



TOWER HAMLETS

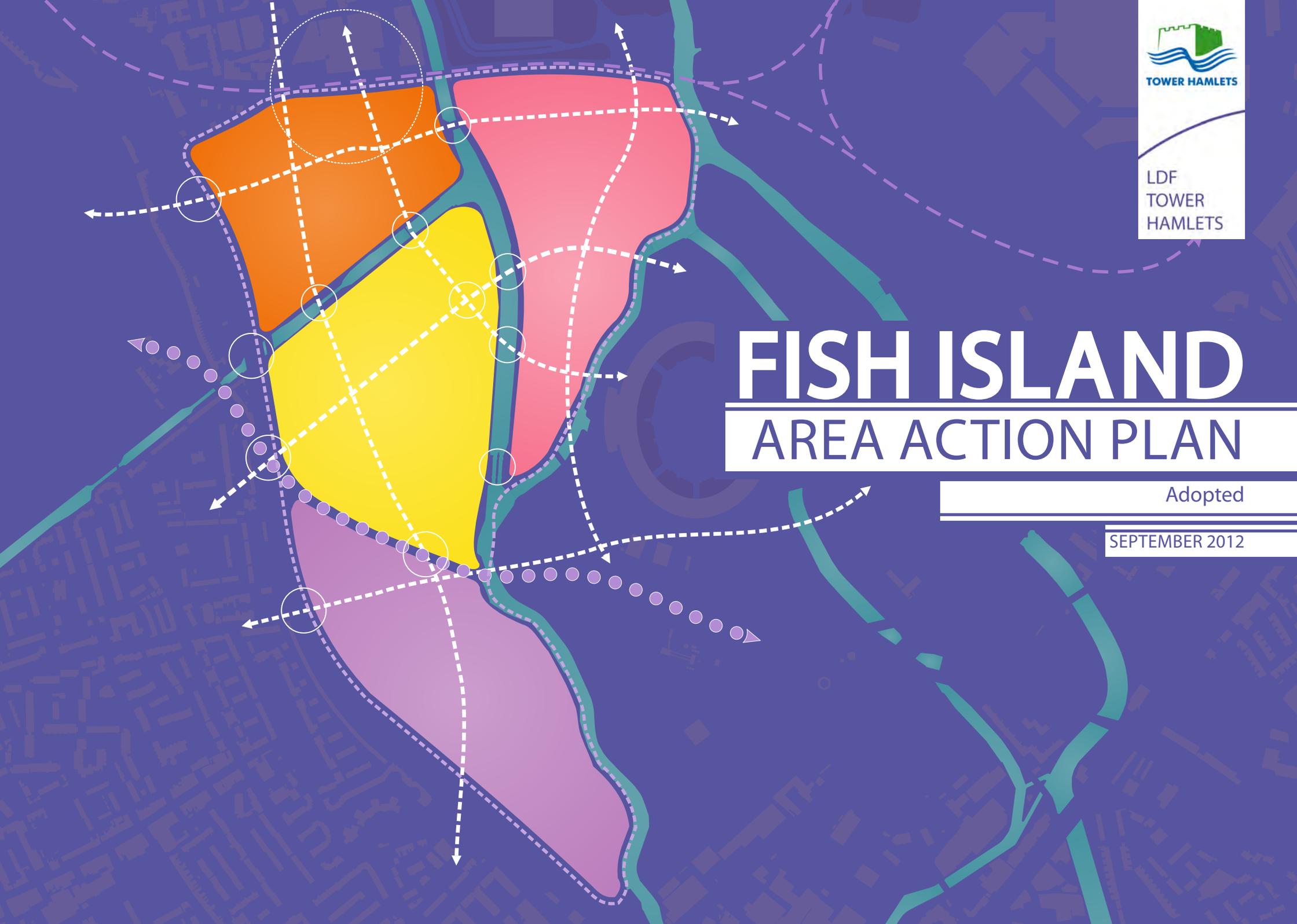
LDF
TOWER
HAMLETS

FISH ISLAND

AREA ACTION PLAN

Adopted

SEPTEMBER 2012





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FISH ISLAND

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FOREWORD

Fish Island is an area with outstanding potential that provides a key link between the established communities of Tower Hamlets and the 2012 Olympic Legacy - the most exciting urban regeneration project in Europe. Against this backdrop, Fish Island will evolve to become an area where people choose to live, work and visit.

With the adopted Core Strategy in place, this Area Action Plan provides local development guidance and sets out investment priorities to support delivery of our vision for Fish Island. The plan will help us all maximise the benefits of the Olympics legacy by ensuring a balanced approach to meeting the needs of our community and the wider area.

The Mayor's Pledges for more affordable family sized housing, maximising job opportunities, and improving the built environment and public realm, will be key regeneration drivers for Fish Island. We want to retain and enhance Fish Island's distinctive character, whilst allowing for managed transformation to deliver new homes and jobs.

The AAP shows how about 3,000 new homes in mixed developments could be delivered, including family and affordable housing. A new hub at Hackney Wick supported by better public transport will support the development of sustainable communities.

The biggest challenges will be to make sure that Fish Island becomes better connected to its surroundings and that we plan for the schools, open space and health facilities that will be needed to support new and existing communities.

The Area Action Plan has emerged through extensive consultation with residents, local businesses and land owners. I offer my thanks to everyone who has contributed towards the development of the AAP. Everybodies input has been valuable.



Councilor Rabina Khan
Lead member for Housing

CONTENTS

001	1	Setting the scene
023	2	A vision for Fish Island
031	3	Connecting Fish Island
043	4	Delivering new homes and jobs
057	5	A hub at Hackney Wick
067	6	Creating a high quality environment
087	7	Delivering sustainable regeneration
103	8	Appendix 1 - Evidence base
		Appendix 2 - Implementation plan
		Appendix 3 - Managed workspace guidelines

SPATIAL THEMES



01 SETTING THE SCENE

What is the Fish Island Area Action Plan?

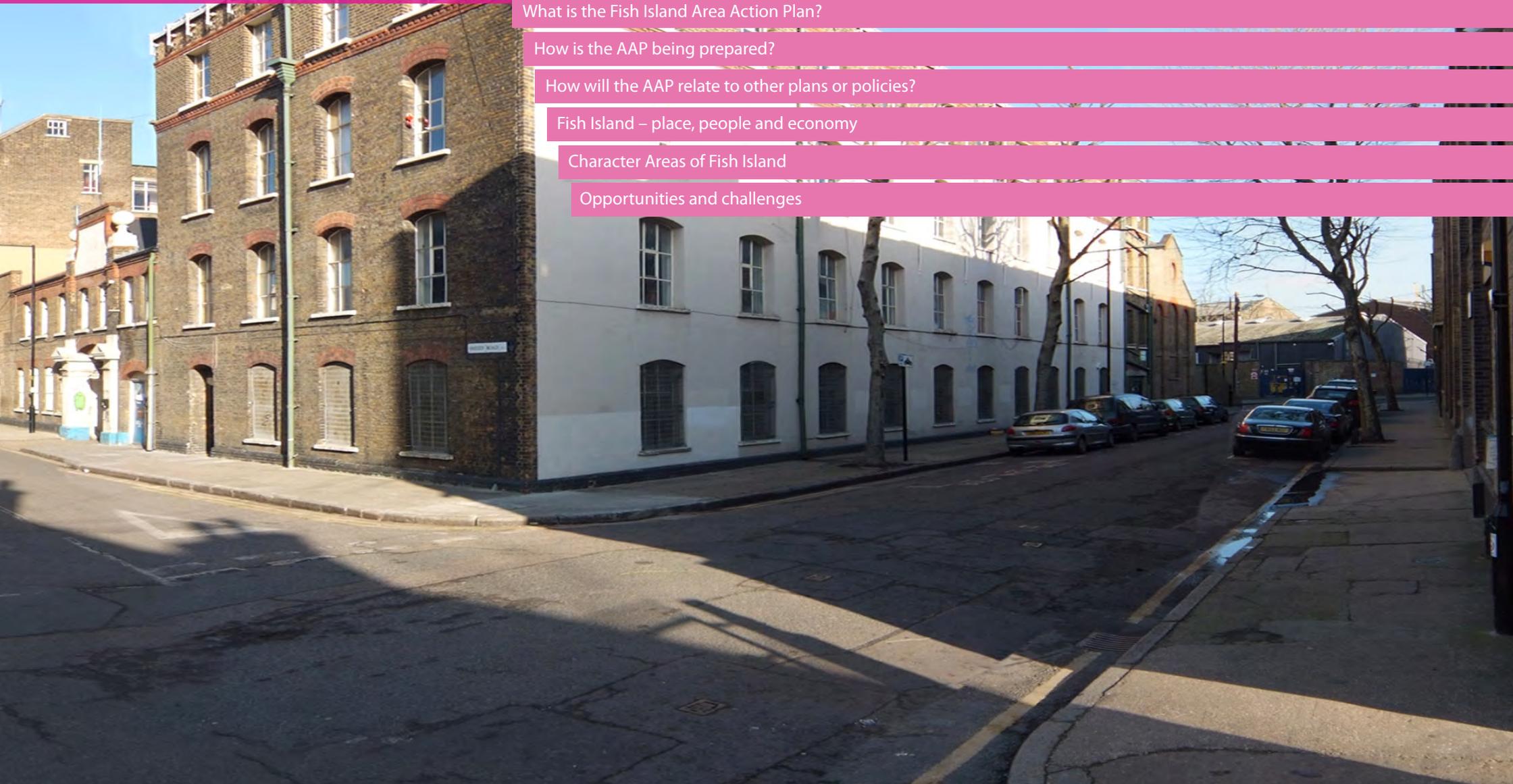
How is the AAP being prepared?

How will the AAP relate to other plans or policies?

Fish Island – place, people and economy

Character Areas of Fish Island

Opportunities and challenges



SETTING THE SCENE

WHAT IS THE FISH ISLAND AREA ACTION PLAN?

1.1 Fish Island is a place full of potential. It occupies a strategic position between established communities in Tower Hamlets and the biggest and most exciting urban regeneration project in Europe. Unprecedented resources are being invested to develop the sports facilities and infrastructure to stage the Olympic and Paralympic Games in 2012. Figure 1.1 shows Fish Island in relation to its surrounding context.



Roman Road

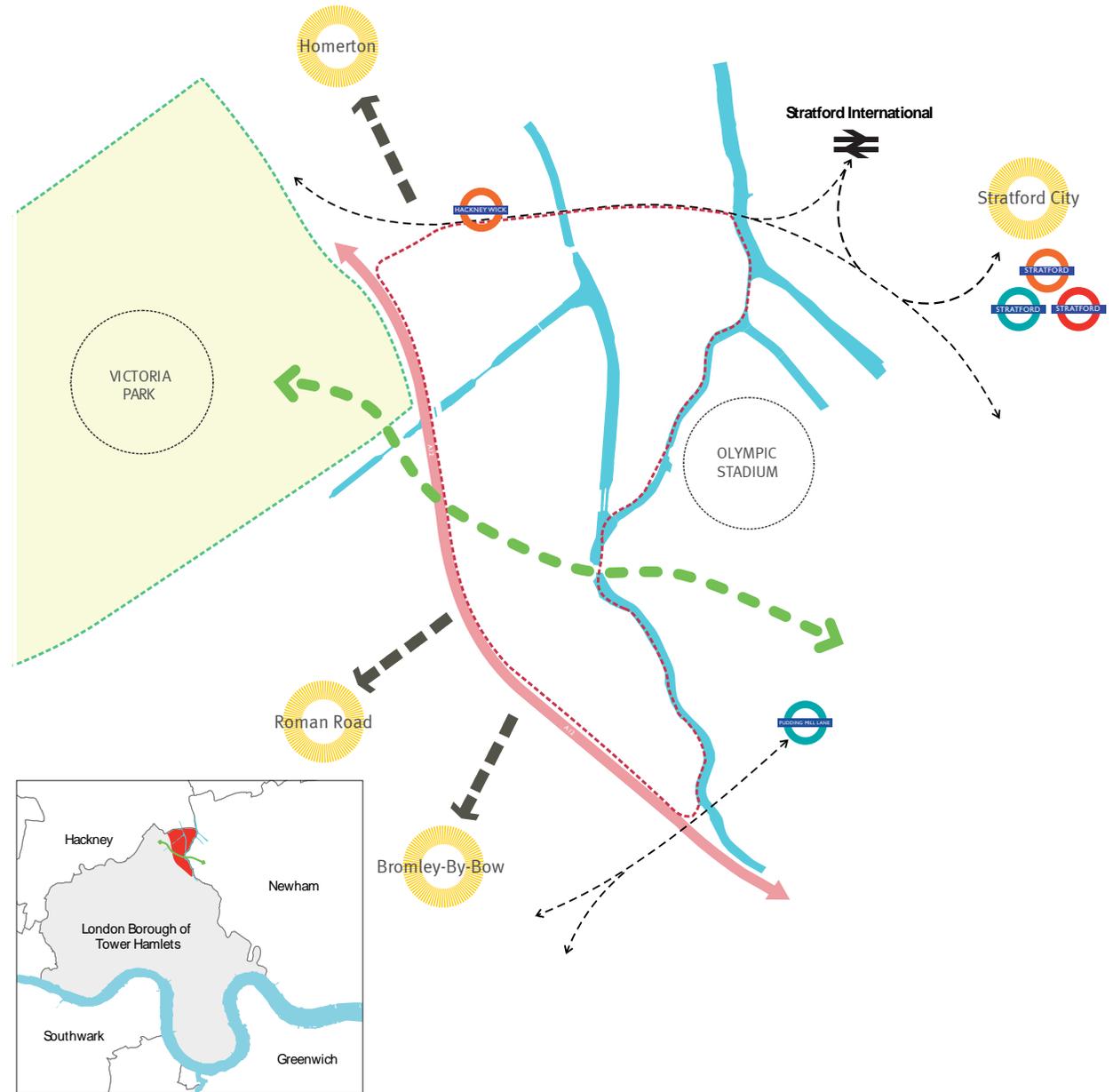


Figure 1.1: Sub regional context

1.2 The Olympic Park is nearing completion more than 200 hectares of land and waterways (bigger than Hyde Park) being transformed to create a world class setting for the Games. Meanwhile a further £4 billion has been invested in Stratford City next to the Olympic Park, creating thousands of job opportunities and a new focus for business, shopping and leisure.

1.3 During the summer of 2012, the world's attention will be focussed on east London. But the story won't stop there – the 2012 Games will be the catalyst to transform the Lower Lea Valley. In time, the Olympic Legacy will deliver permanent world class sports venues alongside thousands of new homes set within sustainable communities, with schools and health facilities, parks and open spaces, new connections and public transport.



Bow Church

1.4 The lasting Olympic legacy will be more than physical – it will help to raise the overall living standards for people in east London, creating access to new jobs, training opportunities, education, sport and physical activity. A whole new quarter of London will grow and develop, becoming a destination for visitors and a place that people will choose to live, work and enjoy. The priority for regeneration is that within 20 years the communities who host the 2012 Olympic and Paralympic Games will have the same social and economic chances as their neighbours across London. This is often called the principle of ‘convergence’.

1.5 Tower Hamlets Council wants to maximise the Olympic Legacy opportunities for everyone living or working in Tower Hamlets. To help achieve this we need to look closely at the future of Fish Island to see how this area can respond to the unique set of opportunities by providing the link between the established communities in Tower Hamlets and the Olympic Legacy development.

1.6 The Area Action Plan (AAP) is a plan to guide the regeneration and future development of Fish Island - the mainly industrial area south of Hackney Wick station, between the A12 road and the River Lea. Figure 1.2 shows the area included in the AAP. It forms part of the LDF (Local Development Framework) and delivers the vision set out in the Core Strategy.

1.7 The AAP sets out a vision which describes the kind of place that Fish Island could be in the future. The AAP aims to create a balanced approach to regeneration that will deliver about 3,000 new homes - including a substantial provision of affordable and family housing, supported by new schools, open space and health facilities, alongside space for new and existing businesses to grow and thrive.

1.8 The AAP shows how Fish Island could become a joined up part of Tower Hamlets that will be a great place to live, work or visit. Fish Island will develop in way that meets the needs and aspirations of Tower Hamlets’ communities and maximises the Olympic Legacy.

1.9 The AAP will provide clear objectives, policies and guidance that will help the community, land owners and developers work with the Council and its partners to deliver the vision. It may take many years for the vision for Fish Island to be fully realised so the AAP focuses on change and growth that could take place in Fish Island over the Core Strategy period to 2025.



The River Lea canal

1.10 The AAP will be used by:

- the local community to influence sustainable development in Fish Island;
- land owners, business owners to help them contribute to delivering the overall vision;
- local government and public sector organisations to bring forward infrastructure that supports sustainable development;
- local planning authorities making decisions on planning applications.



Olympic Stadium



Figure 1.2: Aerial view of Fish Island

HOW IS THE AAP BEING PREPARED?

- 1.11 The Council is not starting the AAP from scratch. Information sources (known as the evidence base) help to build the foundations of the document. These sources include work carried out to prepare the draft Hackney Wick and Fish Island Masterplan, feedback from previous consultation, and technical studies that support Tower Hamlets Core Strategy and Managing Development DPD.

DRAFT HACKNEY WICK AND FISH ISLAND MASTERPLAN

- 1.12 In 2007, Tower hamlets Council, Hackney Council and London Thames Gateway Development Corporation (LTGDC) embarked on a master-planning process for Hackney Wick and Fish Island to ensure the vision and aspirations for the area are aligned. The work undertaken during the master-planning process has helped to prioritise investment in public realm improvements prior to the 2012 Olympic Games and forms part of the evidence base for the Core Strategy and Fish Island AAP.

CONSULTATION AND ENGAGEMENT

- 1.13 Information received from previous LDF consultation has been used to help shape the AAP. A full picture of the feedback received is available in the Statement of Engagement.
- 1.14 Consultation on the first (engagement) draft of the AAP was undertaken between May and July 2011. The main issues raised in relation to the AAP were:
- Support for improved connections but mixed views on the position and type of connections over the canals;
 - More clarity on land use policies should be provided;
 - More support for creative industries could be included in the AAP;
 - Greater emphasis on the importance of the waterways in defining local character should be included;
 - Support for protecting heritage assets in and beyond the existing conservation area.
- 1.15 The AAP was amended to address these issues as far as possible within the context of the Core Strategy.

- 1.16 Further consultation was undertaken on the proposed submission version of the AAP. This stage provided the opportunity for comments known as 'Call for Representations', between January to March 2012.
- 1.17 A detailed Statement of Engagement report sets out the full range of issues and the Council's response. An explanation has been provided for ideas and issues which cannot be accommodated.

TECHNICAL STUDIES AND ASSESSMENTS

- 1.18 Technical studies include evidence base developed for the Core Strategy and related Council strategies. Examples relevant to the Fish Island AAP include the Industrial Land Study, the Urban Characterisation Study and the Fish Island Conservation Area Character Appraisal and Management Plan (2009). A borough wide employment study with a specific focus on Fish Island was also undertaken in 2011. Appendix 1 lists the evidence base that underpins the AAP.
- 1.19 The AAP is also informed by the results of a Sustainability Appraisal and Equalities Analysis. These documents have been published alongside the AAP.

AAP POLICY 1.0

SUSTAINABLE DEVELOPMENT

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

HOW WILL THE AAP RELATE TO OTHER PLANS OR POLICIES?

LONDON PLAN

- 1.20 The London Plan adopted in 2011 is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for London over the next 20-25 years. The London Plan states that successful, viable and sustainable regeneration of the Olympic Park and surrounding area is the London Mayor's highest regeneration priority. The Mayor of London will work with partners to realise the full benefits of the 2012 games for London. The Mayor of London's priorities for the Olympic Park and the surrounding areas will be set out in his Olympic Legacy Supplementary Planning Guidance (OLSPG).

OLYMPIC LEGACY SUPPLEMENTARY PLANNING GUIDANCE (OLSPG)

- 1.21 The Mayor of London's OLSPG sets out strategic policies and guidance for the Olympic Park and surrounding areas. The final OLSPG was published in July 2012, and will help to inform the more detailed guidance in the AAP.

TOWER HAMLETS LOCAL DEVELOPMENT FRAMEWORK (LDF)

- 1.22 The Local Development Framework (LDF) guides the regeneration and sustainable development of Tower Hamlets by implementing the spatial aspects of the Community Plan. It is a suite of planning documents which include the Core Strategy, Development Plan Documents (DPDs), Supplementary Planning Documents (SPDs) and AAPs and masterplans.
- 1.23 The Core Strategy (adopted in 2010) sets out strategic policies to guide development in Tower Hamlets until 2025. It also contains strategic guidance for the places that make up Tower Hamlets including Fish Island. An extract from the Core Strategy vision for Fish Island is shown in Figure 1.4.
- 1.24 The Fish Island AAP will be one of two new LDF documents along with Managing Development DPD which sets out development management policies and site allocations across the whole of Tower Hamlets. Figure 1.3 shows how these documents relate to each other.
- 1.25 The AAP has been produced to be in conformity with relevant policies in National Planning guidance, National Planning Policy Framework, the London Plan, the OLSPG, Tower Hamlets Core Strategy and other LDF documents.

DELIVERING THE OLYMPIC LEGACY

1.26 The Mayor of London has announced his intention that the Mayoral Development Corporation (MDC) known as the London Legacy Development Corporation (LLDC). The LLDC shall be the local planning authority having planning and regeneration responsibilities, including plan-making and development control. The LLDC would cover the Olympic Park and areas immediately surrounding it, including Fish Island.

1.27 The Council will work closely with the LLDC to ensure the successful delivery of the Legacy and to maximise the benefits for local communities. The AAP will be an important tool for LLDC in planning and managing future development in Fish Island.

1.28 The ODA has a granted planning application to set the framework for phased development on sites around the main stadium and sports facilities, known as the Legacy Communities Development Scheme (LCS) including sites on Fish Island East. The AAP will shape the proposals and ensure they are integrated with the other parts of Fish Island and Tower Hamlets.

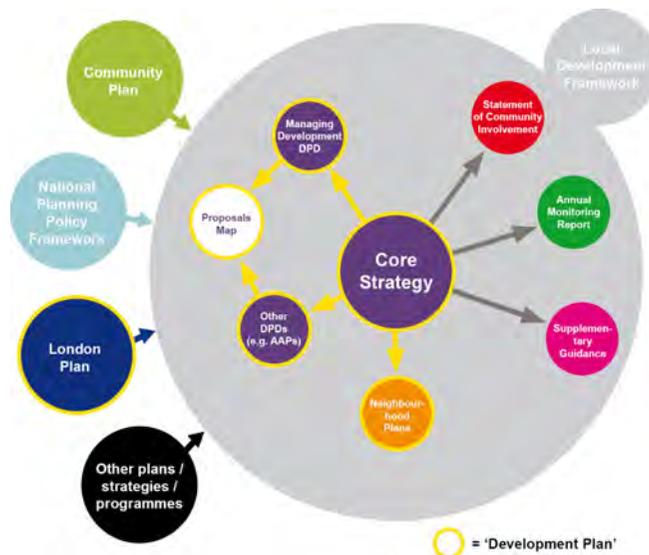


Figure 1.3: The Local Development Framework

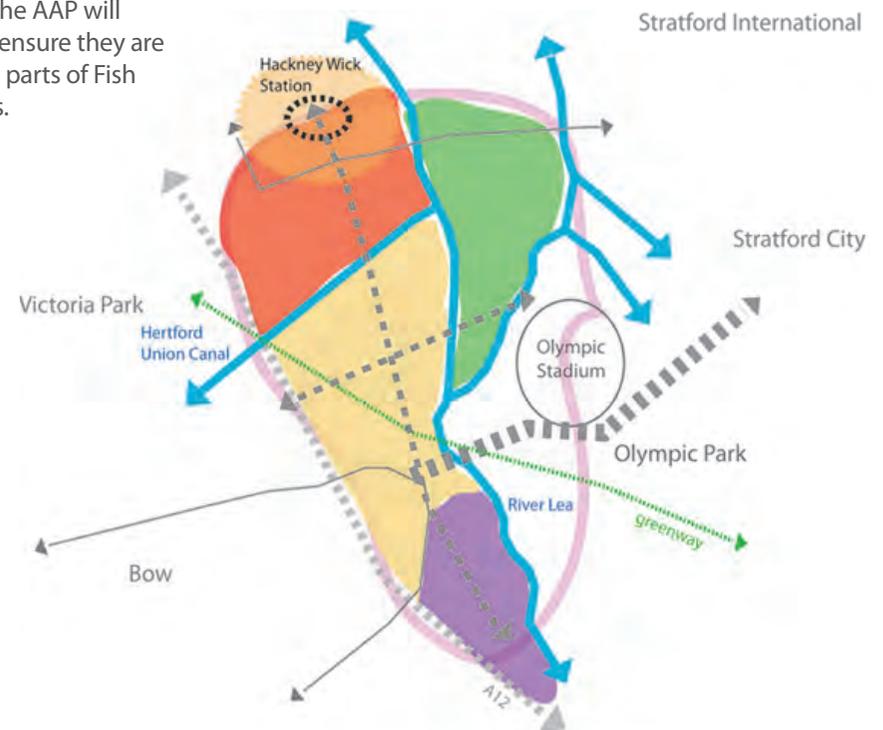


Figure 1.4: Vision Extract from Core Strategy

FISH ISLAND – PLACE, PEOPLE AND ECONOMY

- 1.29 Fish Island is located in the north east part of Tower Hamlets in Bow East ward, close to Hackney Wick, on the boundary with Hackney and Newham Councils. The area covered by this AAP is bordered by the River Lea, the London Overground railway and the A12 Blackwall Tunnel approach road. Fish Island is so called because of the street names, which include Roach Road, Dace Road and Bream Street.

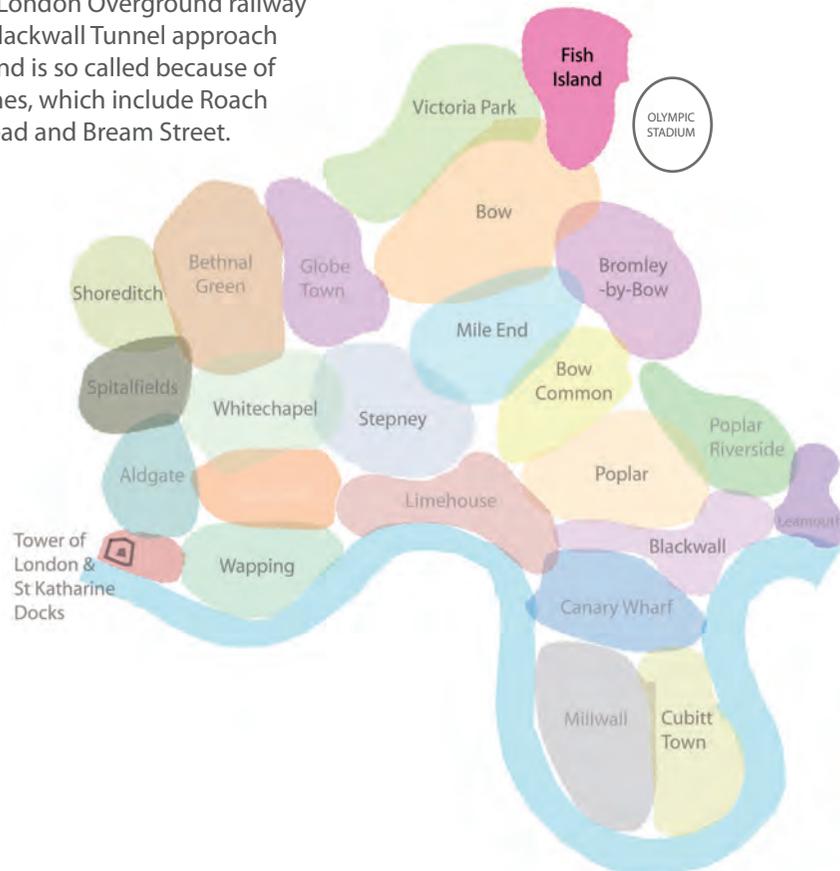


Figure 1.5: Fish Island – Tower Hamlets context

HISTORIC CONTEXT

- 1.30 The area covered by the AAP was previously known as Old Ford and up until the 1800s was a predominantly marshy area alongside the banks of the River Lea. Canals were cut across the marsh in the late 18th century and early 19th century. Railways followed shortly afterwards and industry began to establish here in the mid 1800s.
- 1.31 The sale of surplus railway land led eventually to the development of a small “factory town” in the southern part of Old Ford Marsh in the second part of the 19th century. A network of new roads, with terraced houses, factories and a school were developed between the Northern Outfall Sewer (now known as the Greenway) and the North London railway. The enclosed area was known to local residents as “the Island”; and later, Fish Island.

1.32 By the beginning of the 20th century Fish Island was an area of intense and diverse industrial activity including food processing, importing and processing of raw materials such as crude oil, rubber and iron and engineering works that used the imported materials.

