3 Site allocations
SA.1 Sites have been allocated as part of the positive planning process to make sure the borough has the infrastructure needed to support the anticipated level of growth set out in the Core Strategy, specifically for the strategic housing sites (i.e. sites that can provide over 500 new net-additional homes) and key regeneration sites. For a summary of the site allocations, please see appendix 5.

SA.2 If these sites were not identified and safeguarded for specific uses, the borough would be at risk of not being able to provide services and facilities for its communities.

SA.3 This chapter does not set out to allocate every available development site within the borough. It only provides guidance for sites of a strategic importance. This provides the opportunity for any forthcoming Neighbourhood Plan to identify and plan for other potential local development sites (illustrated by figure 10).

SA.4 The site allocations have been identified using information provided by the Infrastructure Delivery Plan (IDP) (2009) for the Core Strategy and the IDP Update (2012).

SA.5 The updated IDP takes into account the substantial changes to structures used to plan for, fund and govern various forms of infrastructure, such as the removal of Primary Care Trusts, that have taken place between 2009 and 2012.

SA.6 In some instances, sites have not been allocated for certain types of infrastructure, such as emergency services facilities, and will be identified and managed using the development management process. For further information please refer to the Site Selection Methodology Report (2011).

Gypsies and Travellers accommodation
SA.7 The adopted Core Strategy (SP02.7b) states that identifying additional sites for Gypsies and Travellers accommodation will be carried out through the Sites and Placemaking DPD. In developing the Managing Development Document, the criteria stated within the Core Strategy and additional evidence base have been used to try to identify potential sites. A number of sites were initially short-listed and stated within the Sites and Placemaking DPD Engagement Document (2011).

SA.8 When assessed against Core Strategy SP12 Annex: Delivering Placemaking these sites did not accord with the visions for each of the places and component areas, or with emerging development proposals. The Managing Development Document continues to not be able to allocate a site. The MDD has taken due consideration of the surrounding densities of the short-listed five potential sites. This continues to preclude the provision of a larger site for Traveller accommodation given the relatively high existing and potential residential densities of available sites (as per policy B 9(d) of the “Planning Policy for Traveller Sites (2012)”). Provision could be delivered on smaller sites or individual pitches within a mix of housing to deliver mixed and sustainable communities. For further information please refer to the LBTH Managing Travellers Accommodation Report (2011).

SA.9 In accordance with Core Strategy SP02(7) the Council will continue to safeguard the existing Gypsy and Traveller site at Eleanor Street.

Multi-faith burial ground
SA.10 The adopted Core Strategy (SP03.6) states that identifying a site for a multi-faith burial ground will be carried out through the Sites and Placemaking DPD Engagement Document (2011).
and Placemaking DPD. The Managing Development Document was unable to identify a site using the criteria in the Core Strategy. The Council will continue to work with partners to identify a site for a multi-faith burial ground.

**Guidance for all site allocations**

**SA.11** The site allocations have been identified using evidence base developed by the Council. Key pieces of evidence base that support every site allocation are:

- LBTH Site Selection Methodology Note (2011)
- LBTH Sites Design Appraisal Report (2011)
- LBTH Planning for Population Change and Growth Model

**SA.12** The development of sites will be subject to the relevant Core Strategy Spatial Policies, Development Management policies, any relevant Neighbourhood Plans, the latest supplementary guidance and national policy guidance, specifically with regard to viability considerations. Specifically strategic housing sites will be required to provide affordable housing (including family-sized housing) onsite in accordance with Core Strategy SP02 and policy DM3.

**SA.13** All site maps are indicative. These provide strategic guidance for each site which will be used in the development management process, including pre-application discussions, and for the development of further supplementary guidance where required. Further supplementary guidance may take the form of masterplans and/or development briefs, especially for large sites, or those in areas with development pressure.

**SA.14** Where the indicative development capacity of the site is known, this has been identified. If it is currently unknown it will be identified within any forthcoming supplementary guidance and/or as part of any pre-application advice. Where planning consents and/or active planning applications are in place on sites, this information has been considered.

