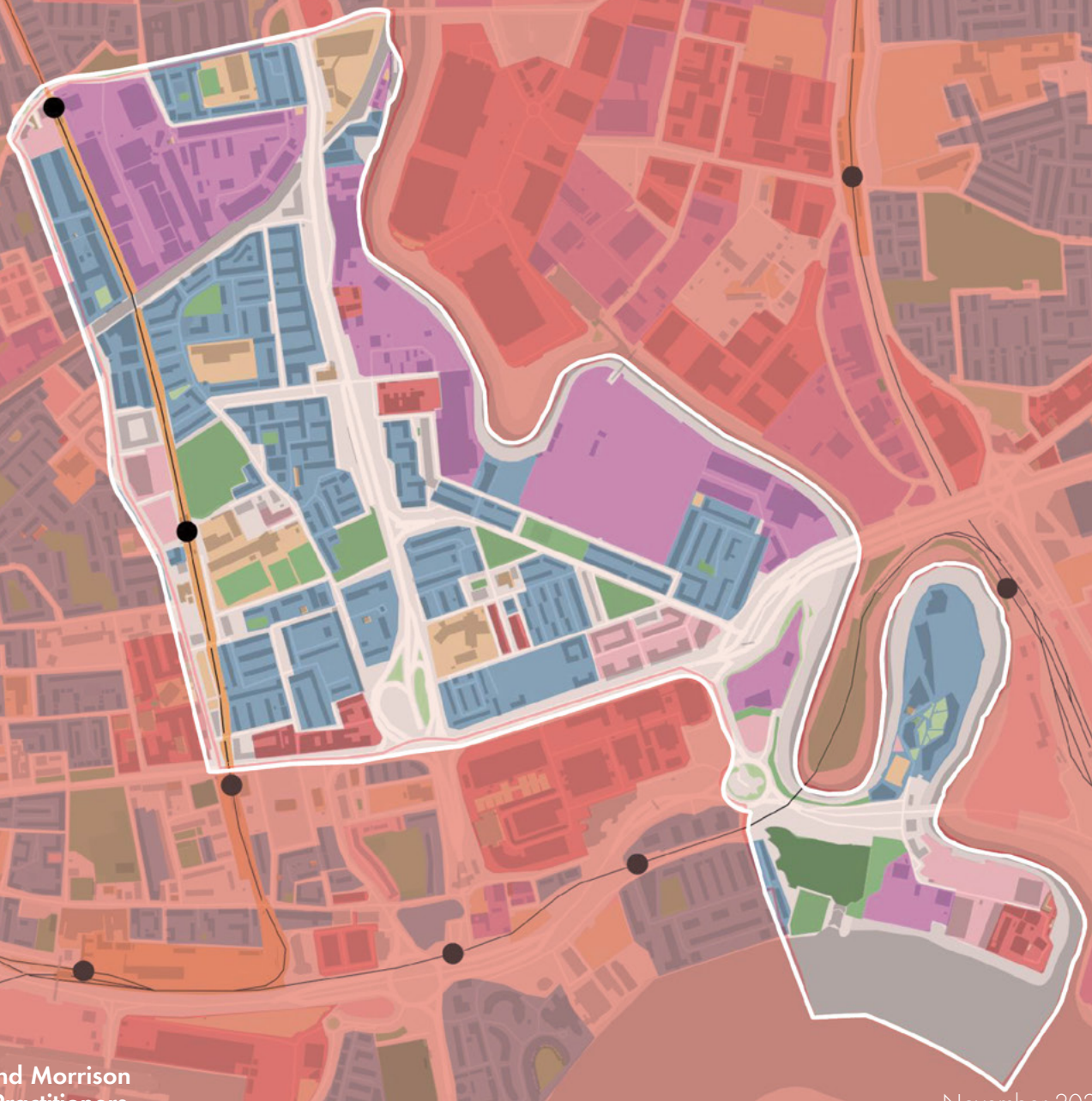
TOWER HAMLETS

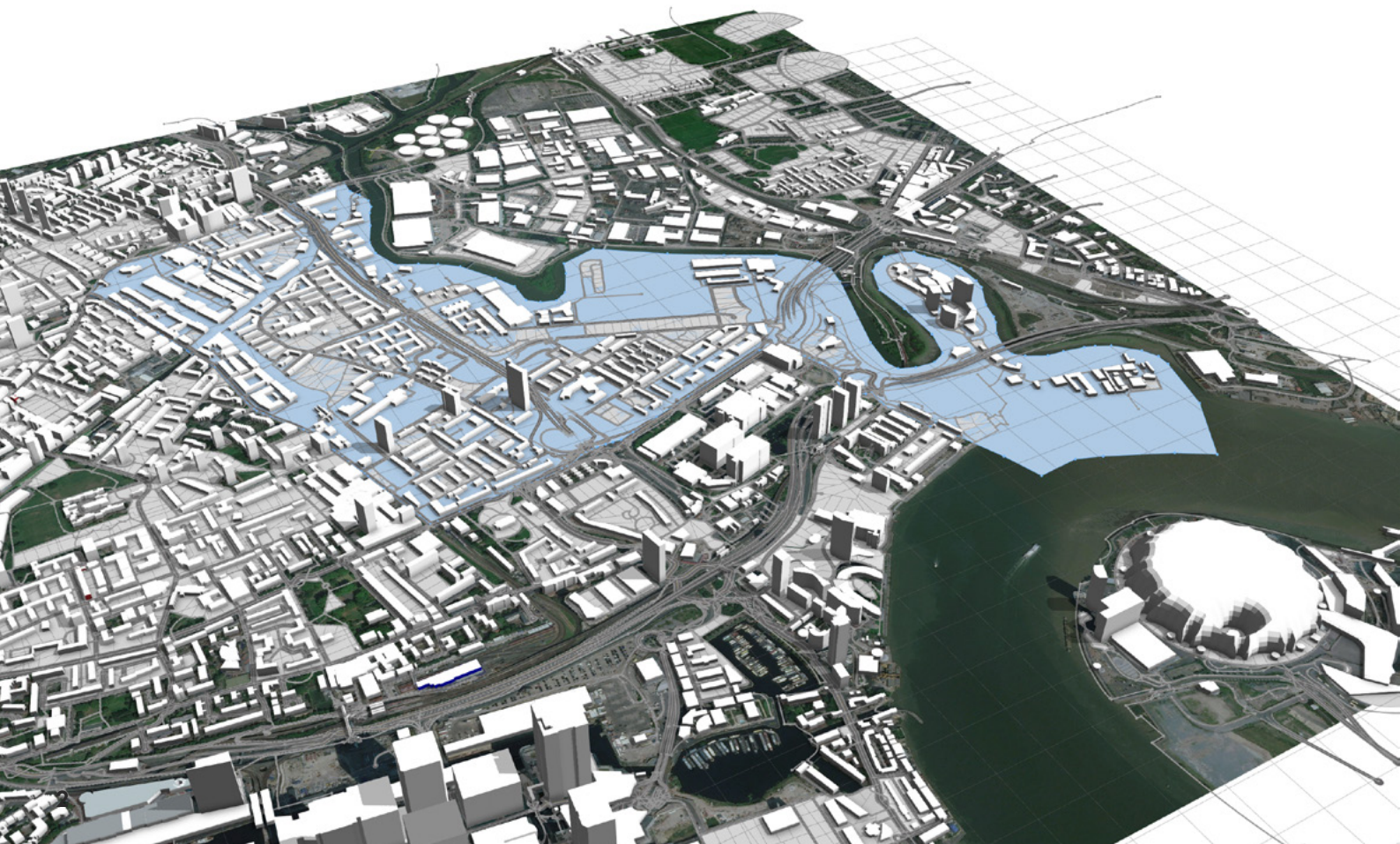
East of the Borough Characterisation and Site Capacity Study



Allies and Morrison
Urban Practitioners

November 2021

3D model of the AAP study area and surrounding context
created by Allies and Morrison using CityEngine



CONTENTS

PART ONE:
INTRODUCTION AND BACKGROUND

1.1

INTRODUCTION

Purpose of this study

The London Borough of Tower Hamlets (LBTH) is preparing an Area Action Plan (AAP) for the East of the Borough, which will set out site allocations and planning policies for this area. The boundary of the AAP is shown in the figure opposite. This study sets out Allies and Morrison's characterisation and site capacity work within the AAP area.

The core objectives of this study are to:

- Better understand the character, evolution and identity of the area.
- Identify the potential for growth within the area and the constraints on development.
- Develop design guidance and indicative site capacities for the potential site allocations within the AAP area.

East of the Borough AAP

The area covered by the AAP is designated as an Opportunity Area (OA) in both the current and new London Plans. In the new London Plan, it forms part of the Poplar Riverside OA, which stretches across the River Lea into Newham and is judged to have a capacity for 9,000 new homes. Most of the AAP area also falls within the Lower Lea Valley sub-area from the Tower Hamlets Local Plan 2031, which identified the potential for a minimum of 5,748 new homes throughout the sub-area. There are two Local Plan site allocations within the AAP area, at Leven Road and Ailsa Wharf.

Initial evidence gathering suggests that a number of sites within the AAP area are coming forward for planning permission with higher housing capacities than those anticipated in the SHLAA that informed the Local Plan development process.

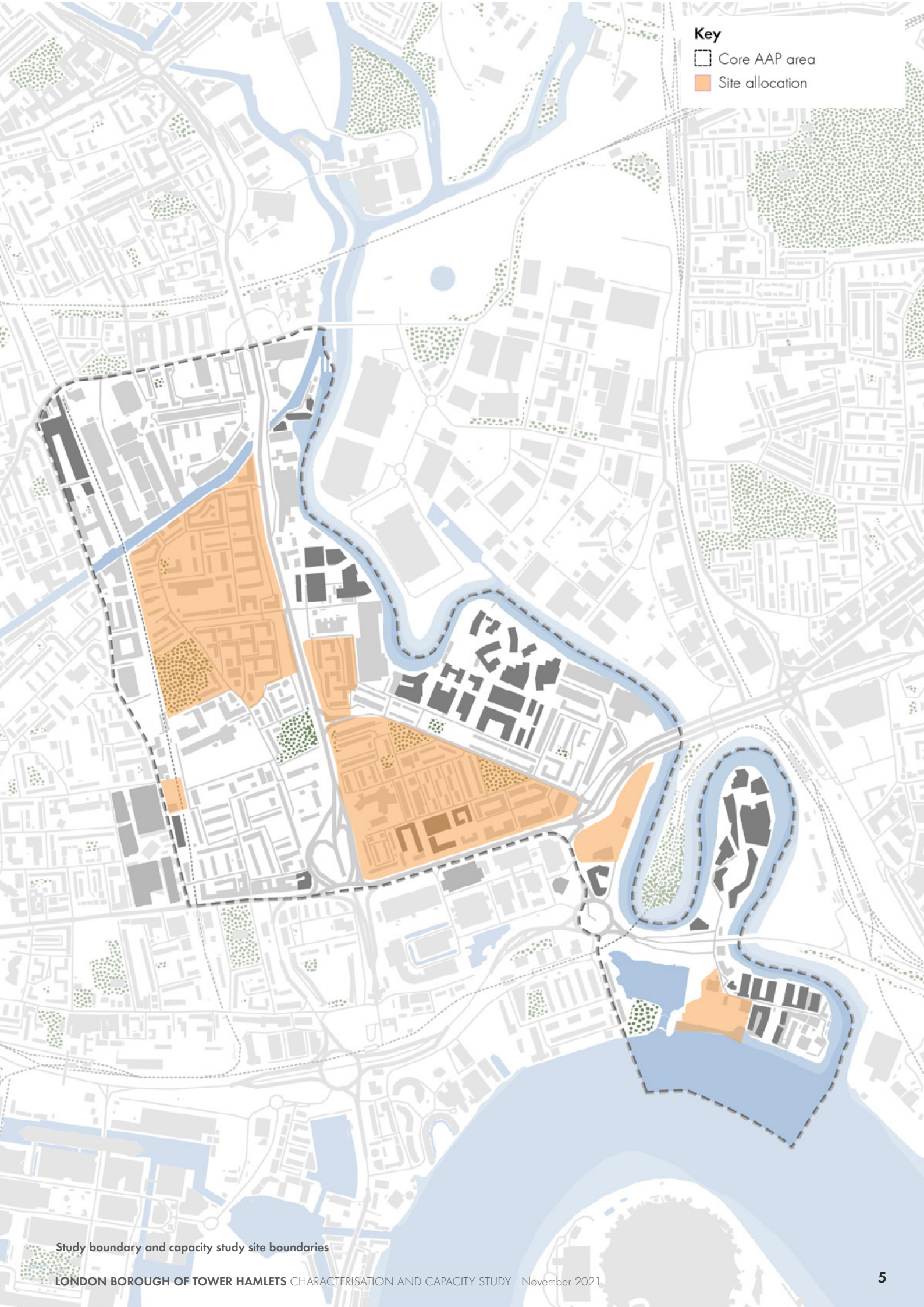
There is therefore a need for an AAP to identify opportunities for bringing the number of houses delivered more in line with the expectations of the new London Plan Poplar Riverside OA; to plan appropriately for higher densities than the Local Plan anticipated; and to ensure that planning guidance for this strategically important area is brought up-to-date.

This document

This document is divided into two core parts, following the introduction set out within Part 1.

Part 2 forms the basis of the characterisation element of the study which sets out an understanding of the evolution and current character of the area. Design guidance has been developed to help address some of the more typical conditions and typologies across the area. The chapter concludes by setting out the key challenges for the area and where there is the most capacity for change and intensification.

Part 3 of this report is focused on a set of sites, reflecting the analysis and guidance within Part 2. These sites include two larger housing estates - Aberfeldy and Teviot - and three smaller sites. Each site includes analysis, design guidance and capacity work. For each site, the opportunities plan is the most important guidance for future designers and developers.



Study boundary and capacity study site boundaries

1.2

POLICY CONTEXT AND OTHER BEST PRACTICE GUIDANCE

POLICY CONTEXT

New London Plan

The new London Plan requires a design-led approach to determining site capacities, rather than the use of the 'density matrix' from the 2016 London Plan and earlier. This design-led approach is set out in policies D1 to D3 of the new London Plan.

Policy D1 states that "boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth", and goes on to list a number of elements that should be covered by such an assessment, this includes:

- demographic make-up and socio-economic data
- housing types and tenure
- urban form and structure
- existing and planned transport networks
- open space networks, green infrastructure, and water bodies
- historical evolution and heritage assets
- topography and hydrology
- land availability
- existing and emerging Development Plan designations
- land uses
- views and landmarks

This assessment should then be used "to identify suitable locations for growth and the potential scale of that growth (e.g. opportunities for extensive, moderate or limited growth)".

The policy also suggests that boroughs should plan to meet growth requirements by assessing the capacity of existing and planned physical, environmental and social infrastructure to support the required level of growth and, where necessary, improvements to infrastructure capacity should be planned in infrastructure delivery plans or programmes to support growth.

The policy also encourages boroughs to "set out acceptable building heights, scale, massing and indicative layouts for allocated sites, and where appropriate the amount of floorspace that should be provided for different land uses".

Policy D1A requires that future planned levels of infrastructure and levels of connectivity be considered when assessing potential site densities.

Policy D1B sets out the approach for assessing capacity of individual sites, based on the capacity of the area for growth. It states that "the design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity".

It goes on to suggest a series of criteria which development proposals should respond to, covering specific issues such as form and layout, experience (of the place), quality and character.

Optimising Site Capacity SPG (draft)

The GLA recently published a pre-consultation draft of an SPG on Optimising Site Capacity: A Design-Led Approach, which sets out guidance to help interpret and implement the new London Plan policies on housing design

and optimising site capacity.

The SPG provides guidance on assessing the capacity of land and buildings to accommodate housing by optimising site capacity at all stages of the planning process.

