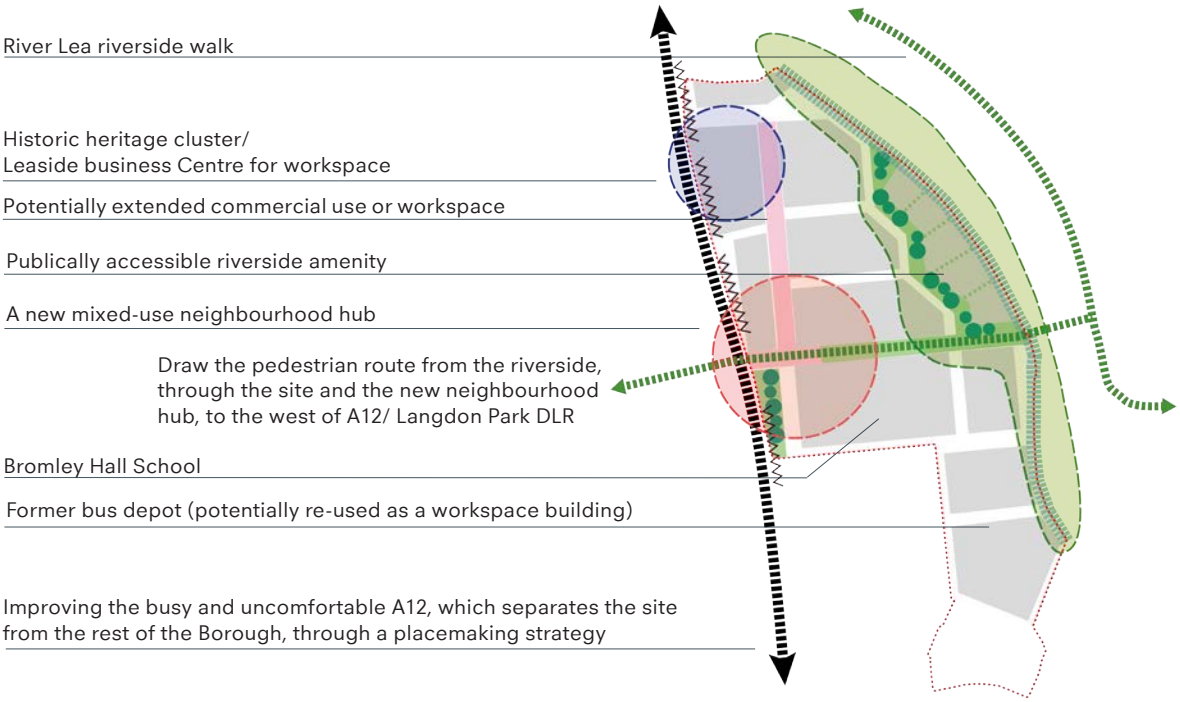
1 Create a place for people to live and work here

- create a new neighbourhood hub
- make thw most of existing site assets and take advantage of historic heritage and riverside amenity

The site is currently separated from the rest of the Borough due to the busy through traffic of the A12. However, the potential of the site can be realised by creating a new neighbourhood hub which takes advantage of historic heritage and riverside amenity on site, in addition to the re-use of Bromley Hall School and the workspace at Leaside Business Centre.

The masterplan should include a mixed-use, residential-led development, offering jobs as well as homes.

Heritage assets should be given a better immediate context, and should be celebrated and integrated into the development. The school should be re-opened and renovated. The former bus depot could be re-used as a workspace



Masterplan principles

2 Create a new mixed-use neighbourhood hub and a relaxing riverside park

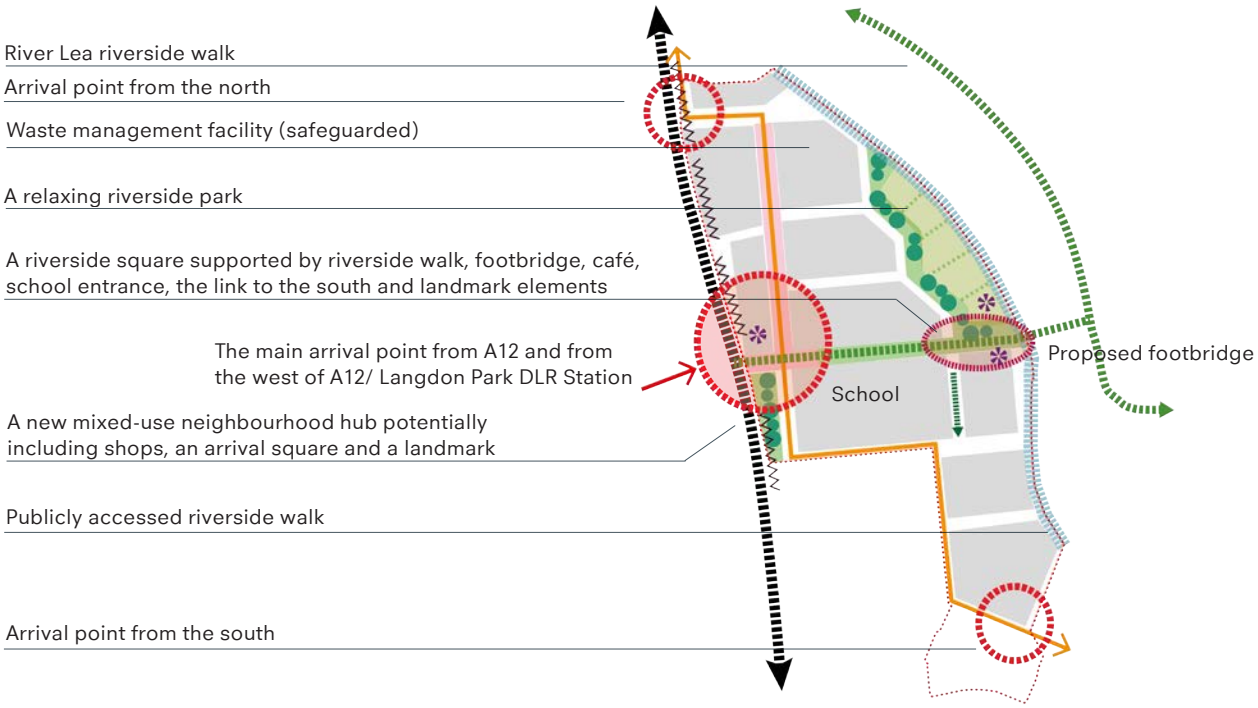
- workshops/ school/ convenience store as a hub with residential use around
- riverside amenity space and the proposed bridge should be well exploited to unlock the potential of the site

The new neighbourhood hub will work as an arrival square from the A12 and the west side of the A12. It is linked to the riverside amenity and it should also provide a strong image of a warm and welcoming community hub which is defined by mixed uses including retail, commercial and public services.

As such, between Lochnagar Street and Gillender Street the opportunity to create a neighbourhood / community focus should be taken, incorporating a retail and employment use offer. A potential landmark building with an arrival square could be provided here to signify the entrance to the community and neighbourhood hub.

The amenity value of the riverside public open space is crucial for the spatial quality of the neighbourhood. A well-designed riverside park does not only contribute towards the welfare of residents but it also helps to exploit the potential of the site. Publicly accessed riverside walk should be provided. In addition, with the proposed footbridge located here, a potential landmark building with a riverside square and a corner shop or café could be provided here to address the spatial node of the riverside park, the pedestrian bridge leading to River Lea Walk, the school entrance and the link to the south of the site.

In the southeast of the site, adjacent to the river, employment uses should be clustered, both to provide jobs and to help activate the riverfront. In addition, it should be noted that the waste management facility to the north is safeguarded unless an alternative solution can be secured.



Masterplan principles

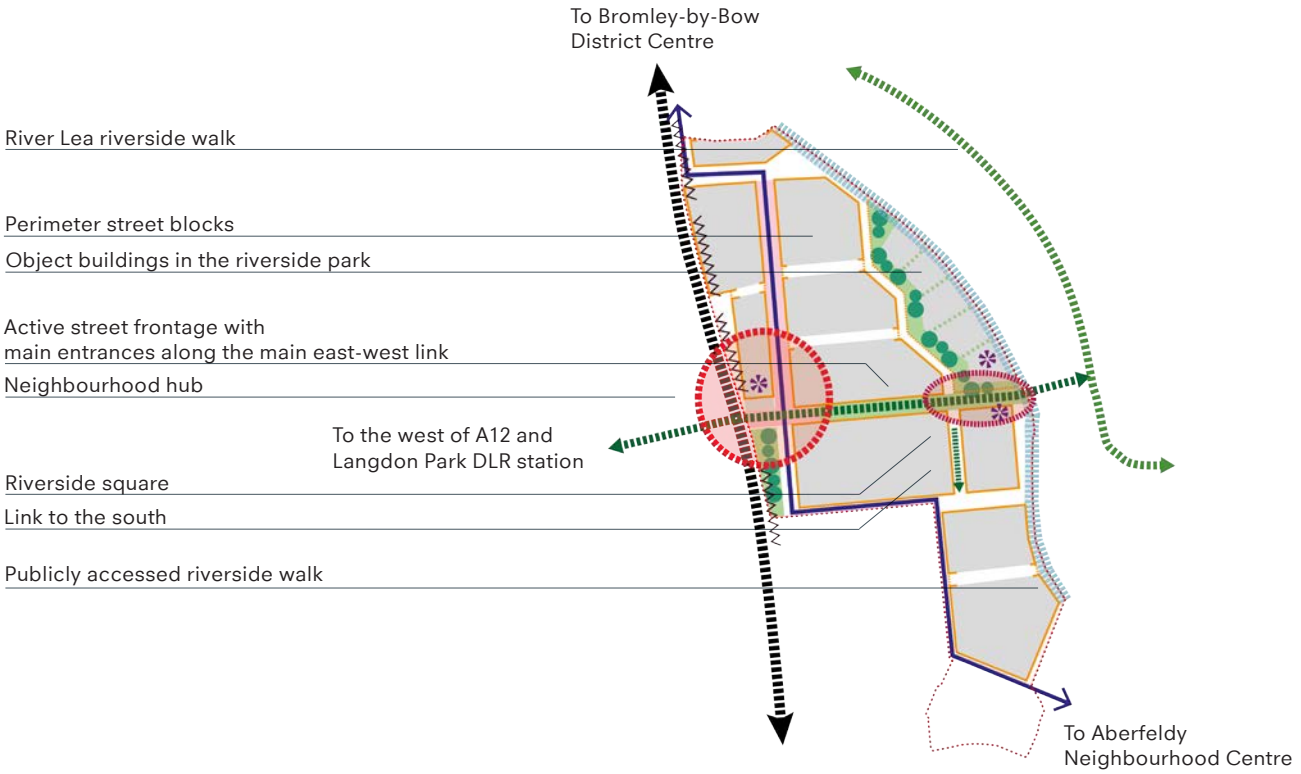
3 Enhance the connectivity and legibility

- Create a stronger east-west link between the riverside and the DLR station
- Properly address three arrival corners/ east- pedestrian subway/ north- historic cluster/ south- bus depot
- Potential bus routes/ stops

The east-west link between Zetland street and the River Lea along Lochnagar Street should be enhanced for pedestrian use, and extended across the River Lea to reach the Lea River Walk. This east-west link is important as it should be considered as part of the route starting from Langdon Park DLR station to the west, crossing through the A12 and connecting the proposed neighbourhood hub with the riverside amenity space. Therefore, the street frontage along this link should be active and well defined.

A north-south link between Gillender Street/ Ailsa and Leven Road should be introduced that allows legible and permeable routes through the site with a better bus service, to increase PTAL level. This link, and the potential bus route, will help to strengthen connectivity with the Bromley-by-Bow district centre to the north and the future Aberfeldy neighbourhood centre to the south.

A legible urban structure should prevail across the site. Urban blocks (perimeter street blocks) that define streets using active frontages with clear private / public definitions should be used. A campus building approach may be appropriate for the riverside park area. With this approach, the quality of the external spaces heavily relies on landscaping.



Masterplan principles

4 Create High Quality Public Realm

- Riverside green amenity space with campus building approach
- Extend the neighbourhood hub to Riverside Square and green open space

The neighbourhood hub/square should be well-defined, with active building frontages, entrances and different uses. It should also be merged with the riverside park/square to the east through well-defined streetscape and tree lines/ landscaping.

