

PURPOSE OF THIS ADDENDUM

The purpose of this Addendum is to support the London Borough of Tower Hamlets' emerging new Local Plan, which will guide development in the Borough over the next 15 years (to 2031). The evidence base study for the Council's place-making-related policies in the 2010 Core Strategy is the 2009 LBTH research on Urban Structure and Characterisation Study. Since the adoption of the 2010 Core Strategy, a number of key policy changes, nationally and regionally, have been introduced. These include the National Planning Policy Framework (2012), the Localism Act (2011) and various changes to the London Plan, such as requirements for carbon emissions, high quality design for housing and new and much higher housing targets for the borough.

To inform the new Local Plan, the Council is required to "ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area" (Paragraph 158 NPPF). Tower Hamlets is therefore revisiting and revising its existing evidence base of characterisation study to ensure it is robust and relevant for today.

GROWTH TRENDS IN TOWER HAMLETS

The London Borough of Tower Hamlets (LBTH) features diverse, historic and vibrant communities, and places that provide strong economic opportunities. These characteristic communities and places are experiencing significant socio-economic transformation, along with London's prosperity and growth, and its distinctive role in the global economy. For example, the expansion of the City into the City Fringes such as Shoreditch, Spitalfields, Aldgate, and Whitechapel has brought significant development pressure to those areas. Technology and creative industries companies have been clustered in the area around Old Street/ Shoreditch/ Commercial Street, which is now the third-largest technology start-up cluster in the world after San Francisco and New York City. Canary Wharf has successfully attracted international financial institutions to locate there, as it is considered to be the main alternative option for traditional City occupiers. The Olympic Legacy, together with Canary Wharf, has attracted more people to move into the eastern part of the Borough.

Given the rapid growth of London, and the trend towards moving east for the last decade, Tower Hamlets is one of the fastest growing Boroughs in the UK.

While this growth provides great development opportunities for London and the Borough, the dynamics of growth within the overall Greater London area, and in Tower Hamlets, provides a significant challenge to the Council to evaluate fragmented development projects with the opportunity and potential for place-making, and with their impacts on the Borough's existing characteristic places. As such, to address the dynamic growth forces, there is an urgent need for a comprehensive review which provides a new understanding of those impacts on the existing places and their spatial issues and potential.

APPROACH

The existing evidence base study for the Council's place-making-related policies is the 2009 LBTH research on Urban Structure and Characterisation Study. This study examines 24 places, and provides surveys of historic character and identity, landscape and open space, heritage and townscape, and movement and block pattern for each place. As the dynamic economic and population growth in Tower Hamlets has created a huge development pressure in the Borough, and generated a significant amount of fragmented high density development proposals, the individual-place approach of the 2009 study now seems insufficient to provide guidance on this growth pressure.

The main reasons include:

- Places are described with their historic and existing character, without an issue-and-potential-oriented approach
- Places are described as individual and independent spaces, without a relationship to their adjacent areas or a wider context
- The document can be used with a site constraint assessment, but it does not show what can be enhanced, improved or created. It does not show the opportunity or potential for a site.

To address the different dimensions concerning the significance of character and place, the Mayor of London's Character and Context SPG (2014) provides guidance on the attributes of character and local context in London, and an analysis and appreciation of the correlation and interrelationships between these different aspects of character, which are key to the implementation of policies in Chapter 7 of the Replacement London Plan (2011), particularly Policies 7.4 Local Character and 7.1 Neighbourhoods and Communities.

Therefore, this addendum aims to apply a more integrated place-making analysis approach. Firstly, it identifies the change of existing character since the 2009 study. It then attempts to understand the character of the local context of places, and their place-making issues, which include the issues arising from the spatial relationships between places. Based on the distinct local character and spatial issues, the redevelopment or regeneration potential will be identified with intervention areas and improvement of public realm and linkage.

STRUCTURE OF THE ADDENDUM

The structure of the Addendum includes 7 groups of the places identified in the 2009 study. However, it does not include Victoria Park and Fish Island, as Victoria Park doesn't have development issues, and Fish Island's planning authority is London Legacy Development Corporation. The 7 groups are listed as follows:

- 1 Canary Wharf, Blackwall & Leamouth
- 2 Millwall & Cubitt Town
- 3 Aldgate, Spitalfields & Whitechapel
- 4 Mile End, Stepney Green & Limehouse
- 5 Bow Common, Bromley-by-Bow, Poplar & Poplar Riverside
- 6 Shadwell, Wapping & Tower of London/ St Katharine's
- 7 Shoreditch, Bethnal Green & Globe Town

Each group incorporates between two to four places, in order to provide more integrated spatial relationships. In each group section, three main topics are structured as follows:

- 1 Main Changes since 2009
 - Historic Character and Identity
 - Landscape and Open Space
 - Heritage and Townscape
 - Block Pattern and Movement
- 2 Main Spatial Issues
- 3 Redevelopment and Regeneration Potential
 - Principles
 - Intervention Areas
 - Improvement of Public Realm and Linkage

Canary Wharf Blackwall & Leamouth

MAIN CHANGES since 2009

Historical Character and Identity

Leamouth and the south side of Aspen Way in Blackwall has become a cluster of dense, high-rise residential blocks and towers.

Landscape & Open Space

No change.

Heritage & Townscape

There has been significant new development of tall buildings at Leamouth (London City Island), the site opposite the listed East India Dock Wall and Gateway, and the area around Blackwall DLR stations, and there is also continuous development at Canary Wharf, including the Crossrail station and Wood Wharf.

Block Pattern & Movement

The London City Island development at Leamouth will provide a pedestrian bridge to connect Canning Town tube station. There will also be a proposed new pedestrian bridge which links Canary Wharf with South Quay.

MAIN SPATIAL ISSUES

1 These areas have been seriously affected by physical severance, which includes the DLR railway, A12, A13 (East India Dock Road) Aspen Way and the South Dock of West India Docks.

2 The prosperity of Canary Wharf seems to drive significant but fragmented residential development in Blackwall and Leamouth, which have easy access to Canary Wharf through the DLR/ tube station. However, these fragmented developments fail to improve the quality of public realm and pedestrian links in their soundings.

3 Canary Wharf is well situated within these spatial barriers, with major public transport connections including four DLR stations, a Jubilee Line tube station and a forthcoming Crossrail station. However, the connection roads toward its surroundings are mostly vehicle-dominated / pedestrian unfriendly, and include Westferry Road, Aspen Road, Trafalgar Way and Prestons Road.

4 Due to these spatial barriers, the highly dense activity in Canary Wharf is limited to within Canary Wharf and fails to spill over into, and benefit, the surrounding areas in terms of commercial or retail/ leisure activities.

5 Westferry DLR station is considered to be an arrival point to the Canary Wharf / Isle of Dogs area from central London. However, turning from West India Dock Road, Westferry Road fails to provide a welcoming, active and pedestrian friendly street frontage. The car park entrance located at the corner West India Dock Road and Hertsmere Road provides a strong 'back door' image of Canary Wharf at this prominent arrival point.

6 The link between Poplar DLR station and Poplar High Street is poor and not legible. It fails to provide an inviting image from the station toward the high street.