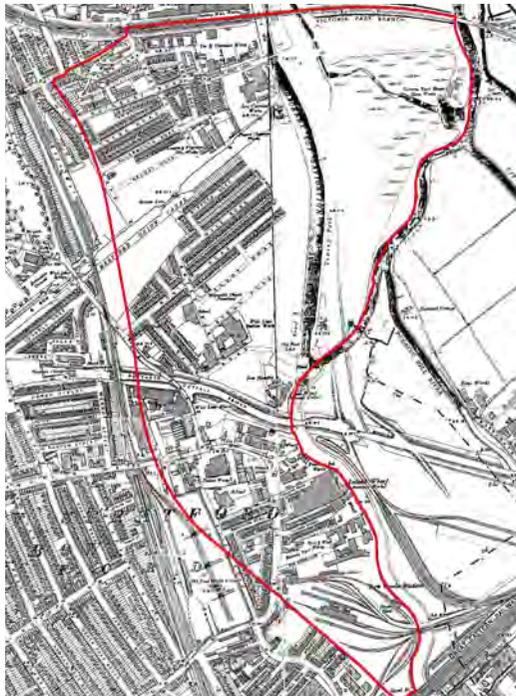


Figure 1.6a: Historic map: 1896

1.33 The areas north and south of the Hertford Union Canal suffered heavy bomb damage in the Second World War. Post war redevelopment saw much of the housing cleared and the area developed as predominantly industrial with few other uses.



Figure 1.6b: Historic map: 1968

1.34 The Blackwall Tunnel Approach Road, originally known as the East Cross Route, was constructed in the early 1970s as part of a proposed network of high speed motorways intended to serve central London. The road is now part of the A12 and is strategically important as an urban motorway.

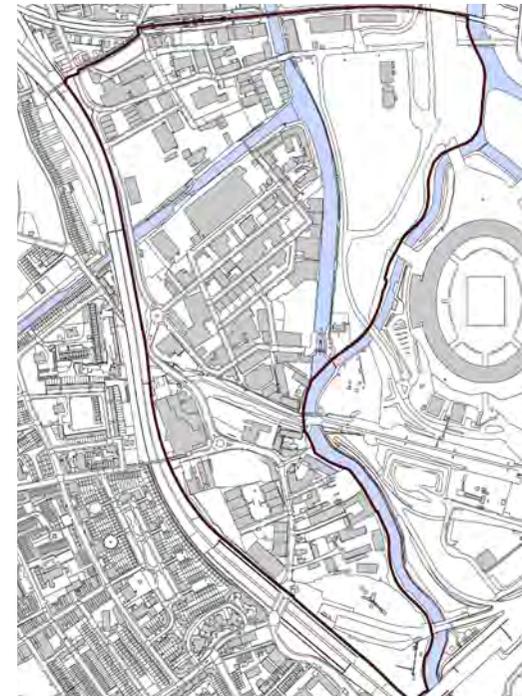
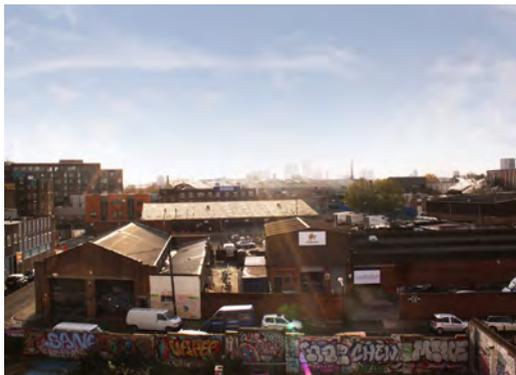


Figure 1.6c: Fish Island in 2010

THE AREA TODAY

- 1.35 Industrial activity defines much of the character of Fish Island today. There is a mix of industrial buildings, ranging from two and three-storey brick warehouses and factories dating from the 19th century, to more recent post-war buildings of up to 6-9 storeys, including factories, mixed-use buildings, storage and distribution units
- 1.36 Some of the older factory buildings have been converted to smaller units that provide space for small businesses. There is a significant cluster of creative industries focussed around art and design. Some 600 artists' studios are clustered in Fish Island in the area south of Monier Road and close to Hackney wick station.
- 1.37 There are other clusters of buildings reflecting the industrial heritage of Fish Island close to Hackney Wick station and south of Monier Road. Elsewhere newer industrial units have been created north of Monier Road, towards the A12 and in the areas north and south of White Post Lane.
- 1.38 Fish Island suffers from extreme severance and is cut off from the west by the A12 road with only a limited number of crossing points for pedestrians, cyclists and other vehicles.
- 1.39 The Hertford Union and Lea Navigation canals that run through Fish Island, along with the River Lea, help to define the unique waterside character of the area. Recent improvements to the towpath network have helped to enhance connections along the waterways however there are currently few bridges, reducing connectivity within Fish Island.
- 1.40 The Greenway is an important route for pedestrians and cyclists that connects Victoria Park through Fish Island to Pudding Mill DLR station and Stratford High Street via the southern edge of the Olympic Park.



View looking south from Hackney Wick station



Old Ford Lock



Olympic Park

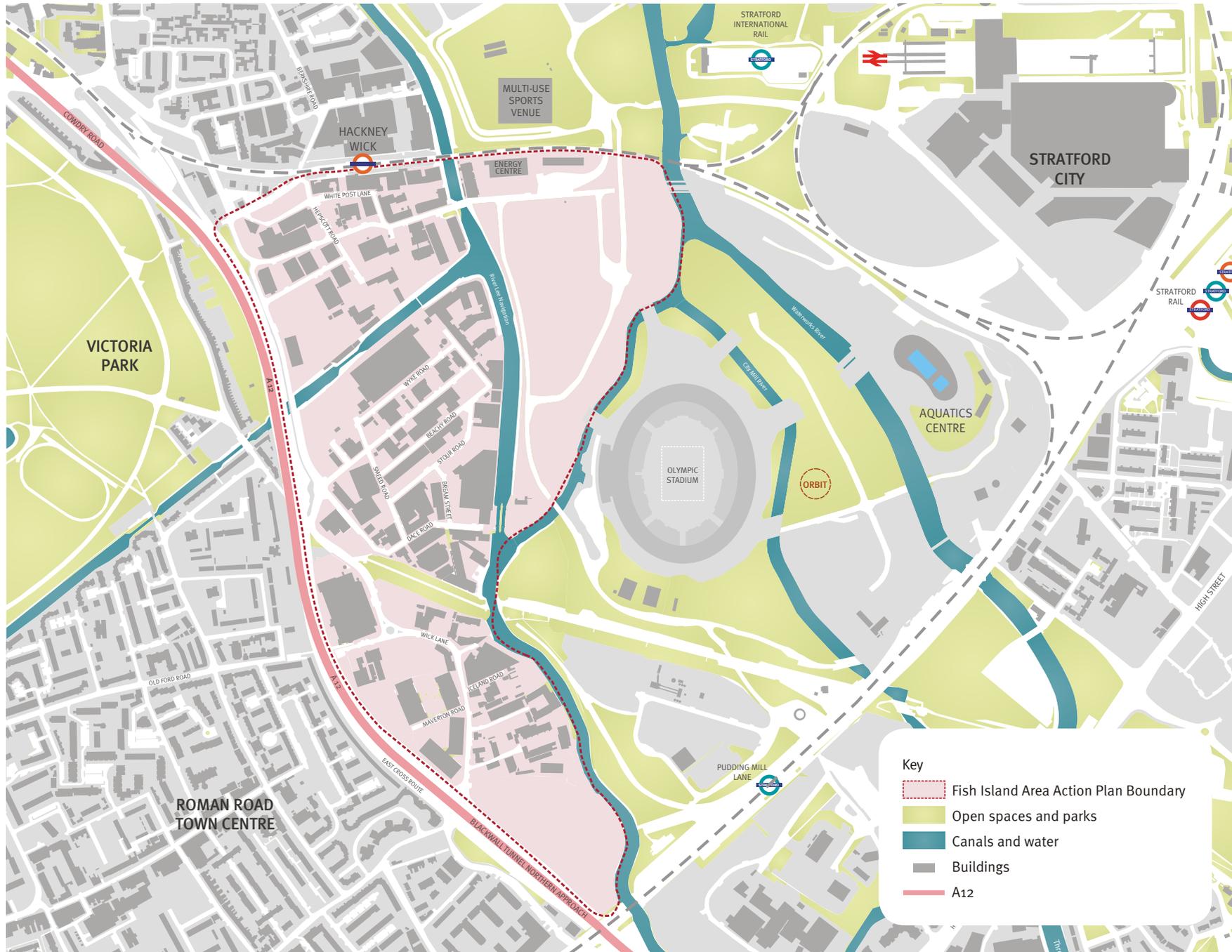


Figure 1.7: Local Context

- 1.41 The northern part of Fish Island benefits from good public transport connections to north and east London via the London Overground services at Hackney Wick station. Pudding Mill Lane DLR station is becoming increasingly important due to the direct connections via services to Stratford, Canary Wharf and central London. Bus services provide links to Stratford, Newham, Hackney, Bromley-by-Bow and Poplar.
- 1.42 Fish Island currently has a very small residential population due to the mainly industrial character. Planning policies have restricted residential development, apart from a limited number of live/work developments. Approximately 600 people currently live within the AAP boundary. This is very low for an area so close to central London and contrasts with nearly 9000 people living within 5 just minutes walk of Fish Island. The existing residential population is also relatively young. 40% are aged between 25-49 years old.

- 1.43 Fish Island is one of few remaining areas in Tower Hamlets that has a concentration of heavy industrial uses, notably food processing, waste management, printing, motor trades and construction industry. Proximity to the A12 has resulted in warehousing, catering and distribution activities, which support the City of London and Canary Wharf.
- 1.44 Fish Island also has a growing number of creative and cultural industries that sit alongside and compliment the more traditional industries, taking advantage of the conversion of older buildings that are no longer suitable for modern requirements.



Mapping Status

- 1.45 Research undertaken by the London Development Agency (LDA) identified over 600 studios and small businesses across the Hackney Wick and Fish Island area. Occupiers include creative practitioners such as designers, artists & galleries, and a variety of supporting businesses from printers to financial consultants



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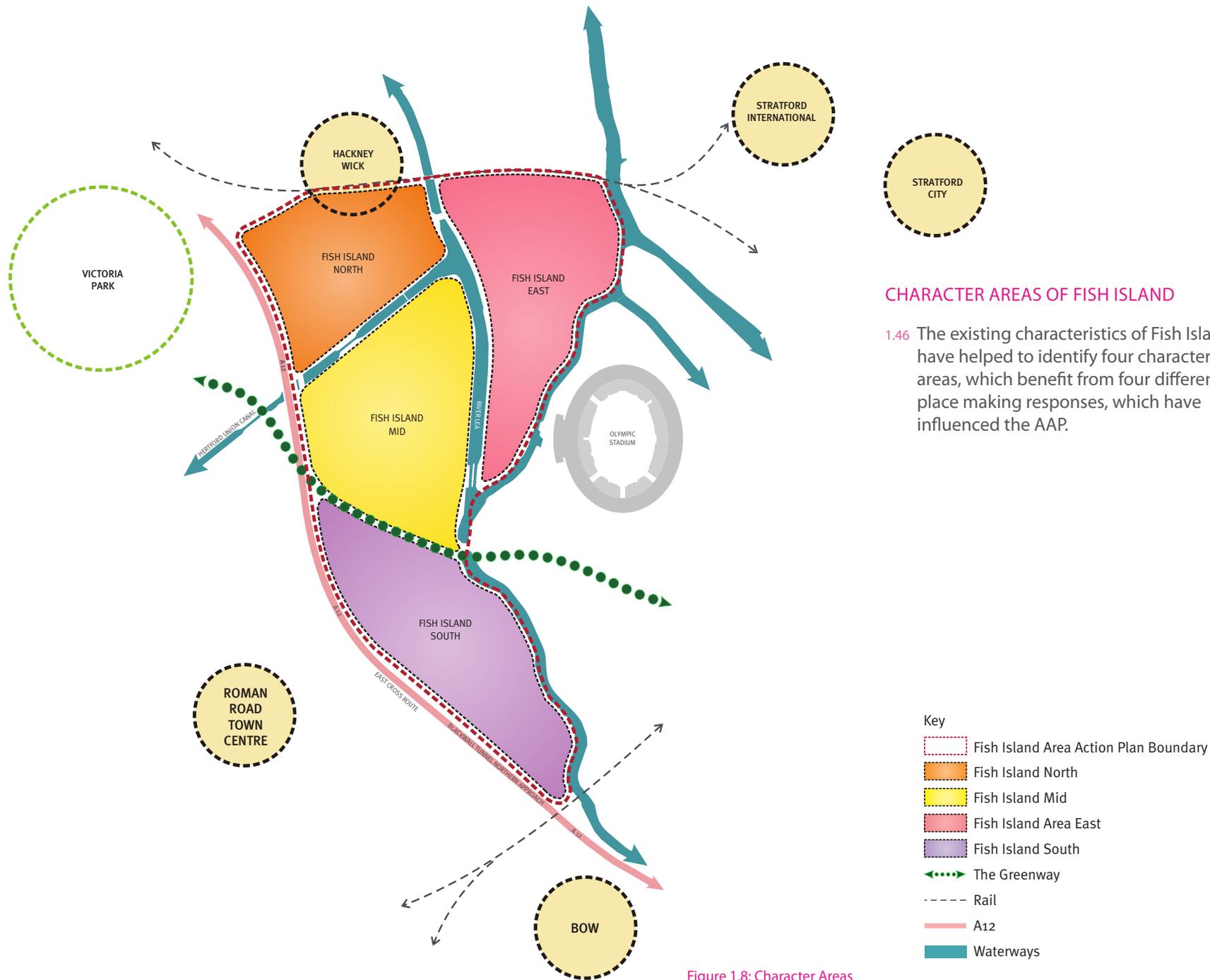


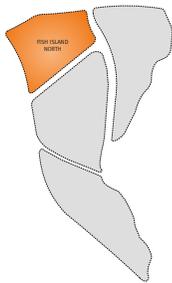
Figure 1.8: Character Areas

NORTH

CHARACTER AREAS OF FISH ISLAND

FISH ISLAND NORTH

1.47 This is the area between the Overground railway, the A12, the Hertford Union canal and the Lea Navigation. This area is mainly industrial in character with warehousing, artist studios and out-door storage space, and some derelict sites and a scrap yard. Hackney Wick station and a cluster of older industrial buildings on White Post Lane including Queens Yard and the White Building are the main local land marks. A pedestrian bridge provides access across the A12 to Victoria Park; however the quality of the environment where the bridge lands in Wallis Road is poor. White Post Lane provides a connection across the Lea Navigation to Fish Island East.



Hackney Wick station



Artist Studios



Opportunity Site 1 (Site North of White Post Lane)



Queens Yard



View from Hertford Union Canal of Opportunity Site 2 (McGrath Waste Transfer Site)



Pedestrian bridge crossing the A12 provides access to Victoria Park

MID



Conservation Area



Iron Works near Old Ford Locks



H. Forman & Son on Stour Road



Old Ford Locks



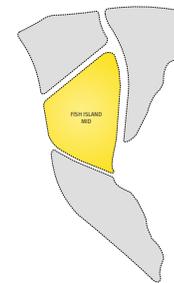
Key connection - Monier Road



A12 underpass to Victoria Park on the Greenway

FISH ISLAND MID

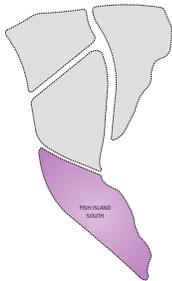
1.48 The area south of the Hertford Union canal to the Greenway includes a mix of older and modern industrial buildings. The largest single site is the former Scottish and Newcastle brewery site on Wyke Road. The cluster of late 19th and early 20th century factory buildings within Fish Island Conservation Area give the streets around Stour Road and Dace Road a strong identity. Many of these buildings have been converted to artist studios or managed space for small businesses. There are two recent live/work developments: Omega Works on the junction of the Hertford Union Canal and Lea Navigation and Iron Works on Dace Road. The Greenway marks the southern extent of Mid Fish Island and provides walking and cycling routes towards Victoria Park and east towards Pudding Mill Lane.



SOUTH

FISH ISLAND SOUTH

1.49 This area is mainly industrial area south of the Greenway extending to the mainline railway. Wick Lane cuts through the area providing access to the various industrial and storage premises on either side. Larger modern industrial premises are located on the west side of Wick Lane, whilst older, smaller premises are located to the east of Iceland Road and Autumn Street. Bow Midland West Rail Yard is situated close to where Wick Lane crosses the A12. It is the largest site in single ownership in Fish Island South and home to a number of aggregate storage and concrete batching firms. Two live-work developments have been completed at 417 and 419 Wick Lane. Prominent landmarks include the former Christ Church Mission Church on Crown Close and Iceland Public House. A pedestrian bridge links Crown Close to Old Ford Road across the A12. Wick Lane also crosses the A12, although the pedestrian crossing facilities are poor and do not feel safe.



Wick Lane crossing the A12



Bow Midland Yard West



Pedestrian bridge over the A12



417 Wick Lane



Mission Church on Crown Close



Live-work development

EAST



Energy Centre north of White Post Lane



Energy Centre north of White Post Lane



View overlooking River Lea towards Fish Island East



View looking along the River Lea from Old Ford Lock



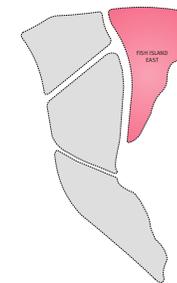
View of Fish Island East from Hertford Union Canal



View of Fish Island East from River Lea with the Olympic Stadium behind

FISH ISLAND EAST

- 1.50 This is the area between the Lea Navigation and River Lea which will be developed as part of the Olympic Legacy and is now mainly a cleared site. The main buildings of prominence are Kings Yard Olympic Energy Centre off White Post Lane which was formerly part of the Clarnico Sweet Factory and Lock Keepers cottage adjacent to Old Ford Lock in the southern part of this area.



OPPORTUNITIES AND CHALLENGES

1.51 Delivering a future vision for Fish Island will depend on understanding the opportunities and challenges presented by the current context. In summary these include:

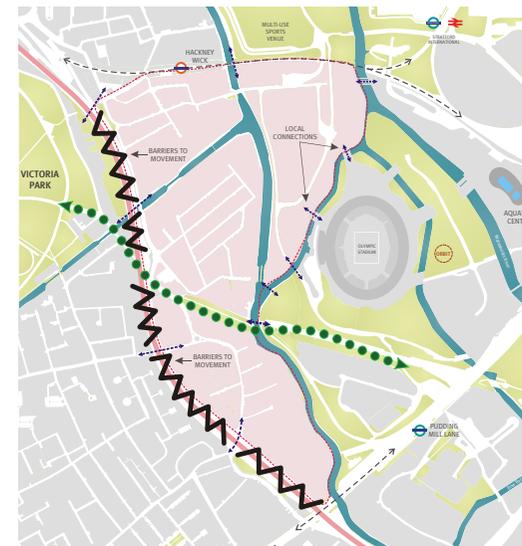
- The Olympic inheritance – The Olympic Games and Legacy Development will provide a catalyst for regeneration by bringing investment in infrastructure and changing the perception of the area. Inheritance will include a multi-use sports venue, the Olympic stadium and aquatics centre, a combined heat and power station, new or improved bridges, and opportunities for investment in the International Broadcast Centre (IBC) / Media Broadcast Centre (MBC).
- Connections – Overcoming the perception and of severance caused by the A12 road will be vital if Fish Island is to become a more integrated place and connect with Tower Hamlets' communities. Similarly strong and direct connections across the Lea Navigation, Hertford Union Canal and River Lea will be needed to link Fish Island with the major regeneration opportunities created by the Olympic investment. Maximising the proximity to strategic transport connections such as Stratford Regional and International stations will help to improve connectivity and support future growth.



Olympic Park Stadium



A12



Barriers to movement

- Character and Heritage – Fish Island boasts a strong and unique character as a result of its historic buildings, interesting streetscape and remaining industrial features. These elements should be seen as a significant regeneration opportunity to influence future development proposals and contribute towards creating a sense of place.



Industrial Chimney Shaft

- Creative and Cultural Industries (CCI's) – Over the past few decades the creative economy has spread east from Soho into areas such as Clerkenwell and Shoreditch and now into the East End. There is a significant cluster of CCIs within Fish Island and there are opportunities to consolidate and promote this cluster to contribute to a diverse local economy.



The Counter Cafe

- Waterways – Fish Island benefits from being crossed north to south by the Lea Navigation and River Lea and west to east by the Hertford Union Canal. These waterways and their towpaths provide significant opportunities for walking, cycling, boating, transportation of goods and waste, and improving ecology as well as providing a setting for future development.



Hertford Union Canal

- Parks and open space – Fish Island is situated between three significant public parks, Victoria Park to the west and the Lee Valley Regional Park and future Queen Elizabeth Olympic Park to the east. There are opportunities to make better connections to these important open spaces for the benefit of new communities and to establish smaller local parks and open spaces within the AAP boundary.
- Development pressure – Ensuring a balanced and managed approach to the release of previous industrial land to ensure that mixed use and residential development does not come forward in a piecemeal way.
- Responding to flood risk – The whole of Fish Island is subject to tidal and fluvial flood risk from the Thames and River Lea. This will influence the nature and design of future development in the area.
- Supporting new communities – Ensuring residential development is supported with the right social infrastructure, such as schools, health and community facilities in the right locations and at the right time will be essential to create balanced, sustainable communities.



Fish Island South Industrial Land



Victoria Park

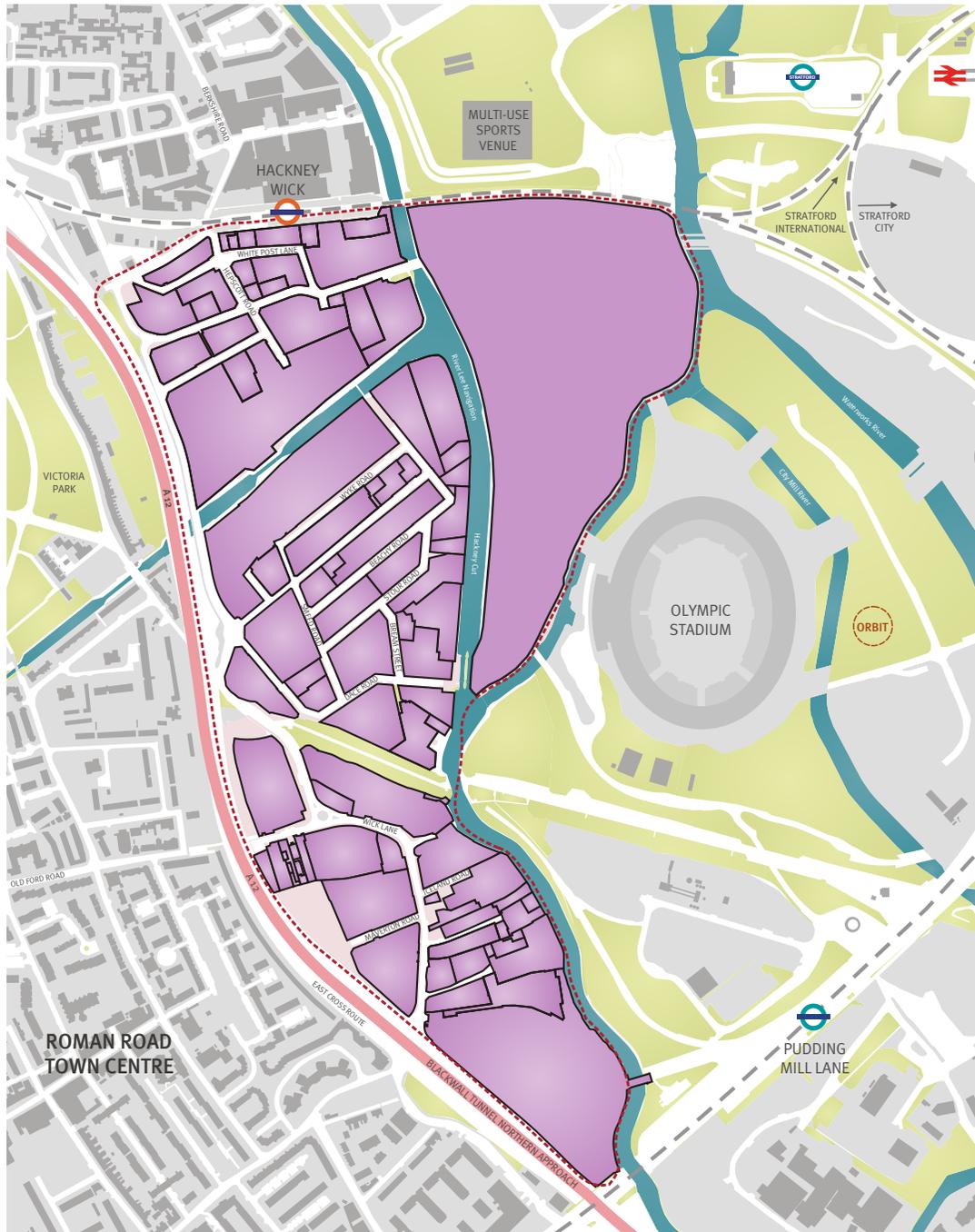


Figure 1.9: Land Ownership

- Land ownership – Fish Island has a complex pattern of land ownership, with very little public ownership. In order to deliver the vision and key objectives of the AAP, landowners, developers and businesses should work together to coordinate redevelopment opportunities.

- Balancing local and strategic objectives
 - Balancing the impact of Olympic Legacy and Stratford City investment with the need to retain existing character and identity will be a key challenge. The AAP will need to balance the local, sub-regional and London wide economic roles of Fish Island (fig 1.10).

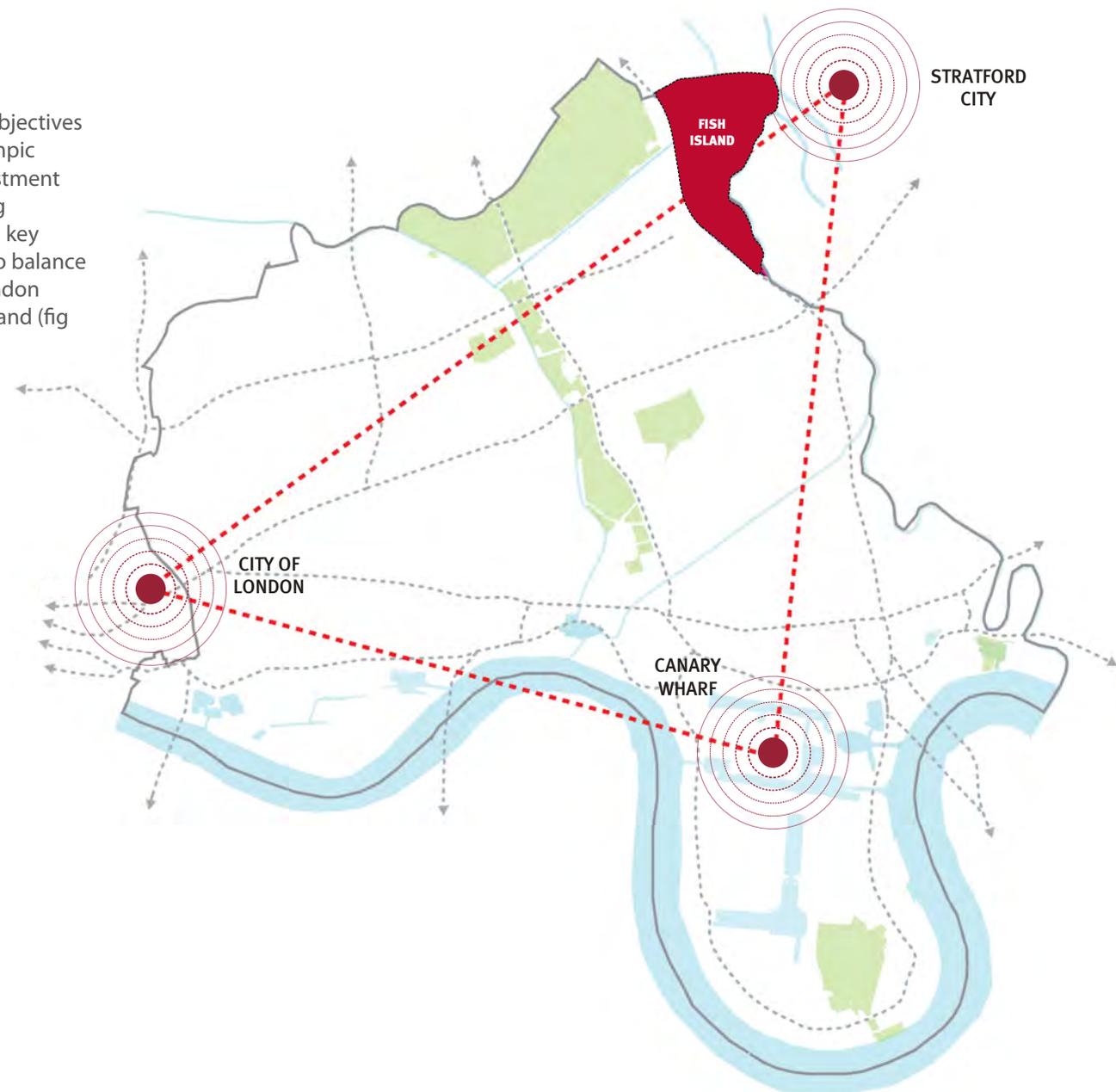


Figure 1.10: Fish Island and the major growth areas in east London

02 A VISION FOR FISH ISLAND

Fish island character areas

How will the AAP deliver the vision?