**Site allocations within their place**

**SA.15** In line with the placemaking aspirations set out in the Core Strategy (2010), site allocations are viewed within the ‘place’ they sit in. This enables each site to look beyond its boundaries and recognise its local context (specifically any designations depicted on the Adopted Policies Map) which helps to deliver the Core Strategy’s Big Spatial Vision and the visions for the twenty-four places. See figure 11 for an indicative example of this.
Where are the site allocations?

Figure 12 Location of site allocations within places

1. Bishopsgate Goods Yard
2. Marian Place Gas Works and The Oval
3. Goodman’s Fields
4. London Dock
5. Southern Grove Lodge
6. Bow Locks
7. Bromley-by-Bow North East Quadrant
8. Bow Common Gas works
9. Chrisp Street town centre
10. Poplar Baths
11. Ailsa Street
12. Leven Road Gas Works
13. Leamouth Peninsula
14. Blackwall Reach
15. Billingsgate Market
16. Wood Wharf
17. Millennium Quarter
18. Westferry Printworks
19. Crossharbour town centre
20. Marsh Wall East

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288
1 Bishopsgate Goods Yard

**Address**
Shoreditch High Street

**Size (ha)**
4.24

**PTAL rating**
5

**Flood zone(s)**
1

**London Plan density matrix classification**
Central

**Existing use(s)**
Shoreditch High Street Overground Station and vacant land

**Site allocation**
A comprehensive mixed-use development opportunity required to provide a strategic housing development, a local park, an Idea Store and a district heating facility (where possible). The development will also include commercial floorspace and other compatible uses.

Development should recognise the latest supplementary guidance for the Bishopsgate Goods Yard.

**Key**
- Site boundary
- Development parcel
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- New public squares and improved public realm
- Borough boundary

Figure 14: Site allocation map - Bishopsgate Goods Yard

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What’s the site and surrounding area like?
Bishopsgate Goods Yard is located on the western edge of the borough, with the portion of the site west of the London Overground Station within the London Borough of Hackney. It is currently a vacant site with the elevated London Overground line running along its centre. Within the southern portion of the site lies the inactive Braithwaite railway viaduct which is Grade II Listed. To the north, the site is bounded by Bethnal Green Road and to the south by active railway lines. The site is surrounded by conservation areas, containing a number of listed buildings of distinctive designs and is adjacent to the vibrant mix of uses within Brick Lane district centre.

What are the design principles for the site?
Development should accord with the design principles set out in the latest supplementary guidance for the Bishopsgate Goods Yard. Specifically any development should:

- Respect and be informed by the existing scale, height, massing and fine urban grain of the surrounding built environment.
- Focus larger scale buildings around Shoreditch High Street Overground Station.
- Walking and cycling routes should be improved to, from and created within the site to establish connections to Shoreditch High Street Overground Station, the new local park and Brick Lane District Centre. These should align with the existing urban grain to support permeability and legibility.
- Integrate with the Green Grid along Quaker Street and Brick Lane.
- Provide a range of new publicly accessible open spaces including a local park above the Braithwaite Viaduct.
- Protect, enhance and integrate heritage assets on site and in the surrounding areas, including within the London Borough of Hackney.
- Focus public realm improvements along Wheler Street and the two new public squares to the east and south of the station.

What’s the indicative development capacity?
The amount of development should align with the figures in the latest supplementary guidance for the Bishopsgate Goods Yard. This currently identifies approximately 350,000 sq m of total development for the site comprising:

- Up to 2000 homes
- Approximately 75,000 - 150,000 sq m of employment, retail and community uses
- Approximately 1.8 hectares of publicly accessible open space

What are the implementation considerations?
- Development is envisaged to begin between 2015 and 2020.
- The current supplementary guidance for the Bishopsgate Goods Yard identifies the potential for different phasing approaches to be considered as part of an application.
- The local park, above the Braithwaite Viaduct, should be an integral part of an early phase.
- The Idea Store should be delivered within or adjacent to the Brick Lane district centre.
- Development should accord with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)
Central Activities Zone
Brick Lane District Centre