Module A of the SPG advocates a design-led methodology for optimising site capacity at the plan-making stage and sets out an approach to assessing sites' suitability for development, offering a tool for assessing site capacity.

The document sets out the three stages to identifying optimum site capacity:
1. Site analysis using capacity factors
2. Use of residential types
3. Testing site capacity

Existing LBTH studies

LBTH's existing work on characterisation for this area includes a 2009 Urban Structure and Characterisation Study, and a 2016 Addendum to that study which updated it for the development of the new Local Plan. These documents are structured around the identification of 24 'places' across the borough, four of which fall wholly or partially within the AAP boundaries – Leamouth, Blackwall, Poplar Riverside, and Bromley-by-Bow. For each place, the 2009 report identifies historical character and identity, landscape and open space, heritage and townscape, and block pattern and movement. The 2016 addendum identifies main changes since 2009, main spatial issues, and 'redevelopment and regeneration potential' – however, this is in terms of specific interventions rather than general capacity for growth.

This work has been the starting point for this study and has been developed in more detail to bring it in line with the London Plan requirements.

Additional LBTH studies

As part of the AAP development process, a number of other studies are being prepared to help form the evidence base for the AAP. Some of these studies, along with some that already exist, will feed into the area characterisation and site capacity work. These include:

- **Land Audit** – a comprehensive overview of sites in the area, including current and projected residential units, scenarios for employment growth, and issues around land ownership.
- **Infrastructure Delivery Plan** – setting out infrastructure needs within the area, based on expected population growth.
- **Retail Study** – examining the demand for retail in the area as the population grows, and the ideal locations for these retail uses.
- **Movement Study** – assessing preferred movement patterns, destinations, and modes in the area and how these are likely to be affected by population growth.
- **Transport Assessment** – examining transport capacity and possible improvements in the area.
- **Lea River Primer** – sets out the proposed connections and improvements needed to complete the Lea River Park.

Together with this characterisation and site allocations study, these reports will form the key evidence base for the AAP.

PART TWO:
CHARACTERISATION OF THE AAP AREA

2.1

EVOLUTION OF URBAN FORM AND SETTLEMENT STRUCTURE

The historic maps for this area reveal the vast extent of change which has occurred in little over 200 years. These processes of change and renewal have had a huge impact on the character of the area.

1812

This early sketch plan shows that this area was still farms and marshlands during this period. The area took its name from the black poplar trees which were prevalent in the marshes at the time. The last of these trees is said to have been lost in 1986.

The East India Docks are visible on this plan, to the south of the AAP area which were constructed in the early 1800s and development is spreading along the East India Dock Road (now the route of the A13), generally confined to the area between the road and the Thames.

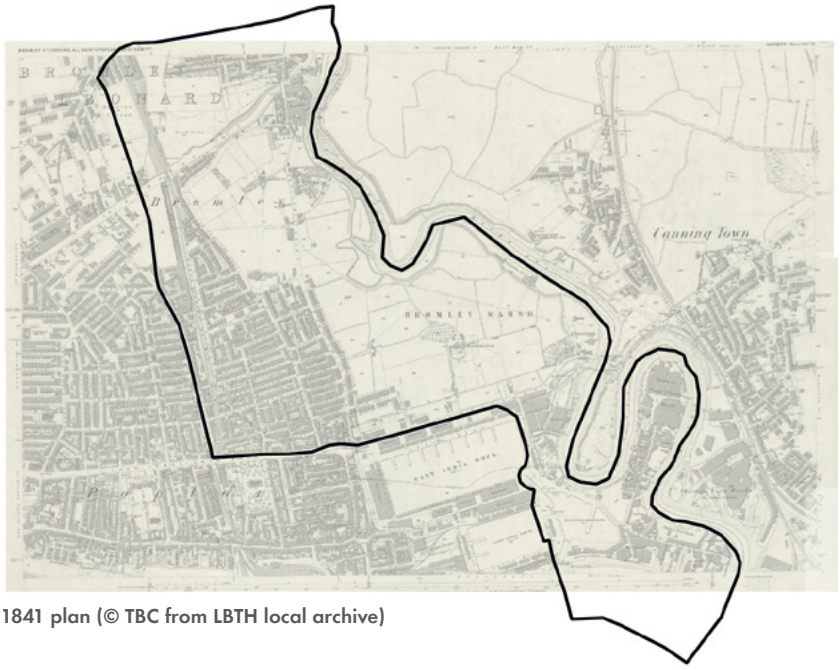
The Limehouse cut is also visible on the plan, connecting to the Lea navigation.

1812 sketch plan (© TBC from LBTH local archive). AAP boundary has been indicatively overlaid

1841

By this period Poplar has developed and extended into the study area from the west. These narrow and grid pattered streets are made up of small terraced houses to home the workers of the docks and shipyards in the area.

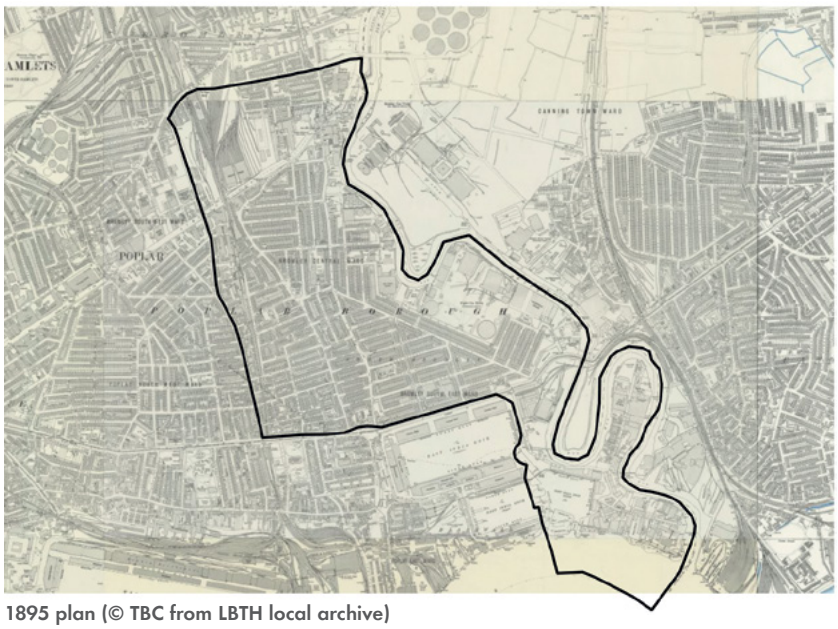
The undeveloped land within the study area is still dominated by marshland (Bromley Marsh) but industrial uses are developing along the edge of the river. To the east of the study area, Canning Town is developing as an important settlement with the arrival of the railway, and Bromley is visible to the north.



1841 plan (© TBC from LBTH local archive)

1895

By now, central London has fully grown outwards to meet this area, but with the River Lea and the marshy spaces associated with it a less densely developed industrial spine. The Booth Poverty map for this area shows a mixed working class neighbourhood with small pockets of 'slums'. The 1921 census highlighted that a quarter of the population lived with more than two people to a room illustrating the density and overcrowding associated with this area.



1895 plan (© TBC from LBTH local archive)

1951

The Second World War had a profound impact on the area given the heavy bombing associated with the docks and this area of the Thames. The bomb damage maps illustrate that there were large areas which were totally destroyed but as the 1951 plan shows, some areas remained intact leading to some urban repair rather than wholesale regeneration. Some 8-10,000 homes were lost and pre-fabs (some existing as late as the 1970s) were used to help house the population who needed to remain within walking distance of the docks for work. Other families moved out of the area and were rehoused in large estates outside of the borough such as the Becontree Estate in Barking and Dagenham.

Huge clearance programmes made way for visionary projects. These included housing such as at the Lansbury Estate and Chrisp Street Market, Robin Hood Gardens, the Balfron Tower and the Teviot Estate. Other clearance was completed in order to deliver the Blackwall Tunnel and approach road in 1959 and Langdon Park.

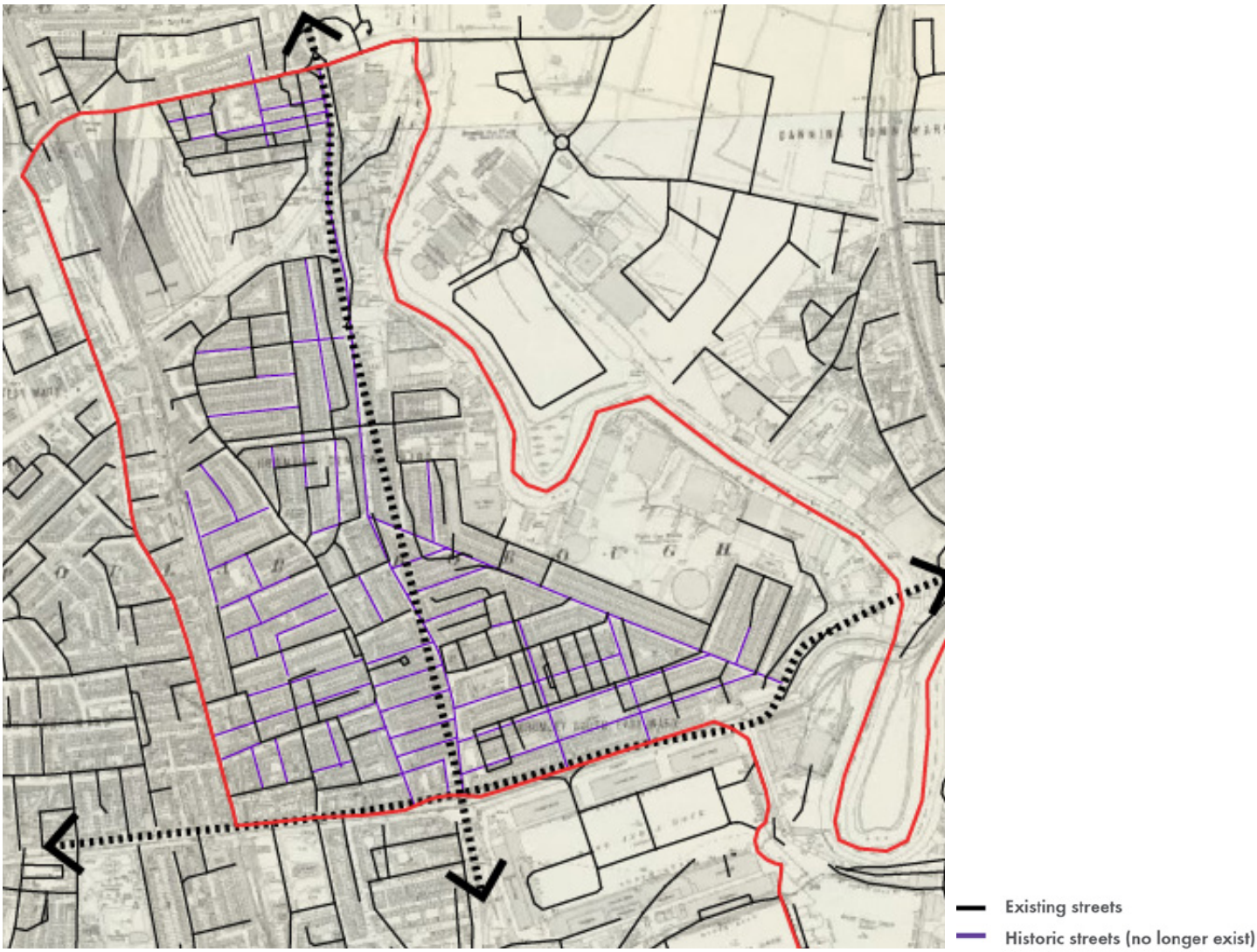
1951 plan (© TBC from LBTH local archive)

Map illustrating bomb damage to the Aberfeldy area (black shows total destruction, with red tones show serious damage) (© Metropolitan Archives)

Phases of growth and change

Phases of growth and change

The history and evolution of this area reveal a distinct set of phases of growth and renewal which have had a huge impact on the character of the area today. The fragments of Victorian character left following the damage of WWII provide valuable glimpses of a character largely lost. The bold post-war reconstruction of the area provided much needed housing for local people. However, we now understand the negative impact of some of these strategies including the reduction in permeability created by a move away from a more traditional street pattern. Careful re-knitting and repair is required to better integrate some of these areas and reduce the divide between residential estates and more traditional employment areas of the study area along the riversides.



Existing and historic street structure

Structure and grain

The diagram to the left illustrates the modern day street structure of the study area, overlaid onto the 1895 plan. The purple lines indicate where streets, which existed in 1895 have now been lost. When the area was significantly re-planned following WWII a new street structure was implemented which greatly reduced the permeability and connected nature of the area. This has led to some areas of the study area feeling quite separate from the wider street structure. It is useful to review these historic plans to see if any former routes could be reinstated.

Other areas, such as along the River Lea, have never had a connected street structure due to their historically industrial use.

2.2

PHYSICAL FEATURES AND DATA ANALYSIS

Extensive baseline analysis and research has been undertaken in order to understand the study area's physical, environmental, socio-economic, heritage and townscape characteristics.

Presented here is a range of analysis plans which reveal different aspects of the study area, along with observations which have helped to inform further analysis and site strategies.

PHYSICAL

Topography

- The study area lies within a low lying river basin
- The land rises towards the west and north-west
- Some of the non-linear roads within the study area follow the land contours

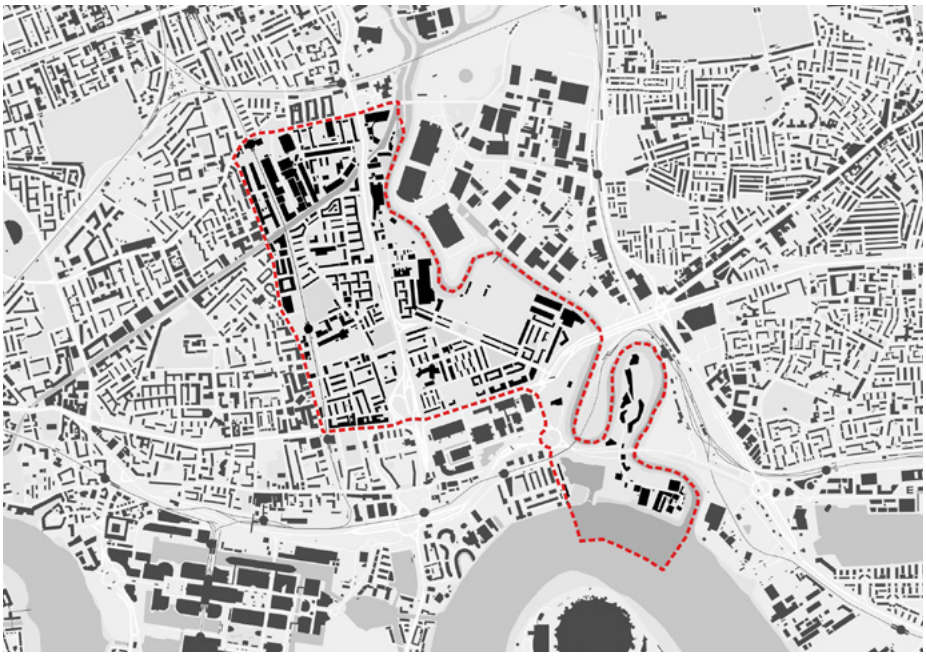
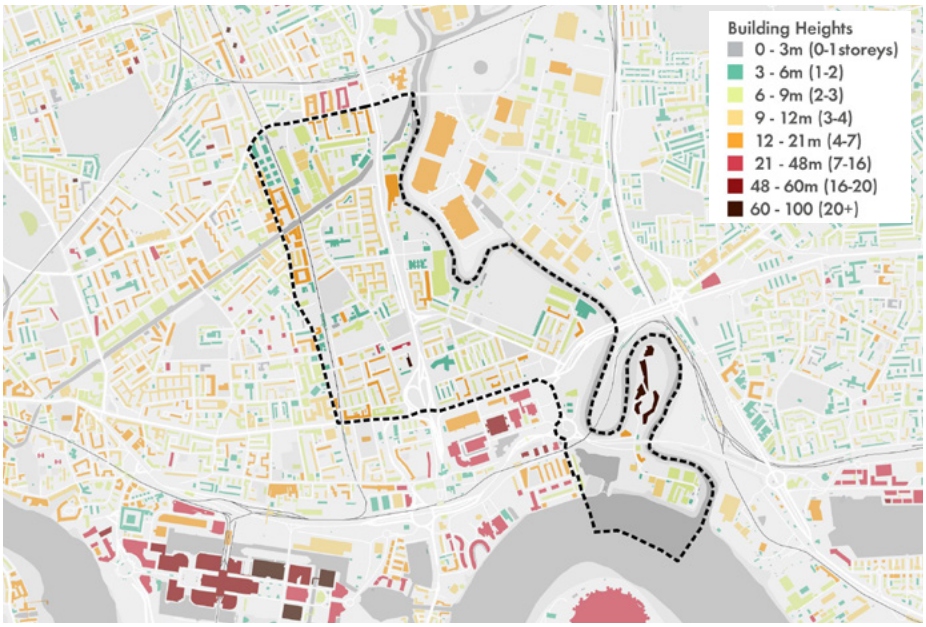