A VISION FOR FISH ISLAND

2.1 Tower Hamlets Core Strategy contains a strategic vision for Fish Island. The AAP takes the vision to a new level of detail, taking into account the opportunities and challenges. The AAP vision is based on the fundamental principles of:

- Creating a well connected place that becomes a joined up part of East London
- Making the most of the transformational effect of the Olympic Legacy investment and Stratford City
- Managing the release of former industrial land for other uses that contribute towards creating sustainable communities
- Retaining a strong identity and sense of place based on the unique industrial heritage and waterside location
- Ensuring that new homes are supported with the right infrastructure.
- Ensuring the regeneration and development of Fish Island contributes to the convergence agenda as defined in the London Plan

2.2 The AAP estimates that about 3,000 new homes could come forward in Fish Island, alongside 175,000sq.m. of new or revitalised employment floor space, creating around 3,500 new jobs.

THE VISION

Fish Island will develop as an integrated part of Tower Hamlets to become a great place to live, work and visit, with new homes, affordable housing and space for business, innovation and industry. Fish Island will benefit from a unique setting that links together the Olympic Park and legacy opportunities to the east with existing communities to the west.

Fish Island will be well connected to its surroundings in East London with new streets, bridges and public transport, making it easy to get to and from. A neighbourhood centre at Hackney Wick, with shops and services focussed around a revitalised station, along with schools, health facilities and open spaces will ensure sustainable communities can flourish.

New development will be carefully managed to create a high quality environment that reinforces the strong local character in Fish Island based on the industrial heritage and waterways.

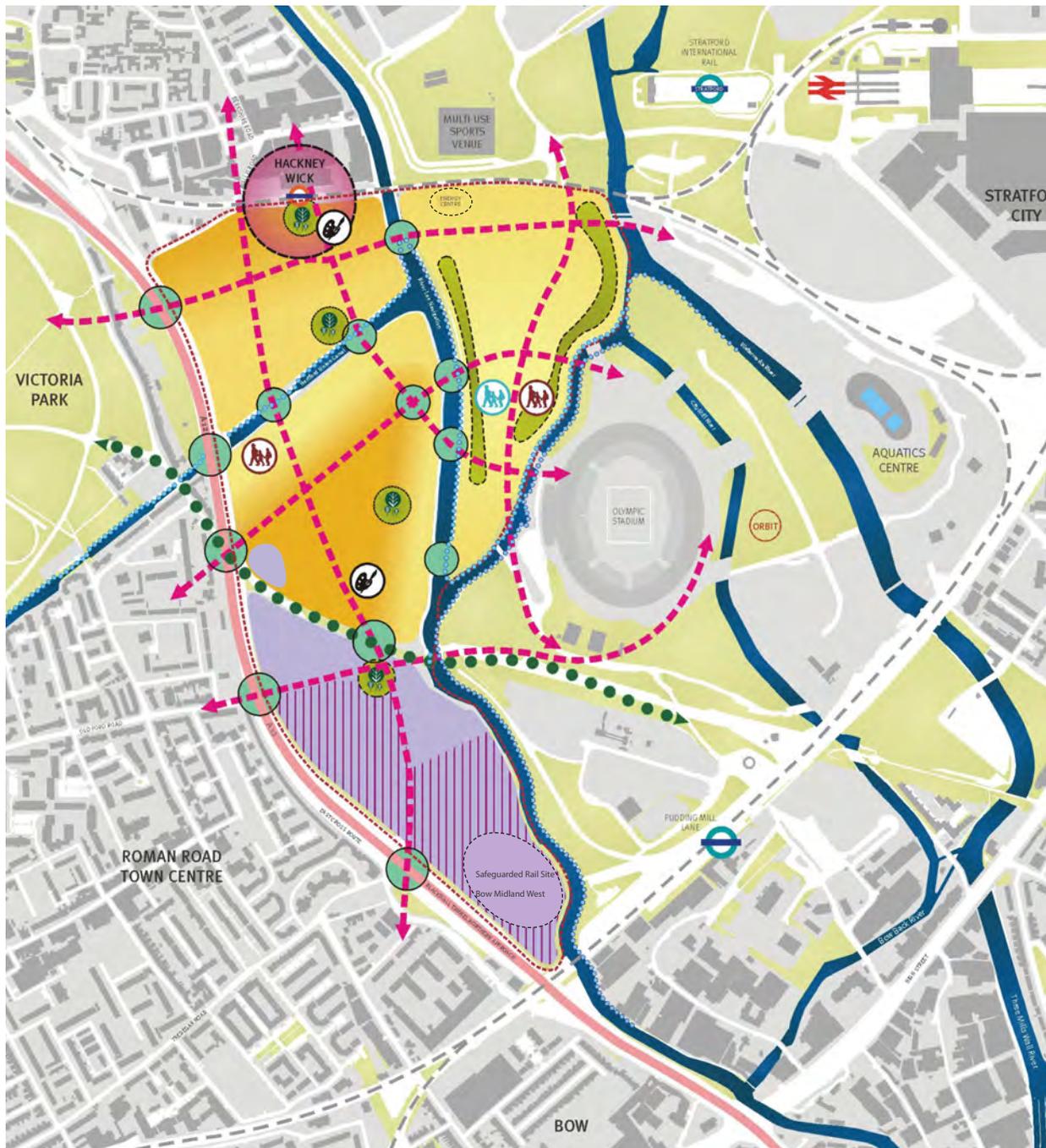


Figure 2.1: Key diagram

FISH ISLAND CHARACTER AREAS

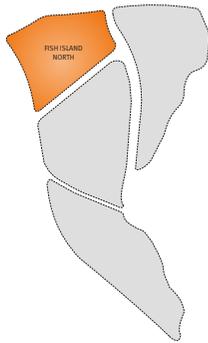
2.3 The Core Strategy sets out the need to consider four place making responses to the four character areas of Fish Island. A summary vision for each of these character areas is described below. These in turn have set the strategic direction for the more detailed policies and guidance in the AAP.

- Key
- Fish Island Area Action Plan Boundary
 - A12
 - Railway lines
 - ←•••••→ The Greenway
 - Mixed use regeneration
 - Residential led regeneration
 - Employment led regeneration
 - Strategic Industrial Location (SIL)
 - The Hub
 - Location for primary school
 - Location for primary and/or secondary school
 - Focus for creative industries
 - Proposed Open Space
 - Local open space
 - Strategic connections
 - Priority for connectivity improvements
 - Enhanced towpath
 - Safeguarded Rail Site Bow Midland West

NORTH

FISH ISLAND NORTH

- 2.4 The Hub will be a new neighbourhood centre for Fish Island, with a mix of local shops, services, cafes and restaurants to support new residential and working communities. At the heart of the Hub will be an improved Hackney Wick station. New entrances, station facilities and public squares linking either side of the railway will create an attractive transport interchange and a gateway to the wider Fish Island area.
- 2.5 Improved train and bus services, walking and cycling links will connect the Hub and Fish Island North to Bow and Roman Road to the west, and new communities and the Olympic Park to the east.
- 2.6 Hackney Wick Hub will be the focus for more intensive forms of development designed to enhance the setting of existing heritage buildings which define local character and help to establish a sense of place. Higher density housing will be appropriate close to the station, with opportunities for lower density family housing outside of the core Hub area.
- 2.7 New development will open up access to the Hertford Union Canal and Lea Navigation, to provide activity along the waterways. Development will provide opportunities for the established cluster of creative industries to grow and for new small businesses to start up.



Spitalfields Market



West India Quay



Southwark

MID



Gosset Street



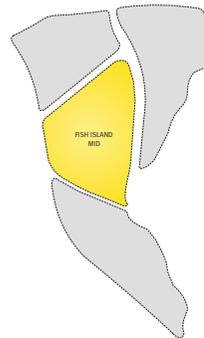
Clerkenwell Islington



Regents Canal

FISH ISLAND MID

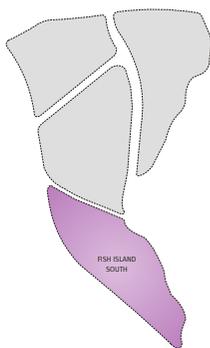
- 2.8 Fish Island Mid will prosper through conservation and heritage led regeneration. New development will compliment existing buildings and activities, enabling a close knit mix of workshops, studios, offices, light industry and residential to develop side by side.
- 2.9 The cluster of creative industries and small businesses within the network of streets south of Stour Road (Fish Island Conservation Area) will compliment the main centre of activity at Hackney Wick Hub. Conversion of older industrial buildings will provide a unique place for innovation and start up businesses to flourish. There will be opportunities for residential led development to activate the waterfronts with new homes and work spaces.
- 2.10 Fish Island Mid will become a destination for visitors to enjoy the combination of waterside setting, high quality industrial heritage, galleries and shops.
- 2.11 Improved links across the Hertford Union Canal will provide better access to shops and facilities at Hackney Wick Hub.
- 2.12 New bridges at Monier Road and Dace Road will provide important links across to the legacy development in Fish Island East. Extensions to existing bus services will reinforce connections between Fish Island Mid, communities to the west and new communities in the Olympic Legacy area.
- 2.13 Enhanced access to the Greenway, the new Lea Valley Walk, and improvements to Wick Lane under the A12 will ensure that people can walk and cycle easily and safely between Fish Island Mid and the surrounding areas.



SOUTH

FISH ISLAND SOUTH

- 2.14 Fish Island South will remain a focus for employment with opportunities to intensify and redevelop existing sites for modern industries including high tech manufacturing, environmental industries, food processing and waste management. Over time the industrial area will become a better neighbour to Fish Island Mid through improvements to the public realm and buildings.
- 2.15 Improvements to access and the proximity to strategic transport routes will make Fish Island South a location of choice for industry and businesses that support the major employment hubs at Stratford, Canary Wharf and the City of London.
- 2.15 Improvements to the Greenway and a better connection from Crown Close to



Old Ford Road will reinstate the historic street pattern and help to integrate Fish Island South with its surroundings. Improved pedestrian and cycle links combined with extended bus services and routes to Hackney Wick station will ensure that communities in Bow and Roman Road can access jobs created locally and at Stratford.

- 2.16 Older industrial sites will be developed with modern sustainable buildings and designed to improve access to the River Lea with high quality landscaped areas.
- 2.18 Sites that overlook the Greenway will develop for employment led mixed use, to provide a natural buffer between the industrial character south of Wick Lane and to the established live-work units.



Business Park



Shoreditch High Street



Trinity Buoy Wharf

EAST



Gosset Street



Claredale Street



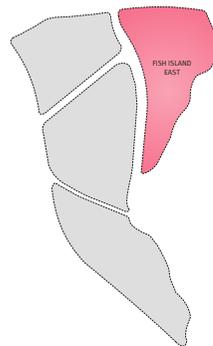
Aldgate

FISH ISLAND EAST

2.19 Fish Island East will become a new residential community with up to 650 new homes coming forward through the Olympic Legacy. The character will be defined by low density housing for families with easy access to the waterways, parks, sports and leisure facilities inherited from the 2012 games. A new school, playing fields, community facilities and a local park will provide a focus for new communities in Fish Island East.

2.20 New connections combined with improved bus services will link Fish Island East to the Hub at Hackney Wick, the Olympic Park and Stratford. New development will address the waterways to enhance their setting, set back to allow safe, attractive walking and cycling routes alongside.

2.21 There will be opportunities for a range of building types and architectural styles to come forward designed to relate to the medium scale of buildings west of the Lea Navigation. A new network of streets and spaces will develop that reflect the established urban character west of the canal with strong connections to the rest of Fish Island and the Olympic Park to make Fish Island East a genuinely joined up part of London.



HOW WILL THE AAP DELIVER THE VISION?

- 2.22 The AAP will set out a mix of planning policies, design guidance and priorities for infrastructure projects that will deliver the vision. The AAP will be used to target public and private sector investment and will be the basis for determining planning applications for sites within Fish Island, including development coming forward as a part of the Olympic Legacy.
- 2.23 The AAP and the policies and interventions it contains will have relevance and significance at different spatial scales. Fish Island will therefore play a different role within the Borough, within the Olympic Legacy area, and within London.
- 2.24 Taking into account the four character areas in Fish Island the AAP is structured around the following spatial themes:
- Connecting Fish Island – This section sets out the strategic connections needed to make Fish Island work as a joined up part of London and sets out the opportunities to improve pedestrian, cycle and public transport connections.
 - Delivering new homes and jobs – This section deals with the managed release of former industrial land designated as Strategic Industrial Location and sets out a planning framework to manage the delivery of new homes and jobs.
 - A Hub at Hackney Wick – This covers detailed guidance on creating a new focus of activity around Hackney Wick station, including the intensification of employment uses, introduction of retail and other town centre uses and improvements to the station.
 - A high quality environment – This section looks at how the positive aspects of the environment and unique character of Fish Island could be enhanced and used to guide future development and improvements to aspects that are less good, focussing on urban design principles, heritage assets, water space, open space and public realm.
- 2.25 The final section sets out how sustainable regeneration can be delivered by managing flood risk, mitigating climate change and ensuring high quality sustainable development is the driver for future regeneration. Guidance on phasing, development management and opportunity sites is also provided.

03 CONNECTING FISH ISLAND

Achieving connectivity

Overcoming the barrier of the A12

Connections over the waterways

Enhancing the Greenway

Connections within Fish Island

Better public transport



CONNECTING FISH ISLAND

- 3.1 A defining character of Fish Island is its relative isolation from surrounding communities due to physical barriers created by the A12 road, railways, rivers and canals.
- 3.2 Fish Island suffers from poor internal and external connectivity despite being relatively well served at a strategic level and much of the area has low access to public transport. Enhancing connectivity between Fish Island and its surroundings to make a genuinely joined up place in East London will be essential to secure sustainable development and ensure that the communities in Tower Hamlets can enjoy the benefits flowing from the Olympic Legacy and Stratford City developments.
- 3.3 The A12 is the most fundamental barrier to connectivity in Fish Island. The presence of the road itself helps to reinforce the island characteristic of this area. While there are places to cross from the established communities in Bow and Roman Road the connections that do exist are often of poor quality (e.g. Wick Lane/A12 junction see Figure 3.1b) and do not encourage easy or safe walking and cycling journeys. The quality of the existing connections is largely a legacy of the mainly industrial character of the area and the construction of the A12 as one of London's strategic transport routes in the 1970s.
- 3.4 The street networks in Fish Island, north and south of the Hertford Union Canal are relatively self-contained with limited opportunities to travel on direct desire lines. Large industrial sites located adjacent to the canal (e.g. north of Wyke Road and south of Trego Road, see Figure 3.1b) reduce permeability and restrict movement through the area.
- 3.5 An integrated network of streets connecting the character areas of Fish Island would create better access to Hackney Wick Station and enhance the potential for regeneration with development linked to public transport.
- 3.6 Fish Island East will be developed with up to 650 new homes as part of the Olympic Legacy development. Connections across the Lea Navigation will be essential to ensure that future residents can integrate with existing communities, access job opportunities and get to services such as shops, schools and health facilities.



Figure 3.1a: Roach Point Crossing: Indirect connection from Hackney Wick Station



Indirect route between Fish Island and Victoria Park, due to step access ramps poor environments on the landing points'



A12 underpass at Wick Lane: Unsatisfactory pedestrian and cycle link between The Greenway and Victoria Park due to unclear routing and accessibility

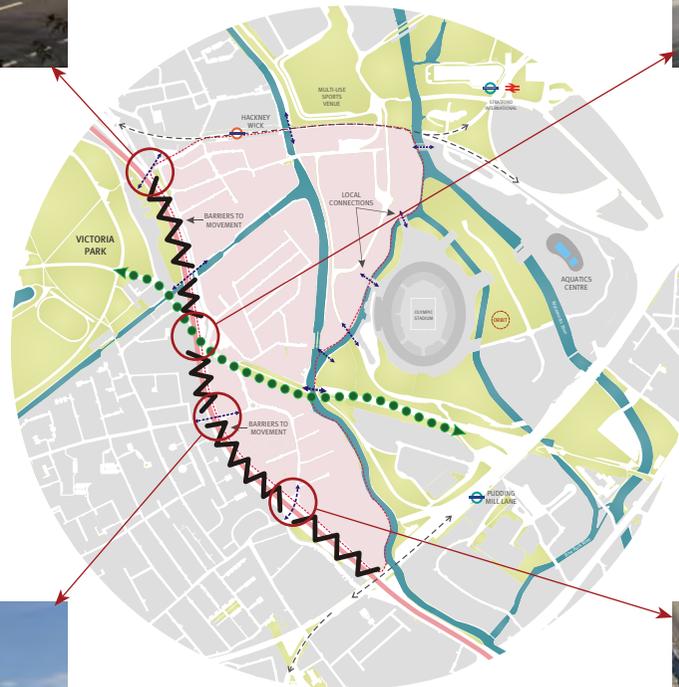


Figure 3.1b: Poor quality connections over the A12 to Fish Island



Crown Close pedestrian bridge is poorly integrated into the wider pedestrian and cycle network



A12 crossing at Wick Lane/Tredegar Road: Pedestrians are obstructed by street furniture and have no dedicated crossing facilities

- 3.7 The issue of poor connectivity from Fish Island to surrounding areas has also been recognised in numerous documents and studies including our adopted Core Strategy. This is reflected in its vision for Fish Island:

Connecting Fish Island will see improvements to the strategic and local movement network, making Fish Island an easier place to get to and move through. The creation of a joined up street pattern with new and improved bridges, an enhanced Greenway and tow paths will make Fish Island a more accessible place, on foot and bicycle, maximising connections to the Olympic Park and Stratford City.

- 3.8 The Core Strategy sets out three priorities for connections and transport serving Fish Island. These priorities have been incorporated in to the AAP to serve as guiding principles for the connectivity and transport requirements for development in Fish Island.

AAP POLICY FI 3.1

KEY CONNECTIVITY AND TRANSPORT PRINCIPLES

IMPLEMENTATION

1. To significantly improve strategic connections by overcoming the barrier of the A12, providing bridge connections across the waterways, enhancing the Greenway and creating new routes to the Olympic Legacy area.
2. To improve local connections by creating a street pattern that allows for ease of movement on foot or bicycle.
3. To work with Transport for London and others to improve Hackney Wick transport hub and connections to it.

- 3.9 FI 3.1 provides a framework within the AAP to identify and prioritise interventions and policies to deliver connectivity and transport improvements that support the vision for Fish Island.

- 3.10 When considering proposed improvements it is important to note that Fish Island has the benefit of being served by the Capital Ring and Lea Valley Walk strategic walking routes as well as the NCN+1 and LCN16 cycling routes. These strategic walking and cycling routes can provide a foundation on which improvements to key routes and local networks can be built.

- 3.11 The key routes required to link the main centres of activity in Fish Island to each other, adjacent areas and public transport have been identified as shown on Figure 3.3. Existing bus routes serving the area are shown in Figure 3.4.

- 3.12 Realising the strategic connections shown on Figure 3.2 will depend on a number of local infrastructure and public realm improvements. The options for new or enhanced connections are arranged by broad connectivity objective and together offer a comprehensive package of measures to deliver the Key Connectivity and Transport Principles.

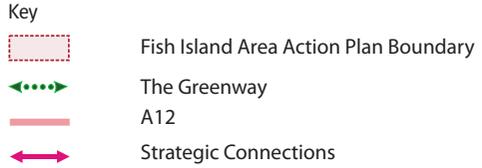
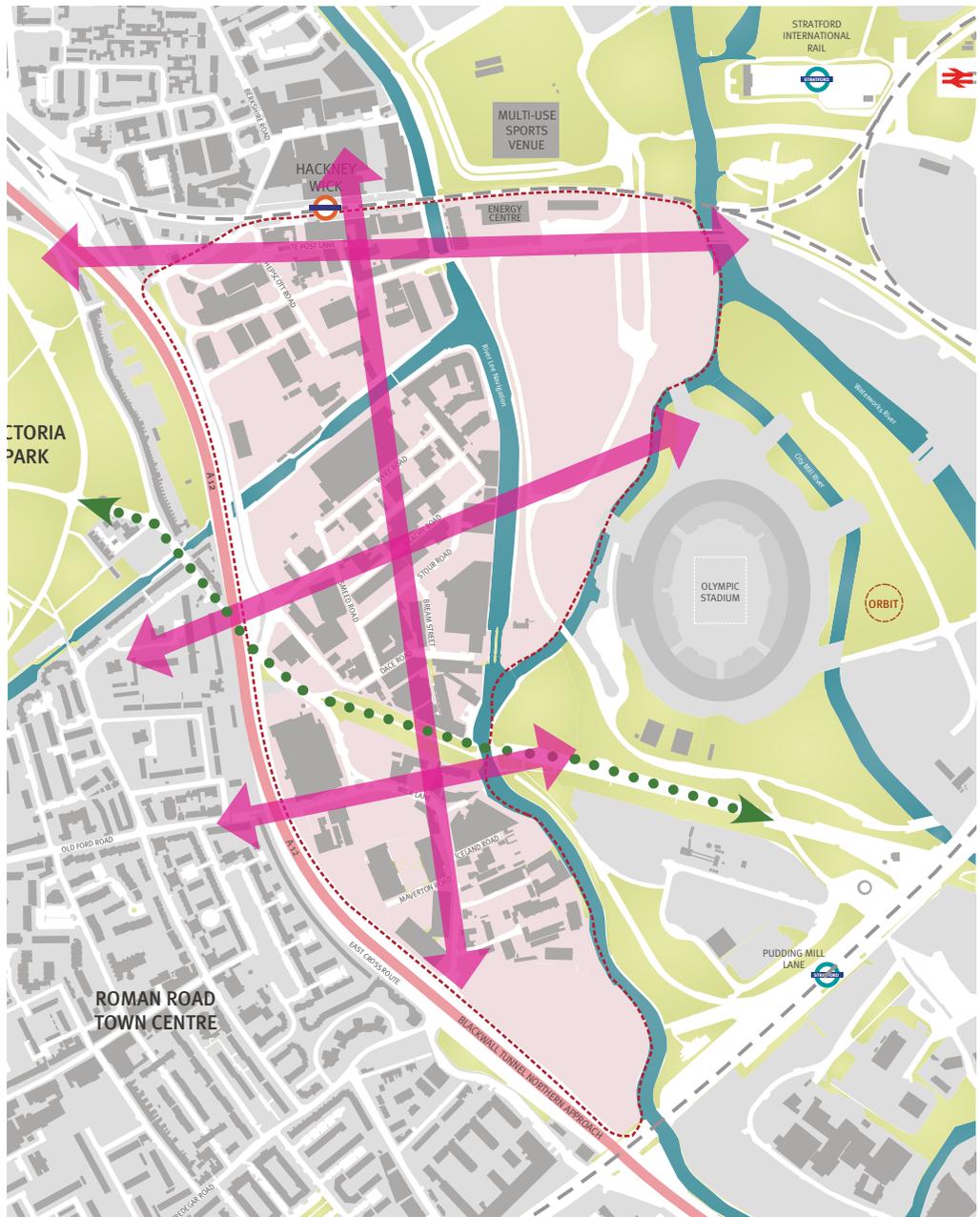


Figure 3.2: Strategic Connections

ACHIEVING CONNECTIVITY

OVERCOMING THE BARRIER OF THE A12

- 3.13 The A12 defines the western boundary of the 'Island', contributing to the area's relative isolation from adjacent neighbourhoods to the west. Currently, five crossing points, two of which cater for vehicular movements, provide access across the A12 into Fish Island. The existing connections across the A12 typically provide a poor and unwelcoming environment for pedestrians and cyclists.
- 3.14 The Engagement Version of the AAP included proposals for additional vehicle crossings across the A12 to Fish Island that received little support during public consultation. Improvements should instead focus on maximising the use of existing connections by ensuring they are effectively integrated into the wider walking and cycling networks on either side of the A12 and are themselves amenable to pedestrians and cyclists.

AAP POLICY FI 3.2

PRIORITY ACTIONS TO IMPROVE ACCESS ACROSS THE A12

IMPLEMENTATION

1. Upgrade of the existing pedestrian and cycle bridge over the A12 linking Old Ford Road to Crown Close with improved signage and public realm improvements on the landing site on Crown Close.
2. Upgrade of existing pedestrian and cycle bridge over the A12 linking Victoria Park with Wallis Road.
3. Improvements to create a safer and more attractive walking and cycling route on Wick Lane between Monier Road and Victoria Park.
4. Pedestrian and cycle crossing improvements at the junction of Tredegar Road and Wick lane with the A12.

CONNECTIONS OVER THE WATERWAYS

- 3.15 The waterways of Fish Island offer the opportunity to create attractive walking and cycling routes along towpaths. The existing provision of crossings over these waterways does not sufficiently connect areas where significant residential and employment growth is expected to take place. Additional connections over the waterways are needed to support the anticipated levels of growth in Fish Island, improve access to services and public transport and ensure the Olympic Legacy is properly integrated.



A12 from Crown Close pedestrian bridge

AAP POLICY FI 3.3

PRIORITY ACTIONS TO IMPROVE CONNECTIONS OVER THE WATERWAYS

IMPLEMENTATION

1. A new all modes bridge over the Lea Navigation linking Monier Road to Fish Island East;
2. A new pedestrian and cycle bridge connecting the corner of Roach Road and Beachy Road to Fish Island East;
3. Improved connectivity over the Hertford Union Canal between Fish Island North and Fish Island Mid. (See section below titled 'Improving Internal Connections');
4. Re-opening and upgrading the all modes bridge at White Post Lane;
5. Environmental improvements to Wansbeck Road (including an upgrade of the bridge over the Hertford Union canal).

3.16 Consideration of a new bridge across the River Lea at Autumn Street or Riverside Wharf to create a more direct route between Roman Road/Bow and Stratford will be given in the long term but will depend on the future of Bow Midland East rail yard in Newham.

3.17 The upgrading and/or replacement of existing and/or additional bridges across the Hertford Union Canal are also needed to support connectivity. Specifically with regard to the connections shown as 4a, 4b and 3 in Table 3.1 and Figure 3.3, new connections will be expected to meet the highest standards in relation to design, management safety with minimal impact on towpath/waterway users and ecology.

ENHANCING THE GREENWAY

3.19 The Greenway forms part of a strategic east-west walking and cycling route that links Fish Island to destinations to the east. It also provides an important route to Pudding Mill Station, which offers rail access serving Fish Island Mid and Fish Island south.

3.20 Improving access from Fish Island onto the Greenway will encourage its use and reduce walking times between Fish Island and Pudding Mill Station.

AAP POLICY FI 3.4

PRIORITY ACTIONS TO ENHANCE ACCESS TO THE GREENWAY

IMPLEMENTATION

1. Upgrade of the existing connection from Dace Road to the Greenway;
2. A new pedestrian/cycling connection from Wick Lane (between Crown Close and Riverside Wharf) to the Greenway;
3. A new pedestrian and cycle connection from Riverside Wharf to the Greenway bridge over the River Lea



The Greenway

CONNECTIONS WITHIN FISH ISLAND

- 3.21 Internal connections within Fish Island can be poor, with particular issues between the different character areas, largely caused by limited crossing points over the Hertford Union canal and Lea Navigation, the existing street layout and large industrial sites either side of the Hertford Union Canal.
- 3.22 Improved internal connections within Fish Island are needed to increase permeability, create new pedestrian and cycle routes, enhance access to public transport, shops and services and increase capacity for the intensification of traffic to support development and encourage sustainable travel.
- 3.23 The actions proposed in this chapter that could deliver improved connectivity within and across Fish Island are shown on Table 3.1 and Figure 3.3. Appendix 1 provides further detail on these interventions, identifying priorities and whether funding has been committed in full or part.

AAP POLICY FI 3.5

PRIORITY ACTIONS TO IMPROVE INTERNAL CONNECTIVITY IN FISH ISLAND

DEVELOPMENT MANAGEMENT

1. Development sites located between White Post Lane and Wyke Road should provide new and/or improved pedestrian and cycle routes to increase permeability between the hub at Hackney Wick and Fish Island Mid.

IMPLEMENTATION

2. A new link between Fish Island North and Fish Island Mid to provide a more direct route between the hub at Hackney Wick and Fish Island Mid. Options for this connection include:
 - i. Upgrade of the Roach Point Bridge. The existing bridge is narrow and would be unable to accommodate a substantial intensification of pedestrian and cycle traffic. Upgrading of this bridge will be contingent on securing a direct route between Hackney Wick and Roach Point Bridge;
 - ii. An additional cycle and pedestrian crossing over the Hertford Union canal. This option is contingent on the availability of improved access to the bridge landing points north and south of the canal.
 3. A new pedestrian and cycle underpass through the railway embankment to link the hub at Hackney Wick to White Post Lane. The link would facilitate a new station entrance on each side of the embankment.