7 The Blackwall DLR station is seriously affected by the physical severance of its adjacent roundabout to the west and the A1261/ Aspen Way to the south. It is not legible and not easy to access from the west or the south. It is poorly connected to the south side of Aspen Way despite the short distance.

8 The street frontage is poorly designed or poorly defined along Trafalgar Way and Prestons Road. As a result, the main pedestrian access routes from Blackwall to Canary Wharf are pedestrian unfriendly.

9 The riverside walk stretching from Trinity Buoy Wharf/Container City, through East India Dock Basin, towards Canary Wharf is interrupted by several sites.

10 While the new development of London City Island at Leamouth will have easy access from Canning Town tube station to the north, it is considered that the amenity value of East India Dock Basin and the proximity of East India DLR station to the west has not been appropriately exploited.

REDEVELOPMENT AND REGENERATION POTENTIAL

Principles

1 Extend potential activity from Canary Wharf into its surrounding areas through stronger, more numerous and more friendly pedestrian links.

2 Establish Westferry as an arrival point, and an intergation point, for the east end of Canary Wharf and of Blackwall.

3 Intensify the mixed use and local activity with improvements to the public realm and movement around Blackwall DLR station as a new local hub.

4 Create a vibrant community with great green/blue amenity and public transport access in Leamouth.

Intervention Areas and Improvement of Public Realm and Linkage

1 The site next to Westferry Station and the area around the junctions of West India Dock Road, Mind Street and Pennyfields, combined with the historic cluster of the former Excise Office, Museum of London Docklands and Cannon Studio, may provide a redevelopment opportunity to create a welcoming and pedestrian friendly arrival place for both Canary Wharf and Blackwall. This arrival place will integrate the two areas and extend the pedestrian links from Westferry station into Canary Wharf to the south-east and to East India Dock Road to the north.

2 The area around Blackwall DLR station should be considered as a new local centre, which will provide retail and community services and will reconnect the currently fragmented, pedestrian unfriendly and poorly used spatial patterns in this area. The station square and the blue amenity, Blackwall Basin, should be reconsidered with the pedestrian subway, which should be more legible and easily accessed from both north and south ends. The solid wall between the basin and Prestons Road should be opened up to create a sense of place. The unfriendly street frontages along Cotton Street, Robin Hood Gardens, the roundabout, Trafalgar Way and Prestons Road may be improved through the potential developments in this area. A masterplan for this area may be needed.

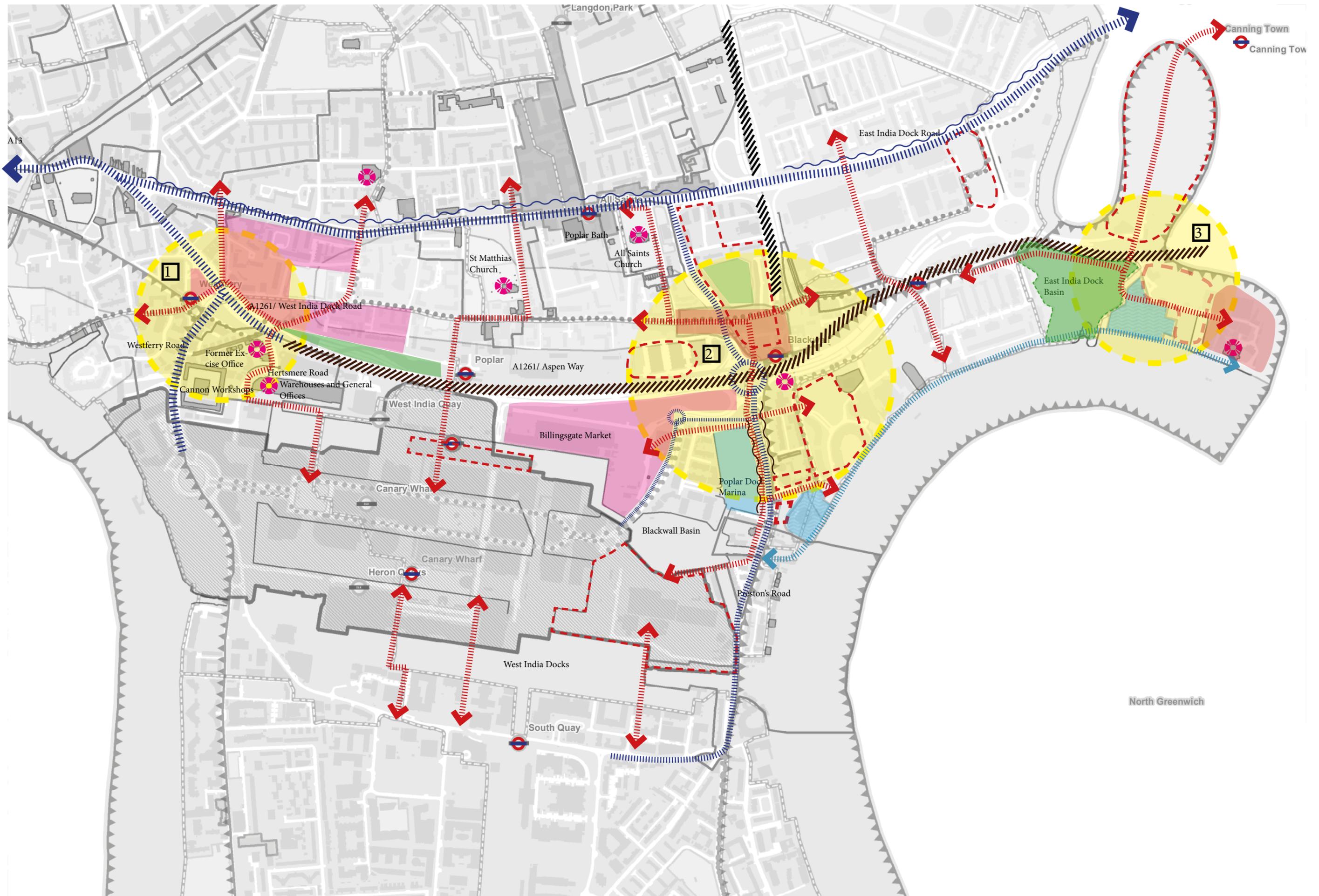
3 Leamouth has great social and natural/physical assets, including East India Dock Basin, Thames riverside, Trinity Buoy Wharf, Royal Drawing School, Container City and the new home for English National Ballet. It should exploit the amenity value of the basin and the safeguarded wharf as its main public open space with a new domestic pedestrian access route from East India Quay DLR station, which is located along the basin to avoid the busy and pedestrian-hostile Lower Lea Crossing and roundabout.

Legend

-  Town Centre or Local Activity Area
-  Place-making Focus
-  Strategic Pedestrian Movement
-  Strategic Local Activity Zone (existing & proposed)

-  Strategic Green Public Space
-  Strategic Blue Public Space
-  Vehicle-dominated Road (pedestrian unfriendly)
-  Spatial Barrier

-  Landmark or Visual Focus
-  Listed Buildings
-  Pedestrian Unfriendly
-  Large New Developments



MAIN CHANGES since 2009

Historical Character and Identity

High-rise residential, hotel and back office blocks have become dominant around Marsh Wall, Millharbour and Limeharbour.

Landscape & Open Space

No change.