Key evidence base
LBTH Town Centre Policy Development Report (2011)
LBTH Open Space Strategy (Mid-term update) (2011)
LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)
2 Marian Place Gas Works and The Oval

Address
Marian Place / The Oval / Emma Street

Size (ha)
3.75

PTAL rating
4

Flood zone(s)
1

London Plan density matrix classification
Urban

Existing use(s)
Active gas holders and warehousing

Site allocation
A comprehensive mixed-use development required to provide a strategic housing development, a local park and a district heating facility (where possible) with other compatible uses including employment floorspace. This will see The Oval fulfilling its role as a recognised London Square by bringing it back into use as public open space.

Key
- Site boundary
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- Improved public realm
- Activated waterspace
- Noise screening

Figure 16: Site allocation map - Marian Place Gas Works and The Oval

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What’s the site and surrounding area like?
The site comprises a number of areas home to different employment uses. The predominant feature are the gas holders, lending themselves to the character of the site and wider area. To the east and west of the gas holders, within the site, are 2-3 storey warehouses and further east lies The Oval, a designated London Square. It is bounded to the north by The Regents Canal, to the west by Pritchards Road, Emma Street on the south and railway line and Cambridge Heath Road to the east.

What are the design principles for the site?
- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north west and south east.
- Development should be stepped back from the canal and positively frame the local park and The Oval to avoid excessive overshadowing.
- Walking and cycling connections should be improved to, from and created within the site. These should align with the existing urban grain to support permeability and link with Cambridge Heath neighbourhood centre.
- The local park should be a minimum size of 1.2 hectares and of a usable design for sport and recreation.
- The new public open space on The Oval should positively contribute to the surrounding buildings and be well-connected to the local park.
- Family housing should be located facing onto the local park.
- The Green Grid route should be well integrated with the development, helping to improve access to the canal, the local park and The Oval.
- The public realm should be improved at active site edges, specifically along Pritchard’s Road and Emma Street.
- Noise screening measures should be implemented in areas bordering the railway line.
- Development should protect, enhance and integrate heritage assets on site and in the surrounding areas within the borough and London Borough of Hackney. Specifically the industrial heritage presented by the gas holders within the Regents Canal Conservation Area should be acknowledged within the design and layout of the site.

What are the implementation considerations?
- While the gasworks are operational the site will be restricted in accordance with the Health and Safety Executive’s PADHI Land Use Planning Methodology (2011).
- Development will need to acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment.
- Development will need to ensure that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Development will need to address any environmental pollution and land contamination caused by the gas works.
- Dependant on phasing and in accordance with policy DM15, development will only be supported if the existing employment uses, including the Royal Mail’s operations, can be appropriately reprovided elsewhere.
- Development should accord with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)
Cambridge Heath Neighbourhood Centre (adjacent)

Key evidence base
Health and Safety Executive PADHI Land Use Planning Methodology (2011)
LBTH Open Space Strategy (Mid-term update) (2011)
LBTH Green Grid Strategy (2010)
LBTH Heat Map Study Report (2011)
Aldgate
### Goodman’s Fields

**Address**
Alie Street, Gower’s Walk, Leman Street, Hooper Street

**Size (ha)**
3.65

**PTAL rating**
6a

**Flood zone(s)**
1

**London Plan density matrix classification**
Central

**Existing use(s)**
Vacant buildings and land

**Site allocation**
A comprehensive mixed-use development required to provide a strategic housing development, a health facility and a district heating facility (where possible). The development will also include other compatible uses including publicly accessible open space and commercial floorspace.

Development should recognise the latest supplementary guidance for Aldgate and/or Goodman’s Fields.

---

**Key**
- Site boundary
- Development parcel
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- Improved public realm
- Focal point

---

Figure 18: Site allocation map - Goodman’s Fields

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**What’s the site and surrounding area like?**
The site is immediately south of Aldgate and lies within the City Fringe. The surrounding area is a mixture of architectural styles, with modern office and residential developments interspersing historic street patterns. The site is bounded to the north by Alie Street, to the west by Leman Street, to the east by Gower’s Walk and to the south by recent housing development. The site is not located within a conservation area but there a number of conservation areas within the surrounding area.