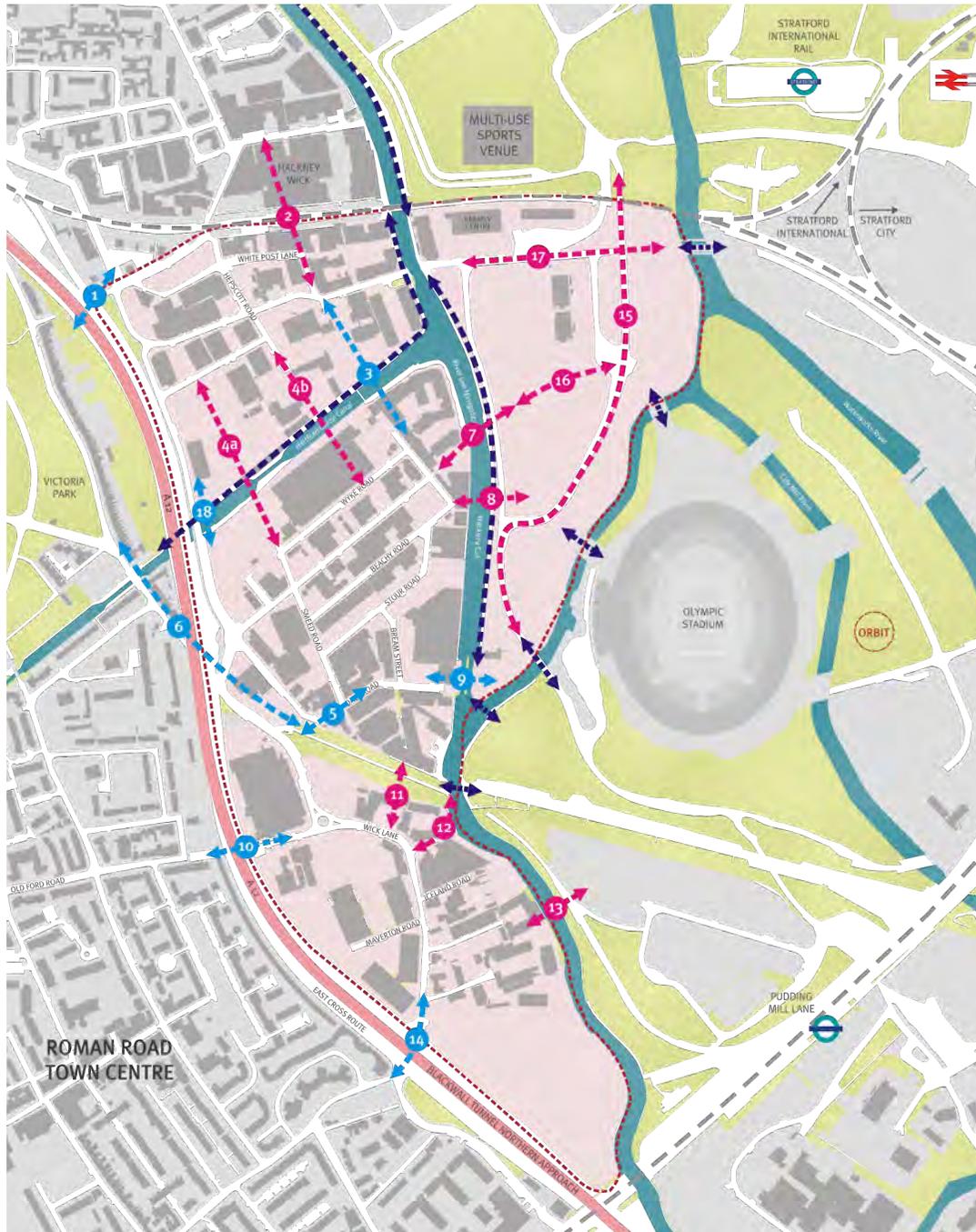


Figure 3.3: Priority Options for Improved Connections in Fish Island

Table 3.1: Priority Options for Improved Connections in Fish Island

Option	Proposal
1	Upgraded Bridge to Victoria Park
2	Hackney Wick Station Link
3	Spinal North-South Link
4a	Hertford Union Crossing (west) - new
4b	Hertford Union Crossing (east) - new
5	Dace Road to Greenway Access Improvements
6	Wick Lane Pedestrian/Cycle Upgrade
7	Monier Road All Modes Bridge
8	Roach Road - Fish Island East Bridge
9	Old Ford Lock Crossing
10	Crown Close Bridge
11	Greenway Access Link
12	Riverside Greenway Access Link
13	Rail Yard Bridge (subject to release of safeguarded railway land in LB Newham)
14	Wick Lane/A12 Junction
15	Fish Island East North-South Road
16	Fish Island East East-West Road (south)
17	Fish Island East East-West Road (north)
18	Wansbeck Road Crossing

Key

- Fish Island Area Action Plan Boundary
- A12
- Existing connections
- Upgraded connections
- New connections

BETTER PUBLIC TRANSPORT

- 3.24 With low public transport accessibility levels across Fish Island, significant improvements to public transport services and access to public transport will be required to support sustainable development in the area and improve public transport connectivity between Fish Island, Stratford and other surrounding places.
- 3.25 The recent enhancements to the Overground service, with improved frequency and longer trains, have provided Fish Island with a higher quality rail service. However, as Hackney Wick station is located on the borough boundary with Hackney, reaching the station is still difficult from many parts of Fish Island.
- 3.26 Delivery of the improvements outlined above will help to improve access to Hackney Wick and Pudding Mill Lane stations and bus stops by increasing the number and directness of routes across Fish Island.
- 3.27 A new vehicular bridge between Fish Island Mid and Fish Island East will allow bus services to achieve greater penetration into residential areas, increasing public transport accessibility levels.

AAP POLICY FI 3.6

PRIORITY ACTIONS FOR ENHANCING PUBLIC TRANSPORT IN FISH ISLAND

IMPLEMENTATION

1. Upgrade of Hackney Wick Station - The station will be redeveloped to provide new entrances and a ticketing hall located in a new pedestrian/ cycle route adjacent to Queens Yard. The station will offer step free access from street to platform and will create an impressive new gateway to the hub at Hackney Wick and the wider Fish Island area.
2. Bus service improvements- Extensions and alterations to existing bus routes to better serve Fish Island, improve bus connectivity to surrounding areas and provide opportunities for improved interchange with Hackney Wick Station . Existing and potential new routes are shown in Figure 3.4.
3. New Barclays Cycle Hire Docking Stations - extending the TfL Cycle Hire Scheme network to cover Fish Island will offer cycle access to all who use Fish Island.

3.26 In addition to the actions above Tower Hamlets Council also supports public transport improvements contained in the London Mayor's Transport Strategy that would benefit Fish Island including:

- DLR double tracking to Stratford - double tracking of the DLR line between Bow Church and Stratford would enable an increased frequency of service at Pudding Mill Lane
- Chelsea – Hackney Line (Crossrail 2) – a potential new rail line which is currently at the planning development stage but may include a station that serves Fish Island. The line would provide a step change improvement in public transport accessibility and connectivity.
- Enhancements to the Overground service including more frequent services and longer trains



Hackney Wick Overground

- Key
- Fish Island Area Action Plan Boundary
 - Bus route 8
 - Bus route 276
 - Bus route 488
 - Bus route 339
 - 339 extension
 - 262 extension
 - Potential routes for new/and or extended services
 - A12

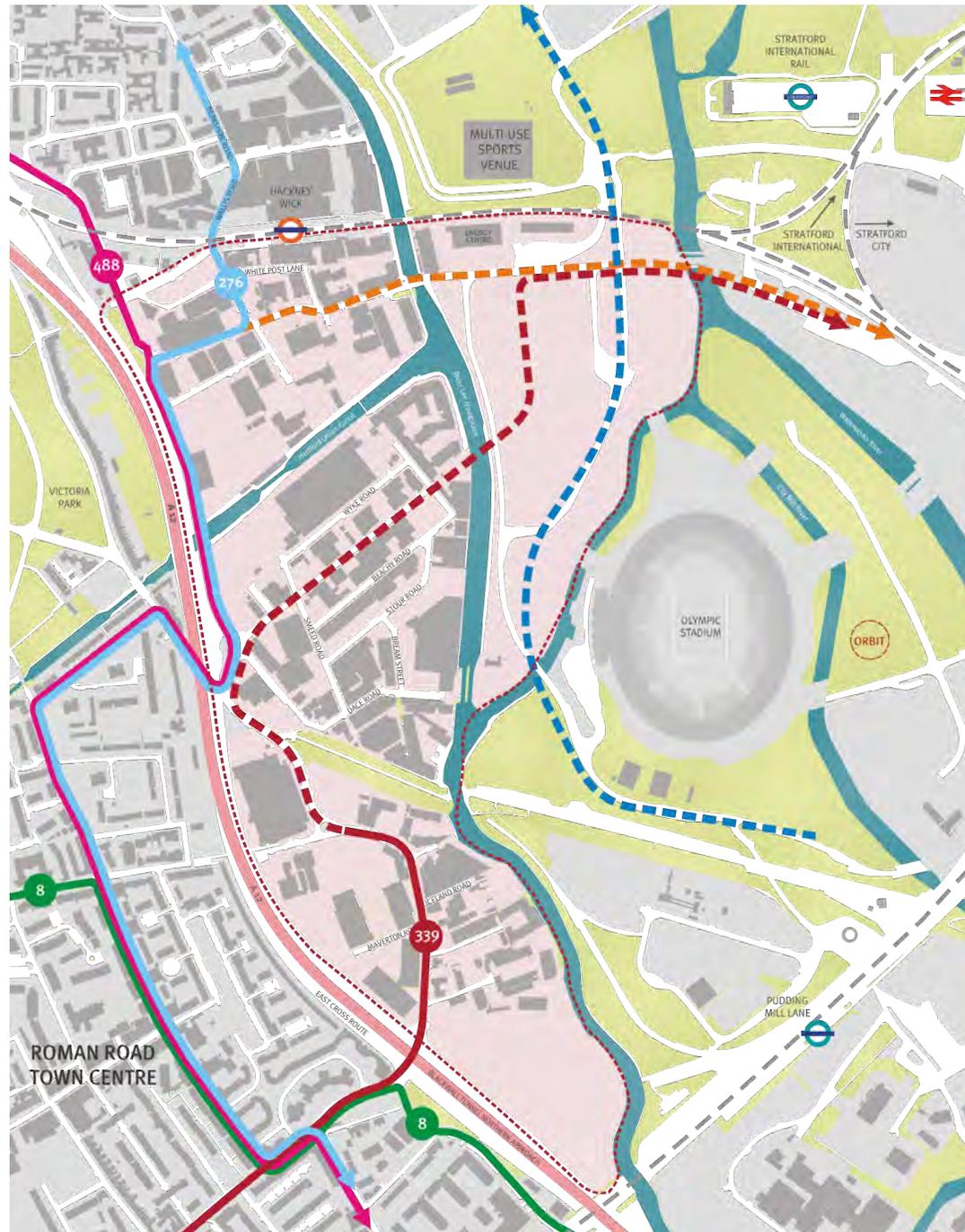


Figure 3.4: Existing and potential bus routes serving Fish Island

04 CREATING NEW HOMES AND JOBS

Opportunities for jobs and business

Managing the release of industrial sites

Creative industry and small businesses

New homes in Fish Island

Density and type of new housing

Affordable and family housing

Creating sustainable neighbourhoods

CREATING NEW HOMES AND JOBS

- 4.1 Fish Island is an area where business and industry have flourished since the 19th century. Old and modern industrial buildings and yards dominate the character of Fish Island today. Traditional industry such as printing, food processing and light manufacturing continue to exist but have been joined more recently by waste management, warehousing and storage, capitalising on its location within proximity of the City and Canary Wharf. Estimates suggest that 3,000 jobs are accommodated in Fish Island and immediate surroundings (Spatial Economic Policy Report 2011).
- 4.2 Fish Island is also home to a flourishing creative arts community, which co-exists with complementary industries in particular the printing industry but also other businesses such as building material suppliers and some specialist creative arts businesses.
- 4.3 The whole of Fish Island (except the Olympic Legacy area, east of the Lea Navigation) was previously defined as Strategic Industrial Location (SIL), which has helped to maintain space for larger scale industries, but this has prevented other non-industrial uses from coming forward.
- 4.4 The Core Strategy seeks to ensure a managed approach to industrial land for the Borough in order to assist in creating sustainable communities. This will be achieved by releasing between 30 and 50 ha of SIL up to 2025. There is an opportunity for managing the redevelopment of former industrial land in Fish Island, to promote a more flexible approach to land use and maximise the benefits of the Olympic Legacy.
- 4.5 New residential development will be appropriate in some areas supported by new and enhanced community facilities and infrastructure. The Core Strategy housing trajectory indicates that Fish Island could accommodate up to 2,400 new homes over the period to 2025, but notes that this figure will be confirmed through the AAP process.
- 4.6 The AAP strategy for providing a balanced mix of uses will be:
- Consolidate heavier industrial activities in a new SIL in Fish Island South;
 - Promote residential led development in Fish Island East , Fish Island North and canal frontages in Fish Island Mid;
 - Promote mixed uses in Hackney Wick Hub and Fish Island Mid;
 - Provide space for existing businesses that provide an important local function to remain, including CGI's.

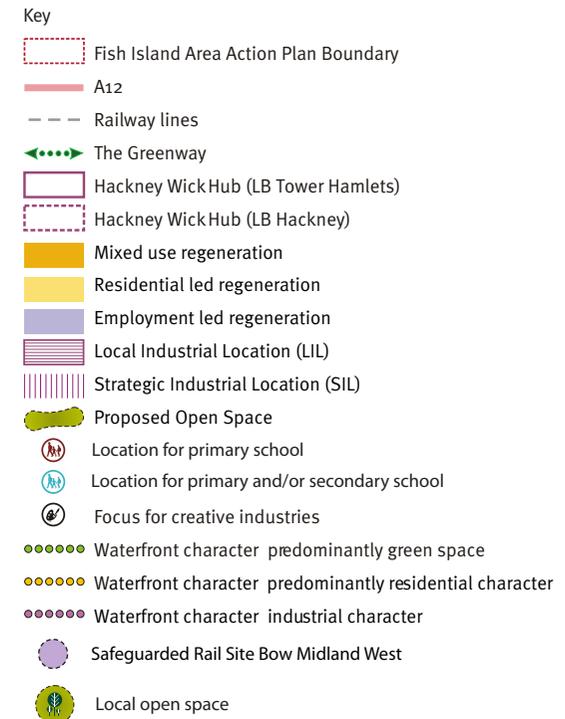
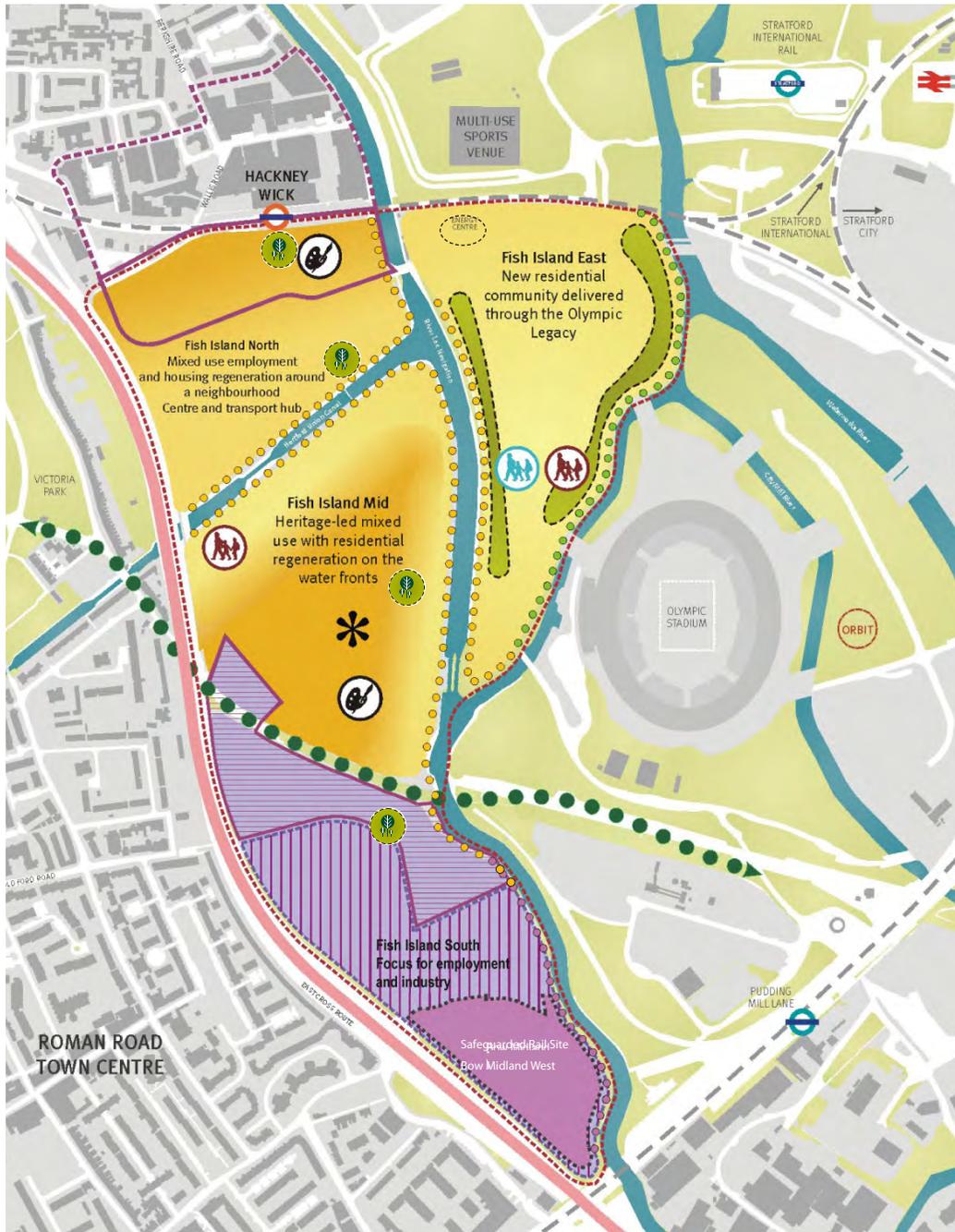


Figure 4.1: Fish Island land use strategy

OPPORTUNITIES FOR JOBS AND BUSINESS

STRATEGIC INDUSTRIAL LOCATION (SIL)

- 4.7 To respond to the aims of the Core Strategy, the AAP proposes a new consolidated Strategic Industrial Location (SIL) in Fish Island South to maintain an appropriate supply of strategic industrial land for Tower Hamlets and London.
- 4.8 Some industrial activities benefit from being clustered in one location to make use of existing strategic infrastructure or to minimise negative impacts on residents and of other businesses.
- 4.9 Qualitative assessment carried out by the GLA shows that the areas south of the Greenway score well against criteria identified for Strategic Industrial Locations. Sites south of Crown Close and Wick Lane score the highest. This analysis has been endorsed through the Employment Land Study which recommends a tightly drawn SIL boundary covering all Fish Island South up to the Greenway or restricting SIL to the area south of Crown Close and Wick Lane with the northern area retained as a Local Industrial Location.
- 4.10 The new SIL will be the area bounded by the A12, the Lea Navigation, Wick Lane and Crown Close. It will include the existing safeguarded Bow Midland West Rail Yard, as per the London Plan and industrial estates south of Autumn Street. (fig 4.2)
- 4.11 The existing industrial uses here should be intensified and sites promoted for development of high tech manufacturing, environmental industries, waste management and energy generation, to support the emerging requirements of existing and new development in the area and for industrial uses (falling mainly within class B1c, B2, B8).



Big Yellow Storage



Kings Yard



Workspace

- 4.12 Improved access and environmental quality in Fish Island South, which will be a priority to make this a location of choice for high value modern manufacturing, technology and distribution businesses.



Industrial factory

AAP POLICY FI 4.1: Strategic Industrial Location

DEVELOPMENT MANAGEMENT

1. The area between the A12, Wick Lane, Crown Close, Autumn Street and the River Lea will be designated as Strategic Industrial Location (SIL). The boundary of SIL is shown on fig 4.2.
2. Within the proposed SIL:
 - (a) Land will be promoted and safeguarded for employment and industrial uses falling mainly within use classes B1(c), B2 and B8 as set out in the London Plan, the Industrial Capacity (London Plan) SPG 2008 and Tower Hamlets Core Strategy.
 - (b) The Bow Midland West Rail site will be safeguarded for uses which make effective use of the railhead, including for existing, planned or potential use of the railhead for aggregate distribution.

3. Proposals that fall outside of use classes B1 (c) B2 and B8 will not be supported, except where this provides small scale “walk to” amenities such as crèches, cafes and small local shops, that serve the needs of people working in the industrial area and the adjacent live/work developments on Wick Lane, in line with the Industrial Capacity (London Plan) SPG.

IMPLEMENTATION

4. Prepare detailed design guidance for the SIL to show how sites can be redeveloped to provide a range of different types of industrial premises to meet local and London wide demand.
5. Work with partners, including the LLDC and the GLA to develop a regeneration and investment strategy for Fish Island SIL to encourage the redevelopment and enhance the offer as a competitive location attractive to modern industry.

LOCAL INDUSTRIAL LOCATION

- 4.13 The area north of Wick Lane between the proposed SIL and the Greenway will be more transitional in character. Heavier industrial uses would not be appropriate in this location due to the potential environmental and amenity impacts on the Greenway as a strategic pedestrian route and the existing live/work developments.
- 4.14 Sites close to the A12, west of Dace Road benefit from good vehicular access which is essential for servicing requirements of modern light industrial uses. The environment here is affected by road noise and vibration and so less suited to residential use. The AAP proposes to safeguard this area for employment led development through the designation of a new Local Industrial Location (LIL), more detail on the LIL can be found later in this chapter.



Employment and residential development

- 4.15 The area between Smeed Road, Wyke Road, Roach Road, Bream Street and the Greenway, which includes Fish Island Conservation Area includes a number of small scale light industrial uses and is home to a cluster of creative and cultural industries. This area will need to play an important role as a transitional zone between the mainly residential focus adjacent to the waterways and the more industrial character south of the Greenway and westwards towards the A12.
- 4.16 Promoting smaller scale industrial uses and flexible space for small businesses in the area north of Wick Lane will provide a suitable transition between the more intensively used industrial area and the more mixed character of Fish Island Mid. This will be achieved by releasing the SIL and designating this area as a Local Industrial Location (LIL). The policies in the Core Strategy and draft Managing Development DPD will apply here. The boundary of the proposed SIL and LIL in Fish Island South is shown on fig 4.2. There will be opportunities for intensification of industrial and employment uses within the LIL as part of mixed use development, but the starting principle will be no net loss of employment floor space.

AAP POLICY FI 4.2

Local Industrial Location

DEVELOPMENT MANAGEMENT

1. Development resulting in the net loss of industrial floor space within Fish Island LIL will not be supported.
2. The redevelopment of sites with existing industrial (class B1 (b & c), B2 and B8) floor space to include residential uses will only be supported if the existing industrial floor space is re-provided on site and the criteria in draft Managing Development policy DM17 are met.



Live/Work development

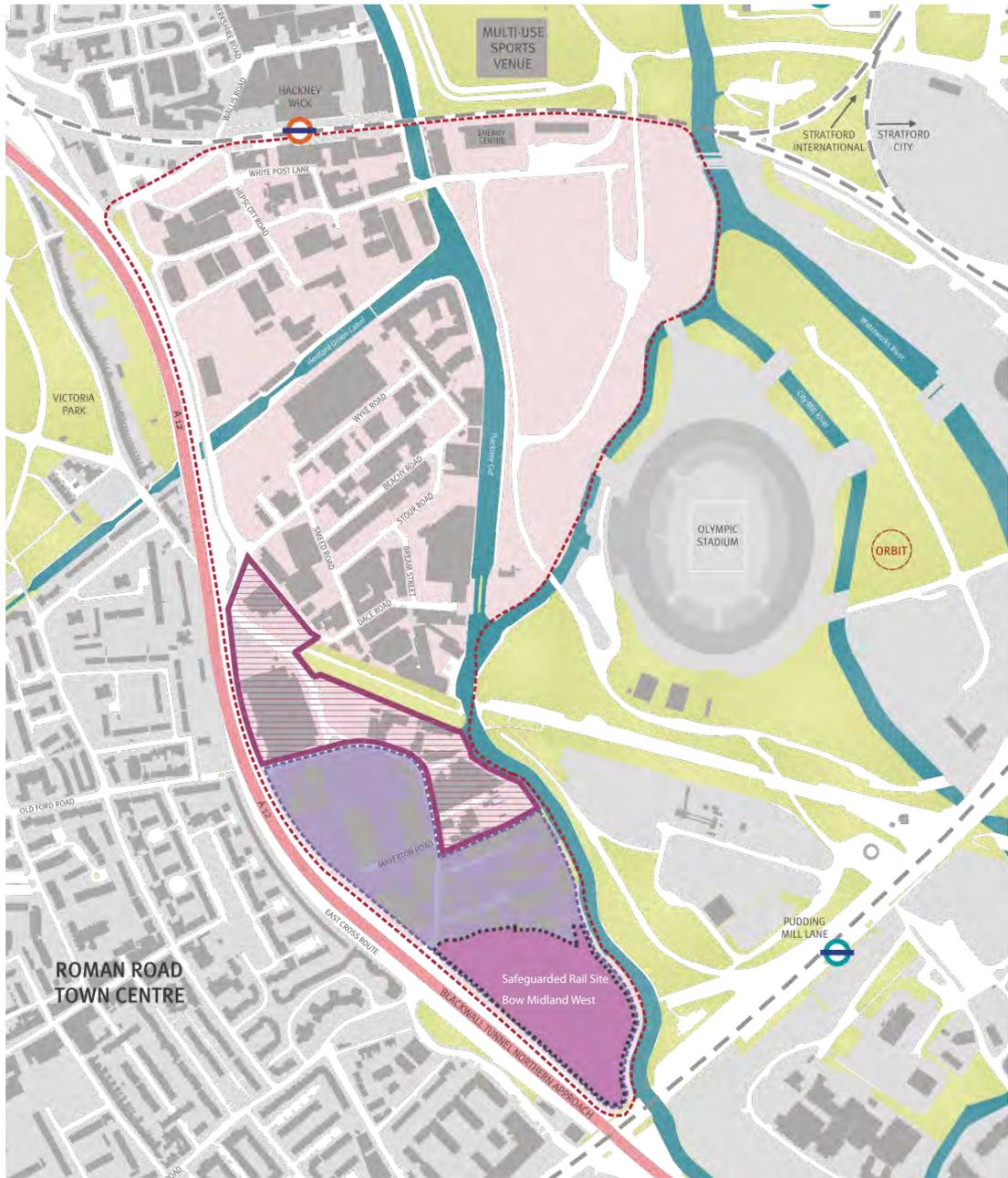


Figure 4.2: Fish Island SIL and LIL boundary

MANAGING THE RELEASE OF INDUSTRIAL SITES

- 4.17 The sections above explain how existing land use policies could be altered to achieve a better balance of uses across Fish Island by consolidating the Strategic Industrial Location in Fish Island South, designating a Local Industrial Location in parts of Fish Island Mid and South and promoting the existing clusters of creative industries and small businesses.
- 4.18 Managing the redevelopment of former industrial land sites for mixed use development across the whole of Fish Island outside of the Strategic and Local Industrial Locations and the Legacy development area will be achieved through the statutory development management process. The spatial approach set out above will be complimented with clear criteria that will be used to assess proposals for redevelopment.
- 4.19 Development within the mixed use area will be expected to provide a balance of residential, commercial, and other supporting uses to create a vibrant and diverse community. Residential-led development will be expected to provide predominately residential which can be complemented by other uses such as community and commercial.

AAP POLICY FI 4.3 Managing the redevelopment of former industrial land

DEVELOPMENT MANAGEMENT

1. Proposals for redevelopment of existing industrial sites outside of the SIL and LIL, for mixed use including residential will be considered favourably if they meet the following criteria. This will be applied flexibly depending on the individual site, subject to other policies in the AAP:
 - The proposals would maintain or increase employment density - i.e. more jobs would be created) when compared with the existing or last permitted use of the site;
 - The proposals would retain and/ or refurbish heritage assets including buildings within Fish Island Conservation Area and buildings of townscape merit;
 - The proposal would provide improved connections and / or enhanced public realm that would help to deliver the AAP vision;
 - A relocation strategy for existing businesses affected by the redevelopment has been provided;
 - The development would provide or contribute to the social and community facilities required to support new housing development;
 - Proposals for mixed use development that include housing would not result in any significant conflict between employment and residential uses (including those on adjacent sites);
 - Proposals would include flexible work space for small and medium enterprises and/or creative industries.