Heritage & Townscape

There has been significant development of tall buildings around South Quay.

Block Pattern & Movement

Some minor changes to pedestrian routes inside the street blocks due to the new high-density developments.

MAIN SPATIAL ISSUES

1 Crossharbour town centre is not a real town centre but a large standalone supermarket and large car park. Currently it does not provide any social and leisure amenity, and it fails to integrate with and exploit the Mudchute Park and Farm to the south and Millwall Outer Dock to the west, to form a stronger sense of community and leisure hub for this residential dominated area.

2 While the DLR link provides easy access to Canary Wharf from this area, the pedestrian and bike routes to Canary Wharf need further improvement. Currently Westferry Road and Preston Road/ Manchester Road provide a linkage similar to a ring system which connects Canary Wharf on its east and west fringes. The central section of Canary Wharf is separated from this area by South Dock. There is only one pedestrian bridge crossing South Dock, and the bridge is poorly connected to the main street - Marsh Wall in South Quay.

3 Hotels and serviced apartments have become more and more dominant in the South Quay area, which may result in heavier use of road, pedestrian bridge and other public realm, and result in conflicts with the increased residential population.

4 There is abundant green and blue amenity in this area; however, much of it has not been well designed or connected, and is not easily accessed by pedestrians and bikes.

5 Much shared surface for car parking and pedestrians is provided in this area. However, it appears pedestrian unfriendly due to safety issues, poor legibility, and the unpleasant walking experience.

REDEVELOPMENT AND REGENERATION POTENTIAL

Principles

1 Support Canary Wharf development with further commercial space, high quality accommodation and comprehensively designed green and blue amenity spaces

2 Create a vibrant Town Centre at Crossharbour that provides retail, leisure and community services for local residents and visitors, in contrast to the busy and dense Canary Wharf shopping centre.

3 Provide a comprehensive public realm and movement strategy for the whole area to provide easy and pleasant pedestrian/ bike access to Canary Wharf, and to exploit the abundant blue and green amenity in this area.

Intervention Areas and Improvement of Public Realm and Linkage

1 Crossharbour Town Centre

Crossharbour Town Centre should exploit its central location in this residential dominated area, easy access to public transport, and immediate proximity to Mudchute Park and Farm, to create a warm, friendly and relaxing community centre, which could provide retail, cafe/restaurant,

library, and community services, combined with green and blue amenity. The spatial organisation should be reconsidered with the link between East Ferry road and Manchester Road, and the link to the farm and the dock.

2 South Quay

South Quay should be considered as an extension of Canary Wharf, which provides high quality commercial space and high quality accommodation with a well-considered mix of visitors and local residents. Pleasant walking routes and continuous street activity should be well considered to draw people from Canary Wharf, crossing South Dock to Marsh Wall. As such, the improvement of pedestrian and bike links to Canary Wharf, and the provision of high quality street activity and amenity space, is crucial to support the rapid growth of this area and also to respond to the hugely increased needs driven by sharply increased density and population in this area.

3 Dockside and Riverside

To exploit the amenity value of the Docks and the riverside, easy access, continuity routes, well-arranged activity and spatial connections, and well-designed building frontage, landscape and square, should be provided with a comprehensive public realm and movement strategy.

4 Housing Regeneration

There are a number of old housing estates that had applied an institutional/modernist approach, and where the public realm and movement strategy was poorly considered. Due to the minimum through traffic and landscape mitigation, the issues regarding the poor definition of fronts and backs are less serious than similar kinds of housing estates in a busy-traffic area. However, housing regeneration will help to provide a better-defined public realm and movement, and better-considered riverside amenity, to create a stronger sense of place for the neighbourhoods.

Legend

 Town Centre

 Place-making Focus

 Strategic Pedestrian Movement

 Strategic Local Activity Zone (existing & proposed)

 Strategic Green Public Space

 Strategic Blue Public Space

 Vehicle-dominated Road

 Spatial Barrier

 Landmark or Visual Focus

 Listed Buildings

 Pedestrian Unfriendly

 Large New Developments



MAIN CHANGES since 2009

Historical Character and Identity

No change.

Landscape & Open Space

No change.

Heritage & Townscape

There has been significant development of tall buildings around the junction of Commercial Street, Whitechapel High Street, Commercial Road and Leman Street.

Block Pattern & Movement

The alienating junction of Commercial Street, Whitechapel High Street, Commercial Road and Leman Street has been significantly changed and improved by new development and reorganisation.

MAIN SPATIAL ISSUES

1 The expansion of the City, and the development of technology and creative industries, has had significant impact on Spitalfields and Aldgate. Due to the limited availability of redevelopment land, new developments have been driven from Bishopsgate to Commercial Street, Brick Lane and Aldgate.

2 Creative industry companies have gradually expanded from Shoreditch and the north of Brick Lane to the south and to the east.

3 Aldgate has also benefitted from the proximity of the Tower of London and Tower Bridge for tourism developments such as hotels and coffee shops.

4 Busy east-west through traffic on Whitechapel Road and Commercial Road has contributed to alienating the street frontages and separating the area.

5 Whitechapel street market provides strong character and identity. However, the current pedestrian routes seemingly fail to provide easy movement along the street and connecting to the surroundings.

6 In spite of the close distances, the spatial relationships between Whitechapel and Spitalfields, Bethnal Green, Shadwell and Stepney Green Garden are not legible at all.

7 The old house estate (housing estate 1) located between Brick Lane and Whitechapel has halted further spill over of the expansion of technology and creative industries.

8 The poorly designed housing estate (housing estate 2), located between Whitechapel and Bethnal Green, alienates the main link, Cambridge Heath Road and separates the two areas.

9 The housing estate (housing estate 3) located to the south-east of Whitechapel Hospital fails to provide clear spatial orientation towards Stepney Green Garden. It also fails to provide appropriate important street frontage along Commercial Road, which should help to activate the street with Shadwell district centre and provide some spatial implication of Whitechapel town centre to the north.

10 There is very limited land available in the Whitechapel masterplan area. The benefits of the new Crossrail station may not be properly exploited.

11 The arrival at Wapping from Aldgate is poorly addressed

REDEVELOPMENT AND REGENERATION POTENTIAL

Principles

- 1 Intensify Whitechapel town centre
- 2 Expand the creative industries from Brick Lane to the east
- 3 Connect Whitechapel Town Centre with Spitalfields, Bethnal Green, Stepney Green Garden and Shadwell

Intervention Areas

1 Whitechapel Town Centre should be provided with more permeable and pedestrian friendly movement routes, stretching into and connecting with the adjacent areas.

2 The regeneration of the housing estate [1] has great potential for a highly vibrant mixed-use development, which extends the creative industries and leisure activities from Commercial Street and Brick Lane, and connects to the retail and commercial uses in Whitechapel town centre. It may be considered as new 'West End' in East End.

3 The area of the housing estate [2] has the potential for mid-range-height high-density residential-led regeneration due to the transport improvements and the proximity to retail and green amenity.

4 The area of the housing estate [3] has the potential to provide more relaxing residential-led regeneration that is connected with Stepney Green Gardens and with Shadwell.