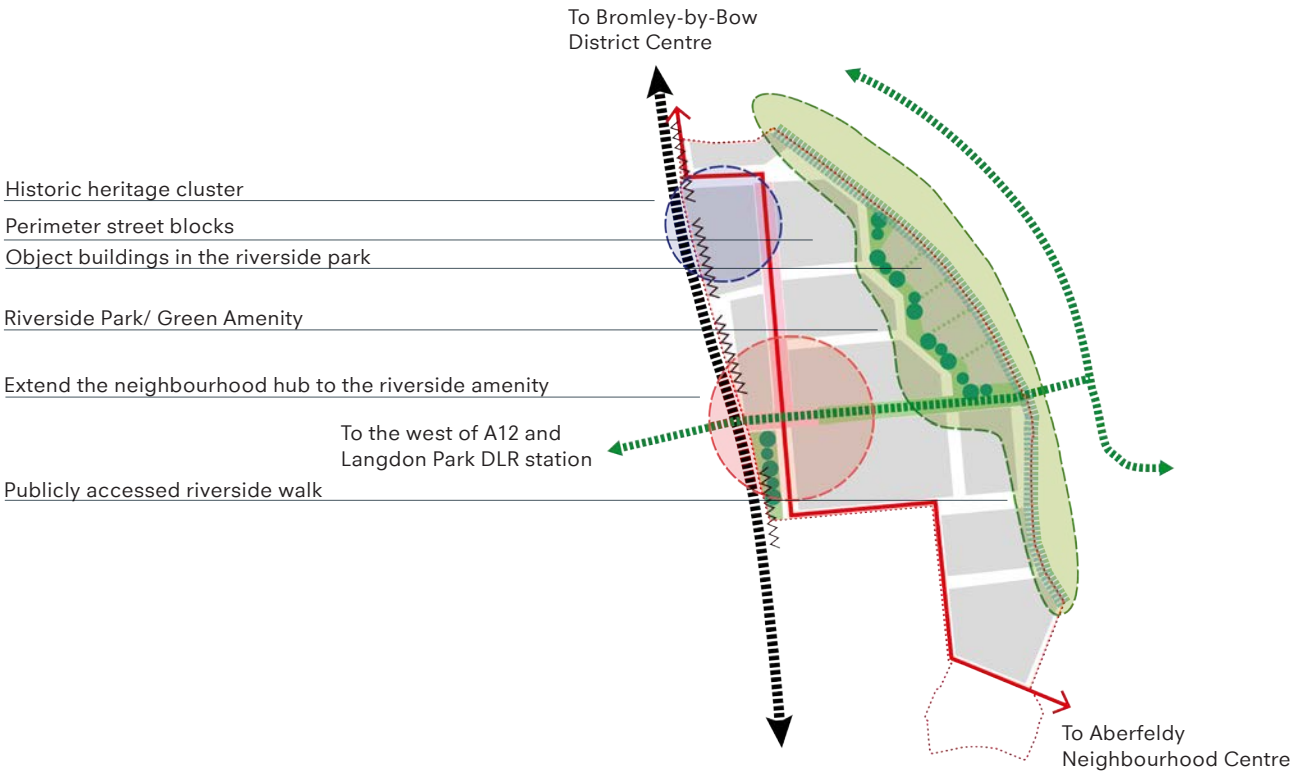
The river should be made accessible to the public. The river should be an asset for residential amenity and aspect, as well as for those passing by. There is also an opportunity to allow access to boats on the water.

Green spaces should be integrated into the plan to incorporate attractive and pleasant open spaces into the new neighbourhood. The river should be brought into the site, increasing its appeal as an amenity, and allowing an increase in ecological diversity.

In addition, the object buildings proposed in the riverside park should be carefully considered in terms of the way in which they meet the ground, as all the facades should be treated as front elevations. Service and more defensive areas should be well hidden or treated through well-considered landscaping.

5 Mitigate the negative impacts of A12

- The negative impacts of A12 should be mitigated wherever possible by landscaped buffer and appropriate building arrangement.
- Make the most of visibility of businesses and the rivers.
- Provide a sense of community and signify the arrival square through a landmark building.



Masterplan principles

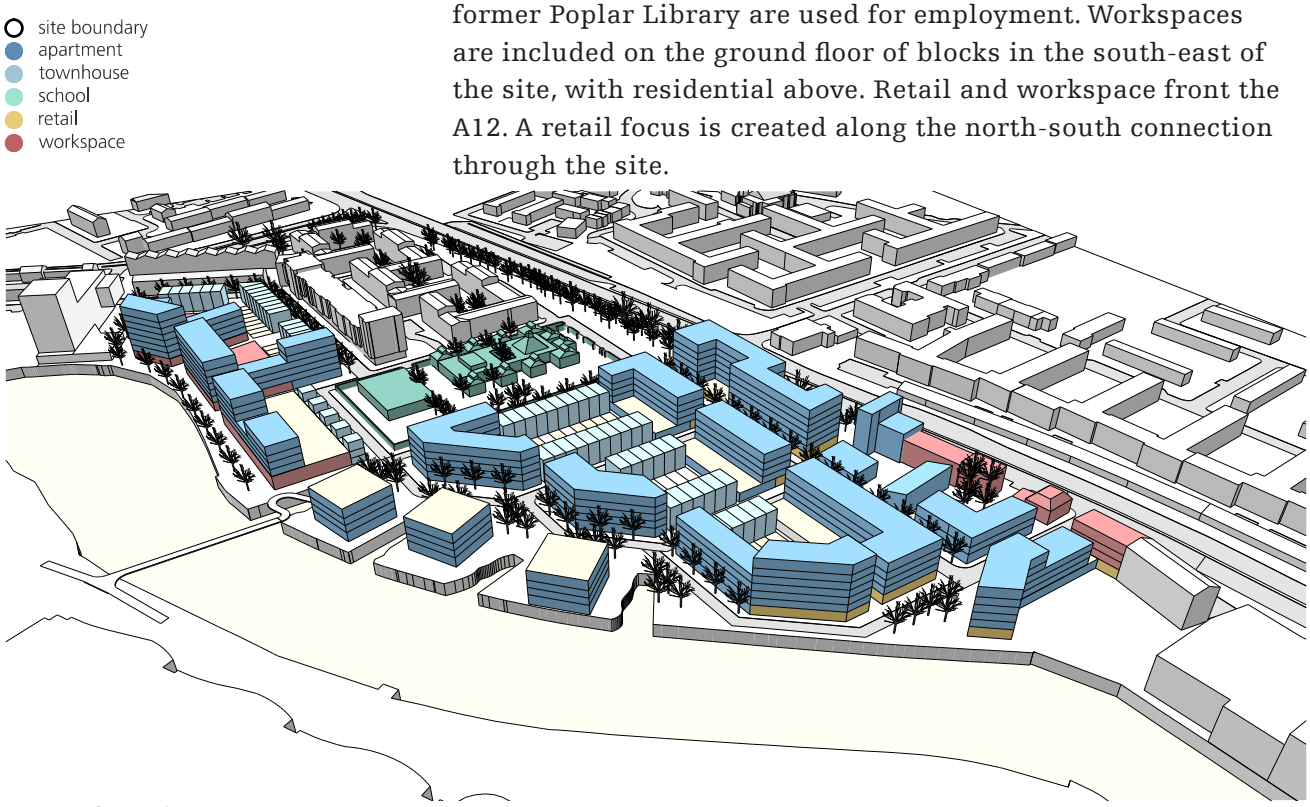
5-3 A New Neighbourhood

Two principle options have been created, set within the masterplan principles. Option 1 is considered to deliver redevelopment over the whole development framework area, and can be only delivered when the Waste Management Facility safeguarded site has also been provided and secured with an alternative solution. Option 2 is provided where the development framework area retains the safeguarded Waste Management site and part of the Former Poplar Bus Depot for workspace use.

Option 1

This option considers wholesale redevelopment of the site. The Waste Management Facility is considered to be moved to another site. The listed buildings on the site are retained, with their context augmented. The school is renovated and re-opened.

Each block is configured primarily for residential use, with some ground floor retail and workspace. Bromley Hall and the former Poplar Library are used for employment. Workspaces are included on the ground floor of blocks in the south-east of the site, with residential above. Retail and workspace front the A12. A retail focus is created along the north-south connection through the site.



Proposed massing

Development proposal - option 1

Option 2

In this option the Former Poplar Bus Depot is configured to become a workspace building, and the Waste Management Facility is retained, with a reconfigured access between Gillender Street, the A12, and the northern access to the site. The school is renovated and re-opened.

Each block is configured primarily for residential use, with some ground floor retail and workspace. Bromley Hall and the former Poplar Library are used for employment. Retail and workspace front the A12. A retail focus is created along the north-south connection through the site.

Buildings are arranged to best face the principle north-south and east-west connections, and to face the river.

Proposed massing

Development proposal - option 2

Residential Density

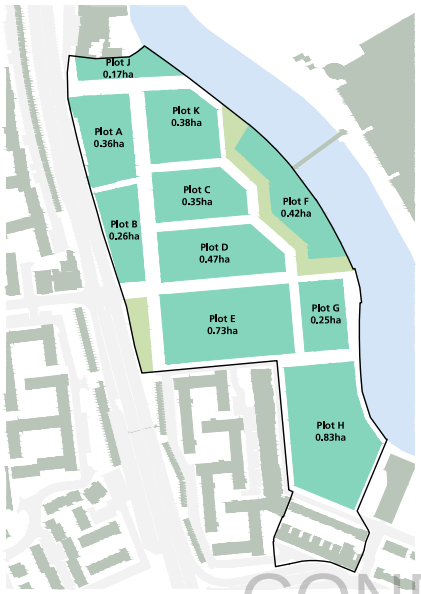
The residential density of the two options is provided in accordance with the density matrix set in the London Plan. Option 1 will deliver 169 units and 423 habitable rooms per ha. Option 2 will provide 160 units and 401 habitable rooms per ha. Based on the London Plan matrix, between 200-450 habitable rooms and 70-170 units per ha are suggested in the urban setting with PTAL 2 to 3.

Options 1 and 2 both offer a mixed-use masterplan, with most blocks incorporating a mix of uses. A principle of both options is that employment uses and retail co-exist with residential. The plot structure is based on the historic street network, and also follows the land ownership boundaries where possible. Plots A, B, C, D, E, F and G are identical for Option 1 and 2.

The tables opposite demonstrate the residential density of each plot. The plots are measured as net residential developable area, and the density measurements are units per hectare, and habitable rooms per hectare. Roads, pavements, and specifically defined public open spaces are not included in the calculation of net residential developable area.

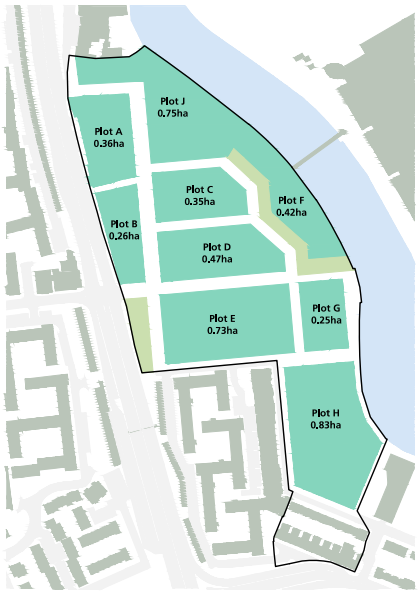
The plots vary in quantum of non-residential uses. Plots with a large proportion of non-residential uses subsequently display a disprortionately lower density of residential.

Plots B, C, D, F and G are predominantly residential. In Option 1, plots H, J, and K are also predominantly residential. The density calculations for these plots can be most readily compared with the densities given in the London Plan Sustainable Residential Quality (SQR) Matrix. The average density of these plots is



Residential Density – Option 1

Plot	Plot size (ha)	Apartments (no.)	Houses (no.)	Units total	Units per ha	Hab. rooms per ha
A	0,36	20	0	20	56	139
B	0,26	72	0	72	277	692
C	0,35	48	12	60	171	429
D	0,47	60	20	80	170	426
E	0,73	0	0	0	0	0
F	0,42	60	0	60	143	357
G	0,25	31	12	43	172	430
H	0,83	91	20	111	134	334
J	0,17	24	0	24	141	353
K	0,38	93	6	99	261	651
Total	**4,22**	**499**	**70**	**569**	**169**	**423**



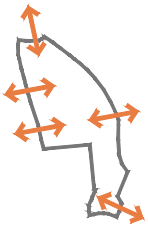
Residential Density – Option 2

Plot	Plot size (ha)	Apartments (no.)	Houses (no.)	Units total	Units per ha	Hab. rooms per ha
A	0,36	20	0	20	56	139
B	0,26	72	0	72	277	692
C	0,35	48	12	60	171	429
D	0,47	60	20	80	170	426
E	0,73	0	0	0	0	0
F	0,42	60	0	60	143	357
G	0,25	31	12	43	172	430
H	0,83	91	20	111	134	334
J	0,75	0	0	0	0	0
Total	**4,42**	**382**	**64**	**446**	**160**	**401**

06

How to achieve this

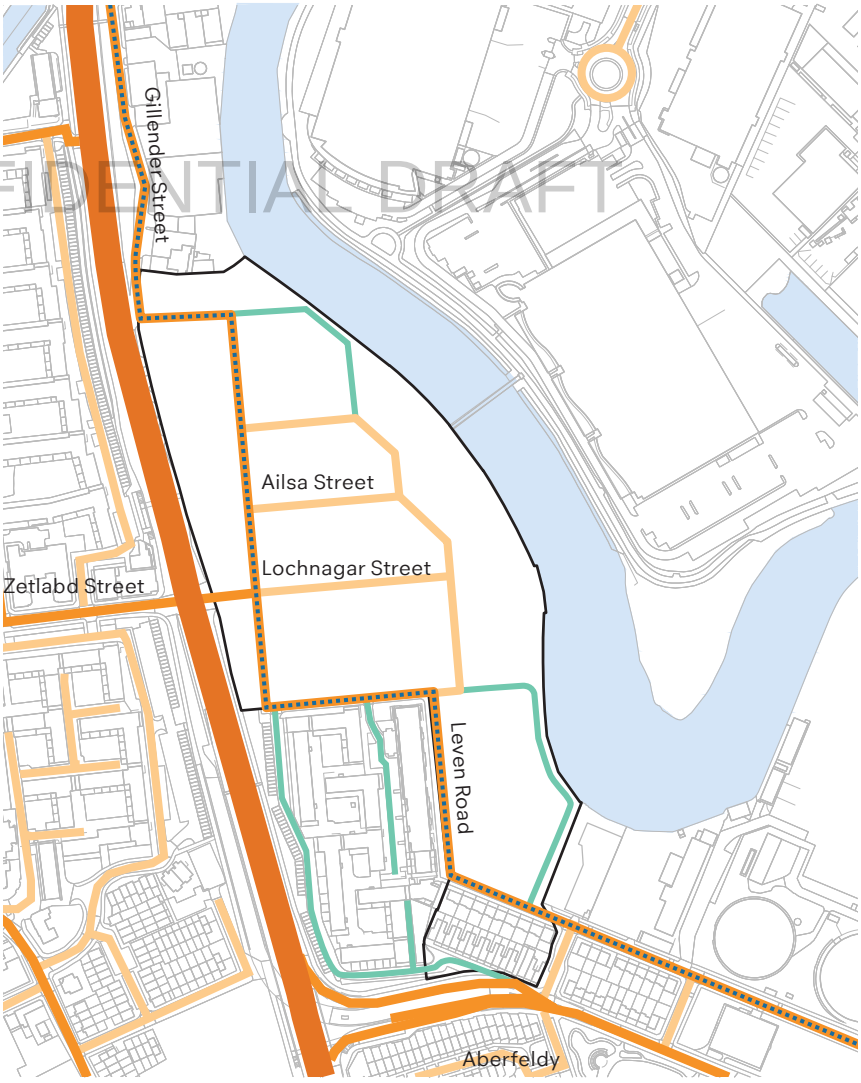
6-1 Movement and Connectivity



The movement and connectivity network creates a legible streetscape across the site and links the site with the surrounding neighbourhoods. The principle routes across the site are the north-south route that could also accommodate a bus route; and the east-west route that includes a new river crossing.