Figure ground

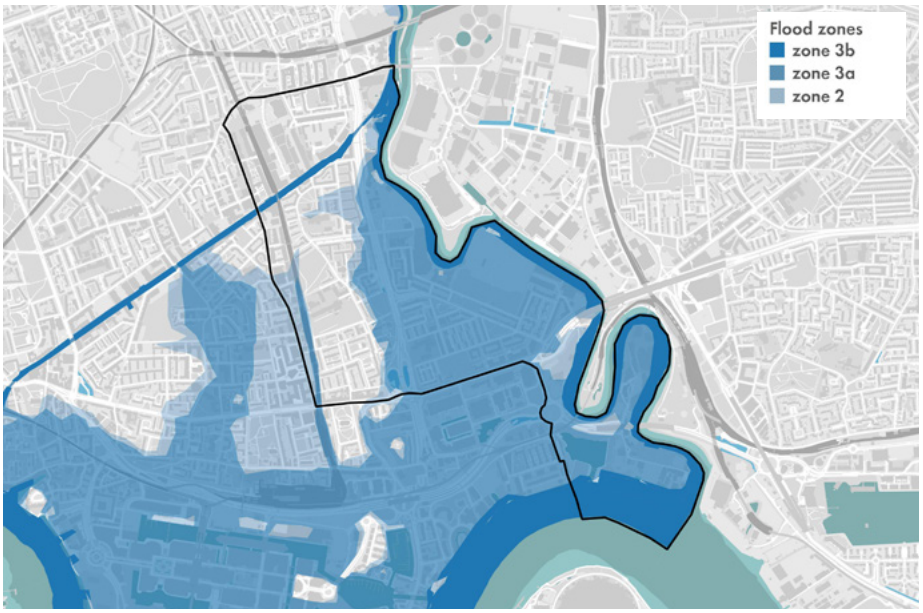
- Fragmented urban form comprised of multiple and varied urban blocks
- Coarser grained industrial areas around waterways



Building heights

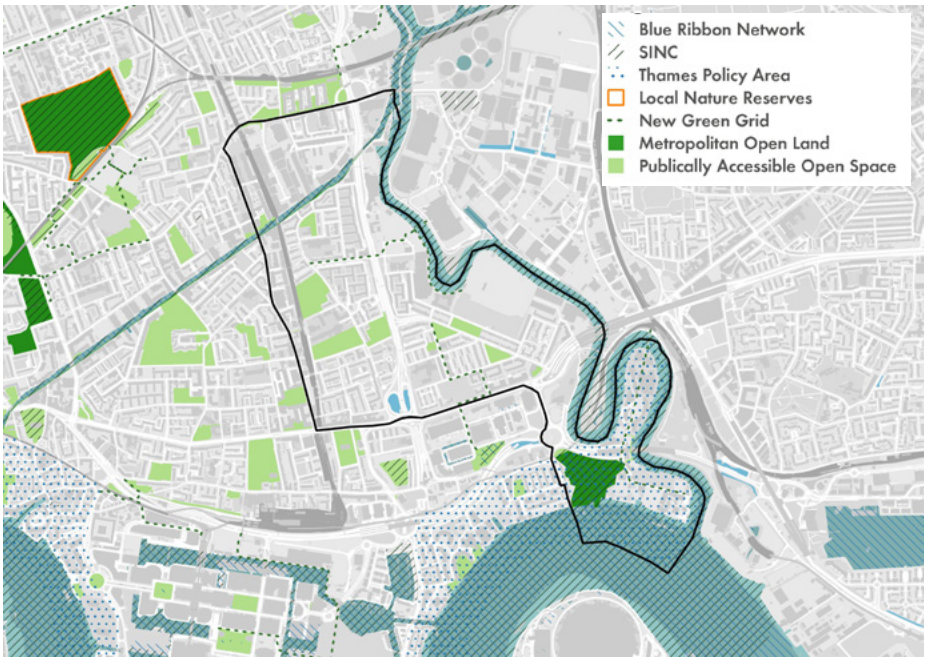
- The majority of the study area is comprised of low rise development
- Building heights generally range from 3m to 12m or 1 to 4 storeys
- Taller buildings are more often found around the study area boundary as part of contemporary developments

ENVIRONMENTAL



Flood zones

- Flooding is a key consideration
- Large proportions of the site are within zone 3a meaning there's a high probability of flooding (data source: Environment Agency)
- Any 'highly vulnerable' uses such as essential infrastructure should not be permitted in these areas
- Flood risk assessment is required.
- Potential for Sustainable Urban Drainage Systems (SUDS)



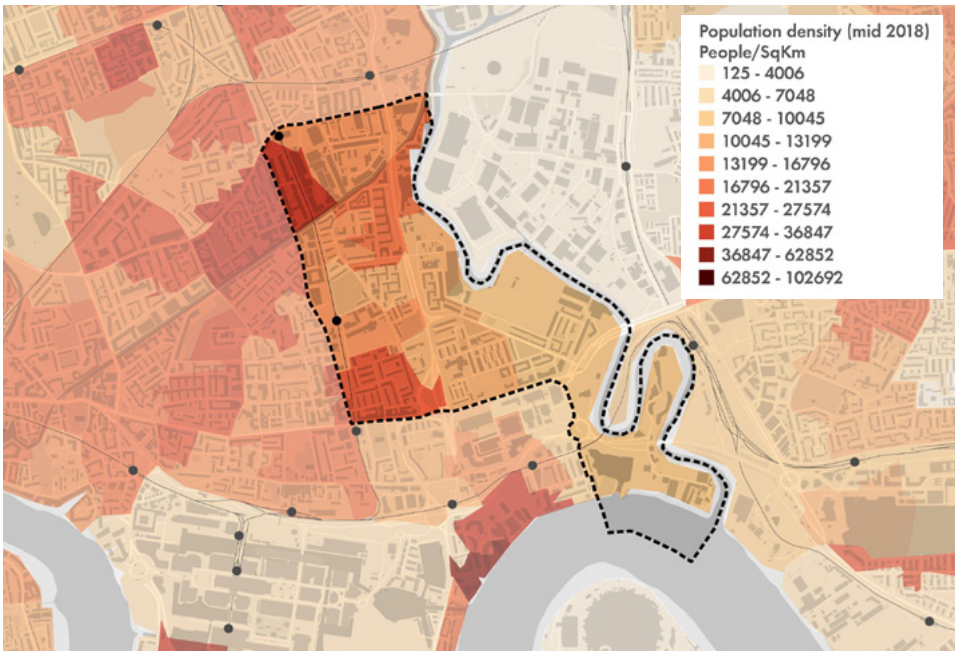
Blue and green networks

- Three types of waterway and a number of publicly accessible green spaces exist throughout the study area
- Environmental designations and green and blue infrastructure - a deficiency in terms of larger green open spaces exists (source: LBTH)
- There are nature designations associated with waterways
- Possible opportunities to improve diversity and networking of green spaces

Biodiversity

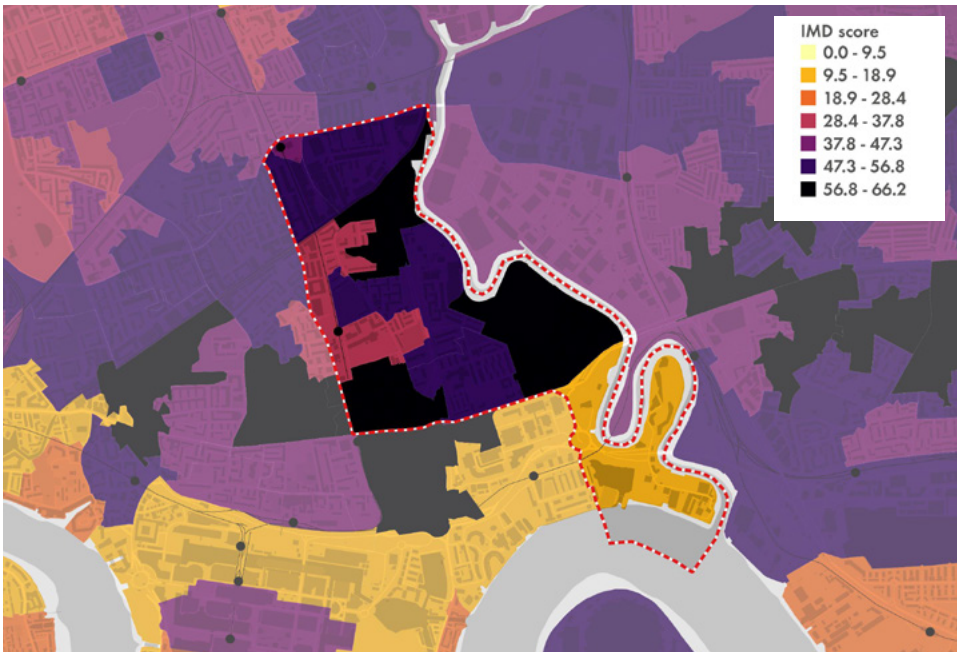
- The main source of protected biodiversity within the study area is the waterways and around City Island
- The existing green spaces within the study area appear to offer little in terms of biodiversity
- Tiles at 0 indicate no known protected species, sites or habitats. Tiles at 3 indicate all 3
- The data is taken from Greenspace Information for Greater London
- The plan illustrates the value and importance of riversides

SOCIO-ECONOMIC



Population density

- Population density is low to the east of the study area and becomes gradually higher to the west
- Naturally population density is lower in areas occupied by industrial uses
- Areas with recent development have a higher population density

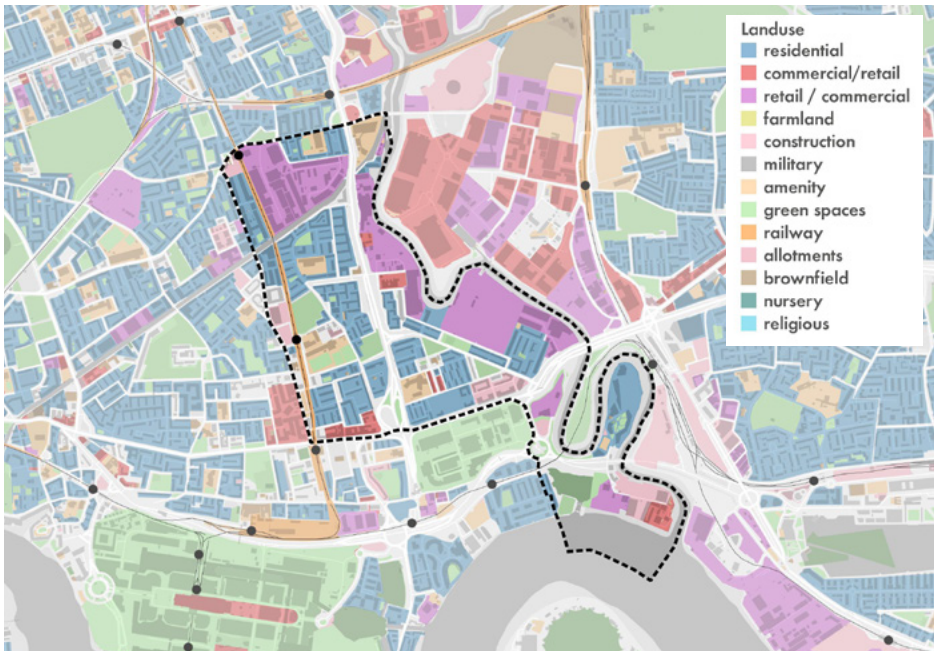


IMD score (indices of multiple deprivation)

- Indices of Deprivation are a unique measure of relative deprivation at a small local area level
- IMD score is calculated using seven domains of deprivation: Income; Employment; Education, Skills and Training; Health and Disability; Crime; Barriers to Housing and Services; Living Environment (source: ONS 2019)
- Deprivation levels are significantly high within the northern half of the study area
- Deprivation is low around City Island

PTAL and FAR

- PTAL (Public Transport Accessibility Level) of between 6b and 4 are mapped in yellow/red/orange.
- The vast majority of the study area has poor accessibility to public transport
- FAR (Floor Area Ratio) is a measure if mixed use density. Darker areas show higher built density.
- Low FAR areas but high PTAL may be opportunities for intensification.