Improvement of Public Realm and Linkage

1 Stronger pedestrian links from Brick Lane, Allen Gardens/ Spitalfields City Farm, to Vallance Gardens and Whitechapel town centre.

2 Improve the pedestrian route from Whitechapel to Weaver Garden.

3 Improve the link between Whitechapel and Bethnal Green by reinstating street frontages along Cambridge Heath Road and increasing other pedestrian routes.

4 Strengthen the legibility between Whitechapel and Stepney Green Garden with tree line.

5 Improve the permeability of Whitechapel town centre

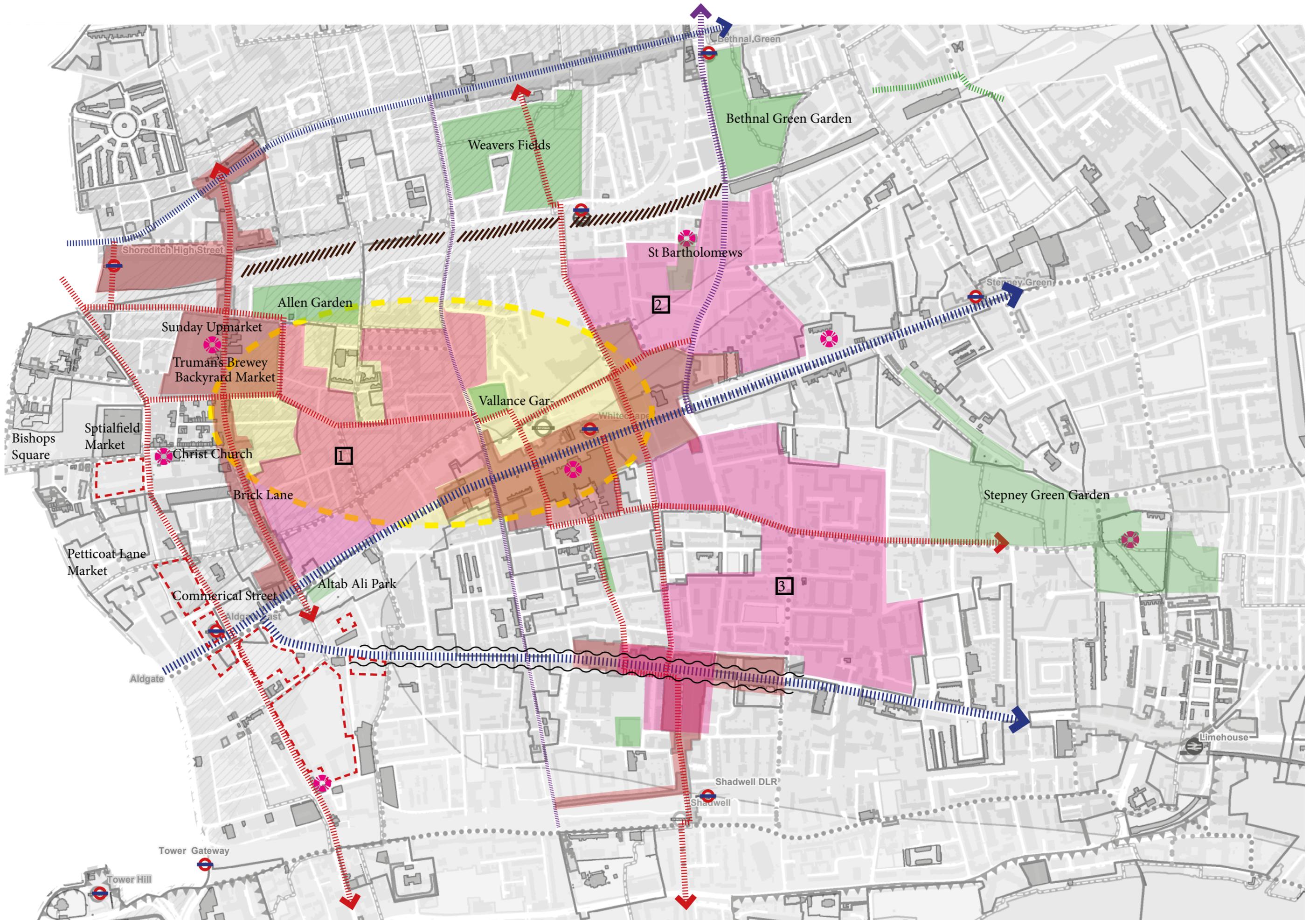
6 Improve the pedestrian link along Philpot Street and other pedestrian routes from Whitechapel town centre to Shadwell district centre.

Legend

-  Town Centre
-  Place-making Focus
-  Strategic Pedestrian Movement
-  Strategic Local Activity Zone (existing & proposed)

-  Strategic Green Public Space
-  Strategic Blue Public Space
-  Vehicle-dominated Road
-  Spatial Barrier

-  Landmark or Visual Focus
-  Listed Buildings
-  Pedestrian Unfriendly
-  Large New Developments



Mile End Stepney Green & Limehouse

MAIN CHANGES since 2009

Historical Character and Identity

No change.

Landscape & Open Space

No change.

Heritage & Townscape

There have been new developments on Mile End Road opposite Queen Mary University, the area between Ben Jonson Road and Shandy Street, and the area along Commercial Road between Limehouse DLR station and Salmon Lane.

Block Pattern & Movement

No change.

MAIN SPATIAL ISSUES

1 The Mile End, Stepney Green & Limehouse areas all have rich heritage assets, as well as green, blue and social infrastructure, including Queen Mary University, Mile End Park, Regent's Canal, Limehouse Basin, Limehouse Cut and several conservation areas. However, the busy through traffic on the A11/ Mile End Road, A13/ Commercial Road, A1203 The Highway, and A1205 Burdett Road, have all created spatial severance and resulted in the lack of a sense of place.

2 The car-dominated east-west Mile End Road, from Stepney Green Station through Mile End Park to Mile End Station, provides discontinuous and unattractive street activity due to pedestrian movement interruption from the very narrow pavement, and inactive frontage along the university, the poorly designed residential estate on the south side of the road, the poorly designed building facade and ground floor arrangement along the road, and the visual interruption of the north-south fly-through Mile End Park.

3 The north-south orientated Mile End Park apparently fails to provide a clear, legible, attractive, and relaxing north-south pedestrian link from the Limehouse area in the south, through Mile End to Victoria Park in the

north. This is due to the interruption of railway and houses on site, the narrow pavement, the immediately adjacent and busy Burdett Road, which is car-dominated, and lack of appropriate and active street frontage.

4 The new developments between Ben Jonson Road and Shandy Street provide denser residential blocks. However, the increased density doesn't seem to be able to strengthen the local retail centre along Ben Jonson Road, as many shops are still vacant and boarded up.

5 There are many fragmented new developments along the busy Commercial Road between Limehouse DLR station and Salmon Lane, due to the proximity of the station. However, the lack of a comprehensive masterplan for this area, the narrow pavement and poorly considered public realm fails to link and integrate the whole area, in order to exploit the rich heritage assets and green and blue infrastructure.

6 The lack of a well-considered public realm strategy for the pedestrian-hostile Commercial Road, Butcher Row and The Highway in the Limehouse area, is reflected in the inconsiderately or defensively designed property development, unpleasant pedestrian movement routes, discontinuous street activity and vacant or boarded up shops.