The north-south route creates a direct connection between Gillender Street and Leven Road. This provides a physical link between the Aberfeldy area to the south, and the new and

site boundary
A12
primary roads
secondary roads
shared surface
potential bus route

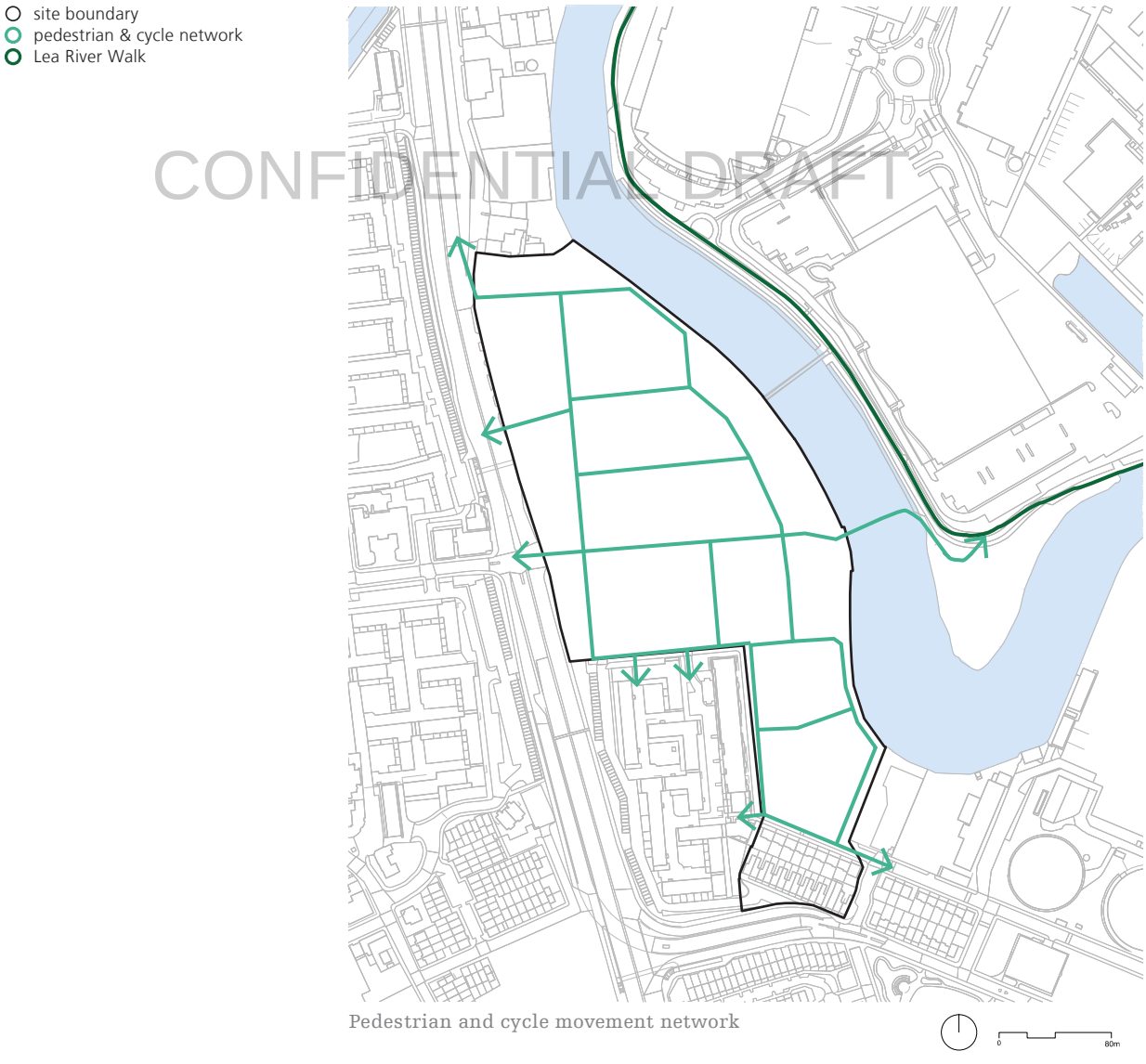


Vehicular movement network

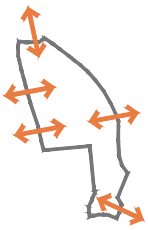
forthcoming residential projects immediately to the north. The east-west route provides a pedestrian and cycle link across the river, connecting with the Lea River Walk with the introduction of a new river crossing.

The existing crossing of the A12 can be improved by tightening the junction, and further surface pedestrian crossings can be added. In combination with the new connections this makes Ailsa Street a local node within a wider network.

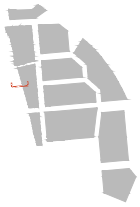
Existing streets are extended into a clear and efficient network. Tertiary connections are set out as shared surfaces to promote neighbourhood streets as safe and attractive public spaces.



Pedestrian and cycle movement network

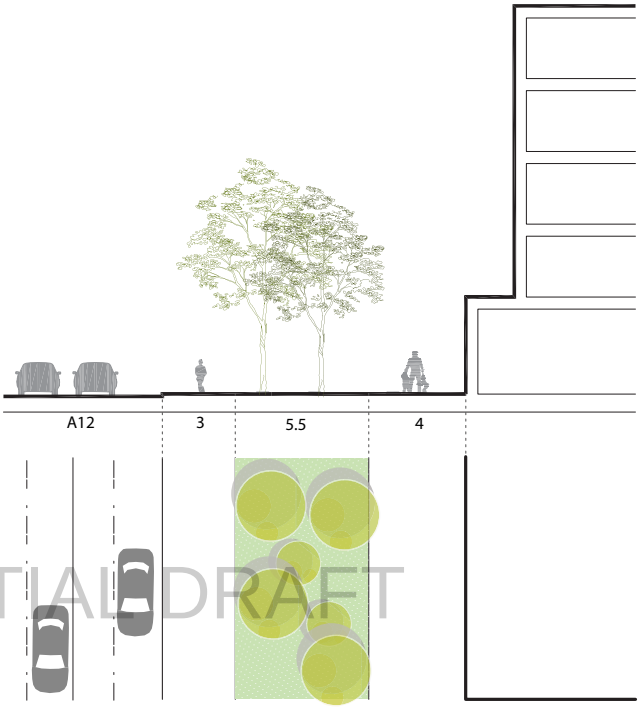


A streetscape strategy is proposed that creates a legible and attractive urban network.



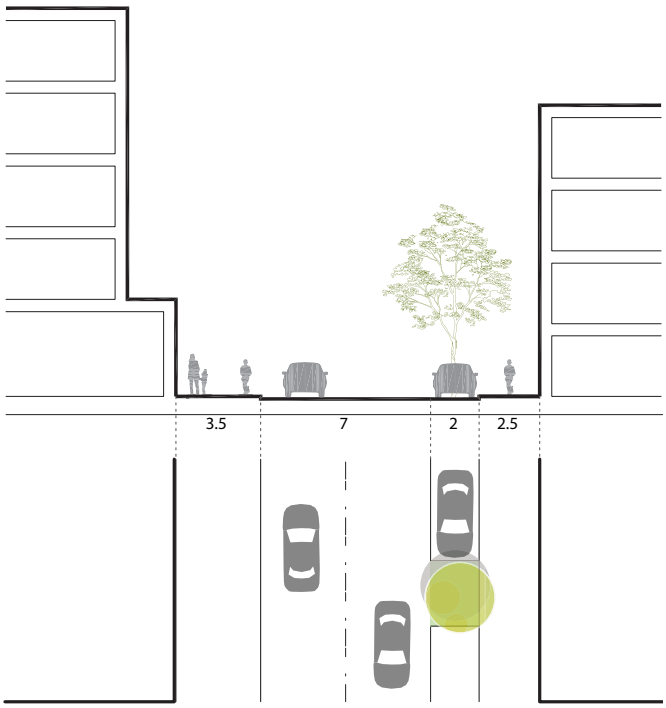
A12 interface

The interface with the A12 is dealt with positively, with uses actively facing the main road. Residential is stacked above but set back for privacy. The existing wedge of open space is maintained to allow a space between the road and the retail.



North-south link

The main north-south route through the site uses ground floor retail to help activate the street scene. Ground floor residential units and lobbies also front this street. An asymmetrical section is used to allow tree planting.

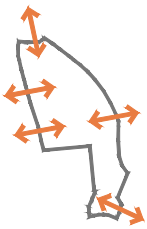


Vierhavenstraat, Rotterdam

Street in Mermoz, Lyon France

Stadstuinen, Rotterdam
Ground floor living- working units

Overschie, Rotterdam
Active retail frontage with trees and street furniture

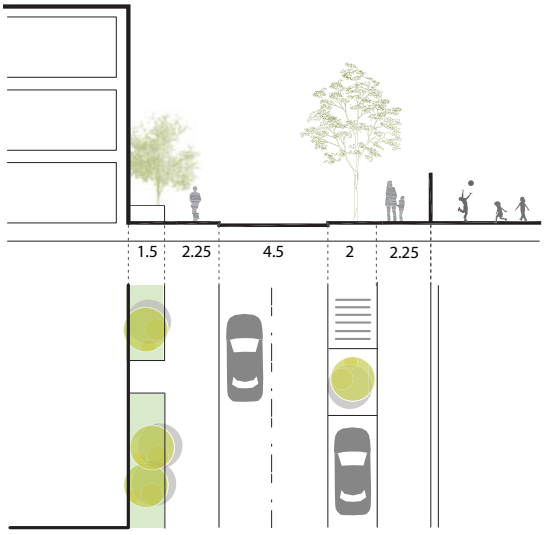


Residential streets

Residential streets within the plan adopt an intimate character, fronted by 2-3 storey houses. They are approximately 12 metres wide, with private defensible zones allowing for planting. These could also accommodate on-street parking.

East-west link

The east-west route across the site is the main pedestrian link with the river and is fronted by the school and proposed residential. A wider pavement alongside the school allows for trees, bicycle parking and drop-off parking as well as higher footfall than other residential streets.

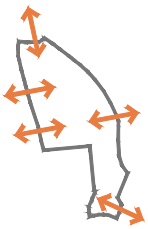


Residential street, Rotterdam, NL

Edgware Green, Brent

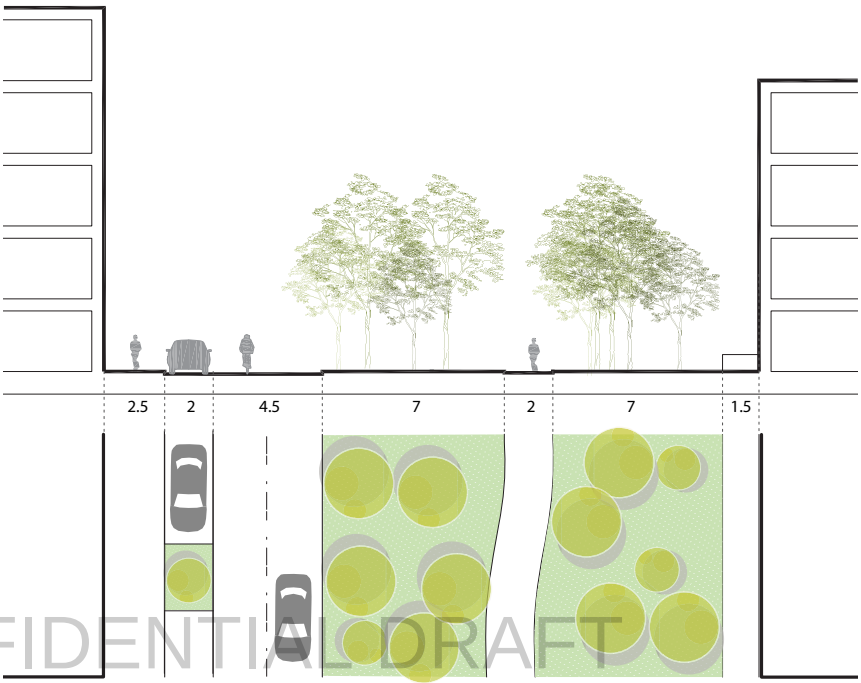
Stadstuinen, Rotterdam

A school forms part of an urban residential block



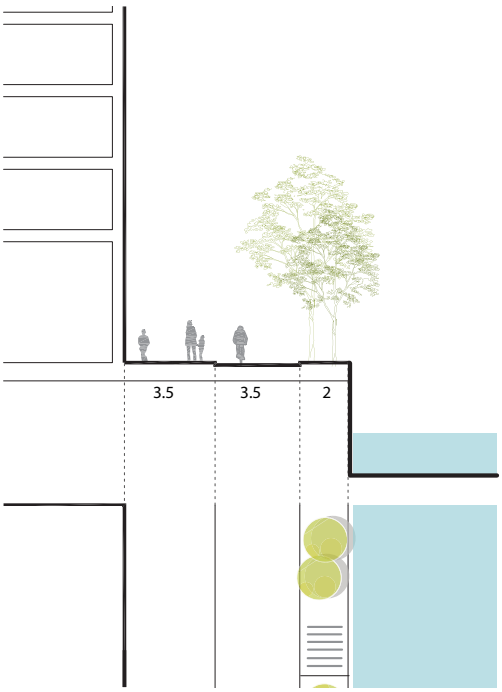
Green corridor

The streets parallel to the river allow room for public open space, as well as on-street car parking. These are fronted by residential units, and access is possible for all to the riverfront.