CREATIVE INDUSTRY AND SMALL BUSINESSES

- 4.20 It is widely recognised that London's CCI's are both a driver and a consequence of its broader economic success. Over the last several decades, London's creative sector has spread eastwards. Fish Island is at the heart of a cluster of CCI's, with substantial new areas of space coming forward in the Lower Lea Valley.
- 4.21 Tower Hamlets has the second highest (following Hackney with the highest) number of artists' studios and groups, with 28% of all of London's artists' studio buildings and 43% of units (Mayor's Cultural Strategy 2010). A mapping audit exercise undertaken by the London Development Agency (LDA, 2009), identified 610 studios (including live/work) across the Hackney Wick and Fish Island area.
- 4.22 Studio spaces are not only occupied by creative practitioners such as designers, artists & galleries but also by a variety of supporting businesses from printers to financial consultants. The concentration of CCI's and small businesses in Fish Island plays a central part in the future evolution of the vision for the area.

- 4.23 The Olympic Legacy International Broadcasting Centre and Main Press Centre (IBC/MPC), in the London Borough of Hackney, will provide substantial new employment space, which could be occupied by large scale creative media, broadcasting, digital and related uses. Capitalising and nurturing the eastward shift of CCI's is of high importance for Hackney Wick/Fish Island. There is now the opportunity to support, enhance and grow this economic activity, to create an area of international significance. Building on the existing economic assets in Hackney Wick/Fish Island, could attract media businesses to the IBC/MPC, which value the close proximity to the existing CCI's and small businesses for ideas and innovation.



- 4.24 CCI's create local job opportunities; in particular start-up space for Small Medium Enterprises (SMEs) or the self-employed. They contribute towards place making and the area's distinct character. Many of the Fish Island's historical buildings, which are no longer suitable for traditional industrial activity have been adapted to create workspace for CCI's and other small businesses. The reuse of existing buildings, new developments and utilising space for active uses, will promote heritage-led renewal. This approach would support and enhance the character of the Fish Island Conservation Area and buildings of local significance, to avoid the loss of existing flexible workspaces spaces through new large scale developments.



Iron Works

- 4.25 There is evidence of demand for further flexible affordable workspaces in the area, as the waiting list for managed workspace continues to grow.
- 4.26 Developers will be encouraged to retain existing and to provide new employment uses and spaces, with a particular focus on flexible managed workspaces for CCI and SMEs, through the redevelopment of existing or new buildings. Developers will also be encouraged to enter into discussions with managed workspace providers in order to ascertain local employment needs for any particular development opportunity. Workspace providers can play a significant role in the management and maintenance of employment spaces as part of a mix use developments.

AAP POLICY FI 4.4:

Protecting and enhancing CCIs and SMEs

DEVELOPMENT MANAGEMENT

- 1 The re-use, refurbishment and conversion of older industrial buildings within Fish Island Conservation Area, proposed White Post Lane Conservation Area and proposed locally Listed Buildings, for flexible and managed workspaces, suitable for small businesses and creative industries will be encouraged.
- 2 New development opportunities should provide employment floorspace suitable for CCIs and SMEs in accordance with the guidance set out in appendix 3 of the AAP.

NEW HOMES IN FISH ISLAND

- 4.27 Residential development will be appropriate in Fish Island outside of the proposed SIL designation in order to create a mixed-use environment alongside other uses including employment and commercial and retail development, supported by local services and community facilities.
- 4.28 Initial work suggests that through careful planning and innovative design, new development could deliver about 3,000 new homes across Fish Island, including a significant proportion of affordable and family housing, in line with Core Strategy and development management policies.
- 4.29 The provision of facilities such as schools, health facilities and open space will be essential to support the development of Fish Island alongside housing and other uses.
- 4.30 Fish Island is well placed to take advantage of Victoria Park and the Queen Elizabeth II Olympic Park, subject to establishing good connections between these open spaces and the residential communities in Fish Island. In addition to this, evidence suggests (through the Tower Hamlets Open Space Strategy) that there is also a requirement to provide access to more local open spaces close to homes, so that there is a choice of different types of open space available from play areas through to sporting activities. To achieve this, the AAP will need to identify opportunities for smaller open spaces to come forward as sites are re-developed. Further detail on the provision of new open space in Fish Island is provided in Section 6.

FISH ISLAND NORTH

- 4.31 Good public transport access through the redevelopment of Hackney Wick Station and proximity to the emerging hub at Hackney Wick means that Fish Island North will be one of the key areas of change and see significant levels of residential development coming forward over the lifetime of the AAP.
- 4.32 Residential development in Fish Island North will include both new homes and the re-use of existing buildings, all of which should respond to the character and setting of the area. The main opportunities for new homes in Fish Island North will be through the redevelopment of sites close to Hackney Wick Station for mixed use development and the comprehensive development of the larger sites adjacent to Hertford Union Canal.
- 4.33 Residential development in Fish Island North should protect, enhance and respond to the character, setting, scale and urban grain of the area; through both the creative and adaptive reuse of existing historic buildings and well designed modern buildings. The proposed White Post Lane Conservation Area will provide additional guidance as to how new development is integrated within the historic environment and heritage assets along White Post Lane.

FISH ISLAND MID

- 4.34 Residential development is seen as an important part the vision for Fish Island Mid including family housing and residential development as part of mixed-use developments, where housing can add value to waterside locations. Residential development must also respond to the character appraisal and management guidelines of the Fish Island Conservation Area.
- 4.35 The main opportunities for residential development in Fish Island Mid will be on sites fronting the Hertford Union Canal and Lea Navigation and through the comprehensive redevelopment of large scale sites such as Neptune Wharf.

HOUSING IN THE LIL

- 4.36 As set out in the FI 4.2 and DM17, the LIL in Fish Island will protect and safeguard industrial land. If a mixed use development is suitable within the LIL, redevelopment would need to ensure that industrial land and its future function is not jeopardised by reverse sensitivity issues. Through effective high quality design, layout and management, LIL could potentially provide residential alongside an industrial employment led-scheme.

FISH ISLAND EAST

- 4.37 Fish Island East will undergo major scale comprehensive redevelopment as part of the Olympic Legacy development proposals. Fish Island East will become a new residential neighbourhood that will include a range of house types with a focus on higher amounts of family housing and provision of substantial affordable housing. There is an opportunity in Fish Island East to create a brand new high quality residential neighbourhood in a high quality environment using innovative design that responds to the positive characteristics of adjoining parts of Fish Island and the Olympic Park.
- 4.38 New physical and social infrastructure will need to be provided for new and existing residents, which includes new school provision, local open space, and community provision. Improved connections to neighbouring areas (as described in the connectivity section) will ensure the new communities on Fish Island East become integrated with existing communities in Tower Hamlets and that community facilities provided here can be used by people living outside the immediate area.

DENSITY AND TYPE OF NEW HOUSING

- 4.39 The density of residential development should be in accordance with London Plan Policy 3.4, and the Sustainable Residential Quality density matrix, and be between based on PTAL levels. Appropriate density within specific development proposals will also depend on the site constraints, detailed design, response to local character and the satisfactory provision of public and private open space.
- 4.40 Figure 4.4 below provides guidance as to the type, height, density and amount of new homes within each of the Character areas within Fish Island.

Character area	Typology	Prevailing height (storeys)	Appropriate density range (u/Ha)	Suggested residential capacity (units)
Fish Island North	Mixed use	4 - 8	Up to 350	1,100
Mid Fish Island	Medium density (high family housing)	4 - 6	120 - 300	1,250
Fish Island East	Lower density (flats / houses with high family housing)	3 - 6	50 - 200	650

AFFORDABLE AND FAMILY HOUSING

- 4.41 New housing coming forward in Fish Island will need to meet a range of different housing needs. The provision of affordable housing is a key priority for Tower Hamlets. The Core Strategy sets an overall target of 50% affordable housing across the borough. This will be achieved by seeking at least 35% affordable housing as a component of any residential development. There are significant opportunities for sites subject to redevelopment to contribute towards meeting the Boroughs' overall affordable housing needs through the provision of on-site affordable housing.

- 4.42 There is also substantial demand for family housing (homes with three or more bedrooms) across Tower Hamlets. Development in Fish Island has the potential to contribute to the provision of family accommodation with access to high quality environment, amenities such as green space, public transport, leisure and sports facilities. The Mayor of London has stated that homes for families will be significant focus of the Olympic Legacy development. This is confirmed in the draft Olympic Legacy SPG.



Figure 4.4 Clerkenwell Islington

AAP POLICIES FI 4.5

Affordable and Family Housing

DEVELOPMENT MANAGEMENT

1. Development proposals including 10 or more new homes must provide a minimum of 35% affordable housing as set out in Tower Hamlets Core Strategy and the draft Managing Development DPD.
2. Affordable housing should be split between intermediate (30%) and social rent (70%). Affordable rented accommodation (as defined in National Planning Policy Framework) will only be acceptable where social rented accommodation would render the proposals unviable as set out in the Managing Development DPD.
3. Housing should provide for a range of house types and sizes in accordance with guidance set out on Tower Hamlets Core Strategy, draft Managing Development DPD, and the Mayor of London's Housing SPG.

CREATING SUSTAINABLE NEIGHBOURHOODS

4.41 Housing growth in Fish Island will need to come forward with appropriate supporting infrastructure to ensure the creation of sustainable neighbourhoods. The Core Strategy and Infrastructure Delivery Plan identify areas of search for new primary and secondary schools and a primary care health facility to support anticipated housing growth in Fish Island and also to support wider demands in Tower Hamlets.

EDUCATION

4.42 Sufficient school places will need to be provided within Fish Island to meet the demand for places arising from residential development including the Olympic Legacy Development.

4.43 The Core Strategy identified Fish Island as an area of search for both new secondary and primary schools to support anticipated housing growth in Fish Island and also to support demand for additional school places arising from growth across Tower Hamlets. The principles that underpin the Olympic Legacy objective of "convergence" support the provision of new schools and high quality education for children from both existing and new communities in and around Fish Island and the Olympic fringe.

4.44 School places will be provided in either one or two primary schools within Fish Island and potentially one secondary school, subject to the amount of development being proposed. A joint approach with adjoining boroughs, LLDC and the GLA will be needed to understand the most appropriate strategy for providing primary and secondary school places across Fish Island and Hackney Wick.

4.45 The Council's projections identify the need for two additional secondary schools to be provided within Tower Hamlets during the LDF plan period to 2025. This is over and above the increase in capacity secured through the expansion of existing schools under the Council's Building Schools for the Future programme and takes into account the need to re-provide the four forms of entry currently provided by Bow Boys School which is not considered fit for purpose to remain as a secondary school. Hackney Council has also identified a need for additional secondary school places, in the east of its borough.

- 4.46 The Council has identified the Bow Lock site to provide the first of these new schools, with the aim of a new eight form entry school opening by 2014. This will accommodate the 4 forms of entry from Bow Boys School and provide a further four forms of additional capacity. A further site would be required to deliver a second school by 2018 with the demand arising from the east of the Borough.
- 4.47 Following the assessment of a number of sites on Fish Island North and Fish Island Mid, it there is no single site west of the Lea Navigation large enough to deliver a secondary school, and there are considerable risks attached to the financial viability and deliverability of assembling a site through CPO processes. A primary school site alongside other forms of development potentially as part of a mixed use development in Fish Island Mid, is considered deliverable.
- 4.48 Comprehensive redevelopment of Fish Island East provides an opportunity to deliver a primary or secondary school as part of a wider residential led development, particularly as this area is under the single ownership of the LLDC.

AAP POLICY FI 4.6

Education

- #### DEVELOPMENT MANAGEMENT
1. Residential development in Fish Island should contribute to the provision of additional school places in accordance with the Tower Hamlets Core Strategy and Planning Obligations SPD.
- #### IMPLEMENTATION
2. Work with OPLC to identify an appropriate site and delivery of a primary or secondary school within Fish Island East as part of the comprehensive legacy development.
 3. Work with land owners in Fish Island Mid to safeguard a site for the provision of a three form entry primary school (0.5 ha approx) as part of the future comprehensive development of site(s) adjacent to the Hertford Union canal.

- ## HEALTH CARE
- 4.49 All homes within Fish Island should have access to a primary health care facility which is located in an accessible location with good access via public transport. The focus of activity in the Hub at Hackney Wick will provide opportunities for a range of community facilities including primary health care facilities such as GP surgeries, clinics, dental practices and walk in centres.

AAP POLICY FI 4.7

Healthcare

- #### DEVELOPMENT MANAGEMENT
1. Residential development in Fish Island should contribute towards the provision of health care facilities in accordance with Tower Hamlets Core Strategy and the Planning Obligations SPD.
- #### IMPLEMENTATION
2. Work with partners and landowners to provide a suitable location, as part of a mixed use development or a stand-alone facility, for new primary care facility in Fish Island.

05 A HUB AT HACKNEY WICK

Role and function of the Hub

Defining a core for the Hub

Hackney Wick Station improvements

Connecting the Hub to the wider area

Introducing retail and other town centre uses



A HUB AT HACKNEY WICK

5.1 The area around Hackney Wick Station has been identified in Tower Hamlets Core Strategy and the draft OLSPG as an opportunity to deliver a new neighbourhood centre. The Hackney Wick area will offer a range of retail shops and services in a unique setting, focussed on improved transport links and connections at Hackney Wick Station.

5.2 Hackney Wick will become a Hub, providing access to local shops, services, leisure and community facilities to support growth and regeneration in the wider Fish Island and Hackney Wick area. The Hub also represents an opportunity to support and enhance creative industries in the Fish Island and Hackney Wick area. These industries will play a significant role in the delivery of an active employment hub for micro and small businesses, as well as a vibrant retail hub.

5.3 The area included in the Hub will straddle the boundaries between Tower Hamlets and Hackney, to focus activity either side of Hackney Wick station. Tower Hamlets component part of the Hub is designated as a neighbourhood centre, however, Hackney has not designated their component part as a neighbourhood centre. Enhanced public realm, a proposed connection beneath the railway viaduct and improvements to Hackney Wick station will ensure the two parts of the Hub are joined up.

5.4 High quality new architecture will complement the reuse of existing buildings and create a mixed use environment with innovative approaches to incorporating employment and residential uses within developments.



Hackney Wick



Hackney Wick station



The Hub, Hepscott Road

ROLE AND FUNCTION OF THE HUB

5.5 The Hub is in close proximity to other major retail town centres, such as Roman Road and Stratford City, which provide local residents with retail comparison products, such as clothes and household goods. The Hub will complement these town centres, and offer a different shopping experience by providing a range of shops and unit sizes, to access day-to-day convenience goods that serve the local catchment area, accessible by walking and cycling. It will also differentiate itself, by providing a range of employment spaces, particular in the creative and cultural sector, enabling start up micro and small businesses to develop and pool resources in the local area, where appropriate.



Brick Lane

5.6 The Hub will act as a gateway to the Hackney Wick and Fish Island area, as well as the future Queen Elizabeth Park and associated Olympic legacy facilities. Activity will be along key routes towards the station, which will create a network of interconnected routes and spaces of activity. There is also an opportunity to capitalise on the visitor economy offer from Stratford City, the Olympic Legacy facilities and associated events. As such, potential uses in the Hub will provide a mix of uses, which could also serve the visitor economy.



Covent Garden

5.7 The overarching principles for the Hackney Wick Hub are:

- Ensure a coordinated approach to development of the Hub either side of the railway line and borough boundary.
- A Hub of employment and retail activity, that builds on the character and 'unique selling point' of Hackney Wick and Fish Island, to define a neighbourhood centre that complements (rather than competes with) existing town centres, such as Roman Road and Stratford City;
- Heritage led renewal which builds on the unique character and heritage across the area, through innovative and creative principles.
- A Hub that integrates well with it's surroundings and enhances routes to, from and within the neighbourhood centre to the wider Fish Island and Hackney Wick area and to the Olympic Park.
- A coordinated approach to the development of the Hub and station improvements, including the creation of a station square and new links to join the two parts of the Hub either side of the railway.

DEFINING A CORE FOR THE HUB

- 5.8 Setting out the extent of the Hub will help to achieve a focused approach to development and ensure that activity is focussed close to the station to achieve a joined up approach with the northern part of the Hub in Hackney. Based on studies carried out by Aecom for LTGDC, the AAP has designated the area bounded by White Post Lane, Rothbury Road and Wansbeck Road as the Hub area in Tower Hamlets. The Hub will extend northwards to include the area between the railway and Felstead Road in Hackney. Figure 5.1 shows the extent of the Hub area.

Key

-  Fish Island Area Action Plan Boundary
-  Hackney Wick Hub (LB Tower Hamlets)
-  Hackney Wick Hub (LB Hackney)
-  A12



Figure 5.1: Hackney Wick and Fish Island Hub area

HACKNEY WICK STATION IMPROVEMENTS

- 5.9 The catalyst for creating the Hub as a vibrant place to live, work and play will be driven by improvements to Hackney Wick Station to create a focus on sustainable public transport with easy interchange between trains and buses. Station improvements will be complemented by a network of better routes and streets, which link sites north and south of the station.
- 5.10 Currently the station has a number of shortcomings:
- There are two points of access north (eastbound platform) and south (westbound platform) of the rail line from Wallis Road which can cause passenger confusion;
 - The long ramped access to the platforms does not achieve DDA compliance;
 - At platform level there is a footbridge which does not provide step free access between platforms;
 - The southern ramp, to access westbound services, involves a number of turns, which makes it a rather inconvenient, extended access.
 - Only one bus route (276), which operates between Stoke Newington and Canning Town, runs directly past the station itself.
 - Bus stops are located on Hepscoth Road 100m to the south of the station which does not promote good interchange and the location of the station entrance is also not clear from the bus stops.
 - The existing station pedestrian access ramps land on a narrow part of Hepscoth Road either side of the embankment.
 - The existing rail embankment causes a barrier to north south movement through the area.
- 5.11 Improvements to the station will be based on the principles of creating better access, improved visibility, better interchange and achieving a better relationship between station entrances and the focus of Hub activity.
- 5.12 The Borough, Hackney Council, LTGDC and TfL have worked closely on a study to identify deliverable station improvements. In summary these include:
- Provision of a new north-south route through the railway embankment aligning with the corner of Wallis Road and linking through to Felstead Road in Hackney
 - Relocating the main Station entrance and ticket office adjacent to the new route adjacent to two new public squares either side of the railway;
 - Providing new lifts and stairs to provide a more direct access to the platforms.
 - Providing better station signage and way finding;
 - Potential relocation of bus stops to create more direct interchange.

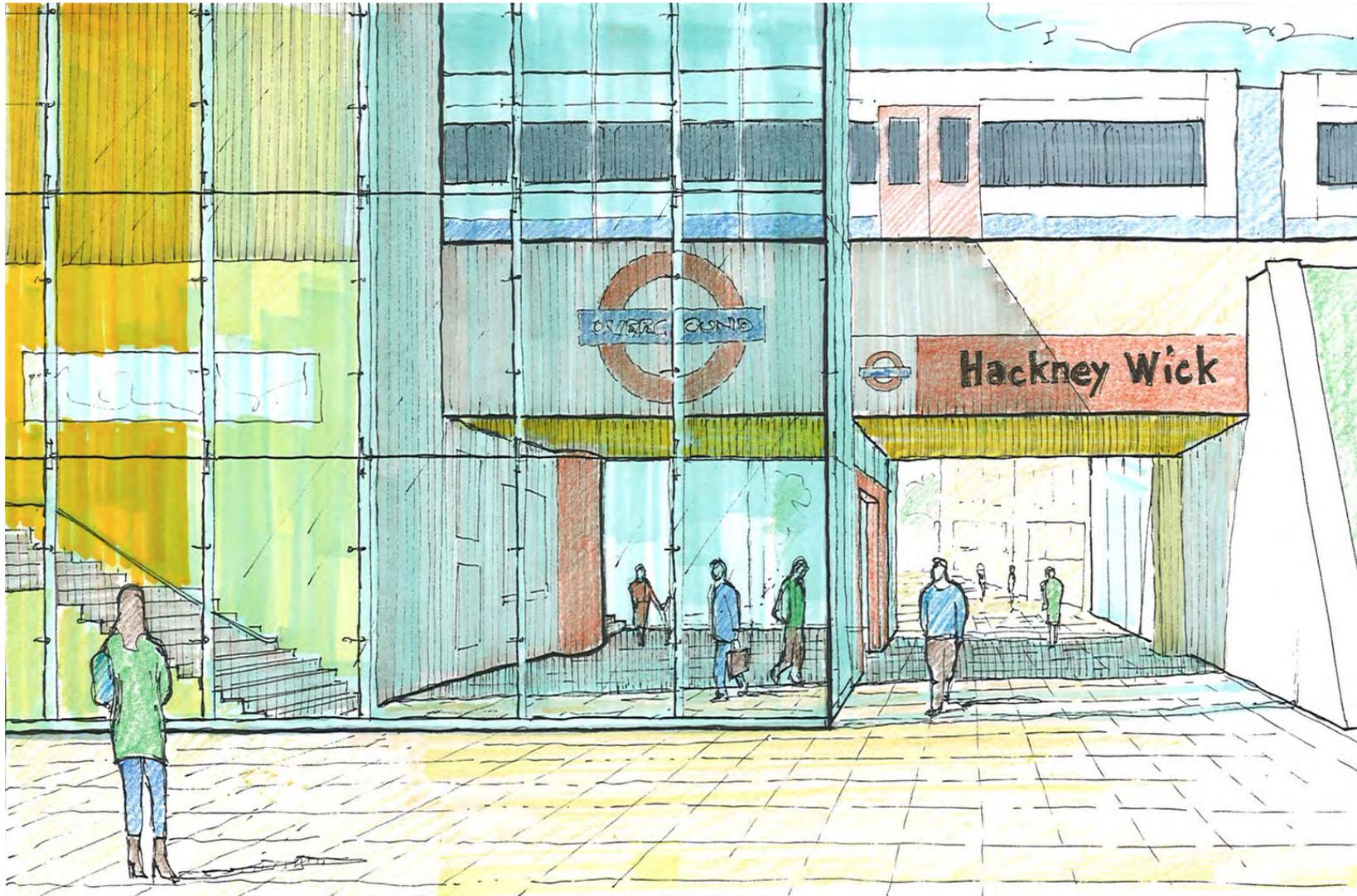


Figure 5.2: Conceptual image of Hackney Wick Station

CONNECTING THE HUB TO THE WIDER AREA

5.13 The success of the Hub will depend on ensuring it is integrated with the wider Fish Island and Hackney Wick area through good strategic and local connections. The improvements to the White Post Lane bridge will provide a direct connection to Fish Island East and the Olympic Legacy development. Introduction of bus services will further add to the public transport connectivity in this area.

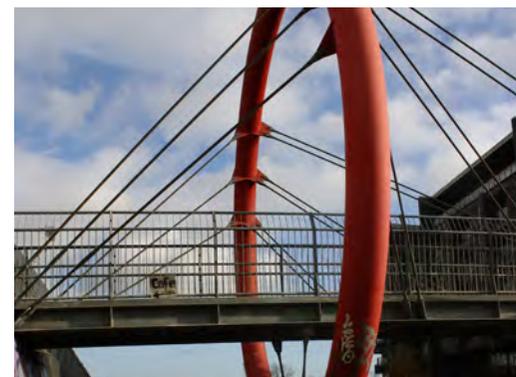
5.14 The other main priorities for improving connections will be:

- Creating the north-south pedestrian link through the Hub (described above);
- Improving the bridge link over the A12 from Wallis Road to Victoria Park, including the quality of the public realm adjacent to the base of the bridge;
- Creating a direct link from the Hub to the pedestrian bridge at Roach Point
- Creating a direct link from the Hub across the Hertford Union Canal to Wyke Road, via sites currently occupied by waste processing businesses and other large scale industrial uses.

These are described in more detail earlier in chapter 3.



Bridge link over the A12 from Wallis Road to Victoria Park



Roach Point Crossing over the Hertford Union Canal

INTRODUCING RETAIL AND OTHER TOWN CENTRE USES

5.15 Retail and employment activity will be focussed in the Hub to encourage as much activity as possible around the proposed public square and improved Station. Retail and employment uses in the Hub will be located on the ground and lower floors of mixed-use developments, to ensure active street frontages. The Hub will also have an important role in supporting the cluster of small and micro businesses, particular in the creative sector that have established in Fish Island. A range of retail shop units and employment business spaces will be provided, including small shops and workspaces suitable for independent operators. This in turn will encourage more people to use the Station as a gateway to the area.



Columbia Road Market

5.16 To create a vibrant neighbourhood centre that meets day to day needs of local communities, the mix of uses that will be encouraged will include:

Residential (above ground floor) (C3)

SME Workspace Studios (B1)

Galleries and exhibition space (D1)

Cafés, bars and restaurants (A3/A4)

Convenience shopping (A1)

Education (D1)

Community facilities (D1)

Creative industries workspace (i.e. artists, printing, film, media) (B1)

Business innovation centre (B1)

This is to ensure an appropriate balance of uses in the Hub and non retail uses do not detract from, or threaten the role and function of the Hub.

LOCAL SHOPS OUTSIDE THE HUB

5.17 The Hub will provide for local retail needs, contributing to the character and function of the area. To protect the vitality and viability of the Hub, retail uses outside of the Hub should be ancillary to development and comply with DM2.



Spitalfields Market

CREATING ACTIVE FRONTAGES

- 5.18 Active frontages are part of the character of important streets and ensure that the life of the building helps animate the street making it feel safer and more welcoming. Active frontages are particularly important on key routes as they not only provide opportunities for business activity and contribute to local character and identity, but also provide natural surveillance.
- 5.19 It is essential that an appropriate balance is achieved between busy streets and quieter streets, and that sufficient active frontages are developed, particularly in the Hub. Building frontage should be substantially transparent so that the activity within the building is visible from the street, as well as including entries to buildings. This should also include



Spitalfields active frontage

opportunities for activity to spill out onto pavements through street cafes and shop displays. These active frontages should ideally relate to ground floor retail spaces, cafes, restaurants, public facilities, office receptions, galleries and public facilities.

CREATING A STRONG CHARACTER AND IDENTITY

- 5.20 Fish Island and Hackney Wick area is amongst the many hotspots in the Lower Lea Valley, that has seen a significant growth in the expansion and movement of London creative economy. Currently, the Hub has a high concentration of studio space occupied by cultural and creative practitioners.



Exmouth Market

- 5.21 There are opportunities to capitalise on the significant number of micro and small businesses in the area, to create a strong character and identity for Hackney Wick. This will help shape the area and build on a unique selling point, that could attract visitors and promote further growth and investment.

- 5.22 The reuse of existing buildings, new developments and utilising spaces for active uses will promote heritage-led renewal and integrate the new with the old in a phased manner. A heritage-led renewal approach would support and enhance the proposed Conservation Area, buildings of "local importance" and the Hub.



West India

AAP POLICY FI 5.1:

Delivering a vibrant hub at Hackney Wick

DEVELOPMENT MANAGEMENT

1. Development within Hackney Wick Hub should provide a mix of uses, and employment types for smaller businesses, which will be focussed around Hackney Wick Station, and a series of interconnected routes and spaces which form part of the Hub boundary.
2. New development's to ensure a coordinated approach to the delivery of the Hub either side of the railway line and borough boundary, and where appropriate, contribute to the improvements and upgrade of Hackney Wick Station .
3. New development's to provide a range of retail uses and unit sizes, in particular smaller units aimed at independent retail providers, to increase the retail offer and meet the future demands of the local community.

4. New developments should provide active ground floor frontages onto key routes, public spaces and fronting Hackney Wick Station. Careful consideration to the character of frontages, to ensure ground floor activity and animation is appropriate to the areas character.
5. Development at Hackney Wick should build on the unique character of Hackney Wick and Fish Island by heritage-led renewal. Locally Listed Buildings and buildings of townscape merit within the proposed Conservation Area should be retained and reused where possible. New developments should be of a high quality and design, contributing to the architectural heritage of the area.

6. New developments to be well integrated into the Hub and its surroundings, enhancing routes to, from and within the Hub to the wider Fish Island Hackney Wick area, Lea Valley Regional Park and to the future Queen Elizabeth Park.

IMPLEMENTATION

7. Work with partners to achieve early delivery of comprehensive improvements and upgrade to Hackney Wick station, linking surrounding developments to create a public square and north/south route under the railway viaduct.
8. Work with appropriate partners to develop a detailed Development Brief for White Post Lane, to facilitate the delivery of Hackney Wick Hub and associated station improvements.