Uses

- There are a mix of uses within the study area
- Residential and industrial are the most prevalent uses
- Industrial uses are focussed around the waterways
- There are moments where residential and industrial exist side by side, but waterways, infrastructure, retail and leisure uses provide buffers elsewhere
- There is limited retail and commercial uses within the study area

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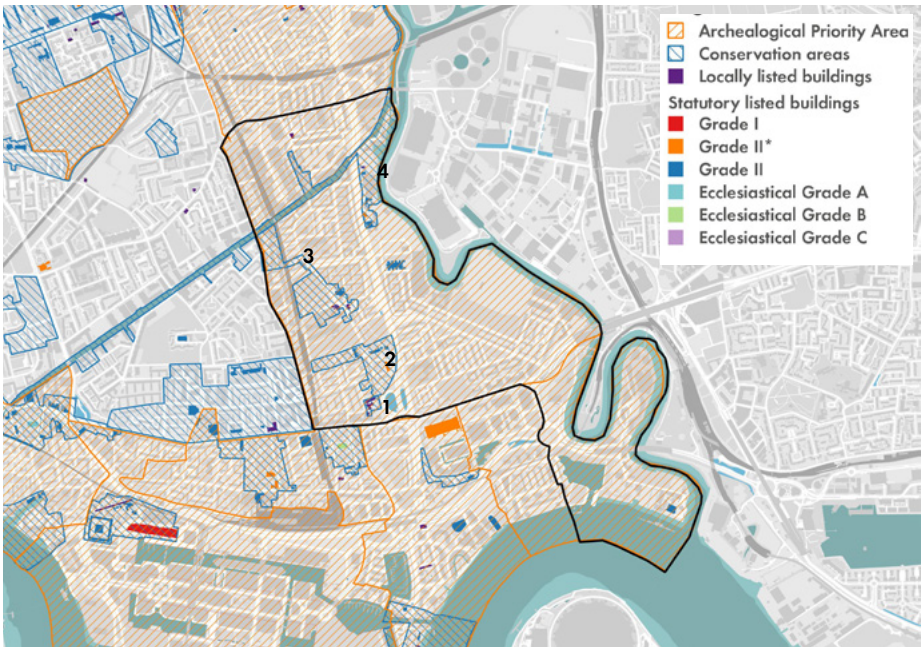
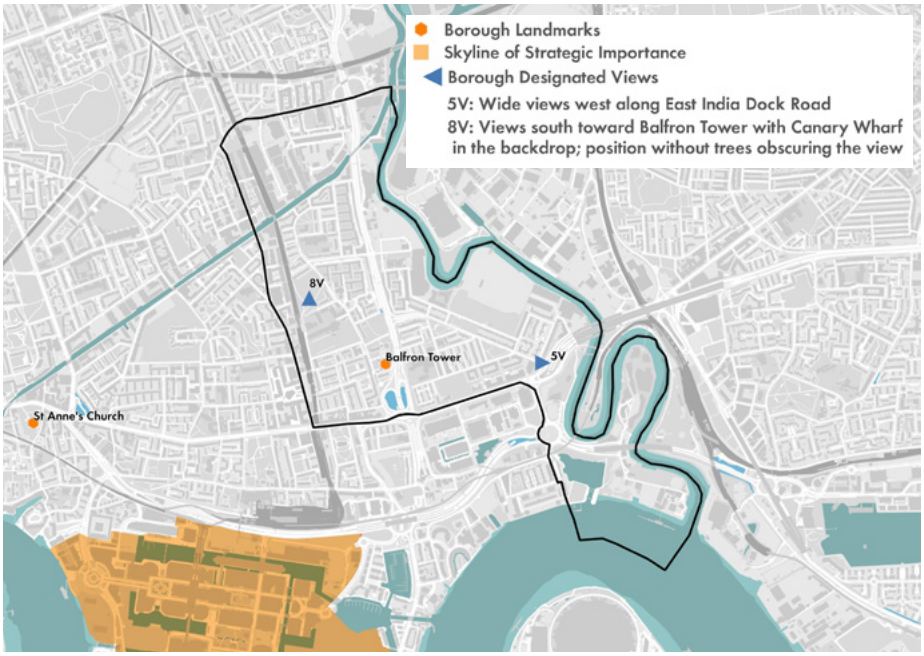
HERITAGE AND TOWNSCAPE



Heritage designations

- The study area falls within an Archaeological Priority Area, meaning there is significant known archaeological interest or potential for new discoveries, requiring consultation with the borough's archaeological adviser
- Conservation areas within the study area boundary: St Frideswide's (1), Balfron Tower (2), Langdon Park (3), Limehouse Cut (4) - photos below
- There are few locally and statutory listed buildings within the study area
- Most of the statutory listed and locally listed buildings fall within conservation areas



Views and landmarks

- Balfron Tower is the only Borough Landmark in the study area. It is visible from multiple conservation areas, major roads and open spaces in the area
- The visual prominence of the Grade II* Listed Balfron Tower should be protected
- Development should be tested against its impact on the prominence of borough designated landmarks and borough designated views

1.


2.


3.


4.


1. St Frideswide's
2. Balfron Tower
3. Langdon Park
4. Limehouse Cut

Grade II*Listed Balfron Tower

Prominence of Balfron Tower within the local townscape

Clear views of Canary Wharf

Grade II Listed Church of St Michael and All Angels, St Leonard's Road

Grade II Listed Former Bromley Hall School (now vacant)

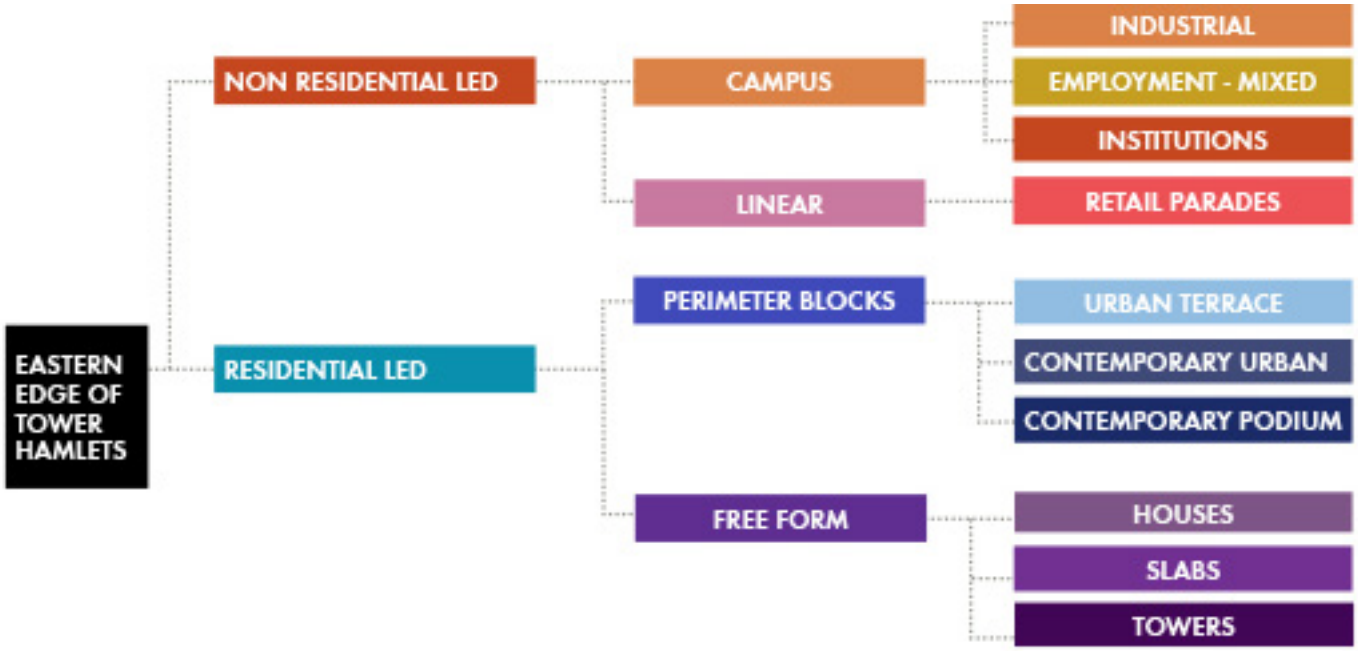
2.3

EXISTING TYPOLOGIES AND THE CONDITIONS THEY GENERATE

This part of the report seeks to better understand the existing character of the area through mapping existing typologies. This is a systematic classification of places according to their common characteristics. This process provides a structure which helps to identify common issues that are prevalent for each townscape type and to consider the implications for future development.

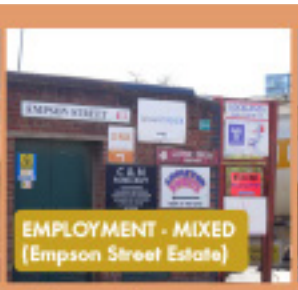
The first classification within the tree below is by prevailing land-use. The second stage of the tree is determined by the predominant form of the street structure and the final stage of the tree categorises the development block type. The categories and colours on the adjacent plan correspond to the categories on the typology tree. This high level classification of the study area has helped to determine some common 'conditions' that occur across the area, often as a result of relationships and adjacencies between existing typologies. Guidance about these conditions is set out within section 2.4.

Existing typology mapping



CAMPUS

- single uses with an 'entrance'
- underutilised land / low-scale development
- low environmental quality
- inactive edges or poor quality frontages



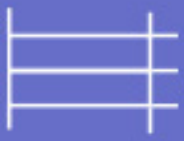
The non-residential areas of the study area are generally mono-use, inward looking 'campus' environments. The coarser grain industrial areas (generally outdoor processing sites) have significantly reduced as sites have been redeveloped for residential. Employment areas are quite mixed in grain and use. Schools also operate as gated campuses and also sometimes present inactive and gated edges to the street.

LINEAR

- located on wider/primary routes
- diverse mix of uses
- diverse scale

Beyond the campus environments, non-residential uses are found within linear retail parades within the study area. These vary in size and quality, but help form part of the identity of smaller communities within the wider neighbourhood.

PERIMETER BLOCKS



- continuous frontages along perimeter
- clear delineation of public/private space
- with sub-types of a distinctive rhythm or patterns to street layout/spaces

The area was originally developed through streets of urban terraces - tightly packed and gridded streets of two and three storeys. This form has been copied in more recent years in some areas. Flats have been introduced to the area through a contemporary urban typology, with perimeter blocks of typically between six and ten storeys. New riverside developments have often been delivered as a podium typologies, integrating car parking or employment uses at the ground floor, with residential towers above.

FREE FORM

- disjointed urban fabric
- dead-end streets
- unclear delineation of public/ private space
- a sense of 'entrance' or separation from wider city

Large parts of the study area comprise of areas of houses, slab blocks and towers that are free-form in typology. Houses with private gardens are often arranged around cul-de-sacs with car parking. Slabs and towers tend to be part of more comprehensive estates with networks of pedestrianised routes, small car parks and semi-public open spaces.

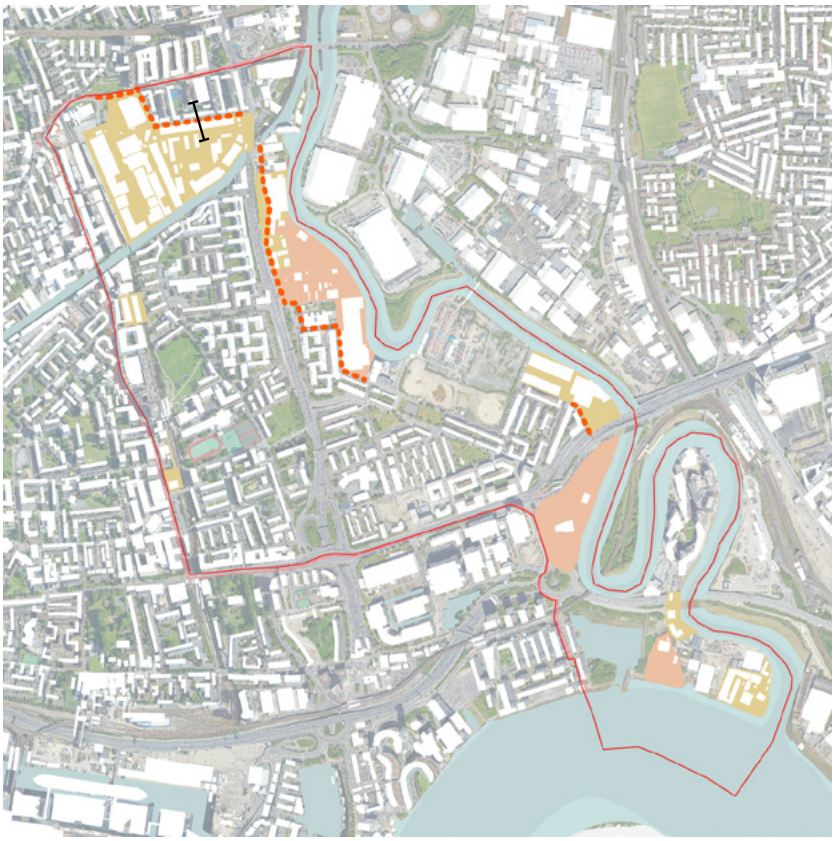
2.4

LOCALLY DISTINCTIVE CONDITIONS GUIDANCE

INDUSTRIAL EDGE

The area's rich industrial history has resulted in the patchwork of land uses we see today. The area has always seen residential uses adjacent to sources of employment, located to house workers in the docks and shipyards. The marshy nature of the area close to the River Lea meant that this area was never developed for residential uses and it is only now that we are seeing growing pressure for development in this area. Currently poor relationships exist between residential neighbourhoods and the edges of employment areas. Streets are one-sided with residential front doors facing service yards or blanks walls of employment uses.

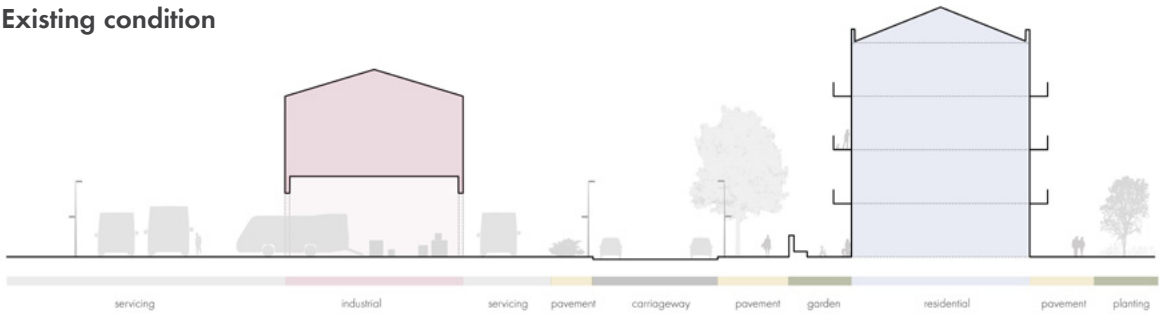
Where sites are being protected for employment uses in the future, the edge conditions of these campus environments need to be improved to make them better neighbours. This will improve the feeling of safety in these streets and reduce the sense of separation between distinct areas, which is currently a key characteristic of the area.



Plan illustrating the location of the condition - Industrial edges with the potential to influence (black line illustrates indicative location of the section on the opposite page)

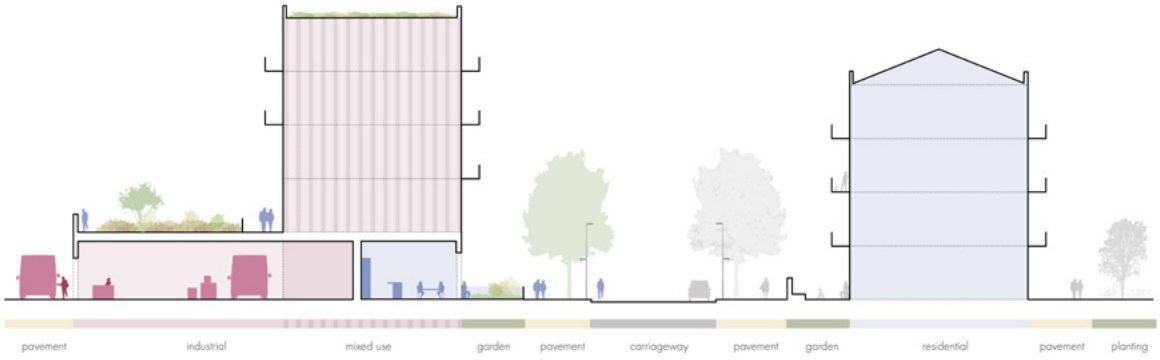
Empson Street (top left) Leven Road (top right) and Lanrick Road (bottom left) all have similar features including a 12-14m wide street with residential uses on one side, fronting a blank employment edge. The A12 (bottom right) is a wider example of a similar condition with multiple lanes of traffic but with an inactive employment edge

Existing condition



A number of key streets within the study area currently have one active side of residential that faces an employment area that has inactive frontage or a poorly defined service yard

Proposed condition



The 'good practice principles' below describe the important moves which are required to improve this relationship - delivering an active edge at ground floor whilst exploring opportunities to intensify the 'crust' of the site with a mixed use stacked building

THRESHOLDS: GOOD PRACTICE PRINCIPLES

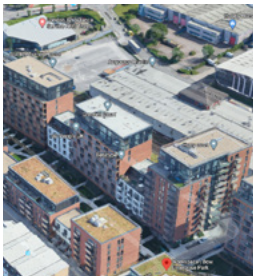
1. **Active elements**
   Position 'active' elements of businesses, such as reception areas or making areas, at ground floor along street frontage.
2. **Doors and windows**
   Doors and windows should be used to create high levels of visibility to these uses.
3. **Building line**
   Sites should be developed to the edge of the pavement to create a consistent street frontage and remove the need for fences.
4. **Yards**
   Locate any yards away from the street edge.
5. **Mixed use – crust**
   Exploit opportunities to incorporate residential uses where mixed-use development is appropriate whilst not embedding coarse grain.
6. **Mixed use – stacking**
   Consider how uses can be stacked within the site to make efficient use of the site – potentially to retain employment uses as part of mixed-use redevelopment.
7. **Access arrangements**
   Provide separation of access for employment and residential uses.
8. **Character and responsive**
   Prioritise quality materials and façade treatment on primary building faces.
9. **Refuse & servicing**
   Organising refuse and service spaces rationally, efficiently and to ensure they are compact and do not create inactive edges.
10. **Bespoke solutions**
    The design/section will vary depending on the type of employment required (logistics, industrial, workshops, studios, office).