**What are the design principles for the site?**
Development should accord with the design principles for the place of Aldgate set out in the latest supplementary guidance for Aldgate. Specifically development should:

- Respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built environment, specifically to the east and west where smaller scale development exists.
- Step down in height and decrease in scale moving away from the Aldgate Preferred Office Location.
- Improve walking and cycling routes to, from and create within the site to support east-west and north-south movement. These should align with the existing urban grain to support permeability and access to Braham Park, Aldgate East and Tower Gateway Stations.
- Protect and enhance heritage assets in the surrounding areas, including strategic views from the Tower of London.
- Improve the public realm at active site edges, specifically along Leman Street and Alie Street.
- Provide family housing adjacent to publicly accessible open space.
- Provide a range of publicly accessible and residents’ communal open spaces.
- Deliver spaces for active uses along Leman Street and Alie Street.
- Integrate the Green Grid along Alie Street to support routes to Tower Gateway DLR Station.
- Create focus points at the northern corners of the site of the highest quality materials and design.

**What are the implementation considerations?**
- Development is envisaged to be completed between 2015 and 2020.
- The current supplementary guidance for Aldgate identifies that the Aldgate Implementation Group (comprised of local stakeholders) will monitor and guide the delivery of projects which will need to be considered in implementing the development of the site.
- The health facility should be located in an accessible location adjacent to the publicly accessible open space.
- Development should accord with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

---

**Key Spatial Policy Area designation(s)**
- Central Activities Zone
- Aldgate Preferred Office Location (adjacent)

**Key evidence base**
- LBTH Aldgate Connections (2011)
- LBTH Aldgate Masterplan (2007)
- LBTH Heat Map Study Report (2011)
- LBTH Green Grid Strategy (2010)
- NHS Tower Hamlets Improving Health and Wellbeing Capital Scheme (2010)
**Site allocation**

A comprehensive mixed-use development required to provide a strategic housing development, a secondary school, publicly accessible open space and other compatible uses including employment floorspace.

New connections will improve the permeability of the site and within Wapping.
What is the site and surrounding area like?
The key features of the site comprise the print works building and the Grade II listed rum warehouse along the southern side of Pennington Street. The western portion of the site is a car park. The site is within walking distance of Tower Gateway DLR Station.

The buildings and uses surrounding the site are diverse. To the north, between the site and The Highway, are a range of residential and commercial buildings including the Telford Yard residential apartments on the corner of Virginia street and Pennington Street. To the east of Telford Yard is a mix of residential and commercial premises including the Times House building. Grade I listed Tobacco Dock is to the east which was converted into a shopping centre and is currently vacant.

What are the design principles for the site?
- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north, south and east.
- Development should protect and enhance heritage assets on site and in the surrounding areas, including the Grade I listed Tobacco Dock.
- The Green Grid route should be integrated within the site along Vaughan Way, The Highway and adjacent to the site along the canal.
- Walking and cycling connections should be improved to, from and created within the site, specifically to address the barrier currently created by the site. These should align with the existing urban grain to support permeability and access to Thomas More neighbourhood centre, St Katharine Docks and Tobacco Dock.
- The public realm should be improved at active site edges, specifically along The Highway and Vaughan Way.

What are the implementation considerations?
- A new secondary school site takes first priority over all other non transport infrastructure requirements including affordable hous-
5 Southern Grove Lodge

Address
40 - 60 Southern Grove

Size (ha)
1.05

PTAL rating
6a

Flood zone(s)
1

London Plan density matrix classification
Urban

Existing use(s)
Vacant buildings and land

Site allocation
A Special Education Needs School and a district heating facility (where possible) with other compatible uses.

Key
- Site boundary
- Walking / cycling route
- Green Grid route
- Improved public realm
- Publicly accessible open space

Figure 22: Site allocation map - Southern Grove Lodge

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**What is the site and surrounding area like?**
The site, at the south-east corner of Mile End Road, consists of a vacant council office block. To the west of the site are large brick residential blocks of the Eric and Treby Housing Estate, interspersed with large open spaces. The estate is in the process of being regenerated. The site has terraced houses along its eastern edge and access to the site is from Southern Grove on the western edge.