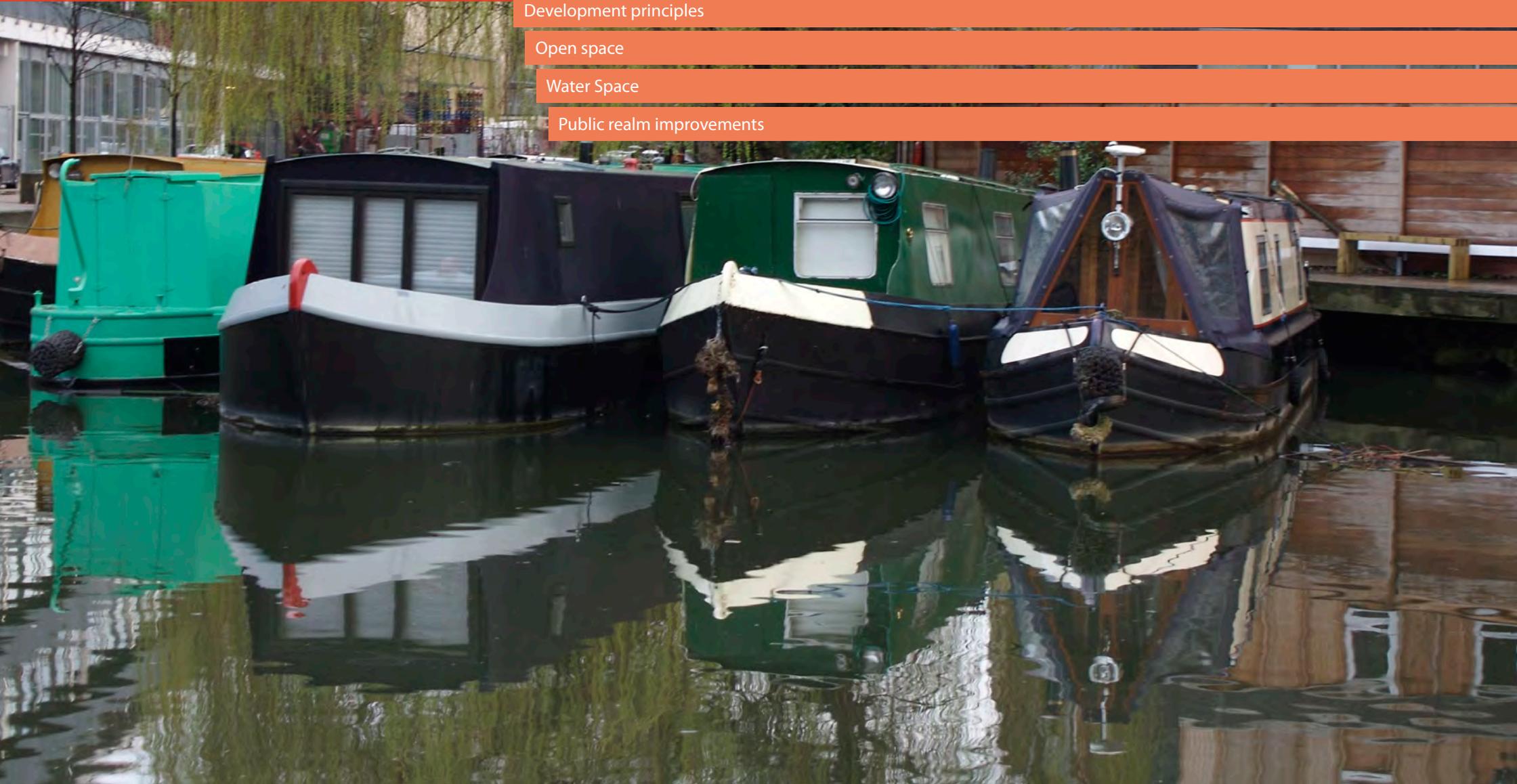
06 CREATING A HIGH QUALITY ENVIRONMENT

Development principles

Open space

Water Space

Public realm improvements



CREATING A HIGH QUALITY ENVIRONMENT

- 6.1 A key Objective of the AAP is to ensure that future development in Fish Island contributes towards creating an attractive, distinctive and safe environment that is well integrated with the historic environment and encompasses the highest quality sustainable urban design, architecture and open spaces.
- 6.2 This chapter focuses on enhancing what is good about the character and environment in Fish Island and how future development can improve what is less good. Guidance is provided on urban design including building heights, heritage assets, water space, open space and public realm improvements.

6.3 The AAP seeks to create a high quality environment by:

- managing and guiding development in Fish Island that takes into account its unique industrial heritage and character;
- creating a network of streets and open spaces that are well integrated with the existing network of streets and open spaces;
- enhancing the local and strategic views to, from and within Fish Island to strengthen key connections to the wider area;
- promoting the use of the waterway network by pedestrians, cyclists and navigators and improving the environment around the towpaths and waterways within the Fish Island area;
- creating a safe, active and attractive waterfront for residents and visitors.



Disused public house - The Lord Napier



Historic Warehouse



White Post Lane

DEVELOPMENT PRINCIPLES

FISH ISLAND NORTH

- 6.4 Fish Island North provides an opportunity for development that enhances the setting of the buildings of historic and townscape merit clustered along White Post Lane and contributes towards creating a focus on employment and retail around the Hackney Wick Hub and development of Fish Island's waterspace.
- 6.5 Development in Fish Island North will be required to incorporate new residential and flexible employment floor space through creative and adaptive reuse of existing historic buildings of local interest and through well designed modern buildings. Development in Fish Island North should protect, enhance and respond to the character, setting, scale and urban grain of the area.



White Post Lane - Artist studios

- 6.6 A cluster of locally listed buildings and buildings of townscape merit north of the railway line are part of the London Borough of Hackney Wick Conservation Area. South of the railway, buildings of local interest or townscape merit in Fish Island North are clustered around White Post Lane. These buildings, from various periods and exhibiting various styles, define the industrial heritage of the area. There is an opportunity to designate a new Conservation Area that recognises the group value and townscape merit of these buildings.

A NEW CONSERVATION AREA IS PROPOSED

- 6.7 A conservation area is proposed around existing buildings of townscape merit and bordering the canal edge to the east and south. The designation would enable special architectural and historic character of this area to be preserved or enhanced through new development, re-use and stewardship of the existing buildings. Further work will be undertaken to appraise the Conservation Area and buildings within. This will be informed by a public consultation process. An indicative Conservation Area boundary is shown on fig 6.1.
- 6.8 In addition to this, the buildings of townscape merit at the junction of Hepscott Road and White Post Lane are proposed to be locally listed. Hackney Wick Hub would be at the heart of the neighbourhood centre where developments will be designed to complement the existing heritage assets within the area and Hackney Wick Conservation Area to the north of the railway line. The heritage assets identified in Hackney Wick AAP shall also be carefully considered in the development of sites to create a balanced, heritage led redevelopment of the area.
- 6.9 The waterways are an important heritage asset and are integral to the area's industrial character. Development will be promoted which enhances and stimulates activity along the canal front and increases access to the historic Hertford Union Canal and the Lea Navigation.
- 6.10 The proposed neighbourhood centre will generate activity and promote a number of new developments. Building heights and massing will need to be carefully managed to facilitate developments that are considerate and respectful of the historic environment to the north (Hackney Wick Conservation Area), heritage assets in the area and, the proposed locally listed buildings and Conservation Areas.

- Key
-  Fish Island Area Action Plan Boundary
 -  Buildings/facades of townscape merit
"As identified in the Fish Island Conservation Area Character Appraisal"
 -  Fish Island Conservation Area
 -  Proposed Conservation Area
 -  Conservation Area outside of the AAP Boundary
 -  A12

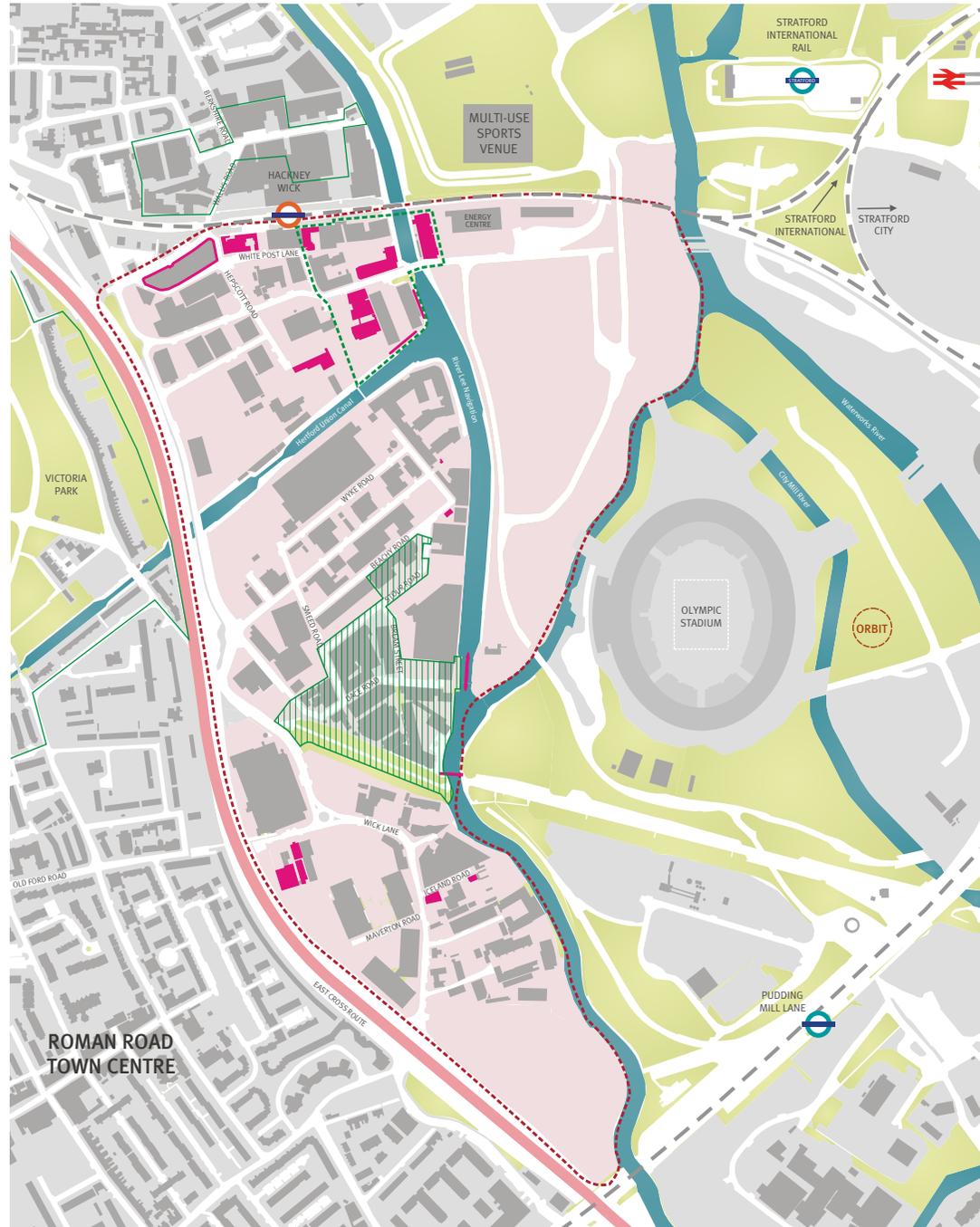


Figure 6.1: Fish Island – Heritage assets

AAP POLICY FI 6.1:

FISH ISLAND NORTH

DEVELOPMENT MANAGEMENT

1. Development in Fish Island North should bring forward opportunities for new residential and flexible employment floor space through the creative adaptation and re-use of existing heritage buildings and high quality new development.
2. The design of development in Fish Island North should respect and enhance the strong industrial character and provide a transition to the proposed Olympic Legacy development to the east.
3. New development should be designed to enhance the character and appearance of existing heritage assets and respond positively to the canal side context.
4. Redevelopment of larger sites should bring forward opportunities for new walking and cycling routes to increase permeability and deliver new public open spaces.

5. Within Fish Island North and particularly within the context of the proposed White Post Lane conservation area, prevailing building heights up to six stories will be appropriate. Proposals above 6 stories within Fish Island North will be subject to detailed assessment against the criteria in policy DM26, English Heritage/CABE guidance for tall buildings and the proposed White Post Lane Conservation Area.
6. Building heights above 6 storeys may be appropriate within or adjacent to Hackney Wick Hub, subject to detailed assessment against the criteria in policy DM26 and English Heritage/CABE guidance for tall buildings.

IMPLEMENTATION

7. Work with the ODA and stakeholders to take forward the designation of White Post Lane conservation area.
8. Update the Council's Local List to include buildings currently identified as being of townscape merit.

FISH ISLAND MID

- 6.11 Fish Island Mid is currently an area dominated by employment uses of various kinds housed in existing industrial buildings dating from different periods. There is a significant cluster of creative industries occupying managed work space and studios in the older industrial buildings which contribute to the character of the area.
- 6.12 The aspiration for the area is to enhance its strong local identity through proactive management of the urban fabric within the conservation area and by allowing redevelopment of industrial sites for a mix of uses including residential and employment, subject to the policies for mixed use, in Section 4 (Creating New Homes and Jobs) of the AAP.
- 6.13 New employment-led development should provide flexible employment floor space which consolidates the cluster of creative industries and provides opportunities for small business start-ups and intermediate space to accommodate the needs of firms as they grow.
- 6.14 Monier Road will become an important west to east route through Fish Island linking Bow and Victoria Park with the Olympic Legacy development. New development on sites facing Monier Road should be designed to provide active frontages at ground floor which address this route, including employment space, galleries and small scale local shops or services.
- 6.15 The area is predominantly characterised by employment uses within large footprint buildings with large open yards for parking and storage. Within Fish Island Mid lies the Fish Island Conservation Area that is comprised of large footprint brick buildings of various types, representing the technological advancement of the period in spanning large floor areas using cast iron and other innovative materials.
- 6.16 Hertford Union Canal and Hackney Cut are two important heritage assets in the area that relate to the area's industrial past. The relationship of the buildings to the canal is typical of the industrial era with buildings located up to the edge of the canal. High quality modern development which addresses the Hertford Union Canal, offers the opportunity to improve the setting of the canal in Fish Island Mid
- 6.17 The Greenway to the south, which dates from the 1860s, takes high and middle level sewers from Wick Lane to Barking. Currently the industrial uses within the buildings in the conservation area have their backs to the greenway and there are views of the yards and buildings from the greenway. Creative reuse and Redevelopment opportunities present an opportunity to make some of these yards and open spaces into an integral part of the wider public realm improvement measures that improves the amenity and attractiveness for users of the greenway.
- 6.18 The conservation area preserves relatively intact parts of late Victorian and Edwardian industrial estates. The layout of streets with narrow urban blocks is distinct from the other parts of Fish Island. The narrow width of blocks presents an opportunity to explore diverse building types that builds on the strength of street frontages.

- 6.19 Included within the conservation area are a number of industrial chimneys of different typology. Development opportunities must explore ways of integrating these local landmarks with the development and /or public realm and create a setting for these heritage assets.
- 6.20 New developments present opportunities to create new links across the waterways and establish new connections and enhance existing links through and to Fish Island. The new connections are also opportunities for place making that complements the local context and heritage assets in the immediate setting. Public realm improvements and considered design response to new links are fundamental in delivering the vision for the Fish Island AAP.



Dace Road

- 6.21 Wansbeck Road, which runs parallel to the A12, is an important link within Fish Island which connects Fish Island with the wider area. Currently, due to the industrial uses along this stretch, Wansbeck Road is characterised by dead frontages and poor quality public realm. Public realm improvement projects have been identified along this stretch and some of these works will commence this year. The nature and quality of employment uses proposed as part of the AAP provides an opportunity for the development to create a presence on Wansbeck Road and create active frontages at ground level. Redevelopment of sites along Wansbeck Road also provides an opportunity to enhance the quality of public realm and improve the environment for pedestrians and cyclists.



Industrial chimney in Fish Island Conservation Area

AAP POLICY FI 6.2:

FISH ISLAND MID

DEVELOPMENT MANAGEMENT

1. Development in Fish Island Mid should respect and enhance the unique street layout, urban form and fine grain character to provide opportunities to enhance the experience of the historic built environment.
2. Re-use and adaptation of historic factory and warehouse buildings, including sympathetic alterations or additions will be encouraged where it preserves and enhances the character and appearance of the Conservation Area, taking account of the Conservation Area Character Appraisal and Management Guidelines.
3. Redevelopment of larger sites should bring forward opportunities for new walking and cycling routes and public open space to increase permeability and open up views to the waterways and across to the Olympic Park.
4. Within Fish Island Mid and particularly within the immediate setting of the conservation area, building heights of 4-6 storeys will be appropriate. Development proposals above 6 storeys will be subject to detailed assessment within the Managing Development DPD and national guidance.

FISH ISLAND SOUTH

6.22 The area is characterised by predominantly industrial uses with a small residential population to the north east. A cluster of historic buildings to the west comprise of late twentieth century warehouse buildings and yards including a former glass bending factory and a Sunday school. To the east of Wick Lane is 'The Lighthouse' public house and Ammonia Works, both buildings of local interest. Wick Lane, the key traffic route in Fish Island, runs through the centre of the area connecting it to Fish Island mid and to the A12.



Mission Church on Crown Close

6.23 Much of this area is typical of modern industrial estates with large plots and big footprint buildings with open yards for parking and storage. Though located close to residential neighbourhoods to the west and the Olympic area to the east, this part of Fish Island is not integrated well within Fish Island and its environs.

6.24 Future development presents opportunities to open up views of the River Lea and the Olympic Park, to integrate with Fish Island mid and to enhance the setting of buildings of townscape merit.



Public house on Wick Lane

6.25 The AAP presents an opportunity to promote and bring in new types of industries and sustain existing uses in a manner that is sustainable and economically viable. In addition to the employment uses, opportunities for mixed use including residential should be explored to the north of the area around the greenway to create a transition from Fish Island Mid and a form of development that integrates the existing live work units on Wick Lane. Residential development is not appropriate within the SIL.



Wick Lane

AAP POLICY FI 6.3:

FISH ISLAND SOUTH

DEVELOPMENT MANAGEMENT

1. Comprehensive redevelopment of existing small scale industrial units will be supported where it delivers the key principles of intensifying industrial floor space suitable for modern industry.
2. New development should be designed to provide active building frontages to Wick Lane, to enhance natural surveillance and improve the quality of the built environment. Regard will be had to the existing industrial character of Fish Island South and the need to ensure that future development at Bow Midland West Rail Yard for rail related uses and aggregate distribution is not prejudiced.
3. New development should incorporate opportunities to enhance the setting of existing buildings of townscape merit on Crown Close and Wick Lane.
4. Development should incorporate opportunities to increase views of the River Lea and across to the Olympic Park.
5. New development should be designed to rationalise and improve vehicular access arrangements.
6. Development either side of Wick Lane should be designed to respond positively to the existing live work units in terms of scale and location of the less intensive employment uses on the site.



Crown Close

FISH ISLAND EAST

- 6.26 Fish Island East will become a new residential neighbourhood and home to a mixed, sustainable community. This part of Fish Island will be brought forward for comprehensive development by the Olympic Park Legacy Company and their successor organisation.
- 6.27 Currently Fish Island East is a mainly cleared area which means that there is scope to create a brand new high quality environment, with innovative design that responds well to the surrounding area and echoes the positive characteristics of the adjoining parts of Fish Island. A range of housing types will be appropriate including flats, maisonettes and terraced houses. There will be a strong presumption in favour of maximising the delivery of affordable and family housing in Fish Island East.
- 6.28 Fish Island East will feature a mix of flats and family homes with private gardens and green space alongside the Lea Navigation canal. The neighborhood will also feature a new school, leisure and community space and nursery provision.
- 6.29 Development should take advantage of the waterside setting but include setbacks to allow a new waterfront route along the Lea Navigation and the River Lea opposite the Olympic Park.
- 6.30 It will be important that this area is not dominated by heavily trafficked roads such as the Olympic Loop Road – due to be realigned after the games away from the Lea Navigation edge.
- 6.31 The prevailing building heights should be between 4 and 6 storeys with potential for taller buildings in appropriate locations subject to detailed assessment.



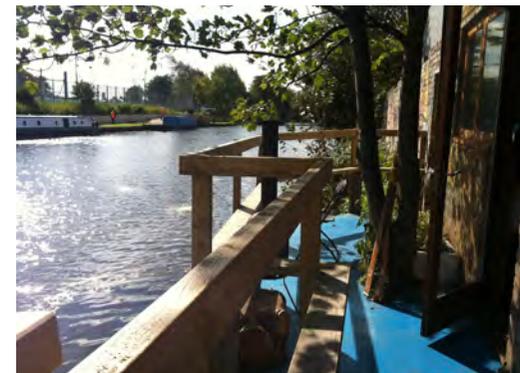
Olympic Stadium

AAP POLICY FI 6.4:

FISH ISLAND EAST

DEVELOPMENT MANAGEMENT

1. Comprehensive residential led re-development of Fish Island East as part of the Olympic Legacy will be supported where it delivers high quality, sustainable development including significant family and affordable housing.
2. New development should deliver a network of walking and cycle routes with good access to public transport, that extends the existing well defined network of streets and spaces in Fish Island North and Mid.
3. Development should provide opportunities to incorporate public access to the unique waterfront location and be designed to maintain key views of the Olympic park from areas within Fish Island North, Mid and South.
4. Developments in Fish Island East will be compact, low to medium rise and predominantly 4-6 storeys in height with potential for taller buildings in appropriate locations subject to detailed urban design justification and assessment.
5. Development should enhance the setting of existing heritage assts including Kings Yard energy centre, the proposed designation of White Post Lane conservation area and the setting of the Lockkeepers Cottage at Old Ford Lock.
6. Development must enable the creation of high quality, usable and flexible linear open space along the waterfronts and include strong linkages across the area to strategic open space at Victoria Park and the future Queen Elizabeth Park.



Riverside access from cafe

OPEN SPACE

- 6.32 Fish Island is well placed to take advantage of major open spaces at Victoria Park and those emerging within the Olympic Park. Establishing good connections between the new residential communities in north, mid and eastern parts of Fish Island and these open spaces will be essential to allow the level of growth expected over the next 15 years.
- 6.33 New residents and families will need to have easy access to more local open spaces close to where they live, so that a choice of different types of open space catering for activities ranging from informal play through to sporting activities are available. The AAP has identified opportunities for a network of open spaces to come forward as sites are redeveloped, see figure 6.3.



Old Ford Locks

AAP POLICY FI 6.5:

OPEN SPACE PROVISION

The main opportunities for new public open space will be:

1. public square or piazza as part of the Hub at Hackney Wick to provide a focus for activity and improved links to Hackney Wick Station;
2. new local park (approx 1.2 ha) as part of the comprehensive redevelopment of larger sites north of the Hertford Union Canal;
3. opportunities for public open space as part of the comprehensive redevelopment of larger sites south of the Hertford Union canal;
4. a new informal open space in the vicinity of the historic chimney at the junction of Stour Road and Beachy Road;
5. a new local or open square with connections to and from the Greenway in Fish Island south adjacent to 417 Wick Lane;
6. linear open space along the waterways in Fish Island East, as part of the Olympic Legacy scheme.

- 6.34 In addition, the comprehensive redevelopment of Fish Island east presents the opportunity to provide new linear open spaces alongside the Lea Navigation and River Lea. Additional green space should be provided alongside the proposed school in a central, accessible location along the proposed extension of Monier Road through the development. The Council will work in Partnership with GLA and LLDC to identify appropriate MOL within Fish Island East.
- 6.35 Fig 6.2 demonstrates how the provision of the local open spaces and the larger strategic open spaces could be linked in a network through the Greenway, a park to park route from Victoria Park to Queen Elizabeth II Park and via improvements to the network of streets in Fish Island. This will assist in implementing Tower Hamlets Green Grid across Fish Island and into the Olympic Legacy Area.

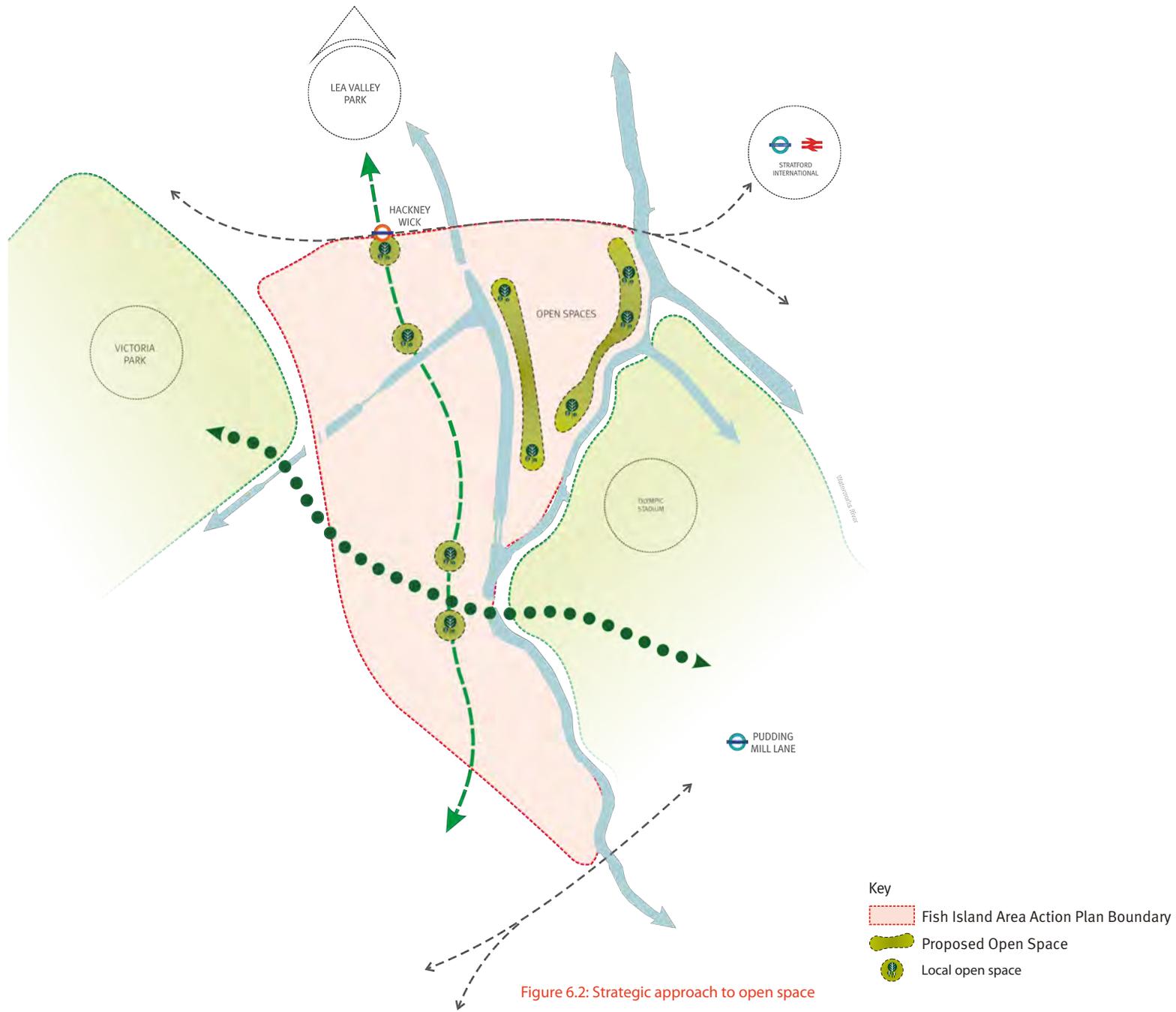


Figure 6.2: Strategic approach to open space

WATER SPACE

- 6.36 Fish Island enjoys extensive stretches of water frontage along the Lea Navigation, Hertford Union Canal and River Lea. Redevelopment along the waterfront has the potential to make this area one of the most enjoyable segments of the waterways within Tower Hamlets. This will provide an opportunity to enhance connections between places, both visually and physically, and reinvigorate waterspaces by supporting development of active frontages along the waterways.
- 6.37 Currently the waterfront preserves an industrial character as a legacy of Fish Island's industrial heritage. The industrial frontages include old and new buildings many of which are in industrial use alongside some modern live work developments. The industrial character of the waterfront is well preserved in comparison to other stretches of London's waterway and lends the area a distinctive attractiveness.

The waterways are an important source of recreation and sport for locals and visitors alike and Fish Island's waterspace has the potential to become a visitor destination in its own right and attract investment, businesses and new residents. The waterways also play an important role for houseboats and navigation of other waterborne traffic. In the context of the redevelopment opportunities and aspirations for the area, the waterfront can be broadly defined in three distinct character zones defined by uses, building types and relationship to waterfront (fig 6.3).

1. Residential zone – This zone includes the Lea Navigation canal frontage and Hertford Union Canal frontage in Fish Island North and Fish Island Mid.
2. Industrial zone – this zone includes the Lea Navigation canal frontage in Fish Island South
3. Green space zone – this is the zone is next to the Lea Navigation between Fish Island East and the Olympic Park.

- 6.38 The waterways which divide Fish Island have contributed to the uniqueness of its constituent parts. The waterways must be managed to provide an attractive setting for movement between the different areas along tow paths and also provide appropriate and sufficient crossings so that the waterways become connectors and not dividers.
- 6.39 The canal will be enlivened with active frontages and access points that stimulate busy thoroughfares which add to the area's natural surveillance and the perceived safety of the area. Connectivity options should therefore encourage people to use the towpaths where possible rather than to simply pass over the waterways. The proposed pedestrian crossing over the Bottom lock provides an example of actively encouraging interaction with the canals.

6.40 In the residential and green space zone dynamic uses of the waterways will be supported to enhance the character and activity of the areas. Cities which have undergone waterspace regeneration in the past have encouraged enhanced mooring facilities, floating commercial vessels such as cafes and restaurants, 'park and glide' schemes, angling, punting and kayaking centres. Introduction of canal side lighting will be considered if it enhances the safety of pedestrian and cycle traffic. Amsterdam, Venice and Copenhagen provide examples of dynamic utilitarian approaches to waterside development. Development proposals will be considered in light of their complementarity to the LLDC/Canal and River Trust Olympic Legacy Waterways Strategy.