7 The proximity of blue infrastructure, such as Regent's Canal and Limehouse Cut, and the beauty of heritage assets along the street, is not properly exploited or realised to provide a fresh breath and relief for the unpleasant busy traffic.

REDEVELOPMENT AND REGENERATION POTENTIAL

Principles

- 1 Intensify the mixed uses around Mile End Station as a town centre
- 2 Improve the public realm and connections around Limehouse DLR station.
- 3 Create a sense of heritage cluster around of St Anne's Church, with strong green and blue amenity.

Intervention Areas

1 Intensify the mixed uses of the street blocks at the corners of Mile End Road and Burdett Road as both a living, education and leisure hub, and a growth driver in the centre of the Borough, and extend the activity from Mile End Road, along Mile End Park into the area between Mile End and Limehouse. The relationship between the street frontages and Mile End Park should be reconsidered to mitigate the negative impacts of car traffic, and to create a sense of urban squares, with a good balance of vibrant retail/leisure activity and relaxing green open space.

2 Strengthen the land uses and public realm strategy for the area around Limehouse DLR station to improve the image and attractiveness of the main road and the linkage to the rich green and blue amenity in the neighbourhood.

3 Create a sense of place for the heritage cluster around St Anne's Church with the amenity of Limehouse Cut and the local retail street of Salmon Lane.

Improvement of Public Realm and Linkage

1 Enlarge the pavement and activate the street frontage along Mile End Road, particularly for the areas along the University and the tube station.

2 Strengthen the ease and attractiveness of the north-south pedestrian movement along Mile End Park from the Limehouse area in the south to Victoria Park in the north.

3 Create a green corridor along Ben Jonson Road between Mile End Road and Stepney Green

4 Improve the pedestrian pavement along Commercial Road around the Limehouse DLR station and St Anne's Church.

5 Increase north-south pedestrian linkages in order to provide easy access from Commercial Road to social, green and blue infrastructure.

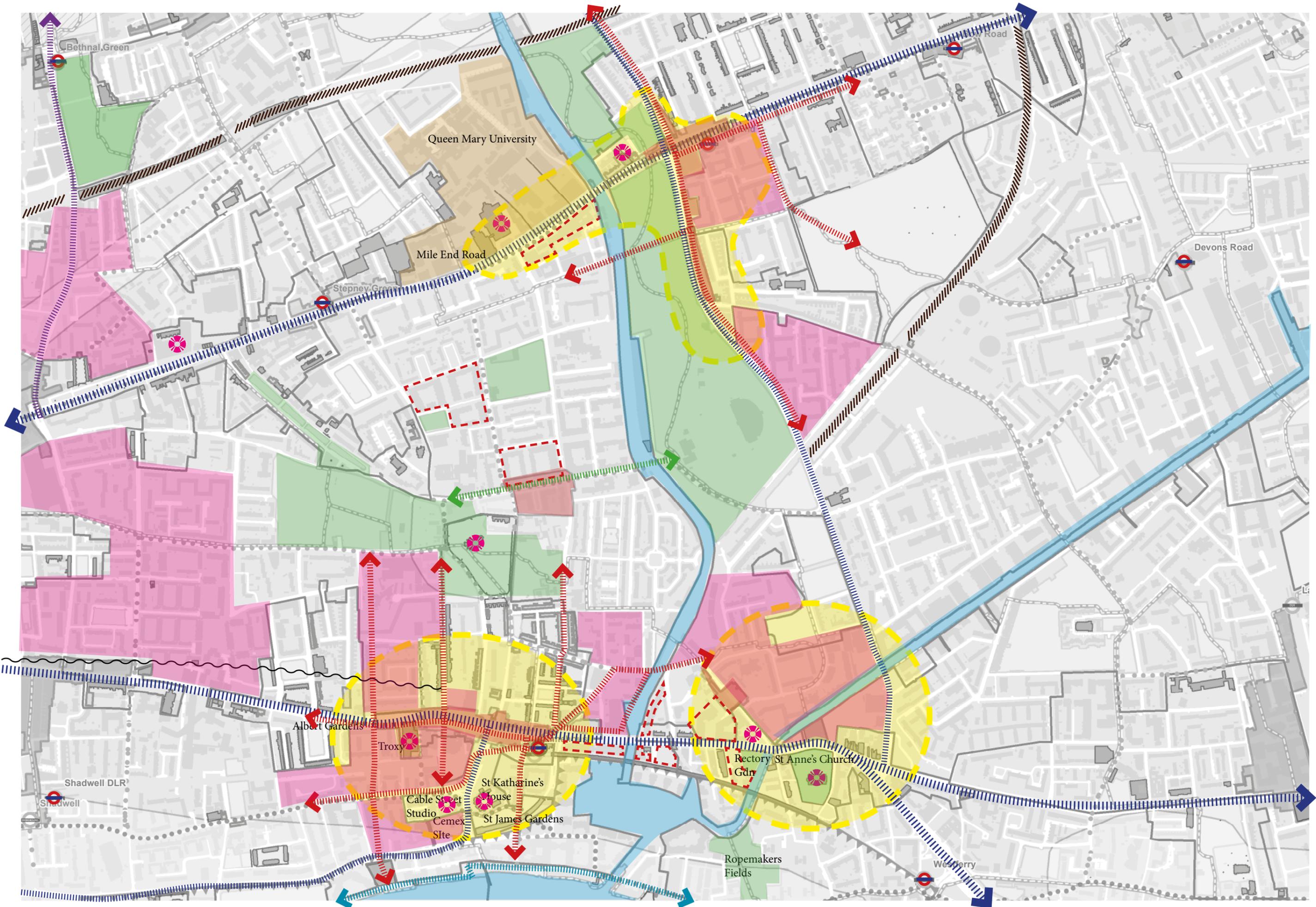
6 Create canal side squares along Limehouse Cut to provide a breathing area for the busy Commercial Road around the historic cluster of St Anne's Church and the local retail street of Salmon Lane.

Legend

-  Town Centre
-  Place-making Focus
-  Strategic Pedestrian Movement
-  Strategic Local Activity Zone (existing & proposed)

-  Strategic Green Public Space
-  Strategic Blue Public Space
-  Vehicle-dominated Road
-  Spatial Barrier

-  Landmark or Visual Focus
-  Listed Buildings
-  Pedestrian Unfriendly
-  Large New Developments



Bow Common, Bromley-by-Bow, Poplar & Poplar Riverside

MAIN CHANGES since 2009

Historical Character and Identity

The areas along the River Lea, A12, DLR stations and Limehouse Cut have changed through significant redevelopment from light industrial sites into residential led uses.

Landscape & Open Space

No change.

Heritage & Townscape

The townscape has had significant changes, with many taller and higher-density residential-led redevelopments or regeneration schemes in this area.

The driver for residential development appears to be a comprehensive pressure in the area rather than for specific places, subject to land availability and institutional factors.

The most visibly noticeable transformation are the tall residential buildings developed along the A12, such as at locations including the junction of A12 & A11/ Bow Road, next to Bromley-by-Bow station, and at the junction of Limehouse Cut and River Lea.