**What are the design principles for the site?**
- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the east and south to Tower Hamlets Cemetery Park.
- Walking and cycling connections should be improved to and from the site, specifically to Mile End neighbourhood centre, through the Eric & Treby Estate and along Hamlets Way.
- The Special Education Needs School should be located in the southern portion of the site to help enable access and visual amenity of the Tower Hamlets Cemetery Park.
- Vehicular access to the site should be able to accommodate the requirements of the school.
- Development should protect and enhance heritage assets on site and in the surrounding areas, including the workhouse building and the Tower Hamlets Cemetery Conservation Area.
- The Green Grid route should be integrated within the site along Southern Grove.
- The public realm should be improved at active site edges, specifically along Southern Grove.

**What are the implementation considerations?**
- Development is envisaged to begin between 2012 and 2015.
- Any district heating facility should investigate the potential for connections to the decentralised heating facility within the Special Education Needs School in the southern portion of the site.
- Development should accord with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

**Key Spatial Policy Area designation(s)**
- Mile End Neighbourhood Centre (to the west)
- Mile End Local Office Location (to the west)

**Key evidence base**
- LBTH Green Grid Strategy (2010)
Bromley-by-Bow
Figure 23: Adopted Policies Map extract - Place of Bromley-by-Bow
### 6 Bow Locks

**Address**
Twelvetrees Crescent

**Size (ha)**
1.52

**PTAL rating**
4

**Flood zone(s)**
1 - 3

**London Plan density matrix classification**
Urban

**Existing use(s)**
Vacant Land

**Site allocation**
A secondary school with a district heating facility (where possible) and other compatible uses.

Development should recognise the latest supplementary guidance for Bromley-by-Bow.

---

**Key**
- Site boundary
- Walking / cycling route
- Green Grid route
- Improved public realm
- Activated waterspace
- Noise screening
**What is the site and surrounding area like?**
The site is currently cleared land bounded by the Limehouse Cut Canal along its south east border, the A12 road on its west and River Lea along its south border. To the north is the Bromley-by-Bow town centre redevelopment which will bring a new district centre, shops, homes, parks and a primary school to the area.

**What are the design principles for the site?**
- Walking and cycling connections should be improved to, from and created within the site, specifically across the Limehouse Cut Canal and the A12. These should align with the existing urban grain to support permeability and legibility.
- Development should address noise and air pollution generated by the A12 through design mitigation measures.
- The Green Grid route should be linked to the site to improve access to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park.
- Vehicular access to the site should be able to accommodate the requirements of the school.
- The public realm should be improved at active site edges, specifically along Twelvetrees Crescent.
- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built and natural environment.
- Development should be stepped back from the canal to avoid excessive overshadowing and enable activation of the canalside.
- Development should protect and enhance heritage assets within the surrounding areas, specifically within the Limehouse Cut Conservation Area.

**What are the implementation considerations?**
- Development is envisaged to begin between 2012 and 2015.
- To enable safe access to the school, development will need to deliver pedestrian and cycling routes across the A12 and Limehouse Cut Canal before completion.
- Development will need to deliver connections to Bromley-by-Bow district centre before completion.
- Development should accord with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

### Key Spatial Policy Area designation(s)
- Bromley-by-Bow District Centre (adjacent)
- Empson Street Strategic Industrial Location (nearby to the west)
- Gillender Street Local Industrial Location (nearby to the south)

### Key evidence base
- LBTH Bromley-by-Bow Masterplan (2011)
- LBTH Heat Map Study Report (2011)
- LBTH Green Grid Strategy (2010)
7 Bromley-by-Bow North East Quadrant