Riverside

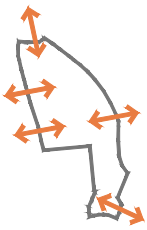
The riverside is a shared surface, with a wide pavement for workspace units to spill out onto. Immediately at the water edge there is a strip of planting, bike parking, benches etc.



Kop van Zuilen, Utrecht
Buildings in the public green space, on street parkin

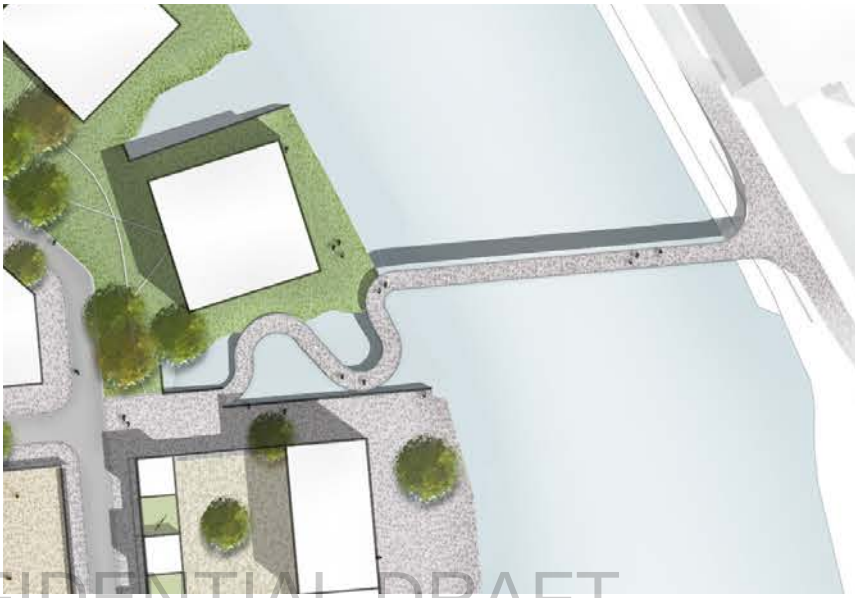
Delfshaven, Rotterdam NL

Entrepotdok, Amsterdam NL



Pedestrian bridge

A new bridge will create an east-west connection across the River Lea to the Lea River Walk. It will pick up the bicycle network at Bromley By Bow connecting it to the Lea River Walk. A simple form and material palette is suggested that refers to the industrial character of the site. The bridge must allow for navigation on the River Lea.

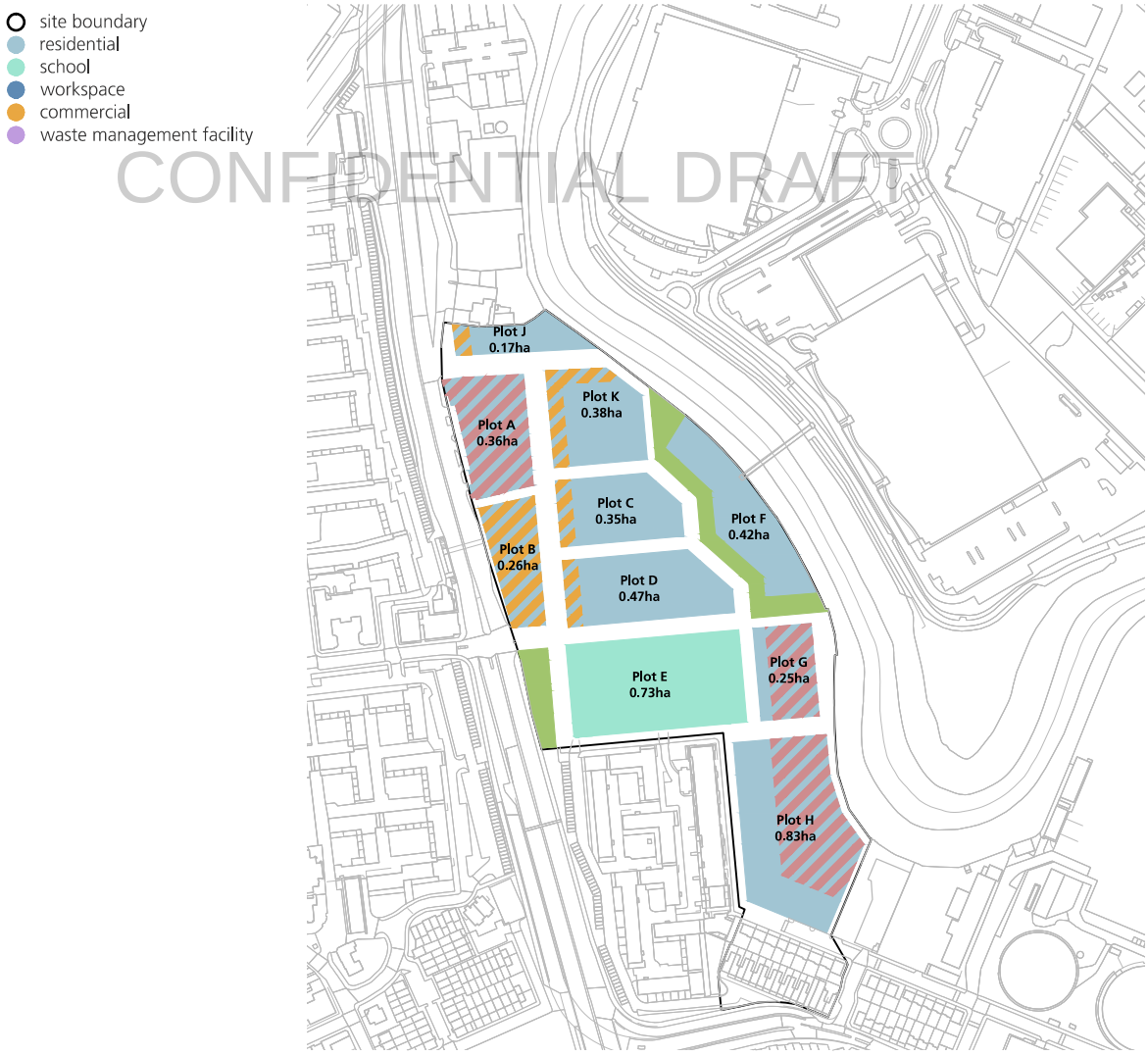


Jarrold Bridge, Norwich (image is illustrative only)

6-2 Mix of Uses

A mix of uses is proposed across the site. Each block is configured primarily for residential use, with some ground floor retail and workspace. Bromley Hall and the former Poplar Library are used for employment. Retail and workspace front the A12. A retail focus is created along the north-south connection through the site.

In Option 1 workspaces are included on the ground floor of blocks in the south-east of the site, with residential above. In Option 2 the Former Poplar Bus Depot is re-used as a workspace



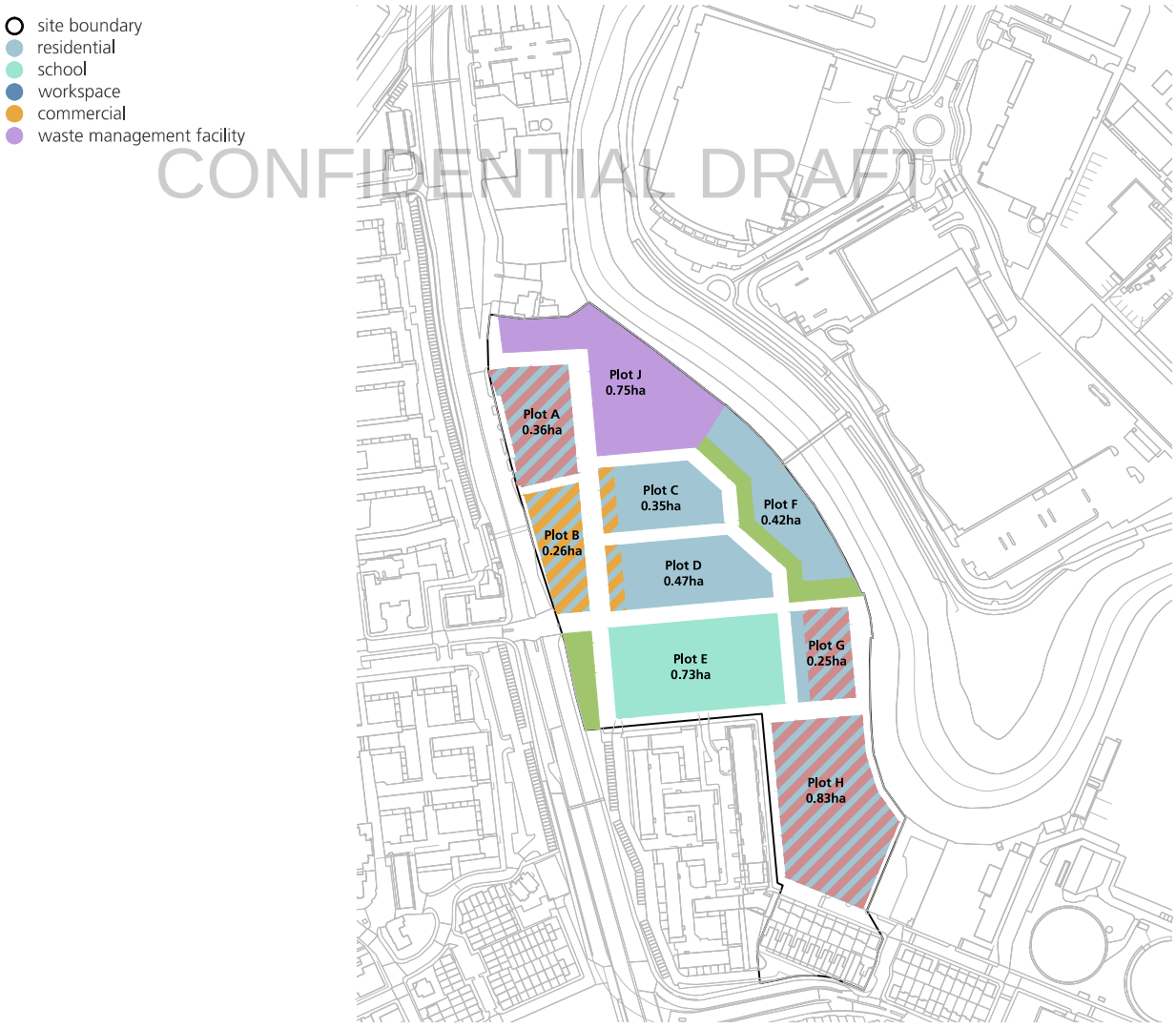
Proposed site uses on development plots - option 1

building, with a courtyard space attached. These workspaces will out into the public realm and help activate the riverfront.

The successful delivery of creating a new and balanced neighbourhood for Ailsa Street is based on:

> consolidating employment activity in clusters;
> promoting residential led development across the site; and
> re-using heritage assets to deliver new jobs and a new primary school.

Between Lochnagar Street and Gillender Street there is a neighbourhood / community focus, incorporating a retail and employment use offer.

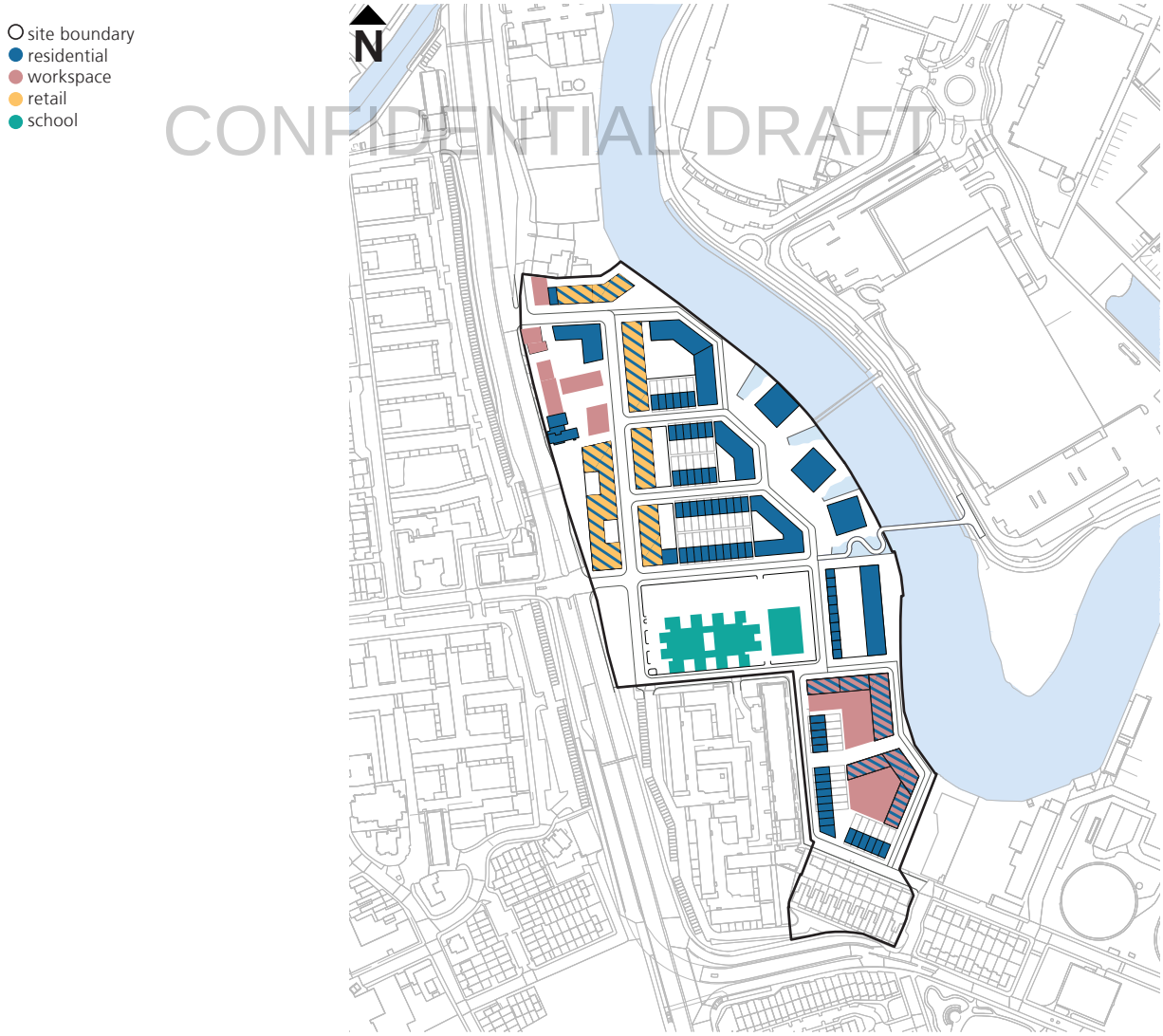


Proposed site uses on development plots - option 2

To deliver a socially sustainable mix of uses the dwellings are stacked on top of other uses. These should vary depending on the character of their location – such as alongside the A12, on a residential street or adjacent to open spaces.