Areas along the DLR rail line, Crisp Street, Morris Road, Violet Road, Bartlett Park, Limehouse Cut, A13 and St Paul's Way have a number of large residential developments when there are site available.

Block Pattern & Movement

Some large redevelopment/regeneration schemes have changed the block pattern and movement routes, and include St Andrew's next to Bromley-by-Bow station and at Aberfeldy Village.

MAIN SPATIAL ISSUES

1 The busy through traffic of the A12 (in particular) A11, A13 and Burdett Road, and the railway lines, have created a large degree of psychological and physical severance for this area. However, there is very little benefit from the fragmented developments around them in improving that.

2 The significant amount of residential-led development appears piecemeal and

fails to integrate the fragmented areas into the wider context of spatial quality and continuity of public realm and movement. In most cases, they also fail to unlock the riverside / canal-side amenity value for public interest.

3 The existing town centres in this area have not seen significant improvements. Instead, the poor quality and unattractiveness of the public realm and pedestrian movement routes threaten the prosperity of town centres and high streets in this area.

REDEVELOPMENT AND REGENERATION POTENTIAL

Principles

1 Strengthen the town centres and the adjacent public realm and pedestrian movement routes through potential regeneration projects, in order to integrate the surrounding areas and provide appropriate amenity for residential-dominated neighbourhoods.

2 Reconnect or regroup the fragmented areas through strategic regeneration projects and strategic pedestrian friendly connections to town centres and public transport.

3 Strengthen key street frontages with provision of more generous pavement, green buffer or amenity space to mitigate the impact of through traffic.

Intervention Areas and Improvement of Public Realm and Linkage

1 Bromley-by-Bow Town Centre Regeneration

Currently Bromley-by-Bow is not a real town centre but a standalone superstore. How this area is redeveloped is crucial to redefining Bromley-by-Bow town centre, which should integrate the Bromley-by-Bow station and knit both sides of the A12, with stronger pedestrian linkages to the surroundings including 3 Mills Studio, Stroudley Walk and the Bow Church.

As such, a comprehensive town centre and residential-led regeneration should be considered for the area from the River Lea to the east, Bromley-by-Bow station to the south, Stroudley Walk to the west and Bow Road to the north. It should take advantage of the River Lea riverside amenity, 3 Mills leisure amenity, retail and health services, Bromley Recreation Ground, and convenient public transport, to recreate a new vibrant, attractive and mixed-use town centre, with abundant potential amenity spaces.

2 Crisp Street Town Centre

Crisp Street Town Centre has suffered from the busy A13, poor spatial design and poor public realm quality. While the shops, market space and the convenient location have provided sufficient retail service to the neighbouring areas, it is not considered to be a comfortable and pleasant place for people to enjoy, play and socialise as a district centre. A town centre square should be created to provide relief from the A13, and to knit the Poplar Bath on the south side of the A13 with the retail-orientated arrangement on the north side. A sense of centre should also be extended to the Poplar Recreation Ground, the P. O. S. to the north, and both sides of Crisp Street. An appropriate image of the centre should be well considered from All Saints Station and further regeneration of the housing estates around the town centre could help to integrate the whole area. The important view from Brownfield Street, through the town centre and Grundy Street to St Mary & St Joseph Church should be strengthened.

3 Regroup Westferry DLR/ St Annes' Church/ Burdett Road

Despite the short distances from the DLR stations, the shops, listed buildings and amenity space at heritage sites along Commercial Road between Limehouse and Burdett Road have suffered from the busy through traffic. An increase of permeability and relieved spaces by provision of amenity space from Limehouse Cut to Commercial Road, and improvement of public realm along Commercial Road and the triangular area of Burdett Road, East India Road and West India Road, may help to increase footfall of pedestrians and to survive the high street.

4 Link both sides of A12 & East India Dock Road, regenerate old housing estates and unlock the potential of riverside

Provide friendly pedestrian routes to DLR stations from the River Lea riverside will help to mitigate the sense of severance in the areas along the A12 and East India Dock Road, and to unlock development potential along them. Better and more pedestrian crossings should be provided, and the defensive design of old housing estates located along the A12 may be improved by regeneration projects with higher priority. These will transform the currently isolated areas, exploit the riverside amenity and create more attractive residential places.

5 Riverside and Canalside walk

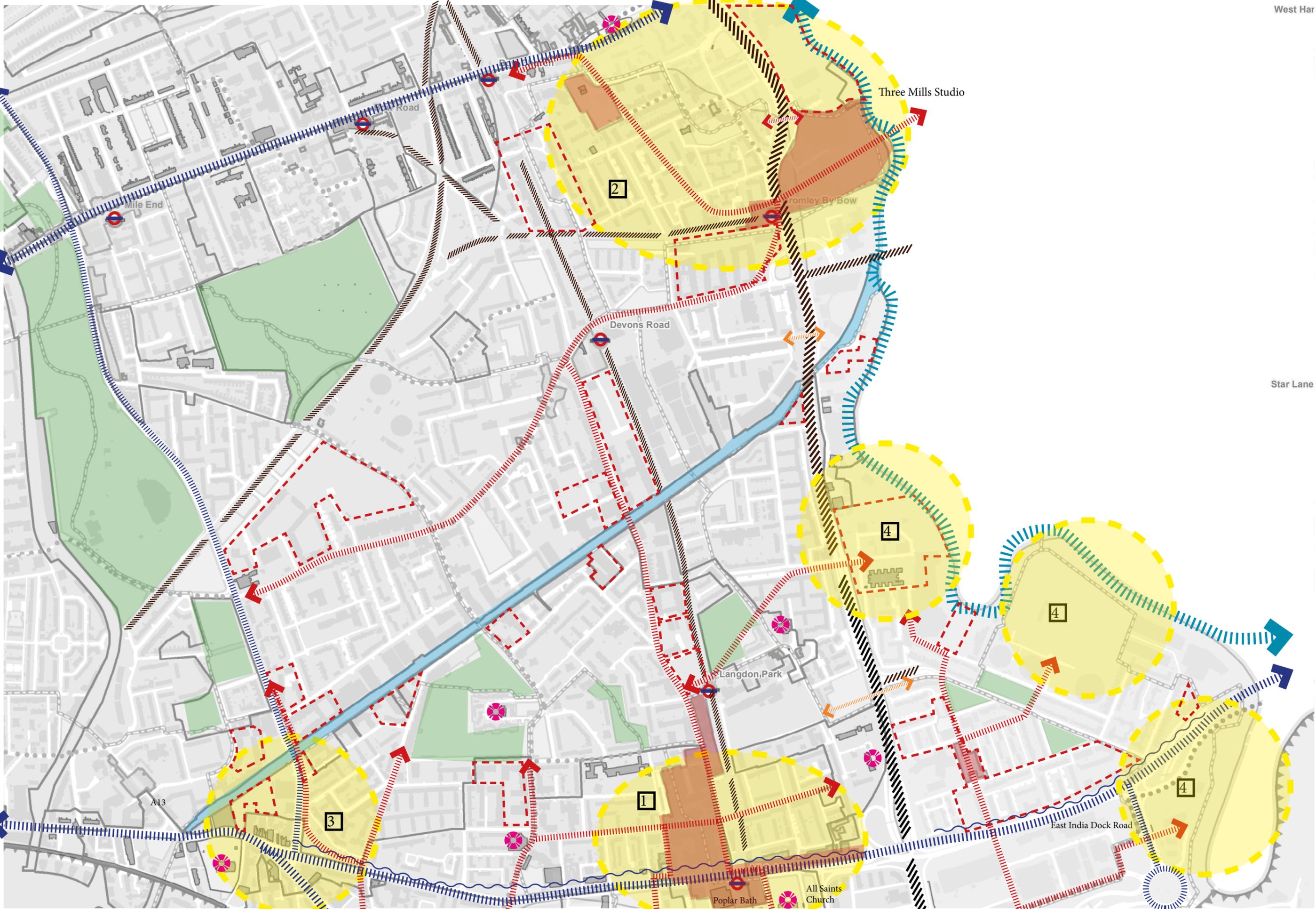
A comprehensive riverside and canal-side walking strategy will help to unlock the potential of the residential developments in this area.