Please note that this site allocation does not have development plan status

<table>
<thead>
<tr>
<th>Local Planning Authority</th>
<th>London Legacy Development Corporation</th>
</tr>
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<tr>
<td>Address</td>
<td>Three Mills Lane / Hancock Road</td>
</tr>
<tr>
<td>Size (ha)</td>
<td>7.35</td>
</tr>
<tr>
<td>PTAL rating</td>
<td>4</td>
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<tr>
<td>Flood zone(s)</td>
<td>1 - 3</td>
</tr>
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<td>London Plan density matrix classification</td>
<td>Urban</td>
</tr>
<tr>
<td>Existing use(s)</td>
<td>Supermarket, warehousing and parking</td>
</tr>
</tbody>
</table>

Site allocation
A comprehensive new district centre development opportunity required to provide a strategic housing development, a local park, primary school, an Idea Store and a district heating facility (where possible). The development will also include a substantial provision of retail floorspace and other compatible uses.

Development should recognise the latest supplementary guidance for Bromley-by-Bow.

Key
- Site boundary
- Development parcel
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- Improved public realm
- Activated waterspace
- Active frontage
- Noise screening

Figure 25: Site allocation map - Bromley-by-Bow North East Quadrant
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**What is the site and surrounding area like?**
The southern part of the site consists of a supermarket, associated parking and some industrial uses. The north is occupied by low grade industrial uses, warehousing and car parking. The area is mixed in character, changing from a higher quality canal side environment in the east to the west which is negatively impacted by the A12. The site is divided by major north/south severances (the River Lea and A12) and east/west barriers (mainline rail). To the east of the site is the Three Mills studios.

**What are the design principles for the site?**
Development should accord with the design principles set out in the latest supplementary guidance for Bromley-by-Bow and acknowledge any supplementary guidance for Sugar House Lane and Three Mills within the London Borough of Newham. Specifically any development should:

- Deliver a new high street as a focus for the new district centre with an anchor supermarket and Idea Store to support small shops and leisure uses.
- Improve walking and cycling connections to, from and create new ones within the site, specifically by at grade crossings and improved subways across the A12 and new bridges across the River Lea to Sugar House Lane and Stratford City. These should align with the existing urban grain to support permeability and legibility.
- Address the noise and air pollution generated by the A12.
- Ensure the high street is a pedestrian priority area with access for public transport and service vehicles.
- Ensure safe pedestrian and cycling access to the primary school.
- Respect and be informed by the existing open space and the scale, height, massing and urban grain.
- Ensure that the waterfront is well-designed including a continuous walkway along the towpath.
- Be stepped back from the canal.
- Be well-integrated with the Green Grid routes to improve access to the local park, the wider Lea River Park, Three Mills and further north to Queen Elizabeth Olympic Park.
- Design the local park to be usable for sport and recreation and located adjacent to the River Lea.

- Protect, enhance and integrate heritage assets on site, specifically within the Three Mills Conservation Area and in the surrounding areas within the borough and London Borough of Newham.

**What are the implementation considerations?**
Development envisaged to begin between 2012 and 2015. It should be implemented in line with the framework stated within latest supplementary guidance for Bromley-by-Bow. Critical implementation considerations are:

- Ensuring that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Delivering pedestrian and cycling routes across the A12 and River Lea as set out in supplementary guidance.
- Upgrading Bromley-by-Bow transport interchange in line with any indicated phasing.
- Ensuring access is provided to existing National Grid sub-surface high-voltage cables.
- Supporting the role and function of Bow Free Wharf.
- Ensuring development accords with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

**Key evidence base**
- LBTH Bromley-by-Bow Masterplan (2012)
- LBTH Heat Map Study Report (2011)
- LBTH Open Space Strategy (Mid-term update) (2011)
- LBTH Green Grid Strategy (2010)
- LBTH Idea Store Strategy (2009)
Town Centre Hierarchy

Employment Areas
- Strategic Industrial Location
- Transport
- Transport Interchange Area

Neighbourhood Centre
- Crossrail Boundary
- Cycle Super Highways
- Tower Hamlets Cycle Network
- National Rail
- DLR Station
- Crossrail Station (Proposed)

Parties and open space
- Metropolitan Open Land
- Publicly Accessible Open Spaces
- Green Grid
- Local Nature Reserves