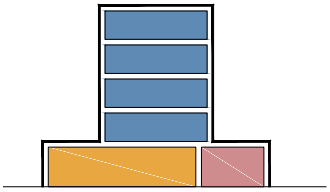
A variety of ground floor uses include retail, workspaces, live-work units, community uses or houses and maisonettes. Due to the flood risk no single-storey residential units are proposed on the ground floor.

Ground floor (built) parking should be set back from the street frontage so as to minimise its impact on building elevations.

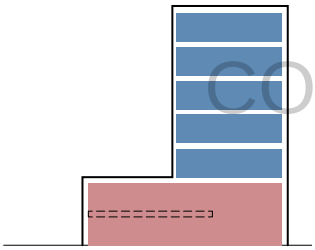


Proposed building uses

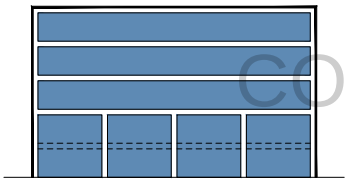
Big box retail on the A12 side, and small scale workspaces and retail on Bromley Hall Rd



Workspaces and apartments along the quayside



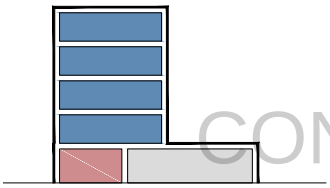
Maisonettes / urban villas



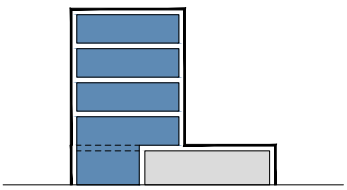
Townhouses

Retail at the front, parking at the rear

Workspace / retail at the front, parking at the rear



Maisonettes / live-work units at the front, parking at the rear



Weste Management Facility

The Local Plan safeguards land at Alisa Street for waste management purposes. The safeguarded land comprises 0.89 hectares and is one of six sites that enable Tower Hamlets to meet London Plan, Policy 5.17 Waste Capacity. The site is to remain safeguarded to ensure the borough meet London Plan waste apportionment targets. In order to maintain the sites safeguarded status, a facility would need to provide capacity to manage the tonnages of waste dealt with onsite during the operational period of the sites waste management activities.

Where a waste management facility (WMF) is provided on site the facility should meet with the requirements of the National Planning Policy for Waste, London Plan policy, Policy SP05 of the Core Strategy and DM14 of the Managing Development Document. It should also give due consideration to the existing and emerging uses in the area and be sensitive to, and integrate with, its surroundings in terms of urban fabric, character and building lines. Any facility will be required to be designed to high standards and use high quality materials. Appropriate measures should be taken to ensure the amenity and health of the existing and future communities. Measures should include noise and emission arising from the facility and the related transport arrangements.

With regards integrating the facility into the urban fabric all loading / unloading / processing etc. needs to be contained inside the WMF plot. The building should reduce smell and noise nuisance to the immediate surroundings.

Building appearance is of great importance. High quality facade materials and design are key. In this way it can provide a landmark rather than perpetuate a negative association often linked to industrial uses.

The facility could be also integrated into an urban block. Other uses can be wrapped around the facility's perimeter. A depot can have other functions stacked above, with the use of buffer zone, such as a deck that can also accommodate other uses, such as

parking. This option is less flexible should the demands for the depot change due to technical or other reasons.

Should the site no longer be required to be safeguarded for waste apportionment purposes, it is encouraged that opportunities for onsite waste management are considered. The use of innovative waste management and waste handing

Waste Management Facility,
Southwark

Recycle centre plant and housing
Islington

Waste depot with stacked residential
Kensington

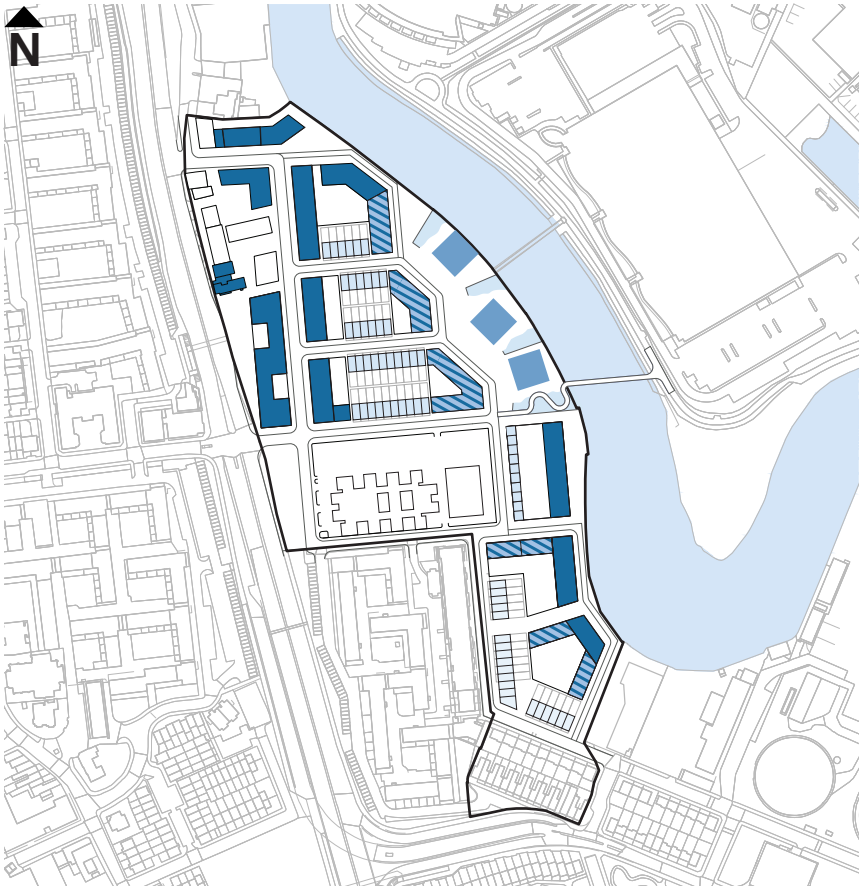
6-3 Mix of Homes

The delivery strategy includes a socially sustainable mix of residential typologies. This includes a mix of apartments, maisonettes, and townhouses, and a mix of tenures in accordance with the Borough's Core Strategy. Any ground floor dwellings will also have upstairs accommodation due to the site's flood risk.

Apartment buildings are designed with either ground and first floor maisonettes, or ground floor commercial / workspace. Some residential car parking, as well as residential back-of-house uses such as bicycle storage can exist within the ground floor plinth. Amenity decks for the apartments can occupy the roof space above these plinths.

The frequency of dual-aspect apartments is maximised in the proposed masterplan. Noise impact should be mitigated though the apartment layout.

site boundary
apartment
urban villa
townhouses
maisonette



Proposed residential types

All dwellings should have a clear address and entrance. Shared spaces need to be welcoming and foster a sense of ownership. There should be a clear distinction between public and private spaces.

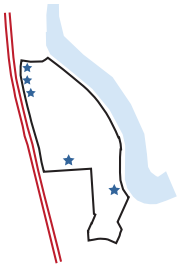
Built parking solutions with minimal impact on building elevations are encouraged.

Kings Cross, Islington

Maisonettes - St Andrews,
Tower Hamlets

Terraced townhouses
Edgware Green, Brent

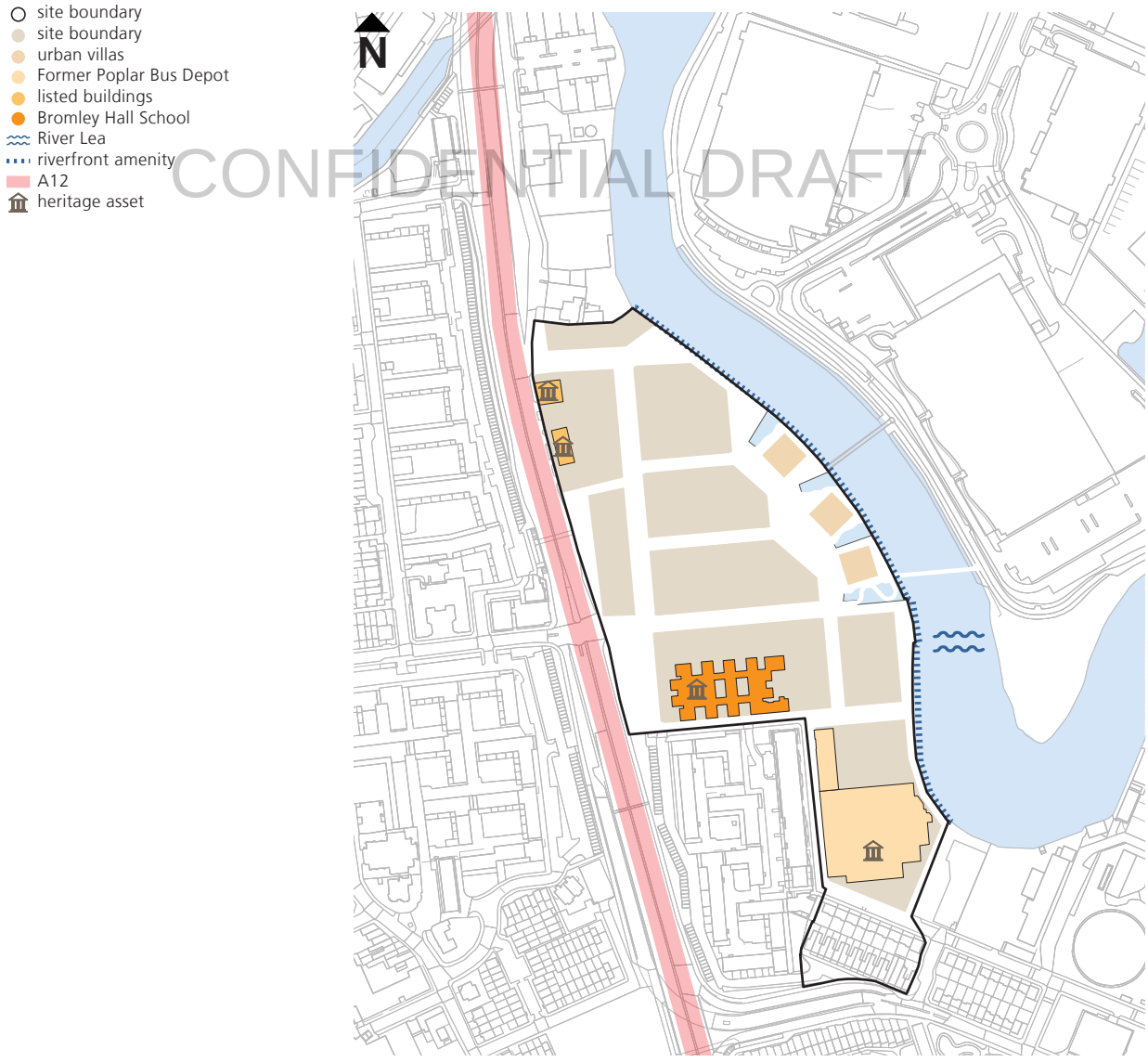
Terraced townhouses
Meerpolder, Netherlands



6-4 Identity

This section details how the positive aspects of the surrounding environment and character of the area could be enhanced and used to guide future development. It seeks to ensure development contributes towards creating an attractive, distinctive and safe environment that is well integrated with the historic assets and encompasses the highest quality design.

Existing assets such as listed buildings, landscape (mature trees, riverfront) will help create a distinct character and should be retained and integrated into a new framework.



Heritage assets

A12

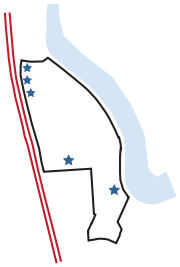
The A12 should be turned into an asset and dealt with positively. Buildings should actively face it and engage with it. Continuous and active frontage of A12 will create an improved and more appropriate context for the heritage buildings alongside it.