Legend

-  Town Centre or Local Activity Area
-  Place-making Focus
-  Strategic Pedestrian Movement
-  Strategic Local Activity Zone (existing & proposed)

-  Strategic Green Public Space
-  Strategic Blue Public Space
-  Vehicle-dominated Road (pedestrian unfriendly)
-  Spatial Barrier

-  Landmark or Visual Focus
-  Listed Buildings
-  Pedestrian Unfriendly
-  Large New Developments



Shadwell Wapping & Tower of London/ St Katharine's

MAIN CHANGES since 2009

Historical Character and Identity

No change.

Landscape & Open Space

No change.

Heritage & Townscape

In terms of townscape in this area, the significant change is the London Dock mixed used development in Wapping, which incorporates buildings from 4 to 26 storeys, and provides an arrival square when turning from the A1203 through traffic road through Vaughan Way into Wapping.

Block Pattern & Movement

The London Dock development provides strong east-west pedestrian routes between Vaughan Way and Wapping Lane, with fewer and much less prominent routes from the busy through traffic A1203 - the Highway.

MAIN SPATIAL ISSUES

1 This area seriously suffers from through traffic barriers – the A13 (Commercial road), the A1203 (the Highway) the Butcher Row, and the entrances of tunnel links. As such, the north-south connections are interrupted, and the potential of both Watney Market and Limehouse town centres/ high streets are compromised.

2 Many of the street frontages or green buffers along those previously mentioned busy streets are poorly designed, and makes those sections of the streets alienating.

3 While Wapping might be 'well' isolated as its own district, the unfriendly A1203 and A13 both block easy accessibility to the riverside and the dock/ basin amenity spaces from the north side of A1203 and the north side of

A13, despite the short distances.

4 The rich cultural activities and heritage assets, and the close distance to the DLR station around Butcher Row, are poorly exploited as a place due to the interruption of the busy through traffic and the adjacent cement factory.

5 Due to their proximity, the north-south links between Whitechapel through Shadwell to Wapping may help to combine and strengthen retail, leisure, educational services and outdoor activities. However, the north-south links are weak or pedestrian unfriendly.

REDEVELOPMENT AND REGENERATION POTENTIAL

Principles

1 Strategically strengthen the north-south connections to link the train station/ town centres/ riverside, and to avoid the west-east through traffic and improve the quality of public realm and pavement along the strategic links.

2 Strengthen the potential of rich cultural activities, and green/blue/heritage assets around Butcher Row with well designed public realm and pedestrian routes.

3 Strengthen Watney Market town centre with better links to Whitechapel and a stronger integration with the adjacent green/blue/leisure amenity.

Intervention Areas

1 Watney Market
Potential regeneration for Watney Market should improve the street frontages to knit both sides of Commercial Road and also provide better-defined links to Whitechapel town centre to the north.

2 Shadwell-Wapping Leisure Zone
The poor connection between Shadwell and Wapping can be improved by providing a more legible link between Shadwell DLR station and Wapping Wood, providing wider and safer pedestrian crossing over the Highway (A1203), and by integrating St George's Garden and swimming pool, Tobac-

co Dock, Wapping Wood and Shadwell Basin as a local leisure and activity zone.

3 Cable Street Cultural Zone

The rich heritage, green assets and cultural activities around Butcher Row include Troxy Theatre, Jamboree, the Royal Foundation of St Katharine, Yurt Café, St James Garden and Narrow Street. However, the heavy through traffic along Commercial Road, Butcher Row and the entrances of both Limehouse Link and Rotherhithe Tunnel, seriously interrupts these activities, as does the adjacent Cemex (cement factory). Safer, more legible, generous and pleasant pedestrian connections and public realm from Limehouse DLR station, along the Royal Foundation of St Katharine, crossing Butcher Row to Cable Street, should be created to knit both sides of Butcher Row to mitigate the impacts of traffic to create a sense of place for cultural activities.

Improvement of Public Realm and Linkage

1 Increase pedestrian friendly north-south pedestrian connections to break the continuous negative impacts along the east-west through traffic.

2 Improve public realm and street frontage to balance the negative impact of the traffic along the A13 Commercial Road.

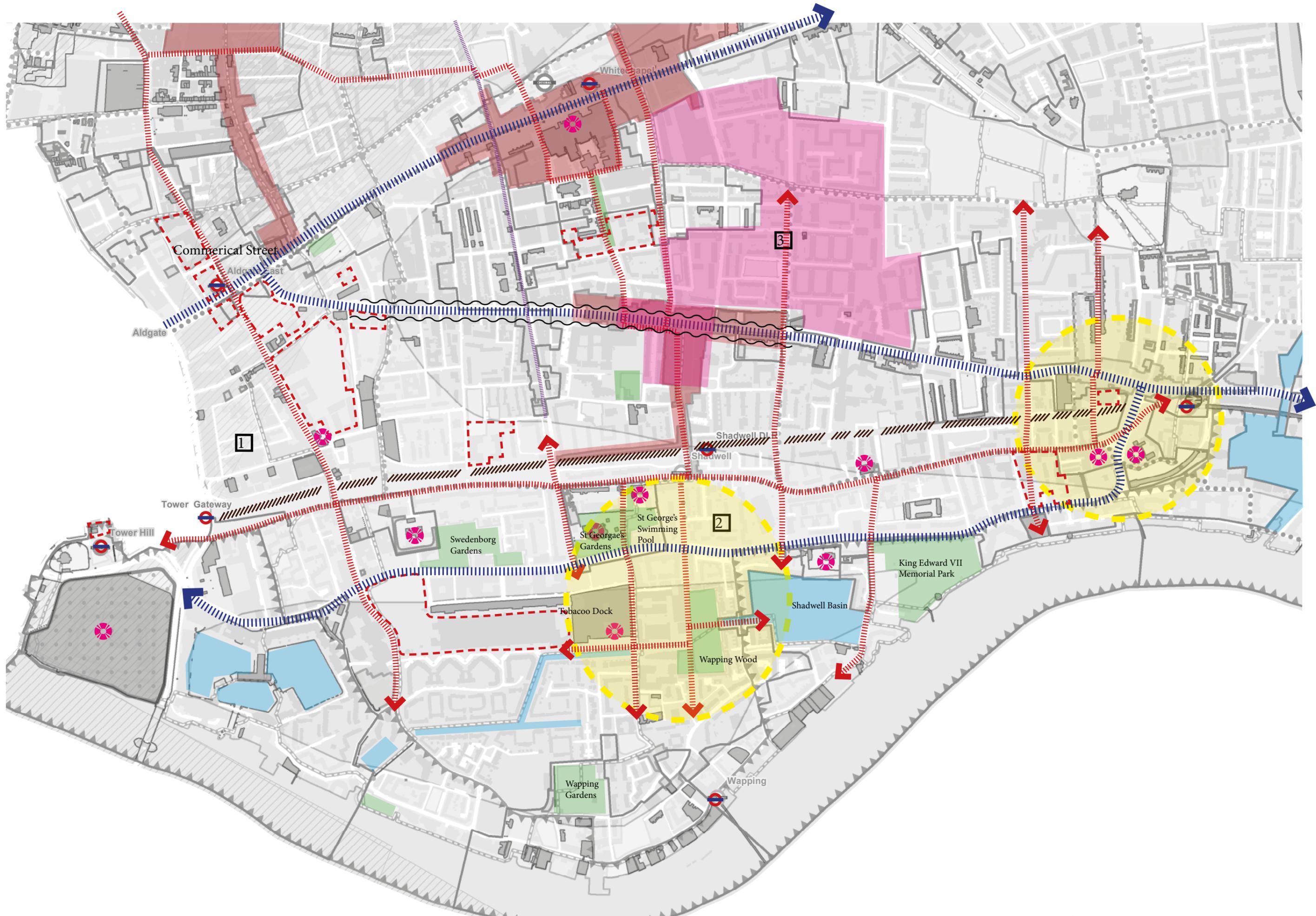
3 Improve public realm and street frontage, and appropriately provide green buffer, to mitigate the negative impacts of the through traffic along E Smithfield and the Highway/ A1203.