Leisure activities

- 6.41 The water network is currently navigated by residential and commercial vessels and a number of residential boats use the area for mooring. The requirements of boaters must be integral to development on the waterways. The permanent and temporary mooring of boats provides regenerative benefits and the accommodation of mooring facilities will be supported where appropriate, as will water based attractions or diverse water uses such as 'working afloat'.
- 6.42 Development in Fish Island South will need to be sensitive to the water frontage and not harm the visual attractiveness of the area. Canal side development should consider opportunities loading and unloading of freight. Finding new uses for historic buildings is encouraged and should follow the principles of minimum intervention.



Leisure activities

6.43 Heritage Assessments and Character Appraisals must be carried out at the initial stages of a project to consider the significance of waterway surroundings. Townscape and waterspace assessment must be carried out in conjunction with other appraisals to fully assess the impact of development.



Old Ford Locks

AAP POLICY FI 6.6:

WATER SPACE

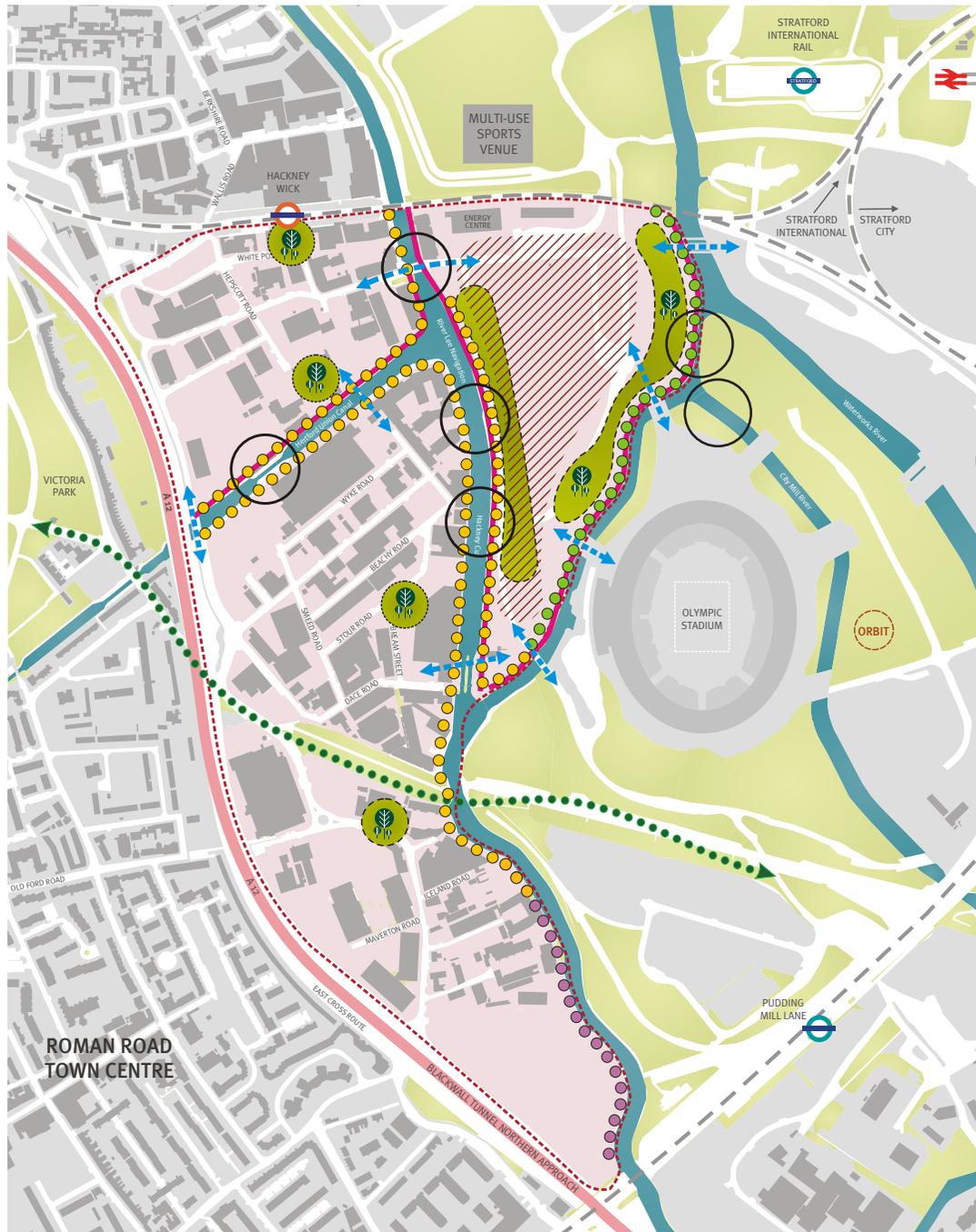
DEVELOPMENT MANAGEMENT

New development should adhere to design principles appropriate to the waterside setting and encourage activity and interaction by:

- providing views from within the built up area to the waterways. Enhancing the main public views along the waterways including the long distance view along the Hertford Union Canal towards the City of London;
- providing buildings of an appropriate scale to define the edges of the waterways;
- introducing active frontages adjacent to the water's edge including small scale cafés, bars, galleries, workshops and visually active areas within industrial developments;
- providing new or contributing to improvements to existing canal-side access points;
- contributing towards public realm improvements and waterspace infrastructure that benefit the waterways directly or enhance access to the waterways;
- protecting or enhancing active uses on the waterways, such as recreation or leisure uses;
- enhancing and protecting the ecological values of the waterspace and ensuring any negative environmental impacts are minimised and mitigated;
- safeguarding space to enhance existing tow path connections;
- maintaining an open and inviting public realm, avoiding walls, fences or other divides between the public realm and the waterfront;
- making use of the waterways for industrial uses including transportation of freight;
- within Fish Island South SIL, and particularly the safeguarded Bow Midland West Rail site, regard will be had in the application of these design principles to the existing industrial character of the area and the need to ensure that future development at Bow Midland West Rail Yard for rail related uses and aggregate distribution is not prejudiced.

IMPLEMENTATION

Working with partners on the deliver of the Lower Lea Valley Waterspace Strategy and the Blue Grid Network.



Key

- Fish Island Area Action Plan Boundary
- Waterfront character - predominantly green space
- Waterfront character - predominantly residential character
- Waterfront character - Industrial character
- Local open space
- Scope for crossings
- Enhanced Wateredge
- Olympic Legacy Opportunity Sites
- ←→ Existing bridges
- ←→ The Greenway
- A12

Figure 6.3: Waterspace and open space

PUBLIC REALM IMPROVEMENTS

6.44 To support the delivery of effective and high quality new and improved walking and cycling routes, there is also a need to improve the public realm to create better connections to and from Fish Island. Public realm interventions will need to enhance existing and proposed routes, and where appropriate deliver public amenity space that acts as a focus of activity and navigates pedestrian's and cyclist's through the area. The canals and the Greenway form part of the area's network of walking and cycling green routes, which link Fish Island to the Olympic Park. There is potential to create a programme of new or improved green spaces or active uses along key walking and cycling routes, which will link into the wider open space network. This fits into the wider Green Grid Strategy in the borough to improve the walking and cycling links between open spaces.



The Greenway

6.45 As the area begins to transform from its historic industrial nature to mixed use, the hierarchy of the street network will change, to improve connectivity and accessibility within the area. Public realm improvements to routes and areas, that form key strategic walking and cycling links into the Olympic Park through Fish Island, will reinforce local connections and increase permeability. The delivery of interconnected high quality routes and spaces will significantly improve the local environment for future residents, workers and visitors alike.

6.46 The Council has been working with partner agencies to identify public realm 'strategic interventions' to improve key routes and areas within or adjacent to Fish Island, in response to the priorities for Fish Island, 2012 Olympic and Para-Olympic games, and legacy facilities. These key routes play a significant role at a strategic and local level, to ensure the community are able to access the facilities and opportunities in Fish Island and the surrounding neighbourhood.

6.47 The area has been subject to a number of public realm interventions to key routes which are funded by different agencies (Olympic Park Legacy Company, London Thames Gateway Development Corporation and Olympic Delivery Authority) and coordinated to deliver a strategic network of improvements across the area. These improvements are in response to the significant investment required to improve the pedestrian and cyclist environment pre Olympics.

6.48 The regeneration of Fish Island will be an ongoing process. Further investment in the local environment and public realm are required to maximise the quality of the environment, and support the needs of existing and future communities. Several key priority walking and cycling routes have been identified to ensure future public realm provision further enhances accessibility and legibility within the area. These routes are shown on fig 6.4.

AAP POLICY FI 6.7:

PUBLIC REALM PRIORITY ROUTES

DEVELOPMENT MANAGEMENT

The Council will expect new development to adhere to the following public realm principles and where appropriate, contribute to their delivery:

- Enhance the open space network by providing greener routes and the introduction of new spaces that navigate people through the area in line with the Green Grid Strategy.
- Contribute to high quality public realm improvements which link into the wider movement pattern in the area and ensures a legible, attractive and safe environment for pedestrians and cyclists.
- Public realm improvements to promote a strong sense of place, and as a distinct positive identity which respects the historic environment and character of the area.

- New developments to reconfigure connections to respond to pedestrian desire lines and/ or establish future desire lines, by creating a seamless public realm which co-ordinates existing and new development.

IMPLEMENTATION

Priorities for public realm improvements to support the overall vision for Fish Island will be:

- Wansbeck Road corridor to improve the overall environmental quality and experience for cyclists and pedestrians.
- Crown Close and Wick Lane to enhance the quality and experience of key connections across the A12, to mitigate the impact of traffic related to industrial uses on Wick Lane and to improve pedestrian and cycle links across the A12.
- White Post Lane and Rothbury Road to improve the setting of locally listed buildings and those within the proposed conservation area.
- Dace Road and Old Ford Lock to improve the setting of Fish Island Conservation Area buildings and the setting of the historic locks.
- Monier Road to enhance the future role of this connection to Fish Island East and to complement proposed junction alterations at Monier Road and Wansbeck Road.
- Wallis Road to strengthen the key route from Victoria Park and future Queen Elizabeth Park to deliver a new park to park east-west route by enhancing the pedestrian and cycle environment.



Wick Lane



Wallis Road

- Key**
- Fish Island Area Action Plan Boundary
 - A12
 - Public realm improvements**
 - Landscaping with opportunities for greening
 - Future landscaping with opportunities for greening
 - Landscaped tree-line routes
 - Potential shared surface
 - Future Potential shared surface
 - Towpath improvements
 - Areas of key intervention

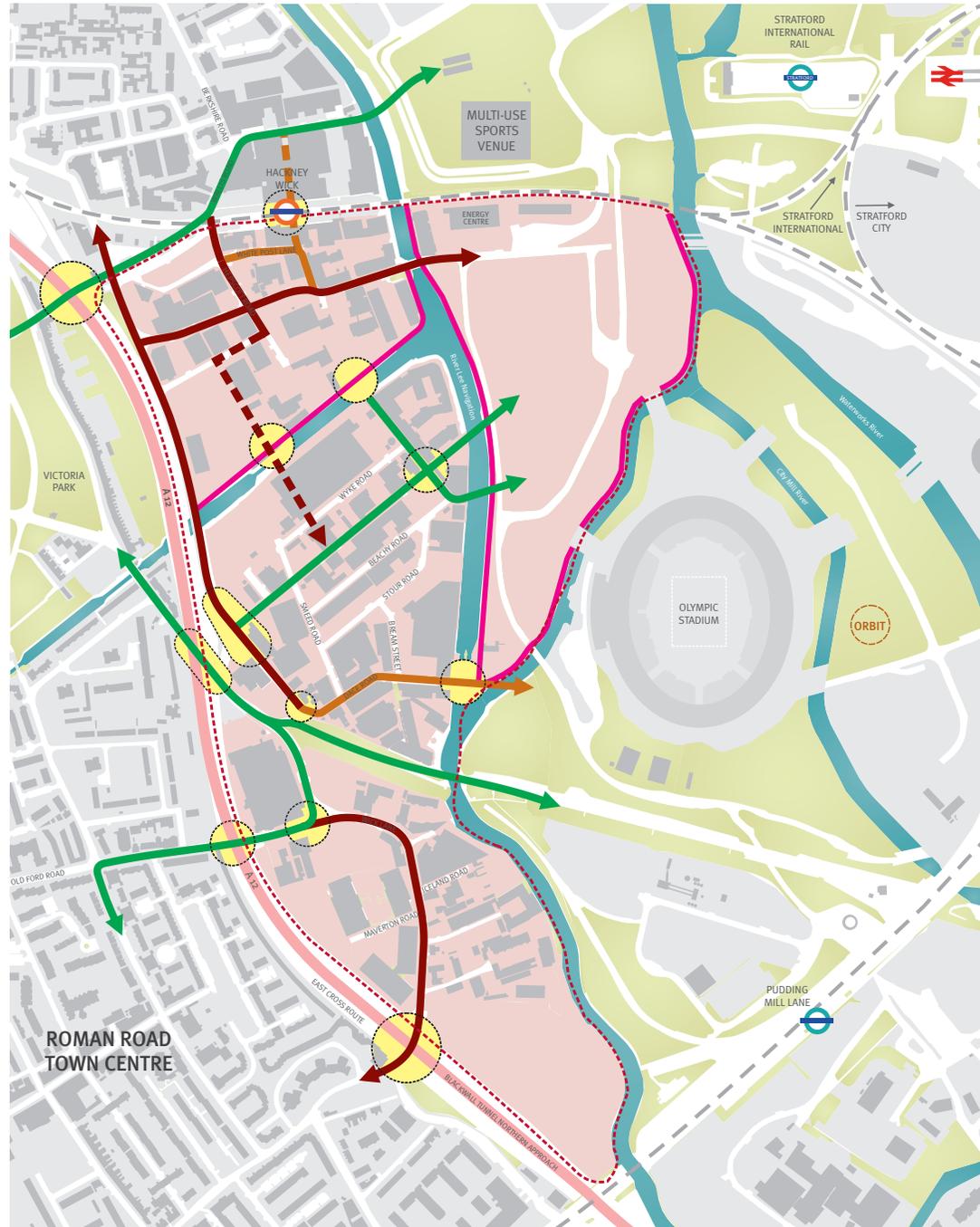


Figure 6.4: Public Realm

07 DELIVERING SUSTAINABLE REGENERATION

Climate Change and energy efficiency

Managing Flood Risk

Delivering the AAP

Opportunity sites

Funding and delivering infrastructure

Monitoring

Next steps



- 7.1 Development in Fish Island is expected to deliver a significant number of new jobs and homes over the next 15-20 years. This presents an opportunity to provide a place which promotes sustainable lifestyles through well designed buildings and spaces, and that help to enhance local biodiversity, use energy and water efficiently, manage the impact of waste, mitigate the impact of climate change and promote walking, cycling and the use of public transport.
- 7.2 The Core Strategy seeks to achieve wider economic and environmental sustainability simultaneously and recognises the important interrelated health benefits of well designed neighbourhoods, high quality housing, access to employment opportunities, access to open space and access to shops and services.
- 7.3 The preceding sections of the AAP set out how these principles can apply to the future vision of development in Fish Island. This section sets out some of the key considerations for achieving environmental sustainability in future development.
- 7.4 The AAP will seek to achieve sustainable development by:
- Minimising carbon emission's through the use of energy efficient and renewable technologies;
 - Exploring the opportunities to create a low carbon area;
 - Promote an integrated and sustainable approach to the management of development and flood risk to ensure sustainable growth and development into the future;
 - Ensure new developments adopt sustainable design and construction measures;
 - To plan for future change and demand, new developments should be adaptable and flexible of use during their lifetime.

CLIMATE CHANGE AND ENERGY EFFICIENCY

- 7.5 The London plan seeks to achieve an overall reduction in London's carbon dioxide emissions (CO₂) of 60% by 2025 (based on 1990 levels). The Mayor of London expects boroughs to contribute to meeting this target through their plan making and development management responsibilities.
- 7.6 Tower Hamlets Core Strategy seeks to achieve a zero carbon borough by 2025 and sets out a strategic approach to achieving this through the designation of low carbon areas in which new development should achieve higher levels of carbon reductions than elsewhere in the borough. These areas are based in the concentration of future development sites. Fish Island is included as a low carbon area.
- 7.7 The Olympic Energy Centre at Kings Yard in Fish Island East provides the opportunity for new developments in the area to connect to a new decentralised energy network which is interlinked into the wider energy network. A local heat and power network would make it affordable for new developments to make greater carbon savings.
- 7.8 The Council will work with its partners, land owners and developers to develop an area wide energy strategy and explore opportunities to interconnect and link into wider energy networks to improve energy efficiency in Fish Island.
- 7.9 Adaptation to the effects of climate change will be as important as minimising the contribution that new development and infrastructure makes towards those effects. Given this, new developments will need to demonstrate exemplary water efficiency measures and landscape planting that will thrive at increased temperatures (and lower precipitation levels) whilst providing shade, enhancements to biodiversity and aesthetic value. Where possible, onsite renewable energy generation for both residential and industrial development will also increase the level of self sufficiency across Fish Island.

AAP POLICIES FI 7.1:

Climate Change and Energy Efficiency

DEVELOPMENT MANAGEMENT

1. Development within the AAP should seek to achieve the minimum reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy as detailed in the London Plan 2011 Policy 5.2.
2. The specific site proposals within the AAP will need to demonstrate full compliance with the London Plan and London Borough of Tower Hamlets Policies on energy and sustainability to ensure the development integrates:
 - Energy efficiency measures above the Building Regulation requirements;
 - Decentralised energy systems; and
 - Renewable energy technologies.

3. Proposals within the AAP should deliver sustainable development by:

- Exploring the opportunities to create a low or zero-carbon area.
 - Minimising carbon emission through the use of energy efficient and renewable technologies
 - Adopting more efficient delivery of energy through decentralised energy networks.
 - Ensuring new developments enhance biodiversity, with features such as green roofs and walls and soft landscaping which provides wildlife habitats.
 - Ensuring new developments adopt sustainable design and construction measures.
4. To plan for future change and demand, new developments should be adaptable and flexible of use during their lifetime.

IMPLEMENTATION

5. Work with partners to develop a framework for implementing a low carbon area across the whole of Fish Island in line with Core Strategy policy SP11.5.
6. Work with partners and land owners to implement a local heat and power network based on the Olympic Energy Centre at Kings Yard.
7. Work with partners and stakeholders to ensure that opportunities to establish connections across waterways, highways or private land interests are safeguarded and delivered to allow the future implementation of a local decentralised heat and power network.

MANAGING FLOOD RISK

- 7.10 The Fish Island AAP lies within a combination of Flood Zones 1, 2 and 3. (see Fig 7.1). This means that certain parts of Fish Island have either a low, medium or high probability of flooding based on the Environment Agency definition of flood risk. In responding to and managing the impact of flood risk, there is the opportunity to adopt the sequential approach to development layout by locating more vulnerable and essential infrastructure within the Flood Zone 1 and 2 areas on site and 'water compatible' uses located within Flood Zone 3 and closer to the watercourses. The location of more vulnerable and essential infrastructure uses within Flood Zone 3 will require the Exception Test as set out PPS25 (Development and Flood Risk).
- 7.11 In accordance with Table D2 of PPS 25, the classifications of the proposed land uses that will come forward through the AAP are as follows:

Proposed Land Use	Vulnerability Classification
Housing development	More vulnerable
Commercial development including offices, industrial development, shops, cafes, restaurants, leisure and community uses	Less vulnerable
Primary / Secondary Schools	More vulnerable
Open Space	Water-compatible development
Health facility	More vulnerable
Waste management / District heating facility	Essential infrastructure

- 7.12 The current site frontage with the River Lee Navigation in Fish Island East predominantly consists of concrete and sheet pile hard edge. The Thames River Basin Management Plan has identified mitigation measures for the watercourse to help achieve a 'good' ecological status. Development provides the opportunity to enhance the river frontage encouraging both habitat creation and public access to the water whilst also acting to prevent erosion and provide flood protection to the area.
- 7.13 The Council has carried out a borough wide Strategic Flood Risk Assessment and a more detailed site assessment to inform how development in Fish Island should respond to Flood Risk. Development should refer to the recommendations from the assessments, as follows:
- Development layout must consider surface water flow routes and manage runoff on site sustainably with a target to achieve greenfield runoff rates;
 - Include 'at source' SUDS control measures to reduce existing site runoff on accordance with London Plan and local;
 - Open up river corridors and provide more floodplain storage;
 - Incorporation of flood resistance / resilience measure up to the flood level;
 - Application of the sequential approach at site level to be carried out to ensure 'more vulnerable' land uses are located within Flood Zones 1 and 2;
 - All residential accommodation to be located on the first floor or above;
 - Consideration of safe access / egress from the site and safe refuge.

Key

-  Fish Island Area Action Plan Boundary
-  Flood Zone 2
-  Flood Zone 3

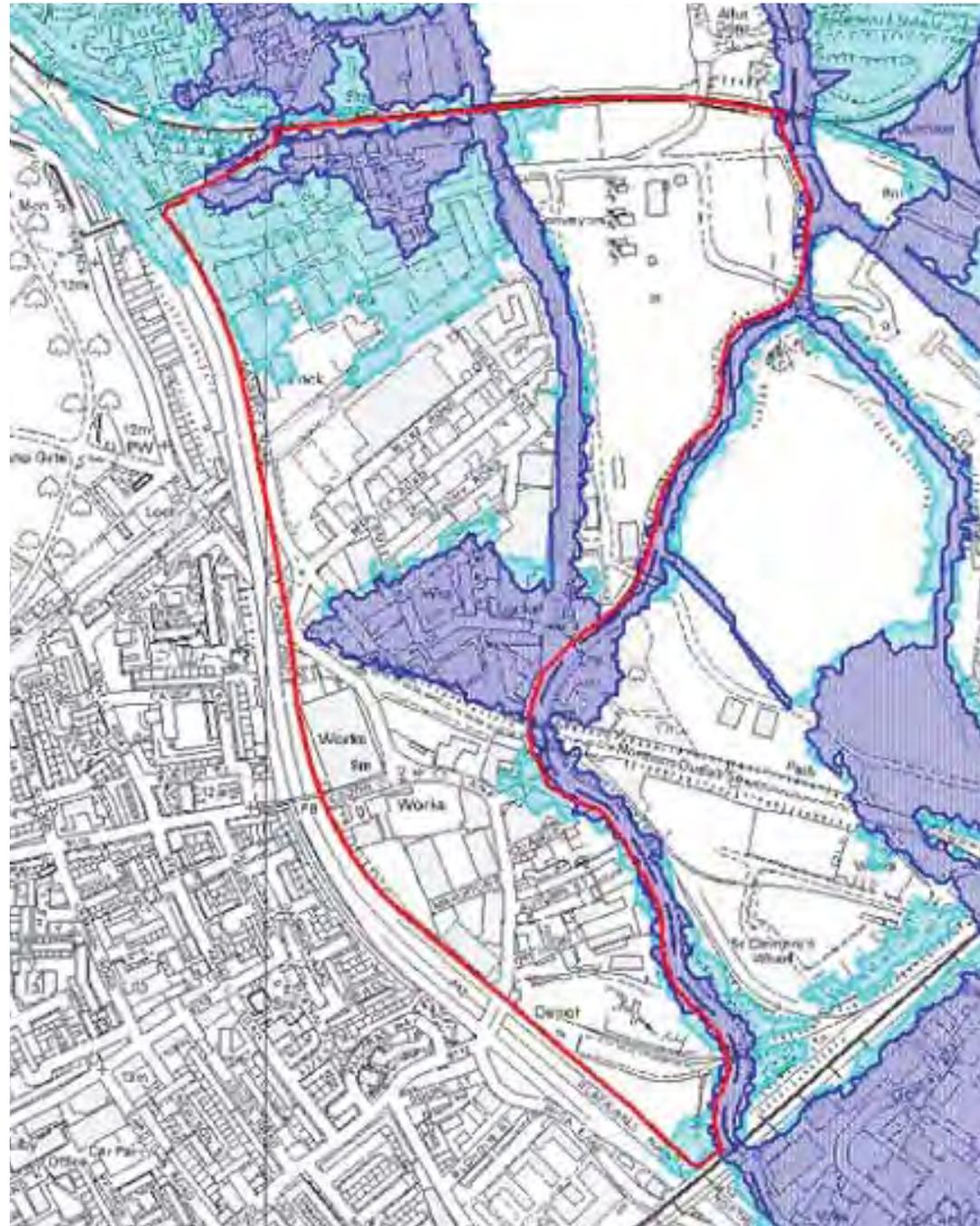


Figure 7.1: Flood risk zones

AAP POLICIES FI 7.2:

Managing Food Risk

DEVELOPMENT MANAGEMENT

1. New developments should minimise the risk of flooding and should be subject to a specific Flood Risk Assessment (FRA) to support planning applications, in accordance with National Planning Policy Framework.
2. New development in Fish Island should minimise the risk of flooding and where they are over 1ha in site area or within a Flood Risk Zone 2/3, they should be subject to a specific Flood Risk Assessment (FRA) to support planning applications, in accordance with National Planning Policy Framework.

3. All new development and infrastructure should minimise surface runoff through the effective use of Sustainable Urban Drainage Systems such as porous/pervious paving for new highway surfaces, car parking areas and walkways; and green/brown roofs. Rainwater recycling, wastewater reuse (grey water for flushing and watering of landscaped communal areas), and other water efficiency measures should also be considered where feasible.
4. New residential development should satisfy the requirements of relevant Code for Sustainable Homes level as regards the management of surface water runoff.

IMPLEMENTATION

5. Promote an integrated and sustainable approach to the management of development and flood risk to ensure sustainable growth and development into the future through the preparation of an area wide flood risk management plan.

DELIVERING THE AAP

- 7.14 Planning for the delivery of the proposals described within the Fish Island AAP is particularly important because of the many land owners, stakeholders, organisations and partners involved. The AAP vision also relies on the delivery of significant infrastructure projects, such as new bridges, station improvements and public realm enhancement. Transforming parts of Fish Island to provide new housing will depend on the provision of social and community facilities to respond to the growth anticipated, such as new schools and health facilities.
- 7.15 Development coming forward as part of the Olympic and Paralympic Games and the delivery of the legacy by the London Legacy Development Corporation (LLDC) needs to be managed and coordinated to compliment delivery of the non Olympic projects and development within Fish Island. Most of the area in the Olympic Park, including Fish Island East will not be available for development until 2013.

- 7.16 The Council will take a proactive approach toward development when delivering the AAP such that it reflects the presumption in favour of sustainable development as set out in the National Planning Policy Framework and Policy FI 1. The Council will seek to balance the need for encouraging and promoting redevelopment in Fish Island with the requirement for contributions towards its priorities, as defined by the policies in the AAP and the Implementation Plan in Appendix 2.

WORKING WITH PARTNERS

- 7.17 The Council has worked successfully with partners including London Borough of Hackney, London Thames Gateway Development Corporation and the London Development Agency to deliver and secure funding for pre-Olympic projects in Fish Island and will continue to do so.
- 7.18 New arrangements for planning and regeneration in the Lower Lea Valley, which includes Fish Island has been established, taking effect from 1st October 2012. The LLDC has powers for plan making and determining planning applications. The Council will seek to establish a positive and effective working relationship with the LLDC (or other successor bodies) to drive forward the vision in the AAP.

DEVELOPMENT MANAGEMENT

- 7.19 The AAP will be a material consideration in determining planning applications within Fish Island, alongside the Core Strategy, Managing Development DPD and the London Plan.
- 7.20 The Council and its partners have a positive and collaborative approach to development management and encourages anyone considering making an application for planning permission to undertake pre-application advice. Structured pre-application discussions help to provide certainty over the likelihood of planning permission being granted and help to iron out difficult planning issues at an early stage in the development design process.
- 7.21 It is anticipated that the LLDC will become the local planning authority for its area on 1st October 2012, with a full range of planning powers. The Council will cease to have responsibilities for plan-making and development control within Fish Island and the LLDC will exercise these duties.
- 7.22 Subject to the Order which will provide details on the transition of planning powers, the Council anticipates that the AAP will continue to be a material consideration for managing development in Fish Island, until the LLDC has adopted its own local plan.

DEVELOPMENT PHASING

- 7.23 Development in Fish Island will be incremental and driven largely by the market and prevailing economic conditions. It is possible that the vision set out in the AAP will not be realised fully within the first 15 years. Most land in Fish Island is in private ownership and the pattern of ownership is varied and complex. This presents a challenge to achieving comprehensive development.
- 7.24 The Council and its partners will encourage land owners to work collaboratively to achieve the best possible outcomes in delivering the vision in Fish Island. The Council and its partners will help to facilitate this process where possible by assisting with negotiations and by working closely with everyone who has an interest in delivering the agreed vision.
- 7.25 Phasing of development should be linked closely to the delivery of infrastructure and public transport improvements. In general, phasing of new development will be based on the key principles of:
- Development in Fish Island North linked to station infrastructure improvements
 - Development in mid Fish Island linked to improved north south connections including new connections across the Hertford Union Canal
 - Development in Fish Island East linked to commitments for new bridges across the Lea Navigation.
- 7.26 All new development in Fish Island will be expected to contribute to improving vital connections across the A12 to ensure Fish Island becomes an integrated part of Tower Hamlets.