Existing historic buildings along the A12 to be used and their setting improved through careful addition of new buildings and public space. Re-using the former bus depot as workspace will help retain a distinct character of the site.

Retail actively facing the busy street
Vierhavenstraat, Rotterdam

Historic buildings in a new context
GWL Terrain, Amsterdam

`T Groen Kwartier, Antwerp



Former Poplar Bus Depot

Masterplan Option 2 proposes a re-use of the Former Poplar Bus Depot as a workspace building. This could be reconfigured to accommodate a mix of workspace units, incubator spaces, co-working facilities, and office start-up spaces.

There is potential for retail and commercial spaces to front the river, supported by the footfall attracted by the workspace building.

Option 1 proposes redevelopment of the Former Poplar Bus Depot site. In this option workspace occupies the plinth beneath the apartments facing the River Lea.

NDSM Pier, Amsterdam: shared workspace

RDM Campus, Rotterdam: shared workspace

Impact Hub, Westminster: shared workspace

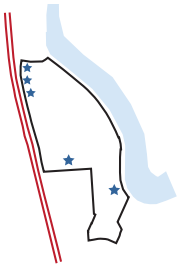
Primary School

Bromley Hall School is an outstanding building with an expressive external form that reflects the local industrial vernacular. It should be integrated into the new neighbourhood, renovated and re-used as a primary school. It will provide an piece of social infrastructure for the neighbourhood. The school building should positively engage with the neighbourhood.

Bromley Hall School, 1969: folding doors open up the library to its adjacent court.

Bromley Hall school, 2015: currently unused

Stadstuinen, Rotterdam: school within the urban fabric

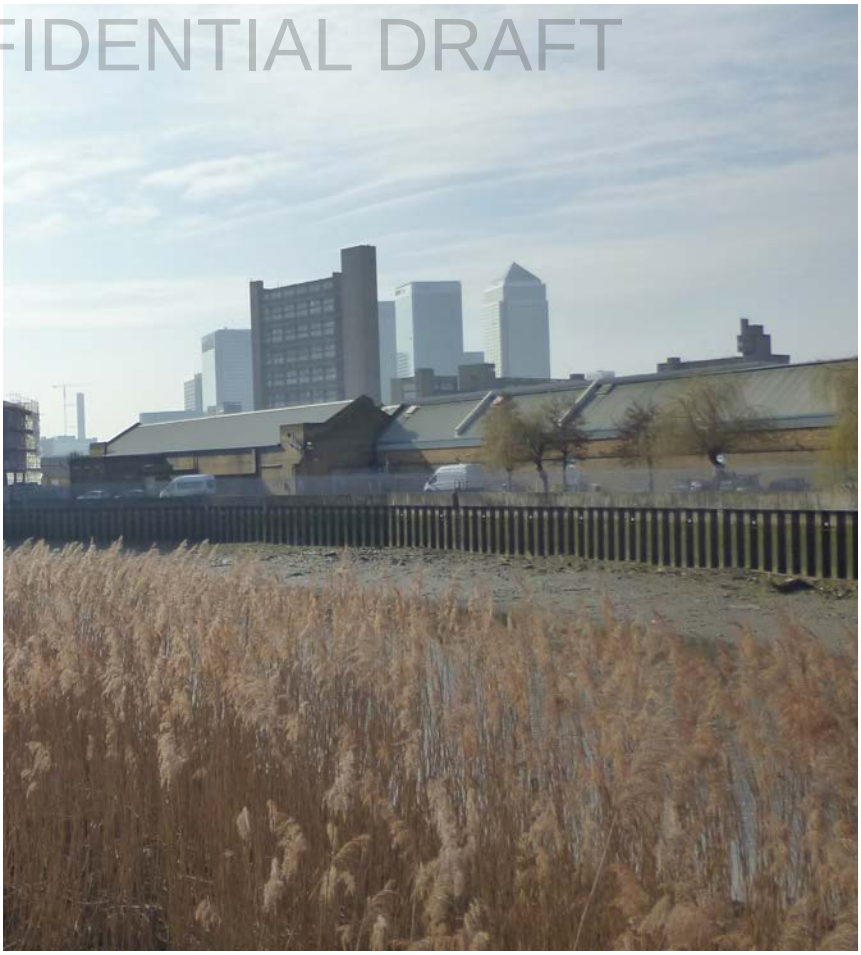


River Lea

The water edge should be accessible to all, be positively fronted by buildings, and public spaces should engage with the water.

Riverside access should be provided where possible. Buildings should engage with the riverfront at ground floor, and have a positive aspect towards the river.

It should be enhanced ecologically, with the creation of new creeks, and opportunities for amenity use should be included. Additionally it could be used for transport.



Sheds currently turning their backs on the river Lea

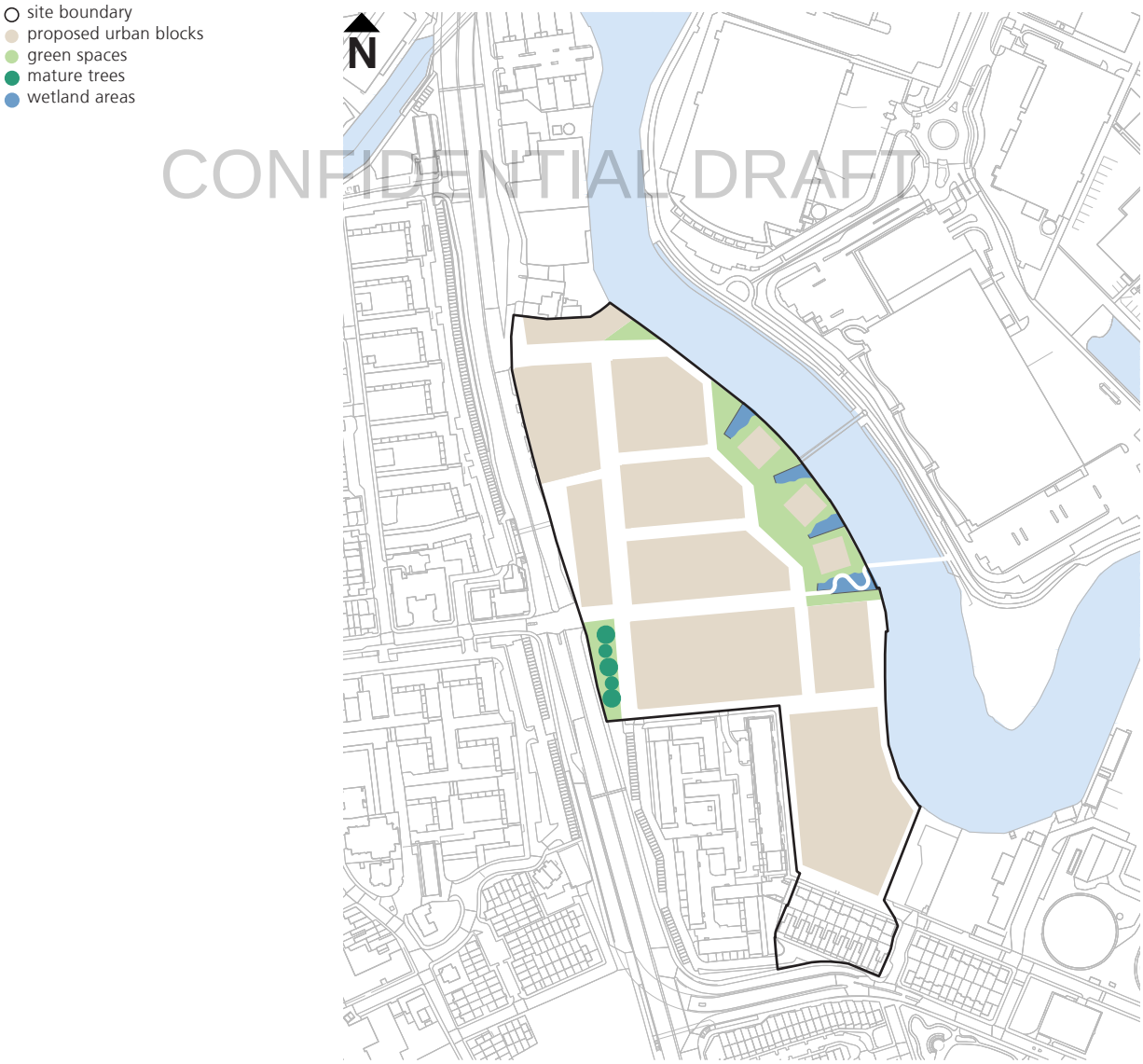
Granary Square steps, Islington

River Lea
Pontoons could be utilised to engage with the water, as already achieved upstream

Kop van Zuilen, Utrecht
Buildings positively fronting the water

6-5 Ecology and the Environment

This section details how development could make a positive contribution towards sustainability, biodiversity and ecology. New landscaping will create a unique residential setting by bringing green spaces and wetland areas into the built environment. Wetland areas will be created by eroding the river wall, and will enhance biodiversity and increase amenity. Green spaces are included across the plan to also enhance biodiversity and increase amenity.



Proposed green open spaces

Green Corridor

A publicly accessible green space site parallel to the riverfront. The green space has urban villas set within it. It connects with the riverfront.

There is a defensible private zone at the perimeter of the urban villas.

Het Funen, Amsterdam
Green open public space

Delft
Green open public space

Kop van Zuilen, Utrecht
Private defensible spaces

Green waterfront

The publicly accessible green waterfront includes urban villas, some of which meet the water edge. The flood defence height must be maintained, but can manifest as wall, bund, or building. It is proposed that all three will occur within the masterplan for the river edge.

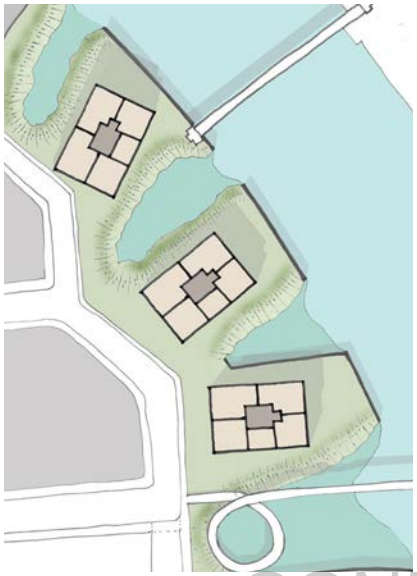
Additional flood capacity becomes landscape quality - wetland ecologies can establish within cutaways of the river's edge. Bunds rise to maintain the current flood defence properties. Site drainage pipes continue to shed surface rainwater to the river Lea; and an integrated SUD system increases lag-time. Elsewhere, the river wall is maintained, with buildings potentially abutting the river wall. needs to be provided at the water side.

There is an opportunity to add pontoons along the river bank for the mooring of small craft.

Within the site it is proposed that surface water run-off is reduced through use of raingardens within the street sections, and that surface water should discharge into the River Lea as opposed to the sewer system. This is predicated on the decontamination of land inherent for residential development.

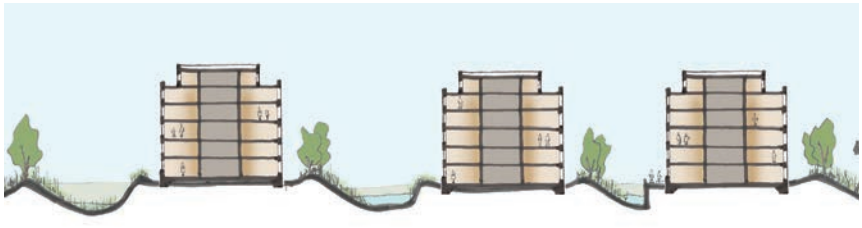
Hammarby, Stockholm
Public waterside green space

Breevaarthoek, Gouda
Buildings at the water edge



Sustainability and Ecology Opportunities

This proposal reflects the Lower Lea Valley Opportunity Area's opportunities for erosion of the river wall, delivery of raingardens, and SUDS. This will increase biodiversity in the site, and create amenity both for the public and for the urban villas set within the landscape.