Legend

-  Town Centre
-  Place-making Focus
-  Strategic Pedestrian Movement
-  Strategic Local Activity Zone (existing & proposed)

-  Strategic Green Public Space
-  Strategic Blue Public Space
-  Vehicle-dominated Road
-  Spatial Barrier

-  Landmark or Visual Focus
-  Listed Buildings
-  Pedestrian Unfriendly
-  Large New Developments



Shoreditch Bethnal Green & Globe Town

MAIN CHANGES since 2009

Historical Character and Identity

No change.

Landscape & Open Space

No change.

Heritage & Townscape

There is significant change around Shoreditch High Street station due to the newly built tall buildings located at the prominent corner of Bethnal Green Road and Sclater Street, and on Shoreditch High Street and Great Eastern Street. In addition, few new developments can be found in Globe Town along Mile End Park.

Block Pattern & Movement

No change.

MAIN SPATIAL ISSUES

1 Whilst there is enormous development pressure in Shoreditch, new development hasn't significantly progressed in the section of Tower Hamlets since 2009, due to issues regarding available land, old housing estates, community identity and heritage conservation. In addition, despite the short distances, the growth drivers in Shoreditch have not been of appropriate benefit to improve the busy and pedestrian unfriendly Hackney Road, or to improve the connections from Brick Lane to Hackney Road/ Hoxton.

2 The prosperous commercial activities from Shoreditch to Bethnal Green are transforming Bethnal Green Road from a trendy and 'funky' style into more local/community retail services, with an interruption of poorly defined street frontages of old residential estate blocks between Chilton Street and St Matthew's Row.

3 The busy A107/ Cambridge Heath Road has suffered from through traffic

from Whitechapel to Hackney Central and from poorly defined street frontages and building design, despite the easy access to public transport and rich green and cultural amenities.

4 The poorly designed old housing estate in Globe Town has failed to take advantage of adjacent rich green, blue and cultural amenities to create an attractive town centre along Roman Road West, and a sense of place for the community.

REDEVELOPMENT AND REGENERATION POTENTIAL

Principles

1 Strengthen the continuity of activities and the quality of public realm along Bethnal Green Road from Shoreditch to Cambridge Heath Road.

2 Reinforce the north-south links between Brick Lane and Hoxton Station and make the popular Columbia Road and the quiet residential Old Bethnal Green Road more legible from Shoreditch.

3 Take advantage of Bethnal Green Station, Cambridge Heath Station, Bethnal Green Gardens, Museum Gardens, V&A Museum of Childhood, the Old Town Hall and Victoria Park, in addition to the popular retail street along Bethnal Green Road, to create a stronger sense of community hub.

4 Create stronger pedestrian links, from Roman Road West to Victoria Park and Mile End Park, in order to regenerate both high street and the neighbourhood.

Intervention Areas and Improvement of Public Realm and Linkage

1 Shoreditch Extension

The prosperity in Shoreditch should spill over into the north and the east by unlocking the potential of the adjacent poorly designed and old housing estates. The regeneration of the old housing estates located in Area 1 will help to create a proper transition between the Shoreditch end of Bethnal Green Road and the east section with leisure/ green amenity, and will provide stronger spatial legibility of north-south linkages to Old Bethnal Green

Road, Columbia Road/ Hackney City Farm and Hackney Road/ Hoxton Station.

2 Bethnal Green Cultural and Leisure Hub

The busy traffic, multiple road junctions and narrow pavement, as well as some light industrial uses and some poorly designed building frontages along Cambridge Heath Road between Bethnal Green Station and Cambridge Heath Station, has compromised the potential for a vibrant, mixed used, and culturally rich centre. The reconfiguration of the public realm to provide more attractive and more generous pedestrian routes/ desire lines, together with strengthened uses and active frontages through the regeneration of the adjacent old housing estates (the areas 2 & 3), should be considered and integrated to create a stronger sense of place.

3 Globe Town Regeneration

Globe Town benefits from the proximity to Bethnal Green Station, Victoria Park, Mile End Park and Regent's Canal. However, the poorly considered street frontages, and public realm and movement strategies, have failed to exploit the rich green, blue and transport amenities. Globe Town is ideal for residential use due to its proximity to the tube stations and Bethnal Green town centre, and the retail, cultural, green and blue amenity. The regeneration of Globe Town (Cranbrook Estate & Usk Street Estate) will also help to strengthen the commercial and cultural uses in Bethnal Green town centre, and provide stronger linkages between Bethnal Green and Victoria Park, Mile End Park and Queen Mary university.

4 Cambridge Heath Station- the Oval Gaswork Regeneration

The junction of Hackney Road and Cambridge Heath suffers from busy traffic and narrow streets/ pavement. The quality of public realm heavily relies on active street frontages and the quality of the adjacent buildings. The regeneration opportunity (Area 4) around Cambridge Heath Station and the Oval Gaswork should consider the linkages between the station to the south and Broadway Market to the north, the streetscape in Hackney Road Conservation Area and the townscape in the Regent's Canal Conservation Area.

Legend

 Town Centre

 Place-making Focus

 Strategic Pedestrian Movement

 Strategic Local Activity Zone (existing & proposed)

 Strategic Green Public Space

 Strategic Blue Public Space

 Vehicle-dominated Road

 Spatial Barrier

 Landmark or Visual Focus

 Listed Buildings

 Pedestrian Unfriendly

 Large New Developments