OPPORTUNITY SITES

- 7.27 There are a number of sites across Fish Island that are suitable for redevelopment (subject to certain constraints) and where the size and location of the site means that they are strategically important in realising the overall vision for the area. These sites are shown on fig 7.2.
- 7.28 The following sections describe how the key AAP principles should be applied to the opportunity sites. This guidance is strategic and detailed site development briefs should be prepared either by the owners or local planning authority. This guidance is not exhaustive and development proposals will need to take into account other national, regional and local planning policies.

- Key
- Fish Island Area Action Plan Boundary
 - Opportunity sites
 - 1 White Post Lane
 - 2 McGrath Site
 - 3 Neptune Wharf
 - 4 Former Wharehouses, Bream Street
 - 5 415 Wick Lane
 - Olympic Legacy Opportunity Sites
 - A12

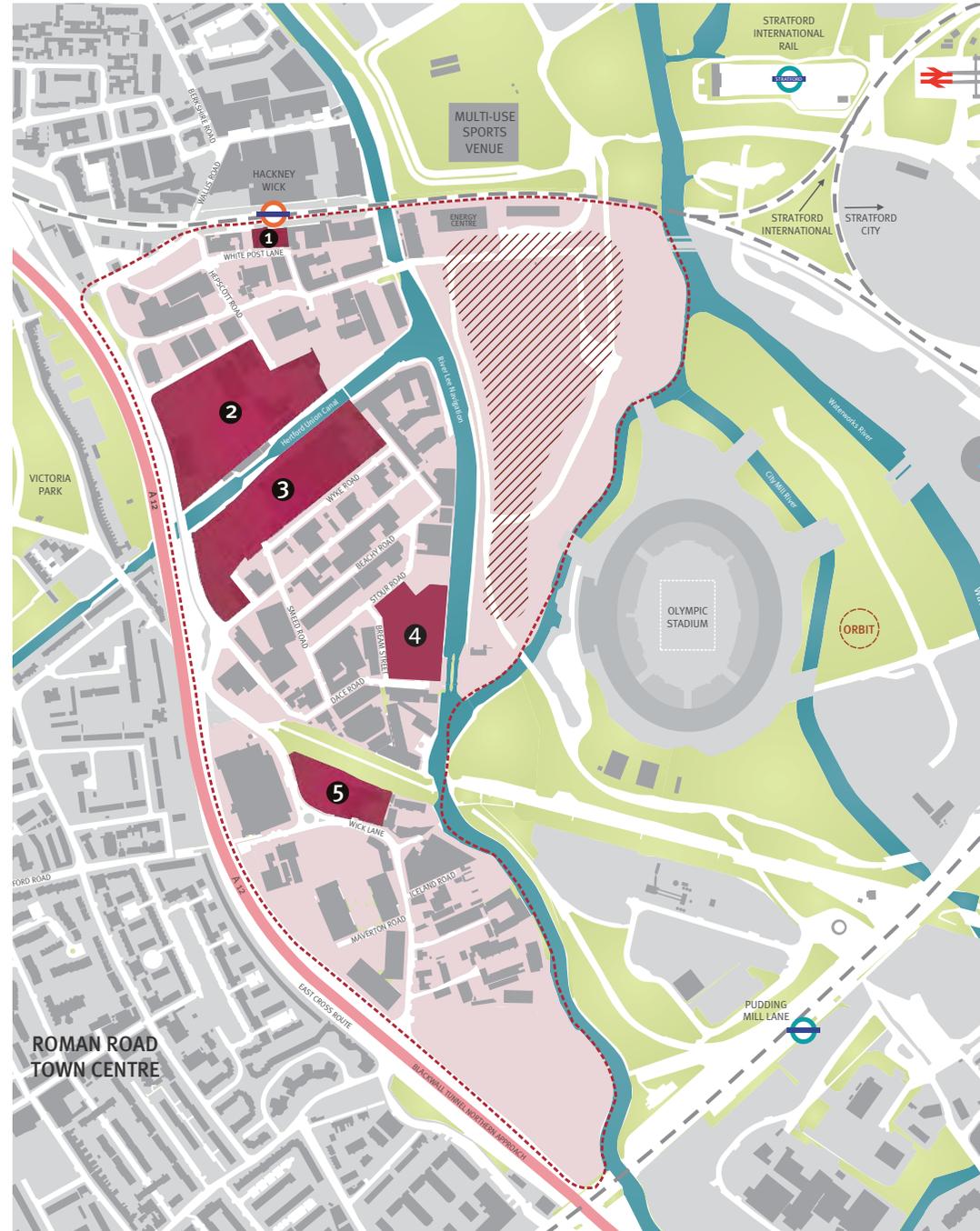


Figure 7.2: Location plan of opportunity sites

SITE NORTH OF WHITE POST LANE,
ADJACENT TO LONDON
OVERGROUND RAILWAY
(APPROX 0.1 HA)

- Mixed use development should come forward, to come forward comprehensively with sites in the same ownership (LTGDC) north of the railway;
- Development will need to deliver key principles of the Hub at Hackney Wick;
- Land uses should include employment space, offices, shops, cafes and new homes, including affordable housing;
- Development should help to deliver new north-south links, new public open space and the proposed improvements to Hackney Wick Station;
- Development should respond to and enhance the setting of the proposed locally listed buildings on White Post Lane and the setting of the proposed White Post Conservation Area;



Site 1



Site 1

MCGRATH WASTE TRANSFER SITE, TREGO ROAD (APPROX 2.86 HA)

- Site cannot come forward until policies that safeguard waste sites in the London Plan and TH Core Strategy and Managing Development DPD can be satisfied;
- Mixed use development including employment uses, galleries; residential, affordable housing, community uses and small scale retail;
- Development should provide a new local park of approximately 1.2 ha, to serve the wider area;
- Development should provide new walking and cycling routes through the site providing connections to the Hertford Union canal tow path and Roach Point bridge;
- Development should respond positively to the waterside setting, enhance the character of the canal and enhance strategic views west towards central London;
- Proposals should provide a high quality frontage and deliver public realm improvements to Wansbeck Road;
- Opportunity to improve north south connections across the canal;
- Form, connectivity and delivery of development needs to be considered with the Neptune Wharf site opposite.



Site 2a



Site 2b

NEPTUNE WHARF
(FORMER SCOTTISH AND NEWCASTLE
BREWERY),
WYKE ROAD (APPROX 2.31 HA)

- Mixed use development including employment uses, galleries, residential, including affordable family housing, community uses and small scale retail uses;
- Provide local open space;
- Safeguard land for a future primary school (c. 0.5Ha). This takes first priority over all other non transport infrastructure requirements apart from the CIL but including affordable housing, in relation to the redevelopment of this site, to ensure that it is economically viable and that a new primary school is provided in a sustainable location to help meet education needs arising across Fish Island ;
- Development should provide new walking and cycling routes through the site providing visual connections to the Hertford Union canal and locks;
- Provide new or enhanced walking and cycling connections across the canal;
- Development should respond positively to the waterside setting and enhance the character of the canal and strategic views westwards towards central London;
- Form, connectivity and delivery of development needs to be considered with the McGrath site opposite.



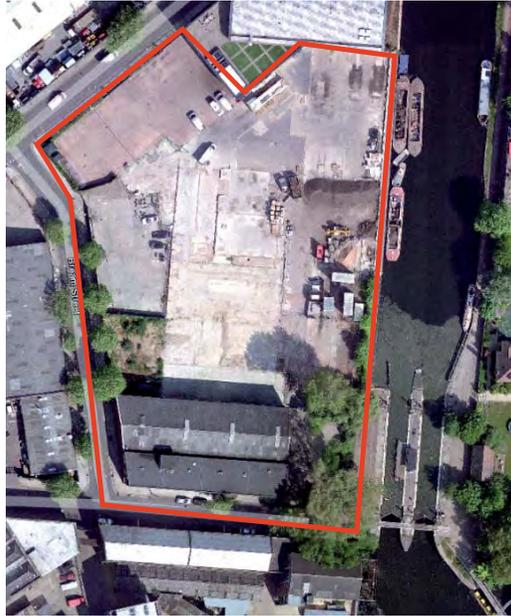
Site 3



Site 3

FORMER WAREHOUSES BREAM STREET (APPROX 0.7 HA)

- Mixed used development including employment, residential, affordable housing and galleries to come forward in a comprehensive manner;
- Development should respond to the waterfront character where the site adjoins the Lea Navigation and enhance the local setting of Old Ford Locks;
- The site should provide for public access to and views across the water space;
- Development should improve and enhance the setting of the Conservation Area and provide a high quality frontage to improve the local views along Dace Road;



Site 4



Site 4

SITE AT 415 WICK LANE (1.10HA)

- Employment-led mixed use development, including residential, small scale community and retail facilities to provide a transition between Fish Island SIL and the mixed use character in Fish Island Mid;
- Development should provide a high quality frontage to improve the local views along Wick Lane from Crown Close;
- Development should relate positively to the Greenway and enhance natural surveillance;
- Opportunity to provide a new public open space adjacent to 417 Wick Lane providing an improved outlook for the existing ground floor business units in this development;
- Opportunity to provide a new direct and accessible link from Wick Lane to the Greenway, the location of which is to be determined through the development management process;
- Development should improve the setting of the cluster of heritage buildings on Crown Close.



Site 5



Site 5

FUNDING AND DELIVERING INFRASTRUCTURE

- 7.28 LTGDC has begun working with Network Rail and Transport for London to look at delivery options for the proposed station improvements. The LLDC has made commitments to deliver key bridge connections across the Lea Navigation, some of which will come forward before the Games in 2012.
- 7.29 The Council supports these initiatives and will work with the LTGDC/LLDC to maintain momentum on the Hackney Wick Station improvements and ensure that commitments to provide bridges across the Lea Navigation through the Olympic Legacy development are honoured.
- 7.30 It is likely that public sector funding for major infrastructure projects such as those required to deliver the AAP vision will become more constrained over the coming years. The role of developer contributions through planning obligations (Section 106 agreements) and the future introduction of a Community Infrastructure Levy will become increasingly important in providing vital resources to help deliver the necessary infrastructure to make development both possible and sustainable.
- 7.31 The Council and its partners will explore different options for the use of developer contributions either through targeting of the LLDC CIL powers. Where applicable developments will also be required to contribute towards the Mayor's CIL as required by London Plan.
- 7.32 The AAP includes a detailed implementation plan Appendix 2. A key role of the Implementation Plan will be to identify the funds needed to deliver projects, set out relative priorities and to seek funding from a variety of sources.
- 7.33 The Implementation Plan will form the basis of a 'rolling programme' of projects and tasks that will be continually updated to reflect projects completed and new projects initiated, whether these are led by the Council or LLDC, private developers or other key partners.

MONITORING

- 7.34 The development principles and actions outlined in the AAP will be monitored as part of the Council's LDF Annual Monitoring Report.

08

APPENDIX

Appendix 1 Evidence Base

Appendix 2 Implementation Plan

Appendix 3 Managed Workspace Guidelines



APPENDIX 1: EVIDENCE BASE

Evidence base which supports the Fish Island Area Action Plan

Author	Publication	Year
British Waterways	Lower Lea Valley Waterspace Strategy (Draft)	2011
British Waterways and English Heritage	Promoting high quality waterside development	2009
GLA	Housing in London	2008
GLA	London Plan	2011
LBH	Hackney Wick Phase 1 Area Action Plan	2010
LBTH	Core Strategy	2010
LBTH	Borough Portrait of Tower Hamlets	2009
LBTH	Local Economic Assessment	2010
LBTH	Retail and Leisure Capacity Study	2009
LBTH	Town Centre Spatial Strategy	2009
LBTH	Unique Selling Point Study	2010
LBTH	Employment Land Study	2009
LBTH	Housing Strategy	2009
LBTH	Infrastructure Delivery Plan	2011
LBTH	Local Economic Assessment	2011
LBTH	Making Connected Places	2008
LBTH	Managing Development DPD (Draft)	2011
LBTH	Planning for Population Change and Growth Capacity Assessment –Baseline Report	2009
LBTH	Public transport capacity statement	2006
LBTH	Strategic Flood Risk Assessment	2009/11
LBTH	Roman Road Public Realm Strategy	2010

Author	Publication	Year
LBTH	Strategic Housing Market Assessment	2009
LBTH	Transport Planning Strategy	2011
LDA	HWFI Creative Potential	2011
LDA	Industry in the City	2006
LTGDC	Hackney Wick Fish Island Vision and Objectives Regeneration	2010
LTGDC	A12 Study	2010
LTGDC	Creative Industries Study	2009
LTGDC	Employment Space in the Lower Lea Valley	2008
LTGDC	Hackney Wick Hub Development Brief and Implementation Strategy	2010
LTGDC/LBTH/LBH	Hackney Wick Fish Island Masterplan Baseline Report and Stage 2 Report	2008
CLG	National Planning Policy Framework (Draft)	2011
CLG	PPS10: Planning for Sustainable Waste Management	2005
NHS Tower Hamlets/ LBTH	Joint Strategic Needs Assessment	2010
Aecom	Information Paper - Population Analysis of LB Hackney Lea Bridge Ward Data and LB Wandsworth New Housing Survey Data	2012

APPENDIX 2: IMPLEMENTATION PLAN

	Project Name and Description/Summary	Timescales Short – 3 years Medium – 3 to 10 years Long – More than 10 years	Priority (Optional/ desirable/ essential)	Linked Developments	Approx Cost (if known)	Funding Sources		Delivery Agencies
						Potential	Committed	
Connecting Fish Island	Upgraded Bridge to Victoria Park Upgraded pedestrian/cycle connection over the A12 from Wallis Road to Cadogan Terrace	Medium	Desirable	Surrounding Developments	Unknown	S106/CIL TfL LLDC	Unfunded	LBTH, LLDC, TfL
	Spinal North-South Link A new link between Fish Island North and Fish Island Mid to provide a more direct route between the hub at Hackney Wick and Fish Island Mid (includes options for enhanced crossings over the Hertford Union Canal)	Medium	Essential	McGrath waste site, Sites located between White Post Lane and Wyke Road, Neptune Wharf	Unknown	S106/CIL	Unfunded	LBTH, Developer, British Waterways
	Dace Road to Greenway Access Improvements Upgraded pedestrian link from Dace Road to the Greenway	Medium	Desirable	Surrounding Developments	Unknown	S106/CIL LLDC	Unfunded	LBTH, LLDC
	Wick Lane Pedestrian/Cycle Upgrade Upgraded pedestrian/cyclist link on Wick Lane from the Greenway to Victoria Park	Short	Desirable	n/a	£1.9m £119k	ODA LTGDC OPTEMS LCN+	Funded	LBTH
	Monier Road Bridge New all modes vehicle bridge linking Monier Road to Fish Island East	Medium	Essential	Legacy Communities Scheme	Unknown	LLDC	Funded	LBTH, LLDC

Project Name and Description/Summary	Timescales Short – 3 years Medium – 3 to 10 years Long – More than 10 years	Priority (Optional/ desirable/ essential)	Linked Developments	Approx Cost (if known)	Funding Sources		Delivery Agencies	
					Potential	Committed		
Connecting Fish Island	Roach Road- Fish Island East Bridge New pedestrian and cycle bridge connecting the corner of Roach Road and Beachy Road to Fish Island East	Medium	Essential	Legacy Communities Scheme	Unknown	LLDC	Funded	LBTH, LLDC
	Old Ford Lock Crossing Upgrading of Lea crossing at Old Ford Lock	Medium	Desirable	Sites on Dace Road / Conservation Area	Unknown	S106/CIL TfL, LLDC, British Waterways	Unfunded	LBTH, LLDC, TfL, , British Waterways
	Crown Close Bridge Upgrade of existing pedestrian and cycle route over A12 at Crown Close	Medium	Essential	Sites within Fish Island South	Unknown	S106/CIL TfL, LLDC	Unfunded	LBTH, LLDC, TfL
	Greenway Access Link New pedestrian and cycle connection from Wick Lane to the Greenway	Medium	Desirable	Sites within Fish Island South	Unknown	S106/CIL TfL, LLDC	Unfunded	LBTH, LLDC, TfL, developer
	Riverside Greenway Access Link New pedestrian and cycle connection from Riverside Wharf/ Wick Lane to the Greenway bridge over the River Lea	Medium	Desirable	Sites within Fish Island South	Unknown	S106/CIL TfL, LLDC	Unfunded	LBTH, LLDC, TfL, developer
	Rail Yard Bridge New bridge connection across the River Lea at Autumn Street or Riverside Wharf (Dependent on the future of Bow Midland East rail yard in Newham).	Long	Optional	Bow Midland Rail Yard	Unknown	S106/CIL TfL, LLDC	Unfunded	LBTH, LLDC, TfL, developer

Project Name and Description/Summary	Timescales Short – 3 years Medium – 3 to 10 years Long – More than 10 years	Priority (Optional/ desirable/ essential)	Linked Developments	Approx Cost (if known)	Funding Sources		Delivery Agencies	
					Potential	Committed		
Connecting Fish Island	Wick Lane/ A12 Junction Upgraded pedestrian and cycling facilities at Wick Lane/ A12 junction	Short	Essential	n/a	£280,000	OPTEMS	Funded	LBTH
	Fish Island North South Road New north-south all modes route on Fish Island East linking Carpenters Road to Monier Road and Fish Island East to East Wick and the stadium.	Medium	Essential	Legacy Communities Scheme	Unknown	LLDC	Funded (subject to confirmation)	LBTH, LLDC
	Fish Island East West Road (south) New east west all modes connection on Fish Island East linking the proposed Monier Road bridge to a new north-south link	Medium	Essential	Legacy Communities Scheme	Unknown	LLDC	Funded (subject to confirmation)	LBTH, LLDC
	Fish Island East- West Road (north) New east west all modes connection on Fish Island east linking White Post Lane toward Stratford	Medium	Essential	Legacy Communities Scheme	Unknown	LLDC	Funded (subject to confirmation)	LBTH, LLDC
	Wansbeck Road Crossing Upgraded pedestrian and cycle facilities at Wansbeck Road crossing	Medium	Essential	McGrath Waste Site, Trego Road Neptune Wharf	Unknown	LLDC LBTH S106/CIL	Unfunded	LBTH Developer

Project Name and Description/Summary	Timescales Short – 3 years Medium – 3 to 10 years Long – More than 10 years	Priority (Optional/ desirable/ essential)	Linked Developments	Approx Cost (if known)	Funding Sources		Delivery Agencies	
					Potential	Committed		
Delivering new jobs and homes	Secondary or Primary School The AAP seeks to identify a site and delivery mechanism to provide a 5FE Secondary School in Fish Island East.	Medium / Long	Essential	Olympic Legacy development at Fish Island East	Unknown	LBTH LLDC S106/CIL	Unfunded	LBTH, LLDC
	Primary School The AAP seeks to safeguard a site for a 3FE Primary School adjacent to the Hertford Union Canal	Medium	Essential	Sites north / south of the Hertford Union Canal	Unknown	LBTH S106/CIL	Unfunded	LBTH, LLDC, Developers
	Primary Health Centre Provision of a Primary Healthcare Facility within the Hackney Wick Neighbourhood Centre	Medium / Long	Essential	Sites within the Neighbourhood Centre	Unknown	PCT S106/CIL	Unfunded	LBTH, PCT, LLDC
	Workspace Providers Working Group Ongoing engagement to establish a working relationship with Workspace Providers and Developers to ensure new developments meet the local economic needs of CCIs and SMEs.	Short	Desirable	n/a	n/a	n/a	n/a	LBTH, LBH, LLDC, Workspace Providers
	Creative Cultural Strategy A programme of initiatives and projects to consolidate and enhance the cluster of creative industries in Fish Island.	Short	Desirable	n/a	Unknown	LBTH LBH LLDC	Unfunded	LBTH, LBH, LLDC
	Fish Island Regeneration and Investment Strategy Working with landowners, developers and business operators to encourage the redevelopment of industrial uses in the Fish Island South.	Short / Medium	Optional	n/a	n/a	n/a	n/a	LBTH, LLDC, Landowners, Business operators

Project Name and Description/Summary	Timescales Short – 3 years Medium – 3 to 10 years Long – More than 10 years	Priority (Optional/ desirable/ essential)	Linked Developments	Approx Cost (if known)	Funding Sources		Delivery Agencies
					Potential	Committed	
A hub at Hackney Wick Hackney Wick Station Comprehensive redevelopment of Hackney Wick Station, linked to surrounding developments and creation of a public square and north/south route.	Medium	Essential	White Post Lane	£10m	LTGDC/ MDC S106/SIL TfL/LUL Network Rail	Unfunded	LBTH, TfL/LUL, LBH, MDC, Network Rail
Creating a high quality environment Development briefs for opportunity sites Further detailed planning and design guidance, to fully realise the development potential of key sites, and to ensure comprehensive delivery of the necessary infrastructure to support development in the area.	Short / Medium	Desirable	Sites north of White Post Lane McGrath Waste Site, Trego Road Neptune Wharf Former Warehouses, Bream Street Site north of Wick Lane	Unknown	LBTH	Unfunded	LBTH
Creating a high quality environment Industrial Design Guidance Detailed design guidance for the LIL and SIL to guide and support the redevelopment of the area, providing a range of different types of industrial premises, which can site alongside other uses.	Short / Medium	Desirable	Sites located within LIL and SIL	Unknown	LBTH, LLDC DfL	Unfunded	LBTH LLDC DfL
Creating a high quality environment Wansbeck Road Corridor to improve the overall environmental quality and experience for cyclists and pedestrians.	Short / Medium	Essential	McGrath Waste Site, Trego Road Neptune Wharf	Unknown	LBTH, LLDC S106/CIL	LLDC	LBTH Developer

Project Name and Description/Summary	Timescales Short – 3 years Medium – 3 to 10 years Long – More than 10 years	Priority (Optional/ desirable/ essential)	Linked Developments	Approx Cost (if known)	Funding Sources		Delivery Agencies	
					Potential	Committed		
Creating a high quality environment	Crown Close and Wick Lane Enhance the quality and experience of the key connection across the A12, to mitigate the impact of traffic related to industrial uses on Wick Lane and to improve pedestrian and cycle links across the A12.	Short / Medium	Essential	Sites within Fish Island South	Unknown	LBTH, MDC, S106/CIL	LTGDC	LBTH Developer
	Dace Road and Old Ford Lock Improve the setting of Fish Island Conservation Area, the buildings within, and the setting of the historic locks through public realm enhancements and wayfinding.	Short / Medium	Essential	Dace Road / Conservation Area	Unknown	LBTH, MDC, British Waterways	OPLC	LBTH British Waterways Developer
	Monier Road Enhance the future role of this connection to Fish Island East and to complement proposed junction alterations at Monier Road and Wansbeck Road.	Short / Medium	Essential	Sites on Monier Road	Unknown	LBTH, MDC, S106/CIL	Unfunded	LBTH Developer
	Wallis Road Strengthen the key route from Victoria Park and future Queen Elizabeth Park, by enhance the pedestrian and cycle environment.	Short / Medium	Essential	Sites on Wallis Road	Unknown	LBTH S106/CIL	LTGDC	LBTH Developer
	White Post Lane and Rothbury Road Improve the setting of the proposed Conservation Area and building of local significance. Enhancements to assist with the delivery of the proposed station and new north/south link to create a public square.	Short / Medium	Essential	Sites north south of White Post Lane and Rothbury Road		LBTH MDC S106/CIL	Unfunded	LBTH Developer

APPENDIX 3: MANAGED WORKSPACE GUIDELINES

The vision in the Fish Island AAP, seeks to support, retain and enhance micro and small businesses, particular in the creative and cultural sector, that forms part and complements the existing character of the area. Further guidance is required to guide employment regeneration of this nature in the area.

This appendix sets out Managed Workspace Guidelines for the general management, design and delivery principles for B1 employment workspace. The principles contained within this section is supplementary to Fish Island AAP, which will assist developers and other stakeholders to deliver the employment policies within the Fish Island AAP. Proposals delivering employment workspace as part of new developments in the Fish Island area, should apply the principles contained within this guidance.

SECURING AND DELIVERING EMPLOYMENT WORKSPACES

Partnership working – Developers are encouraged to work with Managed Workspace Providers to ensure that employment workspace is flexible and response to the local economic needs of micro and small businesses, when considering employment proposals. Early discussion with Managed Workspace Providers, will ensure that proposals are viable and sustainable, to meet the needs of the local economy. Some examples of providers include;

- Acme Studios
- SPACE
- Mother Studios
- Urban Space
- Workspace Group
- Bow Arts Trust
- Chisenhale Art Place
- Acava
- Shoreditch Trust
- Stourspace

*This is not an exhaustive list

Types of Employment Space – Successful employment workspace projects could range in scale. New developments incorporating employment will be encouraged to provide a minimum of 500 sqm of flexible employment workspace. This amounts to typically 20 to 25 workspaces, providing sufficient critical mass to enable the development of a viable business plan to deliver and manage workspaces. This amount will also and to ensure an appropriate and sustainable environment for networking and local facilities to assist with economic growth in the area.

EXAMPLE PROJECTS

LEVEN ROAD LONDON, E14

Description

Mixed-use development comprising 21 self-contained studios ranging from 18.1 to 35.3 sqm per unit and 66 affordable housing units.

Partnership

Swan Housing and Acme
www.acme.org.uk/leven.php



Leven Road London, E14

BRIDGET RILEY AND BRITANNIA, FISH ISLAND

Description

Conversion of a historic peanut factory in Fish Island which provides 37 studios in Bridget Riley Studios and 55 studios in Britannia. Units vary in size.

Partnership

Cultural-led regeneration of two historic buildings. SPACE have a long term lease on both sites.
www.spacestudios.org.uk/studios/studio-sites/bridget-riley-studios-e3



Bridget Riley and Britannia, Fish Island

BOW ROAD STUDIOS, E3

Description

Two large adjacent buildings on Bow Road, comprising 90 artist studios. Studios are self contained, with open plan communal areas. The studios cover a wide range of sizes and are suitable for a range of different art practices.

Partnership

Delivered and managed by Bow Arts Trust
www.bowarts.org/studios/bow-road-studios



Bow Road Studios, E3

TIMBER WHARF, E2

Description

A residential-led development , which provides 20 studios - 8 within the railway arches and 12 within a 2 storey building. This development provides well designed units with sufficient facilities for self practitioners to small businesses.

Partnership

Delivered by One Housing and managed by SPACE
www.spacestudios.org.uk/studios/studio-sites/timber-wharf-e2



Timber Wharf, E2

MATCHMAKERS WHARF, E9

Description

Mixed-use development comprising 49 workspace, retail, commercial and 209 residential units. Construction is underway and the studios will be available from June 2012.

Partnership

Swan Housing and Acme
www.acme.org.uk/leven.php



Matchmakers Wharf, E9

TRINITY BUOY WHARF, E14

Description

Recycled shipping containers which provide affordable workspace for a range of uses including artist studio's, offices, and a riverside cafe development.

Partnership

Urban Space Management, Leaside Regeneration and private landowners
www.urbanspace.com



Trinity Buoy Wharf

DESIGN SPECIFICATION REQUIREMENTS

To assist with affordability for start up, micro and small businesses, new developments will be encouraged to provide employment workspace built to a basic flexible specification provided by their managed workspace delivery partner (e.g. bare concrete floor, low level power sockets, strip lighting, communal WCs and sinks):

Size of workspace - The requirements for a workspace, particular in the creative and cultural sector varies, but the average studio is around 25 sqm, ranging from 20 sqm to 100 sqm for a flexible managed unit.

Unit design and access - There is no blueprint for a workspace unit, but generally there are typical requirements that can accommodate a flexible workspace, such as;

- Self-contained
- Higher ceilings than normal office or domestic space
- Good natural lighting and ventilation
- Shared supporting facilities such as telecommunication networks, and other equipment including broadband

- DDA complaint design and access
- Good security with 24 hour access

MANAGING FLEXIBLE WORKSPACES

Lease Arrangements – A key component for sustainable workspaces is security and flexibility - 'easy-in, easy-out' lease terms. Managed workspace provider will typically take on a large, long lease or management agreement, with the ability to underlet individual units to individual tenants on a licence. The specialist workspace provider can then offer 'easy in easy out' flexibility which is helpful to micro-businesses, whilst the head lease or freeholder has one tenant.

The ability to adapt to a sudden change of circumstances, and the scope to terminate a lease at short notice, is desirable for many micro and small businesses. The flexibility, coupled with a long term lease so that micro and small businesses can plan ahead is encouraged.

REFERENCE DOCUMENTS

Artist's Studios: A guide to securing, supporting and creating affordable studio in London, 2007, Capital Studios – the London Artists' Studios Development Programme and Acme

Industry in the City, LDA, 2006

Investing in Creative Communities, The Provision of Affordable of Artists' Studios -A role for Spatial Planning, 2011, National Federation of Artists' Studio Providers,

London's creative workforce, 2009 (update), GLA

Working Paper 40: London's creative workforce, 2010 (update), GLA



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