Proposed urban villas and wetland areas

Queen Elizabeth Olympic Park
Banks of the River Lea

6-6 Massing and Scale

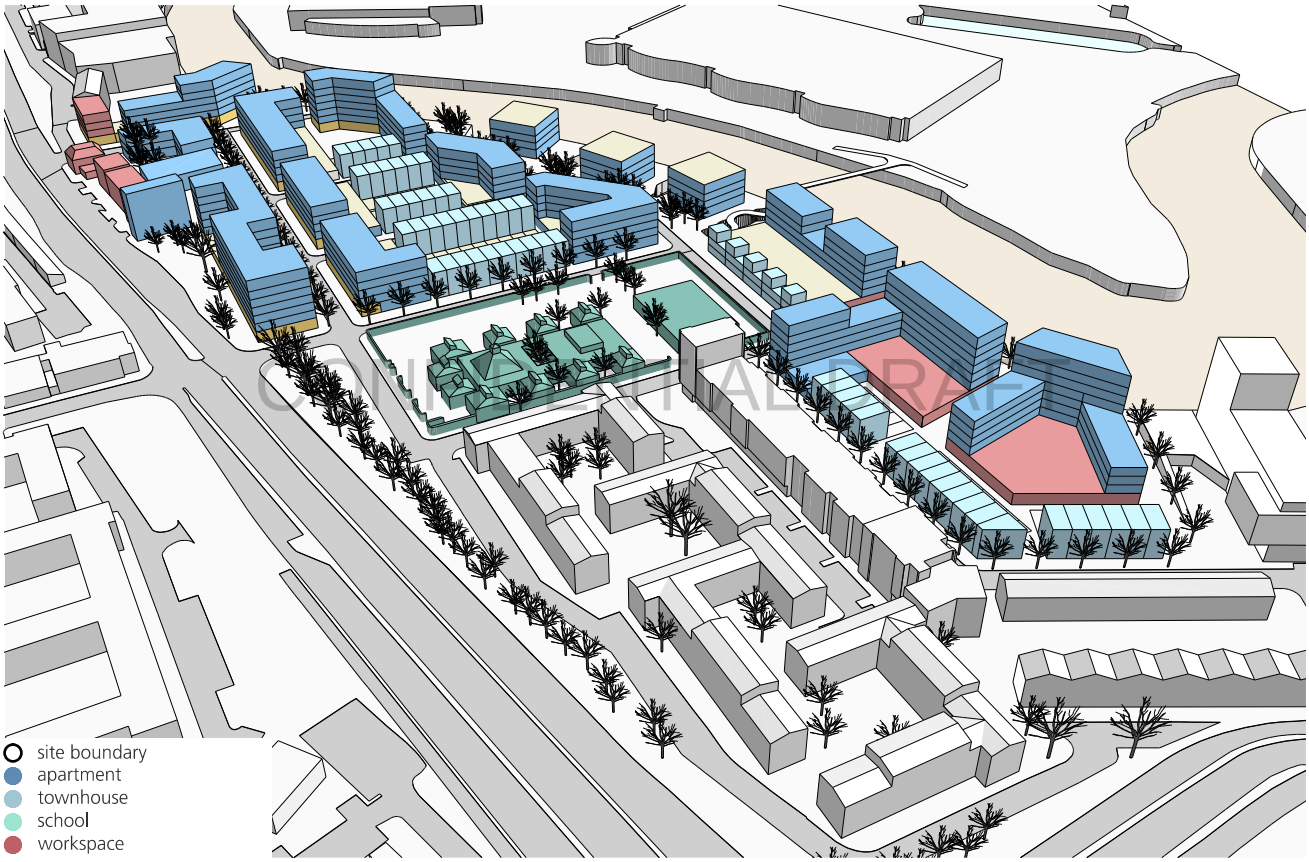
The proposed massing has an urban character with buildings up to 7 storeys. The layout is based on the existing street pattern and land ownership boundaries. Buildings define key spaces and streets in the plan. Taller buildings define particular aspects of the scheme and help sculpt the changing character across the site.

At the north and south edges of the site, taller builings reflect the urbanism of new residential developments and of those coming forward. Strong definition including positive frontage is given to the A12 to help it become an urban road, as opposed to a highway. Urban villas arranged in public green space complement the well defined urban blocks with a degree of openness that provides access and views to the river. Terraced housing is used to create an intimate character.

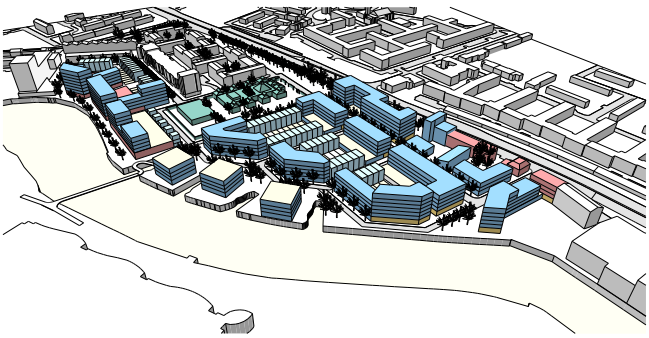
Riverside walk along River Lea

Option 1

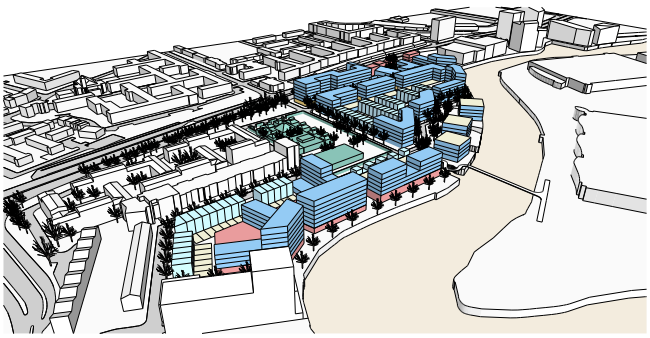
This option considers wholesale redevelopment of the site. The Waste Management Facility is considered to be moved to another site. The listed buildings on the site are retained, with their context augmented. The school is renovated and re-opened.



Aerial view looking north



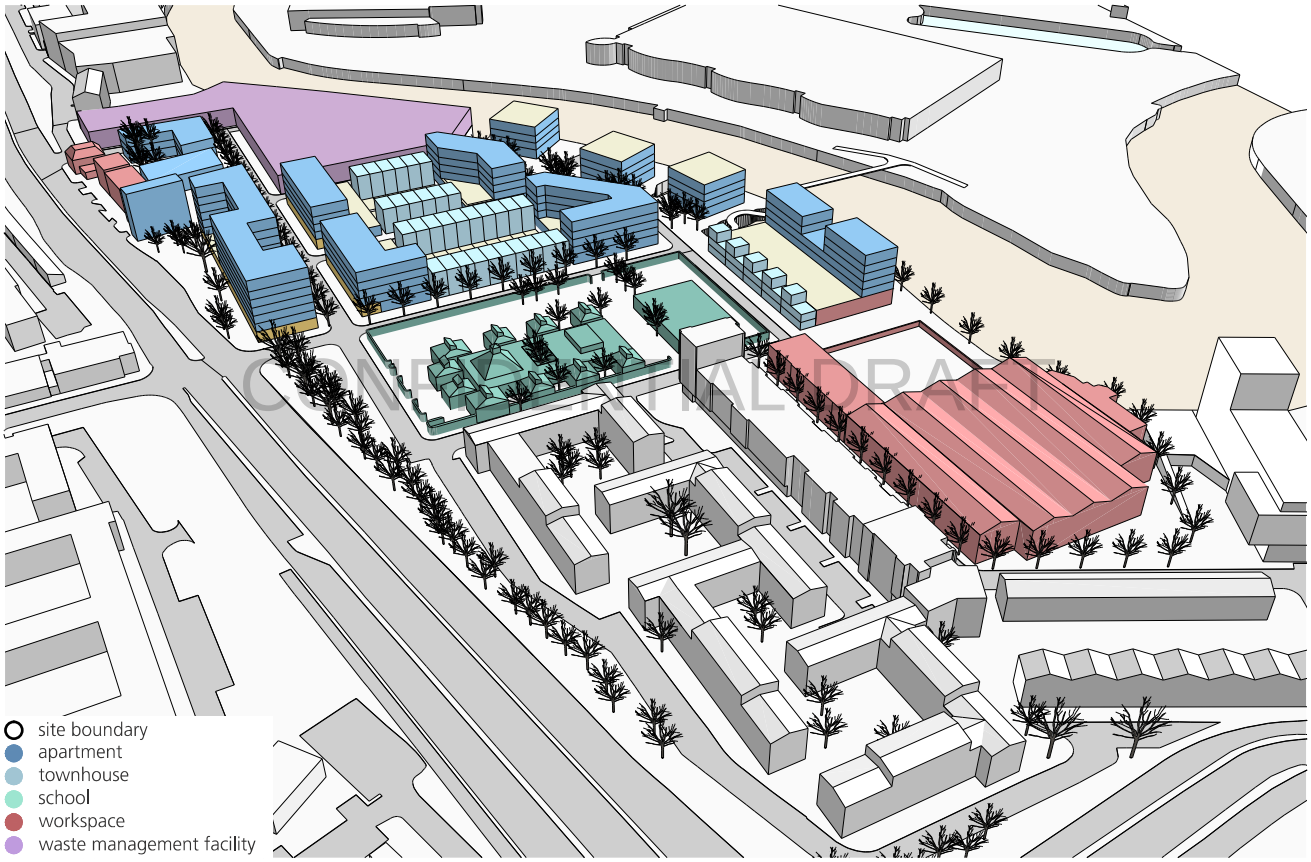
Aerial view looking south



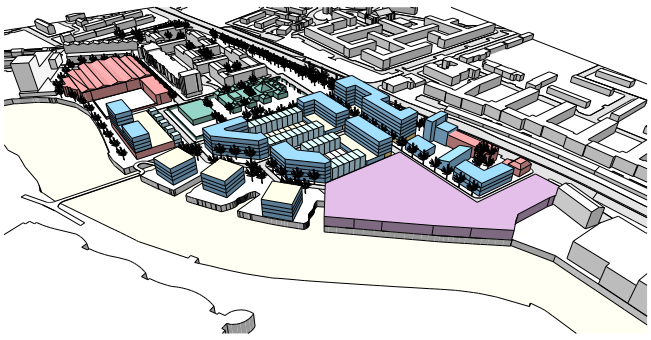
Aerial view looking west

Option 2

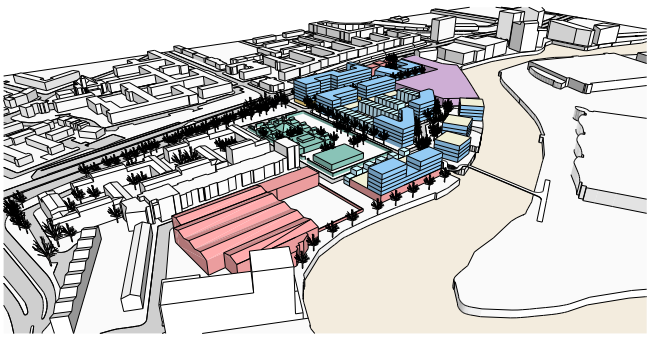
In this option the Former Poplar Bus Depot is configured to become a workspace building, and the Waste Management Facility is retained, with a reconfigured access between Gillender Street, the A12, and the northern access to the site. The school is renovated and re-opened.



Aerial view looking north

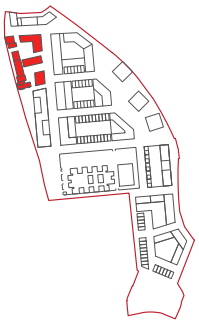


Aerial view looking south



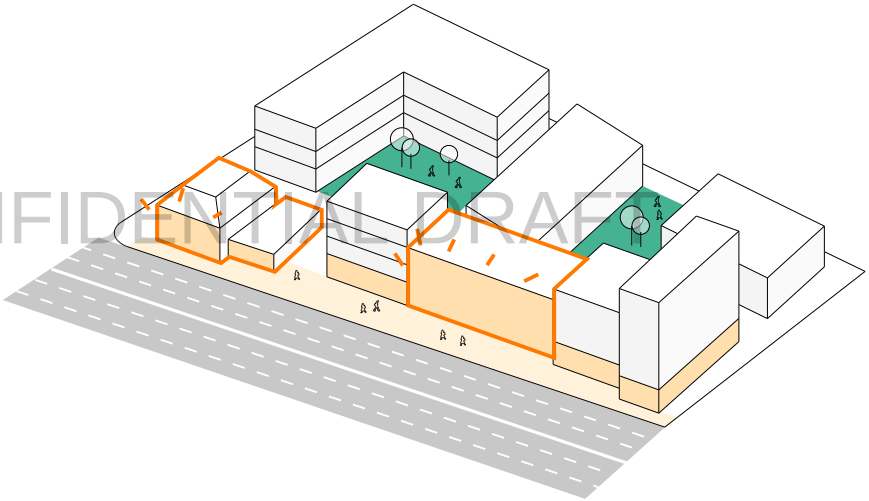
Aerial view looking west

A townscape strategy is proposed that creates a series of liveable and attractive character areas across the site.



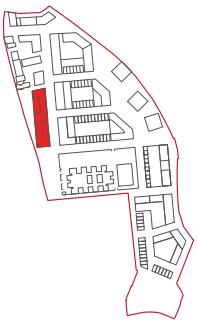
Historic cluster

Housing type: Apartments
Ground floor use: Retail / Workspaces
Built form: 3-4 storeys
Details: provide an enhanced context with the careful addition of new buildings to create an intimate cluster. The buildings should help define the A12 but also offer protection from it.



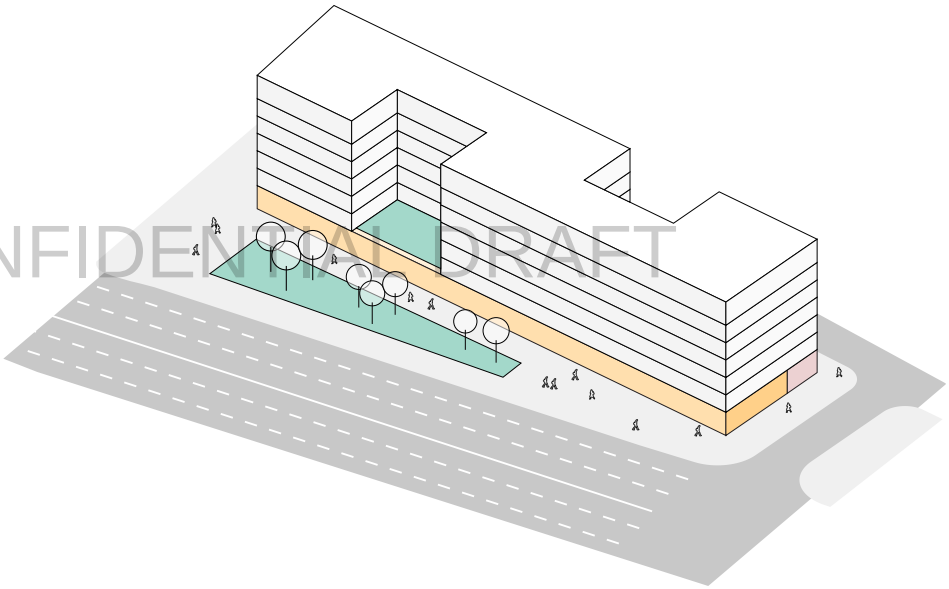
Andersens Boulevard, Copenhagen
Cultural heritage in an urban setting

't Groene Kwartier, Antwerp
Landscape framing the existing buildings



New A12 frontage

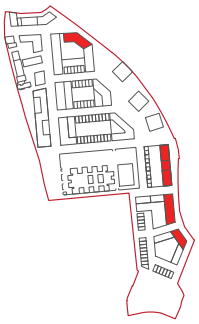
Housing type: Apartments
Ground floor use: Retail / Workspaces
Built form: 3-6 storeys
Details: Retail located along A12, with smaller scale workspaces along Bromley Hall Rd. Amenity spaces on the roof of the plinth. The building should help define the A12 but also offer protection from it.