Heritage and conservation
- Listed Parks and Gardens
- Historic Parks and Gardens
- Scheduled Ancient Monument
- Archaeological Priority Area
- Conservation Area
- London View Management Framework
- London Square

Site Allocations
- London Legacy Development Corporation Area
- Safeguarded for Travellers Accommodation

Gypsy and Traveller Accommodation
- Safeguarded Wharf
- Safe for Gypsies and Travellers Accommodation
- London Legacy Development Corporation Area

Site Allocations (see numbered site name list)

Heritage and Conservation
- Listed Parks and Gardens
- Scheduled Ancient Monument
- Scheduled Ancient Monument
- Conservation Area
- London View Management Framework
- London Square

Parks and Open Space
- Local Nature Reserves
- Lee Valley Regional Park
- Sites of Importance for Nature Conservation

Flood Risk Area
- Water space
- Blue Ribbon Network

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Figure 26: Adopted Policies Map extract - Place of Bow
Address: Bow Common Lane
Size (ha): 3.94
PTAL rating: 2
Flood zone(s): 1
London Plan density matrix classification: Urban
Existing use(s): Active gas holders, warehousing and car parking

Site allocation:
A comprehensive development required to provide a strategic housing development including a significant provision of family housing, a primary school, a district heating facility (where possible) and other compatible uses. The development will also include publicly accessible open space.

Key:
- Site boundary
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- Improved public realm
- Noise screening

Figure 27: Site allocation map - Bow Common Gas Works
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What is the site and surrounding area like?

The site comprises two distinct areas. One area contains gas holders with paved areas and the other contains mainly parking and warehousing. It is located in the place of Bow Common within a predominantly low- to medium-rise residential area. Along its north-west boundary run railway arches, beyond which lies Tower Hamlets Cemetery Park. St. Paul’s Way Community School is located to the south of the site.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment and Tower Hamlets Cemetery Park.
- Development should ensure safe pedestrian and cycling access to the primary school.
- Development should protect and enhance heritage assets on site and in the surrounding areas, including within the Tower Hamlets Cemetery Conservation Area.
- Family housing should be located overlooking the publicly accessible open space.
- New publicly accessible open space should be well integrated into the site and with Tower Hamlets Cemetery Park.
- The Green Grid route should be integrated within the site along Knapp Road and Bow Common Lane.
- Walking and cycling connections should be improved to, from and created within the site, specifically to address the barrier currently created by Bow Common Lane. These should align with the existing urban grain to support permeability and legibility, specifically joining Knapp Road to Bow Common Lane, and Tower Hamlets Cemetery Park to the wider area.
- The public realm should be improved at active site edges, specifically along Bow Common Lane.
- Noise screening measures should be implemented in areas bordering the railway line.
- Safe pedestrian and cycling access should be provided to the primary school.

What are the implementation considerations?

- While the gasworks are operational the site will be restricted in accordance with the Health and Safety Executive’s PADHI Land Use Planning Methodology (2011).
- Development will need to acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment.
- Development will need to ensure that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Development should accord with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key evidence base

- LBTH Heat Map Study Report (2011)
- LBTH Green Grid Strategy (2010)
Poplar
9 Chrisp Street Town Centre

Address
Chrisp Street / East India Road / Kerbey Street

Size (ha)
3.62

PTAL rating
4

Flood zone(s)
2

London Plan density matrix classification
Urban

Existing use(s)
Shops, community facilities, Idea Store, public houses, cafes, market and housing

Site allocation
Regeneration of the district town centre to improve Chrisp Street's vitality and viability. The site will be required to provide new homes and a district heating facility (where possible). The development will also include commercial floorspace and other compatible uses.