Precedents illustrating a range of employment uses with active edges and positive thresholds

Light industrial with residential above
Caxton Works, Bow

Standalone light industrial
SOAR Works, Sheffield

Heavy industrial with residential around perimeter
Islington waste and recycling centre



Light industrial with residential above
Bow Enterprise Park

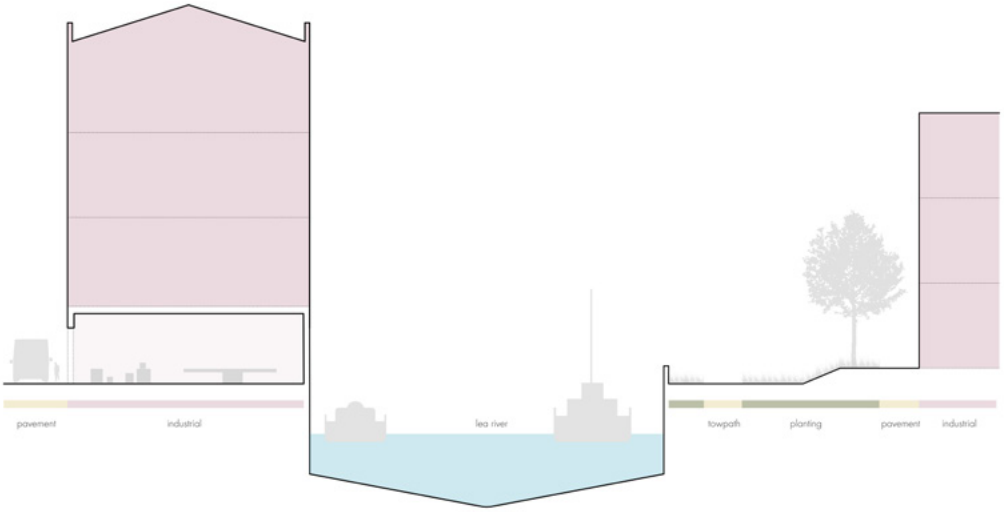
WATERWAYS

The character of the area has been hugely influenced by the natural and man-made watercourses that flow through and along the edge of the study area. The watercourses have influenced the area's evolution, land use pattern and network of streets and routes. Limited connections over the waterways and the dominance of employment uses in these areas have resulted in the waterways being quite cut off from surrounding neighbourhoods.

As development comes forward in these areas and evolves the pattern of land use, a series of key principles should be followed to ensure that sites unlock the potential of this natural character. Improving routes to the waterways and opening up connections along them will be vital. Buildings along the edge of the waterway will need to deliver activity to both the water and the streets behind. Design and material selection should take their cue from the historic industrial character and respond positively to the waterside context.

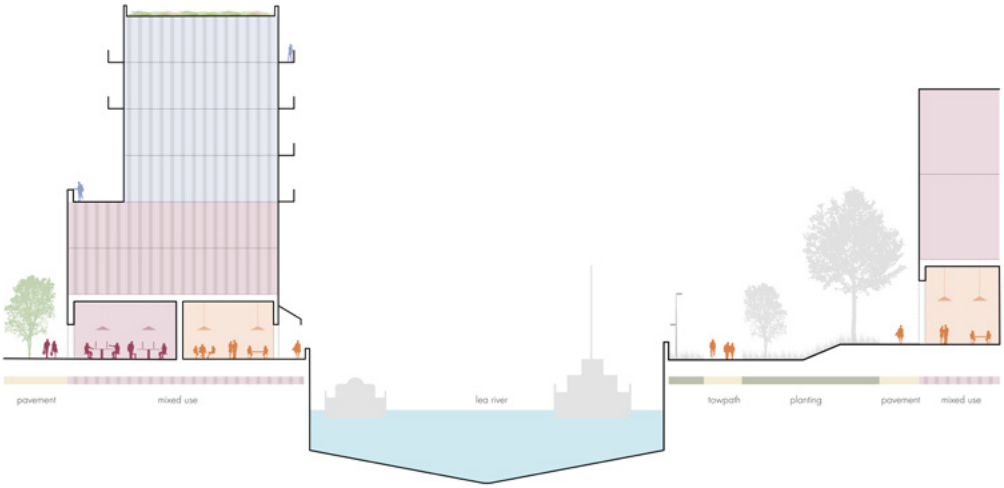
Plan illustrating the location of the condition - Waterway sites with emerging or future potential (black line illustrates indicative location of the section on the opposite page)

Limehouse Cut (top left) River Lea (top right) the Thames (bottom left) and the island condition (bottom right) are all waterway conditions that occur within the site. The Limehouse Cut and River Lea are narrower waterways than the scale of the spaces created at the Thames and at the mouth of the River Lea that form the 'island' condition



Existing condition

This section shows the Lea River and the existing condition of blank façades or large set-backs from the existing rivers edge



Proposed condition

The 'good practice principles' below describe the important moves which are required to improve this relationship - delivering an active edge to the riverside, at an appropriate scale. Buildings may need to face both ways to provide active frontage to the street and also any access along the waterway

WATERWAYS: GOOD PRACTICE PRINCIPLES

1. **Face both ways**
   Waterways and towpaths are key corridors and form a unique public asset for the area. Buildings should 'face both ways' - providing activity along the waterway and to the wider street network.
2. **Access**
   Opportunities should be taken to improve access to the waterways – either through paths or points of access.
3. **Historical relationships**
   Sites were often characterised by a direct relationship with the water's edge. Consultation with relevant agencies will be required regarding maintenance of river walls.
4. **Visual connections**
   Existing views to the river from within the AAP area should be retained and new views created.
5. **Scale**
   Development should mediate between the scale of the existing context and any taller elements which may be appropriate along the edge of the waterway.
6. **Historic character**
   New development should respond positively to its waterside context - recognising the area's history and utilising materials and features that enhance the industrial character.
7. **Improve amenity**
   Create good quality amenity for both commercial and residential occupiers and consider how these land uses relate to each other.

Riverside precedents incorporating employment uses and with residential development responding to industrial character

Commercial promenade along canal Hackney Wick, Here East

Housing with Industrial aesthetic Lock Keepers

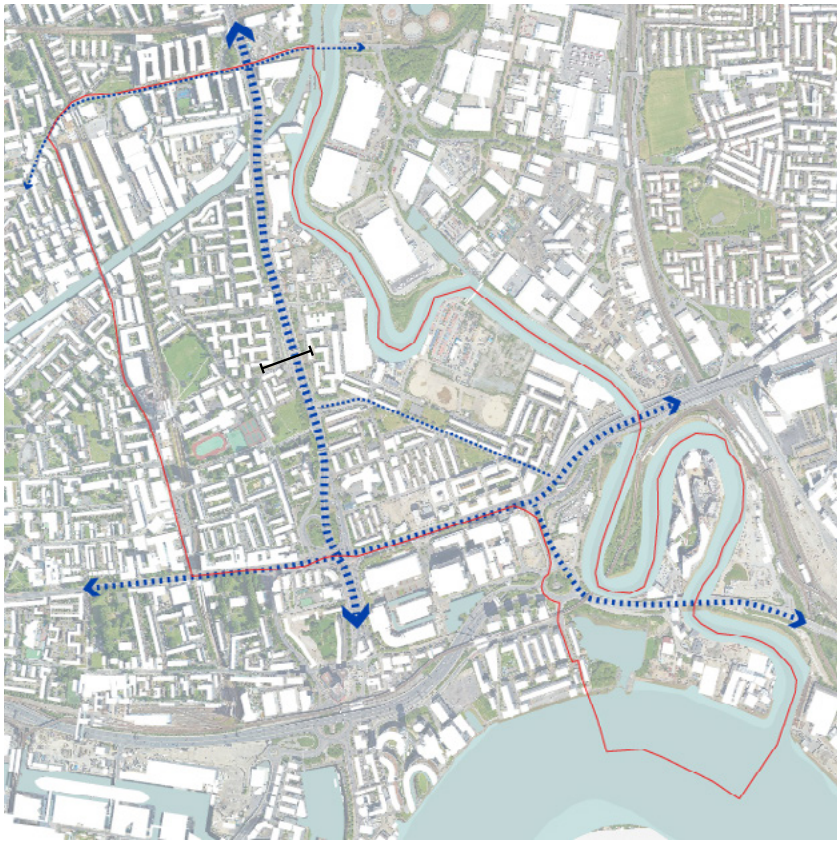
High density riverside housing Hale Wharf, Haringey

Heavy industrial with residential above Albert Wharf

CORRIDORS

The A12 and A13 have a very negative impact on the study area - creating barriers to pedestrian and cycle connectivity and lowering the quality of the overall environment. The character of development along these routes has historically been poor quality and not provided a positive address to these streets, choosing to 'give-up' on them and face away.

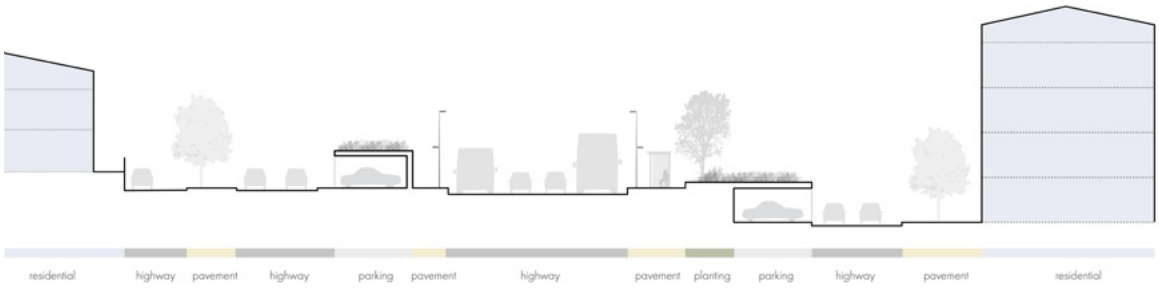
Whilst reducing the amount of traffic using these roads and therefore being able to reduce the width and dominance of them may be the aspiration in the longer term, how development is planned along these routes also has a significant impact on how safe and usable they feel as a street for pedestrians and cyclists in the shorter term. For example, recent developments such as within parts of the Aberfeldy Estate regeneration on the A13 has delivered buildings and public realm which positively address the route, treating it as a city street, rather than a motorway. Cumulative changes in this vein will help to alter the environment for the positive along these key corridors.



Plan illustrating the location of the condition - key corridors running through the study area (black line illustrates indicative location of the section on the opposite page)

A13 (top left) is the most challenging part of the corridor given the raised nature of the carriageway making responding to the road very challenging. The A12 (top right) and A13/East India Dock Road (bottom left)vary between 4 and 9 lanes. In some places there are positive points where buildings provide frontage to the street. The A12 has large sections with no active frontage and the width is increased with access lanes. Devas Street (bottom right) is an example of a more minor corridor that still has a wider street section with opportunities to improve the frontage along it.

Existing condition



The existing condition in many places within the study area along key corridors include blank façades, wide set backs and level changes that further add to the negative environmental quality created by traffic

Proposed condition

The 'good practice principles' below describe the important moves which are required to improve the quality of this type of environment - delivering new buildings that provide a positive frontage to the road and thinking carefully about the design of the public realm are both key

CORRIDORS: GOOD PRACTICE PRINCIPLES

1. **A positive address**
   Buildings must provide strong and continuous frontage to the corridor to provide passive surveillance and activation.

2. **Responsive scale**
   Taller buildings are likely to be appropriate along the corridor to help balance the width of the wider road.

3. **Air quality**
   Balconies and air circulation should face away from the primary route (or be protected winter gardens). Planting should be used to help to improve local air quality.

4. **Streets not roads**
   Generous, well-lit and landscaped pavements and high-quality public realm should be provided to allow access to buildings and give the feeling of a street not a road.

5. **Public realm and street trees**
   Trees and landscaping should be used to help soften street edges and can contribute to well managed sustainable urban drainage solutions.

6. **Level changes**
   Level changes between the route and the surrounding context could be used to help building present different addresses at different levels – potentially helping to support a mix of uses.

Riverside precedents incorporating employment uses and with residential development responding to industrial character

High density housing on the A13
Aberfeldy regeneration

High density housing with a green edge
Edgware Road

Mediating a level change with active ground floor commercial
Caxton Works, A1011
Canning Town

HISTORIC FRAGMENTS

The character of the area has developed as a result of the layering of key phases of redevelopment. Each phase has left small fragments of the former phase which act as reminders of what has gone before. Given the huge amount of post-war redevelopment there are a relative lack of Victorian-Georgian buildings in the area, and therefore those that do exist should be treated sensitively. Retaining elements of 'ordinary' heritage will help to retain a varied character and not 'sweep away' what has gone before, as occurred during post-war redevelopment. Pub buildings, warehouses, ecclesiastical buildings and Victorian terraces are scattered across the area. Both their fabric and setting should be given careful regard as redevelopment occurs around them.

Special elements of more recent phases of redevelopment, such as the Balfron Tower are also protected by a conservation area and are currently being refurbished.

Plan illustrating the location of the condition - Historic fragments from Victorian-Georgian era

fragments

URBAN TERRACE

(not all Victorian)

There are four key types of heritage assets within the study area - some of which are currently undervalued or potentially at risk. Elements of the industrial heritage of the area, public houses and former public houses, ecclesiastical buildings and Victorian terraced streets all contribute to the varied character of the area and should be enhanced and protected - both in terms of their fabric and setting (identified assets numbered on above plan)

Sensitive intensification on terraced streets
Oswin Street, Elephant & Castle

Intensification in a Conservation Area along a corridor
Kidderpore Gardens, Hampstead

Intensification around industrial heritage
Great Suffolk Street, Southwark

Intensification around a church
Keybridge House, Vauxhall

Intensification in and around listed buildings
German Gymnasium, King's Cross

HISTORIC FRAGMENTS: GOOD PRACTICE PRINCIPLES

1. **Valuing the ordinary**
   Given the relative lack of heritage assets in the area, those that exist should be given higher regard

2. **Respect context**
   Development adjacent to these assets will need to take extra care to respect the scale and character, and in some cases find an appropriate new use for these existing buildings

3. **Public realm**
   A public realm that celebrates these assets as 'special' should be encouraged, to better raise the profile of the remaining fragments

4. **Materials**
   Using materials appropriate to the age and style of the asset will be key to enhancing the character

5. **Historic England guidance**
   Have due regard for other guidance including that available at...https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/

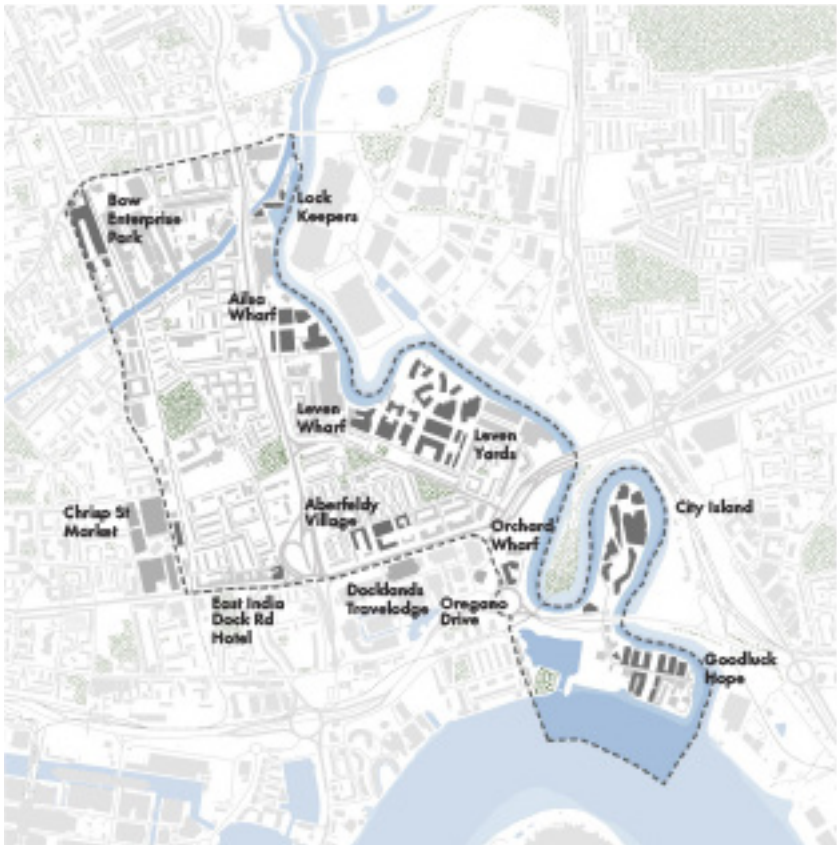
2.5

AREAS OF CHANGE / INTENSIFICATION

The area has become a recent focus for investment, redevelopment and transformation in recent years.