Karspeldreef Block AB, Amsterdam
Plinth with commercial spaces

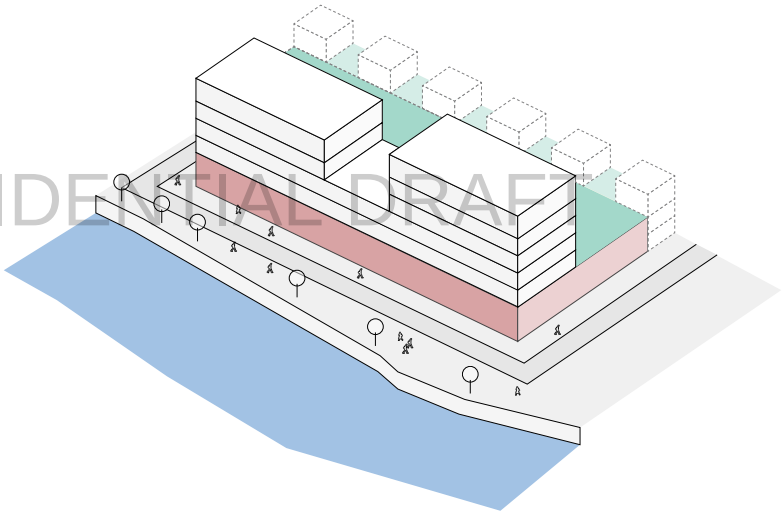
Whitmore, London
Space for businesses at ground level

Galenkop Amsterdam
Residential with commercial ground floor



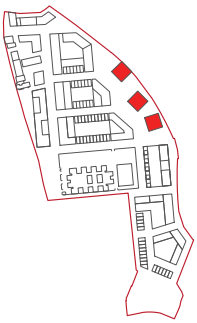
Riverside

Housing type: Urban villas
Ground floor use: Workspaces
Built form: 2-6 storeys
Details: The building should positively front and engage with the river. Ground floor uses can spill out into the public realm. Parking possible in the plinth. Amenity spaces on the roof of the plinth.



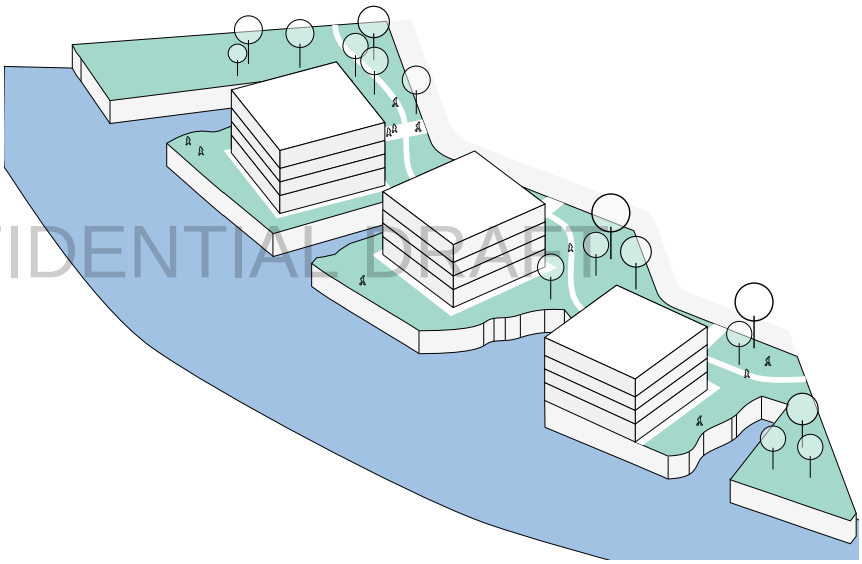
Entrepotdok, Amsterdam
Mixed use waterfront

Mullerpier, Rotterdam
Shared surface on the waterfront



Green waterfront

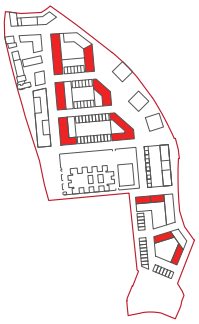
Housing type: Urban villas
Ground floor use: Maisonettes and duplexes
Built form: 3-5 storeys
Details: Urban villas sit within a green landscape and also engage with the river. The green waterfront accessible to the public, with private defensible zones at the ground floor of each urban villa.



Hammarby, Stockholm
Sloping green edge

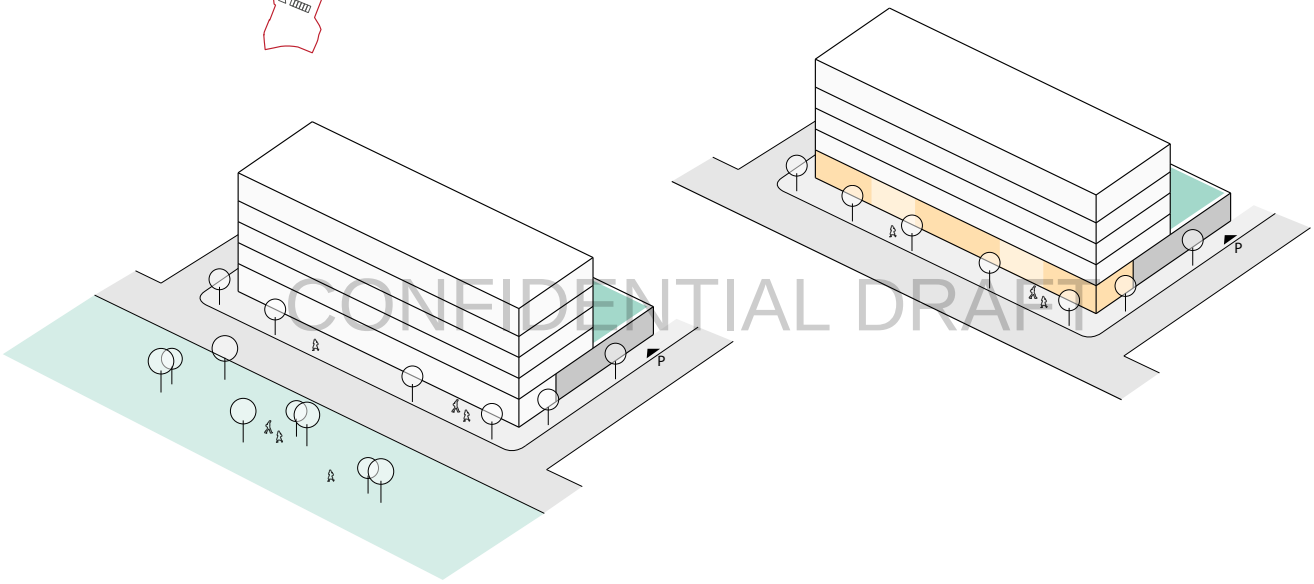
Breevaarthoek Gouda
Sculpted massing at the water edge

Residential Building Verwalter, Dornbirn
Possibility for green open space in front



Apartment block

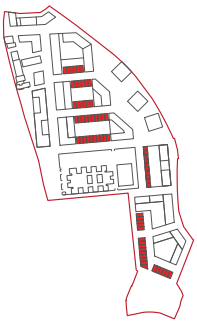
Housing type: Apartments
Ground floor use: Retail / Parking at Bromley Hall Rd
Built form: 3-7 storeys
Details: Ground floor uses positively front the streets, with residential above. Car parking can exist in the plinth of these buildings, though its frontage should be minimised.



Lommerrijk, Amsterdam
Residential block,

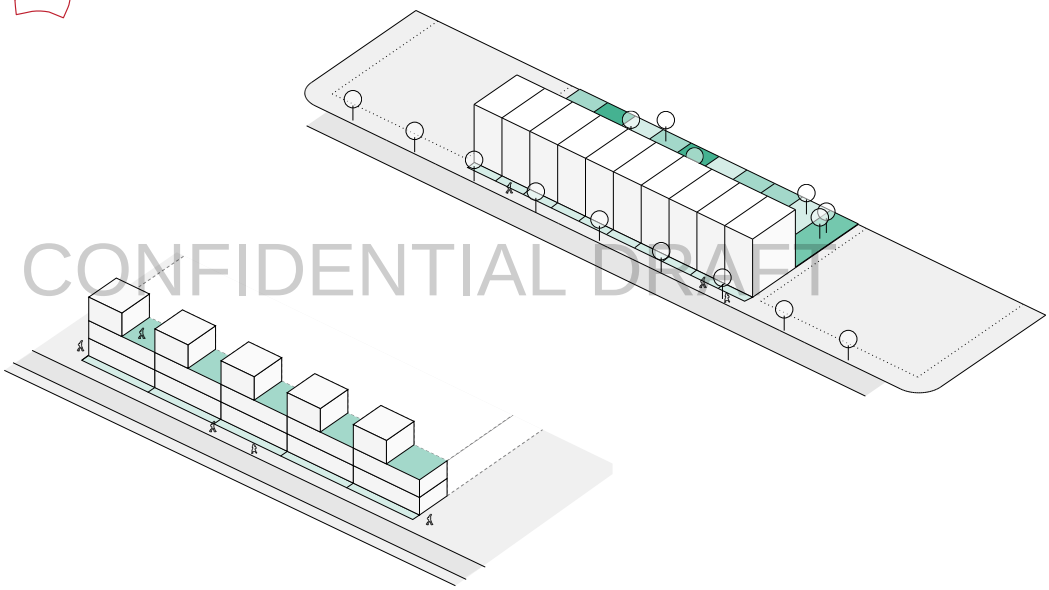
Stadstuinen Rotterdam
Communal amenity space above parking

Stadstuinen Rotterdam,
Live-work units on ground floor



Townhouses

Housing type: Single family homes
Ground floor use: Townhouses
Built form: 2-3 storeys
Details: Houses positively front streets and provide urban definition. Parking is possible in private garages or in the parking plinth of apartment blocks. There is a private front defensible zone, with gardens at rear.



Delft
Private defensible zone at the front

Block 51C, IJburg Amsterdam

Granville New Homes, London

07 Delivering the Strategy

Delivery

Development Management

To unlock the potential of Ailsa Street for redevelopment, the Council will work with landowners, developers, service providers and partners through the development management process. This document alongside, other policies and strategies at national, regional and local level, including the Further Alterations to the London Plan (2015), Tower Hamlets Local Plan will help shape development proposals in the area.

Plan Making

Options available to the Borough to meet GLA waste apportionment targets are to: safeguard the existing waste management facility on site and reprovide a facility; find alternative sites within London; and/or jointly pool apportionment targets with other boroughs. Assessment of these three options will be considered in the Waste Evidence Base to support the new Local Plan

Partnership working with the GLA

As part of the Housing Zone bid, the Council made a commitment to work with the GLA to de-designate the waste management area and assist with site assembly. As part of the new Local Plan preparation process, the Council will work with GLA and neighbouring boroughs to seek alternative solutions to meet London Plan's waste apportionment target.

Land Assembly

The successful delivery of Ailsa Street is dependent on redevelopment which positively contributes towards placemaking in a comprehensive manner.

However, Ailsa Street landownership pattern is fragmented and varies in public and private. This presents a challenge to achieving comprehensive redevelopment. The Council encourages landowners in the area to work together to develop proposals that deliver shared benefits, and optimises the best use of land.

The Council is currently considering how to maximise its land assets in the area to benefit Tower Hamlets communities. In doing so, the Council will need to put its preferred implementation strategy for its land assets

Funding and Infrastructure Delivery

Housing Zone

The GLA has designated Housing Zones as areas with substantial potential to unlock and accelerate housing delivery in London through targeted investment, engagement and planning. They are expected to be in place until 2025 and play an important role in ensuring current rates of delivery new homes in London to address population growth.

The Housing Zones programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.

The Council has secured approximately £21m for a bridge, land acquisition and land remediation for Ailsa Street.

Infrastructure

Based on the level of development envisaged by the Local Plan, a number of environmental and transport related requirements to support development have been identified. Planning applications for development within the area will need to adhere to the infrastructure requirements to ensure this is provided as part of the development management process.

In order to assist the delivery of infrastructure in the area through development management negotiations and in order to make a case to unlock infrastructure, the Council's Management Development Document Site Allocation for Ailsa Street has identified requirements and opportunities for infrastructure improvements. These requirements include:

Public Realm and Transport:
• Subway improvements
• Improvements to Lognagar junction A12
• The provision of vehicular and pedestrian signage
• New walking and cycling routes

Education
• New 2 Form Entry Primary School

Employment
• Provision of flexible modern employment floorspace

Open space and public realm
• Provision of new public spaces on the waterfront and the environmental enhancement of the River flood defence wall.
• Funding of landscape enhancements associated with the existing highway network.

Waste Management Facility
• Reprovison of a waste management facility which could be integrated into the urban fabric providing it minimises the environmental disruption

Monitoring

The Council monitors the effectiveness and suitability of policies in the council's Annual Monitoring Report (AMR). The supplementary guidance in this SPD and infrastructure will be monitored as part of this process.

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TOWER HAMLETS