Key
- Site boundary
- Walking / cycling route
- Green Grid route
- Improved public realm

Figure 29: Site allocation map - Chrisp Street Town Centre

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What is the site and surrounding area like?
The site is comprised of a post-war mixed use town centre redevelop-
ment as part of the Lansbury Estate (itself part of the Festival of Brit-
ain). It is situated to the north of East India Dock Road and bounded
on the east by Chrisp Street, and Kerbey Street on the west. The site
lies within the Lansbury Estate and includes a market place, an Idea
Store and a Clock Tower which act as gateways to the market square.
Further north along Chrisp Street is Langdon Park and the Langdon
Park DLR station. To the south, across East India Dock Road, is All
Saints DLR station.

What are the design principles for the site?
- Development should deliver a regenerated town centre for Poplar
  with a range of unit sizes market square and an Idea Store locat-
ed on East India Dock Road.
- Development should respect and be informed by the existing
  character, scale, height, massing and urban grain of the post-war
  architecture and surrounding built environment, specifically the
  Lansbury Estate to the west and Poplar Baths to the south.
- Development should protect and enhance heritage assets on site
  and in the surrounding areas, including within the Lansbury Con-
servation Area and Poplar Baths.
- New walking and cycling connections should be improved to, from
  and created within the site, specifically to All Saints DLR Station.
  These should align with the existing urban form and grain to sup-
  port east-west connectivity and wider permeability.
- The Green Grid route should be well integrated into the develop-
  ment, helping to improve access from East India Dock Road to the
  north and Bartlett Park.
- The public realm should be improved at active site edges, specifi-
  cally along East India Dock Road.

What are the implementation considerations?
- Development is envisaged to begin between 2015 and 2020.
- Development should retain the Idea Store and its services and
  ensure it is located within a central position.
- Development will need to ensure that land owners and leasehold-
ers are engaged effectively to facilitate potential land assembly.
- Dependant on phasing and in accordance with policy DM15, de-
  velopment will only be supported if the existing employment uses,
  including the Royal Mail’s operations, can be retained and/or ap-
  propriately reprovided elsewhere.
- Development should ensure sufficient and well-integrated access
  arrangements for highways and servicing.
- Development should accord with any flood mitigation and adapta-
  tion measures stated within the borough’s Level 2 Strategic Flood
  Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)
Chrisp Street District Centre

Key evidence base
LBTH Town Centre Policy Development Report (2011)
LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)
### 10 Poplar Baths

**Address**

170-172 East India Dock Road

**Size (ha)** 0.29

**PTAL rating** 4

**Flood zone(s)** 2

**London Plan density matrix classification** Urban

**Existing use(s)** Vacant building

#### Site allocation

A leisure facility with a swimming pool and other compatible uses sensitively bringing this locally cherished building back into use.

**Key**

- Site boundary
- Walking / cycling route
- Green Grid route
- Improved public realm

![Figure 30: Site allocation map - Poplar Baths](image-url)
What is the site and surrounding area like?
The site is a vacant Grade II Listed Building, which is located south of East India Dock Road and west of All Saints DLR Station. The surrounding environment comprises of Chrisp Street town centre to the north and post-war housing estates to the south and west.

What are the design principles for the site?
- Development should respect and be informed by the existing character, scale, height, massing and urban grain of existing building and surrounding built environment, specifically the Lansbury Estate and Chrisp Street town centre to the north.
- Development should protect and enhance heritage assets on site and in the surrounding areas, specifically as the Poplar Baths is Grade II listed.
- New walking and cycling connections should be improved to and from the site, specifically to cross the barrier presented by East India Dock Road to Chrisp Street town centre and to connect to All Saints DLR station.
- The Green Grid route should be well integrated into the development, helping to improve access from East India Dock Road to the north and Bartlett Park.
- The public realm should be improved at active site edges, specifically along East India Dock Road.

What are the implementation considerations?
- Development is envisaged to begin between 2012 and 2015.
- Development should align with any proposals for the adjacent Chrisp Street town centre site.
- As part of the leisure facility, development should include a swimming pool and other sport facilities.
- Development should accord with any flood mitigation and adaptation measures stated within the borough’s Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)
Chrisp Street District Centre

Key evidence base
LBTH Town Centre Policy Development Report (2011)
LBTH Green Grid Strategy (2010)
LBTH Leisure Facilities Strategy (Sporting Places) (2009)