Some of the most significant recent and emerging developments and changes are plotted on this plan with accompanying imagery, taken from their respective planning applications, provided on the opposite page.

The following pages provide an analysis of the existing challenges the study area faces in terms of connectivity, open space and places of gravity, and addresses the upcoming changes in the study area and the challenges and opportunities they present.



Forthcoming development and regeneration taking place in and around the study area

Bow Enterprise Park

Lock Keepers (completed)

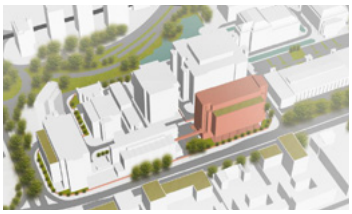
Goodluck Hope

Ailsa Wharf

Leven Wharf

Aberfeldy Village

Chrisp Street Market Regeneration



Docklands Travelodge

Leven Yards

East India Dock Road Hotel

Orchard Wharf

Oregano Drive

City Island

WALKING AND CYCLING

Existing walking routes

The study area is dominated by heavy road and rail infrastructure, making sustainable modes of transport such as walking and cycling less appealing. Tower Hamlets has developed a Green Grid Strategy to create safe and appealing walking routes which connect with green infrastructure.

The existing routes are mapped here and serve to link up key areas of the borough, avoiding busy roads. These routes also serve as quieter routes for cyclists too. The Green Grid should be strengthened and improved with any forthcoming development. Overall, improvements to the quality and integration of an enjoyable pedestrian and cycle network will improve connectivity and encourage use of sustainable modes of transport within the study area.

Existing walking routes

Proposed future walking routes and connections

Additional routes have been proposed to form part of the Green Grid Strategy. These new routes will further improve walking and cycling accessibility within the study area, particularly in areas where developments are forthcoming such as City Island, the Aberfeldy Estate and the Teviot Estate. Prioritising routes to stations, schools and centres will further encourage and improve accessibility through sustainable means across the study area.

In addition to new walking routes, a number of new river crossings have been proposed as part of forthcoming developments. This will further enhance the walkability and cyclability of the study area and further afield, providing much needed links over the river from the London Borough of Newham.

A new walking and cycle route, the 'Leaway' is being created alongside the River Lea, linking together existing and proposed green spaces. A number of the bridge proposals and future developments link into the Leaway, further enhancing walking connectivity. Enhanced leisure routes along the canal and riverside will further promote walking and cycling, particularly where there are destinations along this route. A separate Movement Study is also being developed to support the AAP.

Proposed future walking routes and connections

Key messages

- Improve the quality and integration of a connected and enjoyable pedestrian and cycle network
- Prioritising routes to stations, schools and centres; and leisure routes along the canal/riverside

PUBLIC TRANSPORT

Public transport connectivity

A good PTAL rating is considered to be level 4 and above. The vast majority of the study area falls below this at present, with exceptions at the northern limit of the boundary near the Bromley-by-Bow tube station, the south western edge by All Saints station and the northern tip of City Island by Canning Town station. The areas with the lowest PTAL rating are, or have previously been of industrial use, with the shifting use of these areas it will be important to ensure provision of public transport and accessibility to these areas is improved.

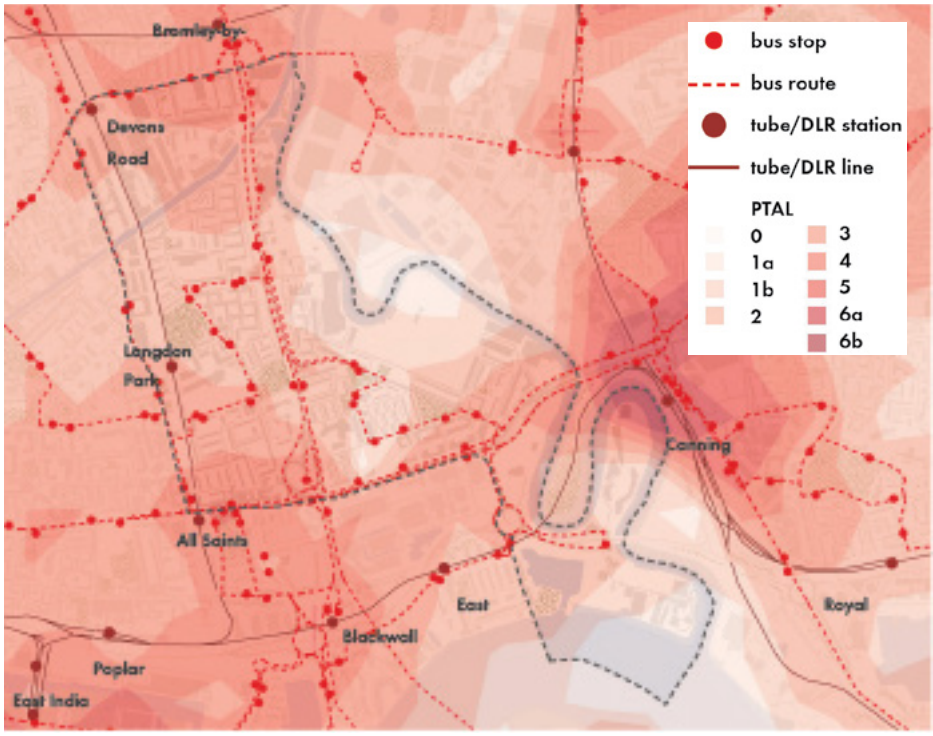
Although the area is served with a range of public transport, including buses in key residential areas, DLR and tube stations along the study area boundary, a review of bus routes should be undertaken to consider where access to services may need to be improved. Improved legibility of stations, including connections towards them and the environment around them will also help to enhance connectivity in the area.

Lost routes and barriers to connectivity

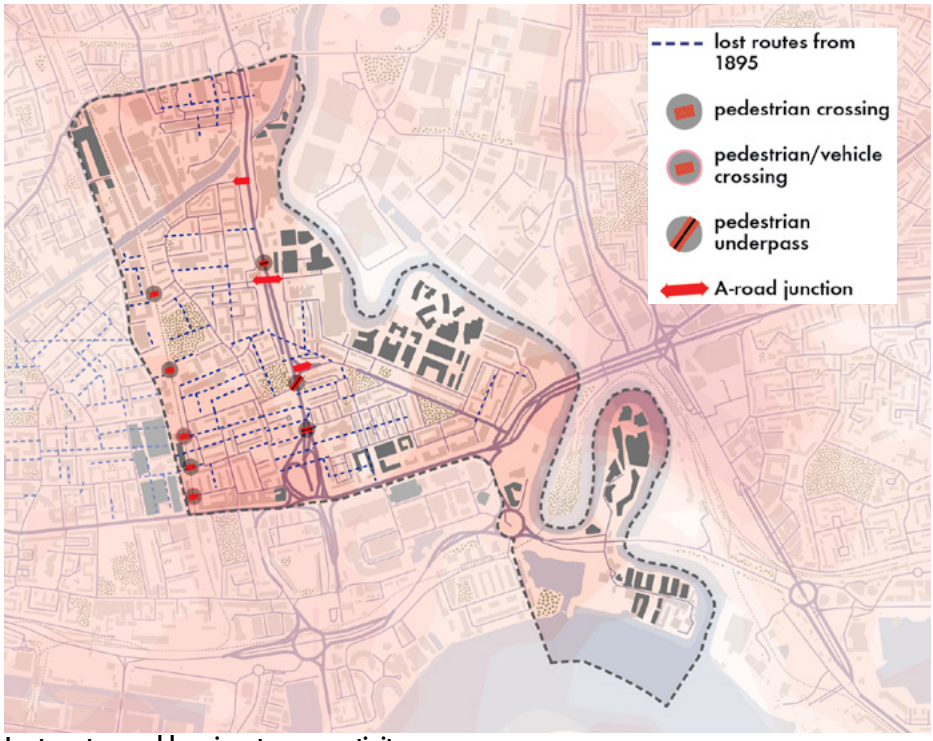
Overlaying lost routes from 1895 reveals the extent to which connectivity has been lost in particular areas within the study boundary. The lost routes from 1895 offer opportunities to reinstate historic connections where opportunities arise, particularly towards key destinations.

Some areas have historically had few routes because of their industrial use. Forthcoming development in these areas reveals enhanced granularity and permeability, improving connectivity. Overall, delivering a more legible, permeable and integrated network of routes will improve connectivity.

Heavy rail and road infrastructure present major barriers to connectivity, namely the A12 and DLR Line. The River and Canal also restrict north/south and east/west movement. Improved routes, crossings and bridges will help to address these issues.



Public transport connectivity



Lost routes and barriers to connectivity

Key messages

- Review bus routes to consider where access to services may need to be improved
- Improve legibility of stations - connection towards them and environment around them
- Addressing barriers with better routes and new bridges across the A12, rail lines, river and canal
- Deliver a more legible, permeable and integrated network of routes
- Reinstate historic routes where opportunities arise, particularly towards key destinations

GREEN SPACES

Existing green spaces

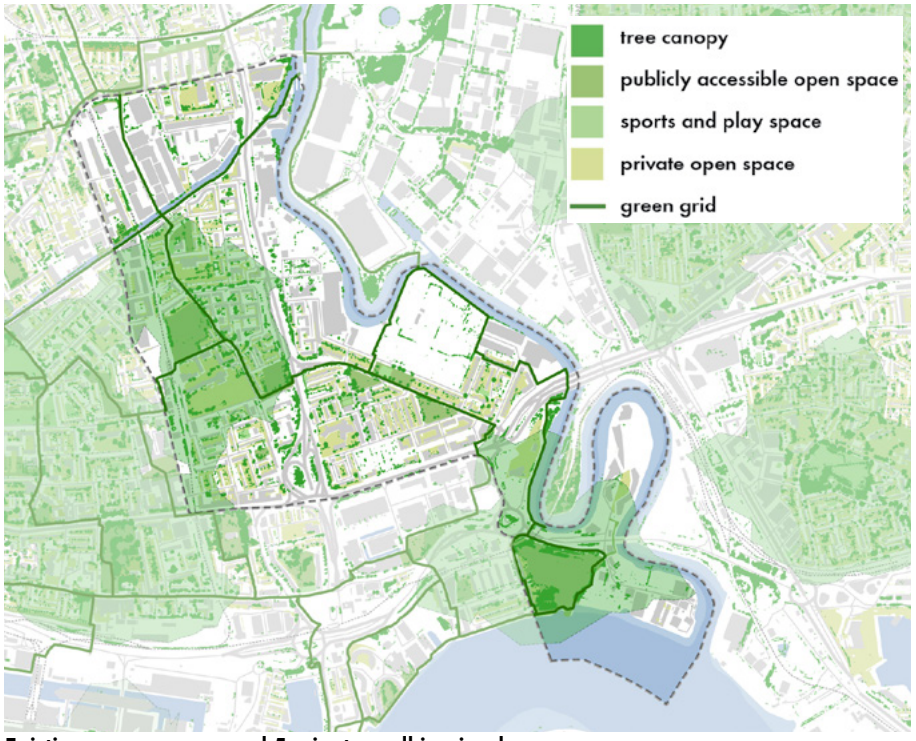
This plan shows the extent of public and private green and open spaces in and around the study area. The transparent green overlay reveals the areas which are within a 5 minute walking distance from key public open spaces. The plan reveals that large parts of the study area are outside of these areas and are therefore deficient in open space.

Future green spaces

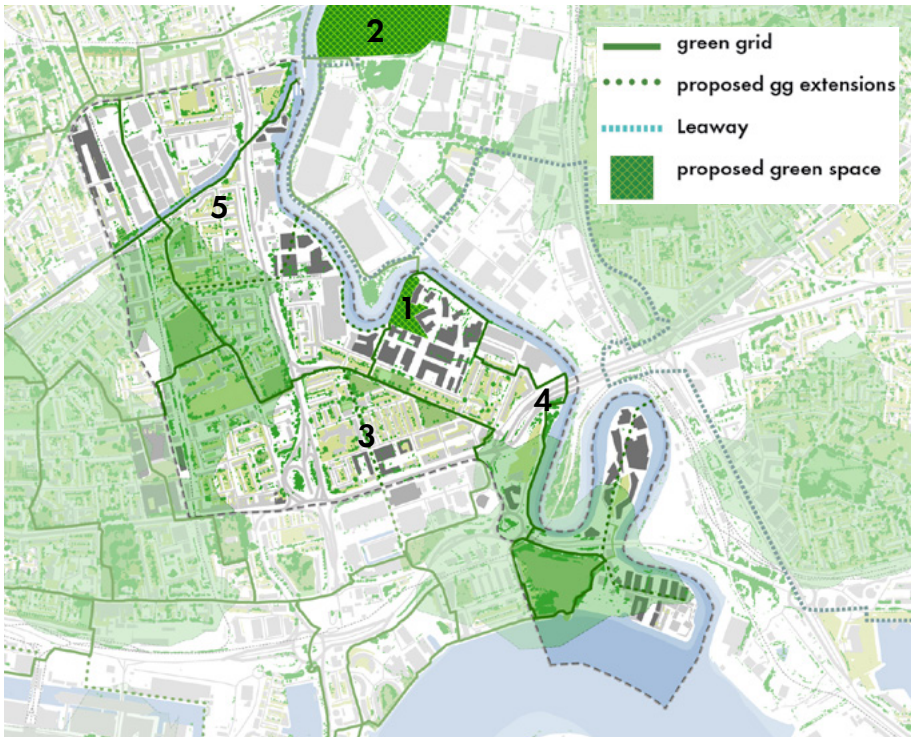
A number of significant new open spaces are proposed in and around the study area, these are numbered on the plan and include: Riverside Park (1), which forms part of the proposals for Leven Yards and will improve open space deficiency to the east of the study area; and Twelvetrees Park (2), a large new park proposed in Newham which will help improve accessibility to open space in the north of the study area.

Although these proposals will help to address the open space deficiency in some parts of the study area, further consideration will need to be given to the northern area of the Teviot Estate. Other development proposals which should include new open spaces, include the Aberfeldy Estate (3), the reconfiguration of which should deliver a series of new open spaces; and the Council depot site (4), which should deliver a small open space.

In order to further address area wide open space deficiency, it will be important to deliver new spaces of strategic significance. This can be achieved through the reconfiguration and delivery of new open spaces as part of estate regeneration. Although it is important to meet policy needs and reduce deficiency, a key priority should be greening for amenity and climate change adaptation. In addition to providing new open spaces, it is also important to improve the quality and accessibility to existing open spaces. Where a large open space is not feasible, a network of smaller spaces can have an equally positive impact. The study area boasts a number of strategic assets, including waterways which offer opportunities for riverside and canalside walks. Improving access to and the quality of linear routes along the canal and river will provide an important amenity and open space assets. The Leaway will also provide such an asset. In order to support the developing Green Grid, gaps in existing network of open spaces should be addressed.



Existing open spaces and 5 minute walking isochones



Future green spaces

Key messages

- Address deficiency by delivering new spaces of strategic significance
- Reconfigure and deliver new open spaces as part of estate regeneration
- Prioritise greening for amenity and climate change adaptation
- Positive impact of the a permeable network - all spaces should be accessible, well connected and well managed
- Improve access to and quality of linear routes along the canal and riverside an amenity and open space assets
- Address gaps in existing green network

TOWN CENTRES AND SHOPS

Existing town centres and shops

This plan shows the existing town centres which exist in and around the study area. The distribution of these reveals an under-provision of town centre services to large parts of the study area, particularly in the north. Aberfeldy Street, a small neighbourhood town centre is the most accessible of the town centres to those in the east of the study area. Chrisp Street, a designated district town centre, provides further opportunity to those in the south west of the study area. Both Devons Road and London City Island are generally less accessible to those living within the study area. Other shops within the study area are generally well placed to provide an intermediate option for those in areas with poor access to town centres but provide limited options.

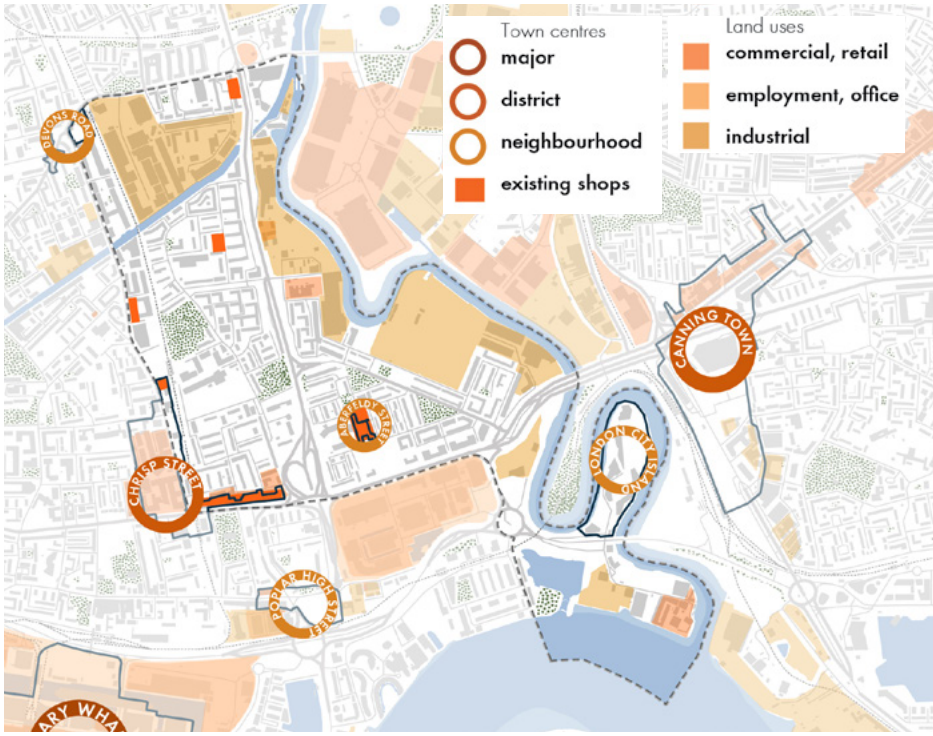
Future town centres and shops

A number of the proposed developments in the study area will improve town centre services through the provision of new retail forming part of forthcoming development. This will help to enhance the existing network of centres though further opportunities should be sought as part of future development.

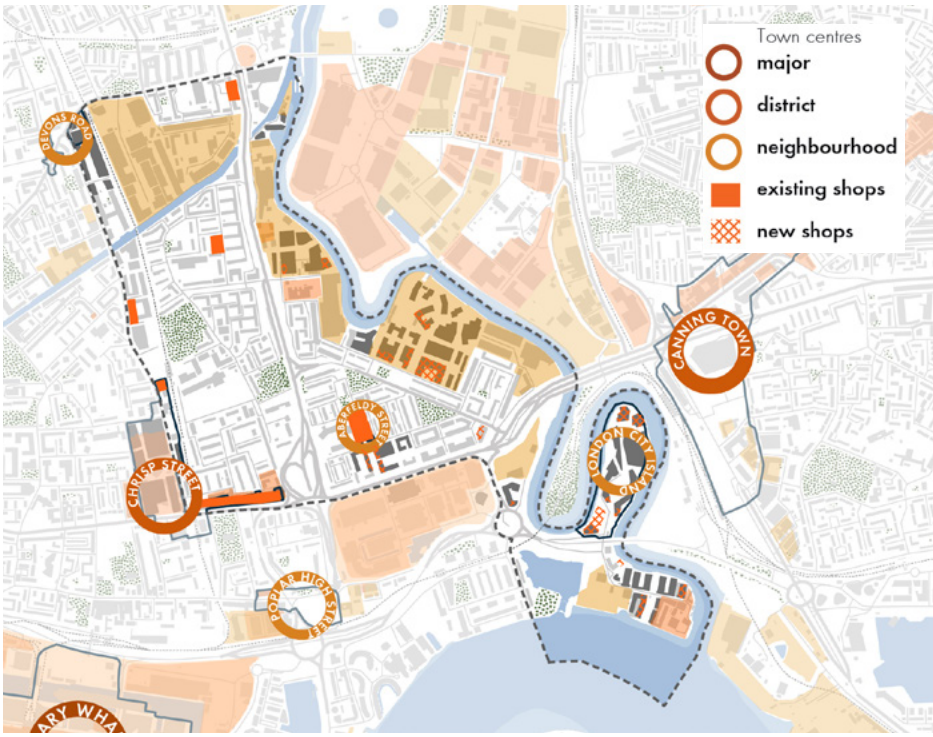
By enhancing and improving accessibility to existing centres it will expand their existing catchments and break down barriers between neighbourhoods.

Further consideration will need to be given to the role of 'centres' which are gradually shifting away from purely retail to leisure and workspace. New destinations like Poplar Works may provide a new centre for activity alongside community services.

A Retail and Town Centres Study is being drafted to support the preparation of the AAP.



Public transport connectivity



Lost routes and barriers to connectivity

Key messages

- Enhance existing network of centres
- Enhance and improve accessibility into existing places - expanding their catchments and breaking down barriers between neighbourhoods
- Consider the evolving role of centres and the potential for other locations to develop into hubs of activity
- Consider the 'gap' of provision in the north of the study area

GOOD GROWTH/ CAPACITY

Character based growth - capacity for change

Informed by the characterisation study outlined above, the adjacent plan sets out a qualitative overview of the varied capacity for growth across the AAP area. This takes into consideration the key themes outlined above relating to connectivity, open space provision and the centres of gravity within the area. It is also based upon a detailed understanding of the existing typologies in the area and the key conditions that are created by the relationships that exist in the study area. The study of these conditions has contributed to an overall understanding of the capacity of the area.

This plan acknowledges the need for growth, change and enhancement to be varied and tailored across the area. The framework illustrates that some locations can take a greater intensity of growth through the darker tones, whilst the lighter tones indicate that greater emphasis should be placed on seeking to repair existing character.

The darker tones on the plan illustrate specific opportunities for a need to reimagine the character of a place through new development. These are generally sites that have been in former industrial use and where there are limited cues to build from. This level of change will need to be supported by significant infrastructure improvement including transport, shops and services.

Opportunities to re-examine the existing character are shown in a mid-tone where there is a strong potential for growth and change whilst acknowledging a need to carefully re-knit with the surrounding character and scale. This is seen along the area's key corridors, along waterways, thresholds with employment areas and where there is an opportunity for regeneration of parts of some of the larger housing estates.

The plan also identified areas where the existing character must be carefully reinforced. Growth will be delivered even in sensitive historic settings through re-use of the existing built fabric and infill opportunities that complement the existing character. In areas that are currently functioning successfully and have a positive existing character, new development must respond to this and be informed by the existing grain and scale.


Reinforce
Re-examine
Reimagine
(or recently reimagined)
Bow Enterprise Park
Lock Keepers
Ailsa Wharf
Leven Wharf
Leven Yards
Aberfeldy Village
Chrisp St Market
East India Dock Rd Hotel
Travelodge
Oregano Drive
Orchard Wharf
City Island
Goodluck Hope

PART THREE:
SITES

3.1

INTRODUCTION TO SITES

Introduction

It is important to ensure that planned growth, as redevelopment proposals of key opportunity sites come forward, are designed to take proper account of the area's particular character, assets and opportunities. Area-wide characterisation analysis has been undertaken in the preceding sections of this report and this analysis underpins a range of studies to test the development capacities of a number of small and larger sites across the East of the Borough AAP area. Note that as this study has progressed, the areas relevant for the capacity study for the two housing estates has been refined as shown on the plan opposite.

These sites are introduced in turn below, with three smaller sites being followed by the two large housing estates. Following this short introduction, analysis, principles and potential schemes are presented for each site. The analysis builds on that undertaken for the area's characterisation study, the principles provide an important guide for new development and the potential schemes help to show how development capacities have been derived.

The schemes put forward seek to respond positively to the analysis undertaken and the particular site constraints and opportunities. They are however only one way of approaching the site and other approaches will be appropriate if explained and justified in the context of the characterisation study and site specific principles..

S1 Orchard Wharf

Orchard Wharf is a 1.4 Ha Thames-side site located between the major redevelopment site of Goodluck Hope to the east and the East India Dock Basin to the west. The site is a safeguarded wharf.

S3 Council Depot

This 2.2 Ha Council Depot site lies between the River Lea's Bow Creek peninsula and the A13 East India Dock Road. The site is a used as a vehicle storage and testing facility.

S4 Chrisp Street

This small 0.1 Ha site is located at the western border of the area on the western side of the DLR line, south of, and a short walk from ,Langdon Park DLR Station.

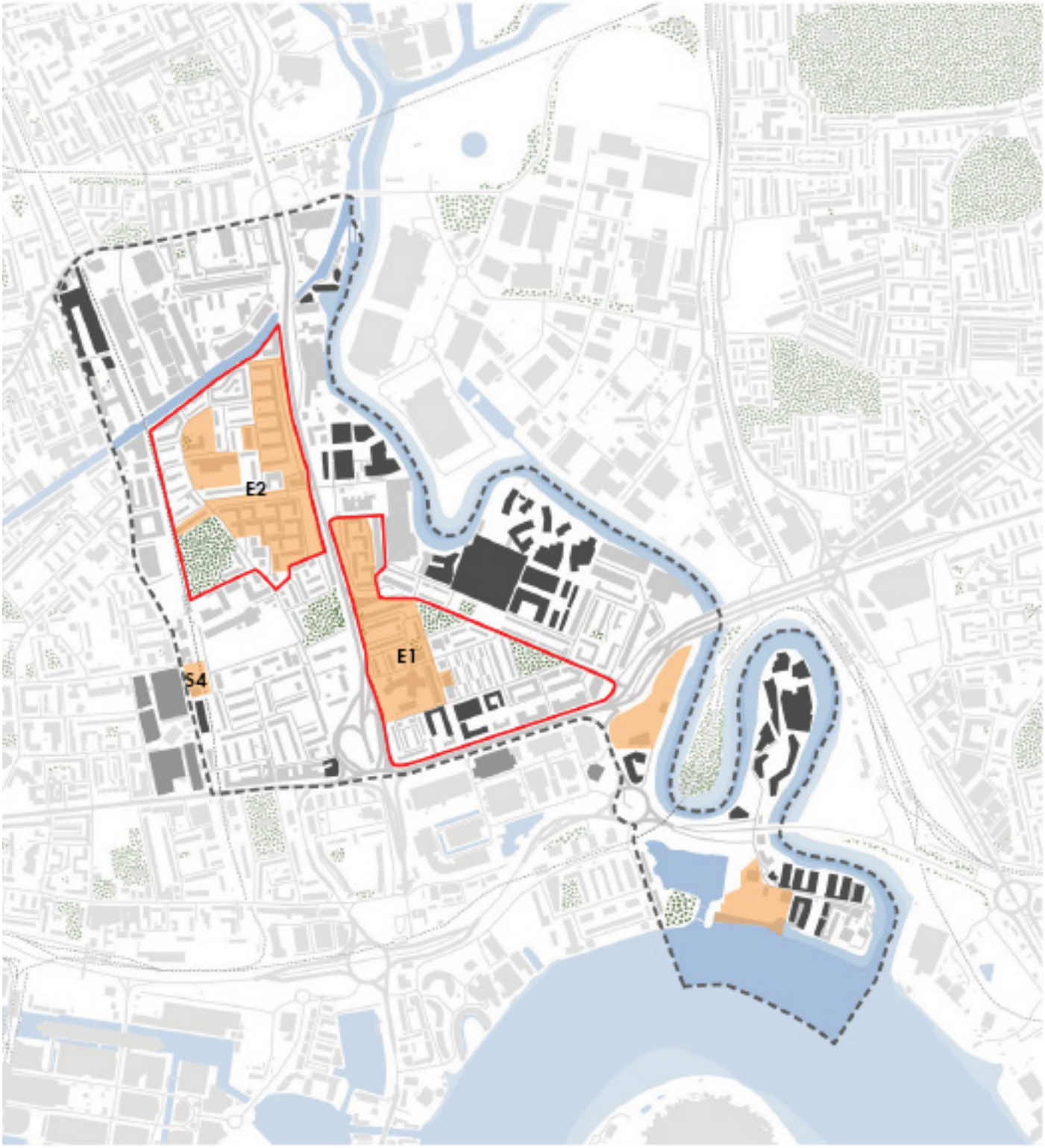
E1 Aberfeldy Estate

This area considered is around 8.8 ha and includes The Aberfeldy Estate, Nairn Street Estate and Leven Road to the eastern edge. The Aberfeldy Estate is one of two larger estates that this study has focused upon. It is partway through a significant regeneration programme to transform the estate. Poplar HARCA and EcoWorld London have delivered the first phase of a significant masterplan by Levitt Bernstein to regenerate the estate, providing 901 new homes, shops, a faith and community centre. This study focuses on the next phase of the areas regeneration and to improve the wider connectivity and integration of the area.

E2 Teviot Estate

The Teviot Estate is the second of the two larger sites and makes up the majority of the 8.2 ha study area. Poplar HARCA have been consulting with residents about the potential redevelopment of the estate and are currently exploring options for its regeneration with a Joint Venture partner. The Council also has key landownerships in the area. The regeneration of the Teviot Estate offers a significant opportunity to improve integration and deliver a more legible street pattern in this area of the borough.

S1 Orchard Wharf
S3 Council Depot
S4 Chrisp Street
E1 Aberfeldy Estate
E2 Teviot Estate



3.2

ORCHARD WHARF

INTRODUCTION AND CONTEXT

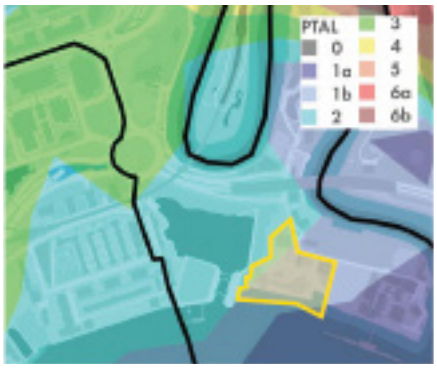
The Orchard Wharf site commands a prominent Thames waterfront location, immediately adjacent to the major regeneration scheme at Goodluck Hope at the mouth of the River Lea.

The site is formally identified as a Safeguarded Wharf and is therefore considered by the GLA to be a key part of London's transport and freight infrastructure. The ground floor of the site effectively needs to remain open and accessible for wharf uses in any redevelopment proposals. The site falls within the Local Plan's tall building zone as identified in the Local Plan Proposals Map.

The East India Dock Basin is located immediately to the west of the site. The basin is identified in the Local Plan as a Metropolitan Open Land (thereby having an equivalent protection against development to Green Belt land); is a Site of Importance for Nature Conservation; falls within the Lea Valley Regional Park; and, forms part of the Green Grid Buffer Zone.

The Thames Path (NE extension) forms the site boundary between the site and the basin. The Leaside AAP Movement and Connectivity Study has also informed the proposals for the site.

Connectivity - Walking and Cycling
Access to the site is constrained by its relatively isolated location. Pedestrian and cycle links would be radically improved with a potential new bridge connecting the area to Canning Town underground interchange which has been discussed for some time. The Thames Path is a key public route which should be protected.



Connectivity - Public Transport
PTAL levels are relatively low in this location, but connectivity is improving as major developments come forward. Canning Town interchange, now accessible by the newly refurbished rotunda building at Bow Creek.

Open space
The East India Dock Basin provides the site with an immediately adjacent open space although much of this site is a visual rather than physical amenity. Public realm improvements will be delivered in view of the City Island and Goodluck Hope developments - both of which are within a short walk of the site.

Places of gravity
The nearest cluster of community and supporting retail uses is located within the City Island with the larger centre of Canning Town a short walk over the River Lea bridge. Some commercial activities are also planned as part of the Goodluck Hope development.

CONSTRAINTS

The principal constraint associated with the site's redevelopment is its safeguarded wharf status. The GLA and Port of London Authority will be key stakeholders in any redevelopment proposals for the site. The starting point for redevelopment will be the ensuring that the site (its ground floor, including ceiling heights acceptable to the relevant authorities) can continue to be used for river wharf related uses. Other constraints include the need to consider the alignments of the Thames Path.

Whilst the Government's Flood Map for Planning indicates that the area benefits from some flood defences, it is also clear that the site falls within Flood Zone 3, that is land having a 1 in 100 or greater annual probability of river flooding.

Under Policy D.DH6 the site falls with an area considered appropriate for tall buildings.

Key

- Site boundary
- Existing buildings
- Vehicle routes
- Vehicle routes (below)
- Pedestrian route
- New development
- Active frontage
- Riverside frontage
- Mature trees
- Protected Wharf
- Lower Lea Crossing

OPPORTUNITIES

The Orchard Wharf site presents an opportunity to continue the regeneration of the Leamouth area with a high density, mixed use scheme which respects the site's safeguarded wharf status.

Priorities will be to ensure redevelopment connects seamlessly with the adjacent Goodluck Hope scheme and that uses and activities around the edge of the site make positive contributions to its perimeter streets and frontages. The scale and massing of any future development on this site will be a key part of delivering this successful relationship with Goodluck Hope.

A significant number of new homes could be delivered in a mixed use development, with the space over the wharf providing the opportunity for private amenity space for future residents. A significant new amenity space could also be delivered to adjoin with the nature reserve to deliver amenity and play space for residents.

Opportunities to improve connections across and around the site should be taken. A bridge crossing over Bow Creek was granted planning permission some years ago and whilst the bridge has not yet been delivered, redevelopment of this site presents opportunities to further the case for the delivery of this piece of infrastructure to help improve access to local services and public transport connections.

Key design principles

1. **Retain the wharf use alongside a successful placemaking strategy**
   The site is a safeguarded wharf and new development should ensure that future uses of the site will not impinge on the ongoing operation of the site as a wharf. A satisfactory placemaking and public realm strategy alongside the delivery of the wharf use is a priority.

2. **River frontage**
   The site enjoys a prominent south-facing river frontage with views directly towards The 02. New development should capitalise on this unique asset of the site and make a positive contribution to the river front environment and step down in scale towards it. If the proposed wharf requires private use along the Thames river side, the continuity of public accessible riverside walk should be provided via a new route that connects back to Orchard Place.

3. **Active edges**
   New development should make a positive contribution to - should deliver uses and activities which directly address - Orchard Place to the north, the threshold with Goodluck Hope to the east and the nature reserve and dock basin to the west.

4. **Connectivity**
   An enormous amount of investment has taken place in the Leamouth area over recent years - much of it to help improve connections to public transport and other community services. Development should seek to continue this drive, taking account of, and where possible contributing to, delivered and potential improvements in local connections.

5. **Massing**
   Building heights and massing should respect the river front with varied heights and forms which respect the form of the adjacent Goodluck Hope scheme. Massing should generally rise to the west and north of the site, towards the basin and Lower Lea Crossing flyover. Taller elements should be substantially sub-ordinate to the towers in Goodluck Hope, following the design principles set out in the Local Plan's Leamouth tall building zone. 'Shoulder' elements (lower element) should be provided along Orchard Place in order to relate to the adjacent lower buildings and in order to create a coherent, intimate and human-scale streetscape for Orchard Place.

6. **Materials and design**
   New development should take inspiration from the area's industrial history including the brick warehousing and pitched roof forms. This will guide material choice and robust fenestration detailing on taller buildings, as well as roof pitch and volumentric rhythm on more modest buildings.

OPPORTUNITIES PLAN

Key

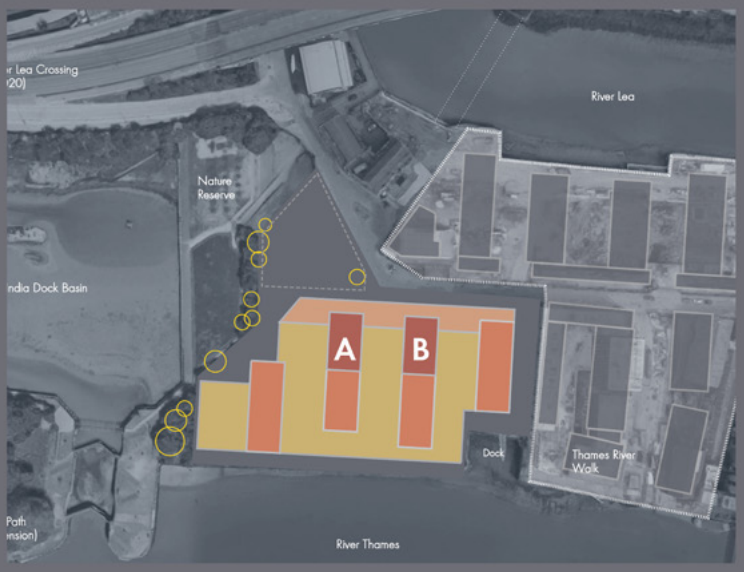
- Strong frontage
- Pedestrian route
- New development
- Opportunity for height
- Proposed wharf
- Active frontage

POTENTIAL SCHEME

The approach outlined above responds positively to the site's opportunities whilst giving protection to the safeguarded wharf status of the site. One large 'wharf box' is delivered, with access to residential development above from Orchard Place, helping to reduce disruption to the continuity of the wharf space below. Four finger blocks are illustrated that run from north to south across the large wharf box that rise in height towards the north. These are separated to maintain views across the site, to and from the river. The block along Orchard Place delivers an active edge to this important route and the new amenity space shown in the diagram. The spaces above the enclosed wharf could be used for private amenity space. The continuity of the public pedestrian route along the River Thames must be provided by delivering an attractive route through new amenity spaces to Orchard Place.

Key

- Proposed building
- Green space
- New development
- Mature trees
- Podium wharf



HIGH LEVEL CAPACITY

Design work has been undertaken to generate a high-level understanding of the potential capacity of the site. This has been done using a set of assumptions including an average unit size of 100 sqm GEA. The potential development scenario delivers approximately:

- 350 homes
- 1-17 storeys
- 1,000 sqm retail/community/business space
- 7,950 sqm industrial space

13 + storeys (40m +)
9 - 12 storeys (29 - 38,5m)
5 - 8 storeys (16,5 - 26m)
1 - 4 storeys (4 - 13,5m)

Tallest buildings:
A: G+16 storeys - circa 64m
B: G+14 storeys - circa 48m

Existing

Existing view - North towards Lower lea Crossing

Existing view - North from Greenwich Peninsula

Existing view - West from Thameside West

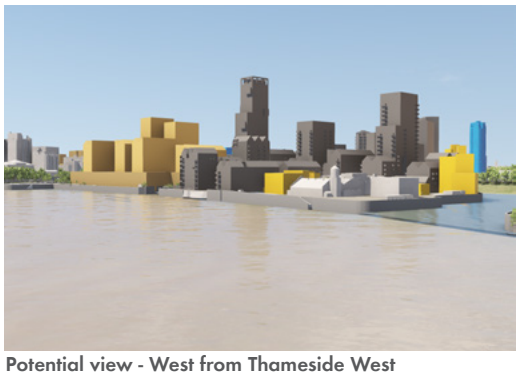
Existing view - West along Orchard Place

Existing view - East along East India Dock Basin

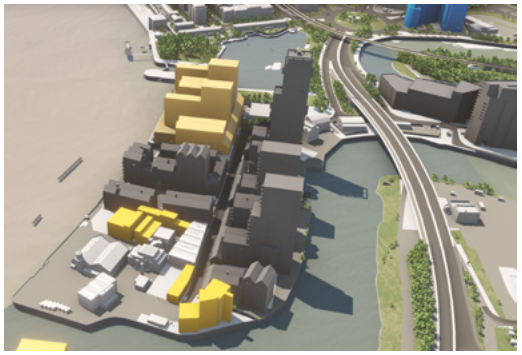
Potential

Potential view - North towards Lower lea Crossing

Potential view - North from Greenwich Peninsula



Potential view - West from Thameside West



Potential view - West along Orchard Place

Potential view - East along East India Dock Basin

Scale and massing
In accordance with the Council's Tall Buildings SPD, building height should vary across the site, with heights generally lower on the river front (wharf box to 9 storeys) to afford river views for the taller (15 to 17 storeys) blocks to the north. The perimeter edges of the site present opportunities to deliver a range of active uses in addition to the main employment uses of the safeguarded wharf.

3.3

COUNCIL DEPOT

INTRODUCTION AND CONTEXT

The 2.2 Ha Council Depot site stretches between the River Lea and the A13 Newham Way as it begins to elevate over the River Lea. The site benefits from an extended river frontage on its east side.

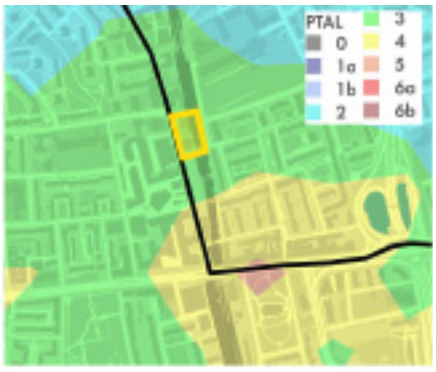
An electricity pylon sits within the site boundary at its northern end. A large mixed use scheme is being constructed immediately to the south of the site.

The Grade II listed East India Dock Wall and Gateway runs along the centre of Leamouth Road to the west of the site. The southern-most tip of the site is marked by the Grade II listed Blackwall Goods Yard, former Pepper Warehouses, gateway in Leamouth Road.

A public footpath/cycle traverses the site north-south forming part of the London Cycle Network, leading to a bridge link across the River Lea providing a direct connection to the Bow Creek Ecology Park. The banks of the River Lea are identified as a Sites of Importance for Nature Conservation.

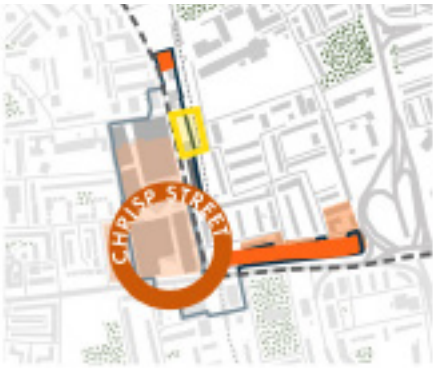
The site falls within an area identified as appropriate for tall buildings.

Connectivity - Walking and Cycling
The route of the London Cycle Network passes across the site, leading to Canning Town Station.



Connectivity - Public Transport
The site has a PTAL rating of 3 which is projected to improve to 4+ over the next 10 years. East India DLR and Canning Town Interchange (LU Jubilee Line) are both less than 10 minutes walk away.

Open space
With expansive river frontage and associated views, the site benefits from good access to open space. The Bow Creek Ecology Park is directly accessible over the footbridge across the River Lea and also would provide a good visual amenity for a high density development.



Places of gravity
Surrounded by major road infrastructure, the site is a little isolated from community and retail centres. The nearest centres are those on the Aberfeldy Estate and the new retail and community uses on the City Island development.

CONSTRAINTS

The principal constraints relevant to the potential redevelopment of the Council Depot site are associated with major infrastructure elements which surround the site. The proximity of the A13 Newham Way, the alignment of the road tunnel and the electricity pylon within the site are all major infrastructure constraints which will need to taken into account in any redevelopment scheme.

That said, the London Cycle Network cycle path, expansive river frontage, on-site mature trees and listed structures in the immediate vicinity of the site all provide positive constraints which will help to improve the quality of any redevelopment scheme.

Key

- Site boundary
- Existing buildings
- Vehicle routes
- Vehicle routes (below)
- Pedestrian route
- New development
- Active frontage
- Riverside frontage
- Mature trees
- Listed structure

Flooding
Whilst the Government's Flood Map for Planning indicates that the area benefits from some flood defences, it is also clear that the site falls within Flood Zone 3, that is land having a 1 in 100 or greater annual probability of river flooding.

Tall Buildings Zone
Under Policy D.DH6 the site falls with an area considered appropriate for tall buildings.

OPPORTUNITIES

Situated within an area already identified as appropriate for tall buildings and with projected improvements in accessibility to public transport anticipated to come forward within the forthcoming AAP plan period, the site presents significant opportunities for high density mixed use development.

The alignment of streets and routes west of the site present opportunities for a permeable form of new development which extends these routes and makes connections with the river front.

With the Aberfeldy Estate to the north and City Island to the east, the site is suitable for high density housing-led mixed-use development. Buildings should present a positive and active frontage to the River Lea and the public routes along it.

Key design principles

1. **Addressing the River Lea**
   With a generous length of river frontage and views towards the ecology park, new development should actively address the riverside environment.

2. **Permeability and connections**
   There is an opportunity for the form of new development to open up to the riverside with gaps between buildings creating routes and connections to adjacent neighbourhoods.

3. **Respecting infrastructure**
   Road tunnels and electricity pylons should be respected in the form and extent of new development to assist delivery.

4. **Massing**
   Building heights and massing should respect the river front with varied heights and forms. Massing should generally rise to the west and north of the site against the A13 aspect of the site.

5. **Mixed use development**
   A housing-led high density redevelopment is considered the most appropriate lead land use, with opportunities for public-facing E-class uses at prominent points on the ground floors.

6. **Materials and design**
   New development should take inspiration from the area's industrial history including the brick warehousing and pitched roof forms. This will guide material choice and robust fenestration detailing on taller buildings, as well as roof pitch on more modest buildings.

7. **Green buffer and Public Green Space**
   A landscape strategy should be provided to mitigate the noise and air pollution along East India Dock Road and Leamouth Road, and to create well-defined public green/open spaces around the proposed buildings. To the northern end of the site an opportunity exists to connect to the ecological park through the open space strategy.

OPPORTUNITIES PLAN

Key

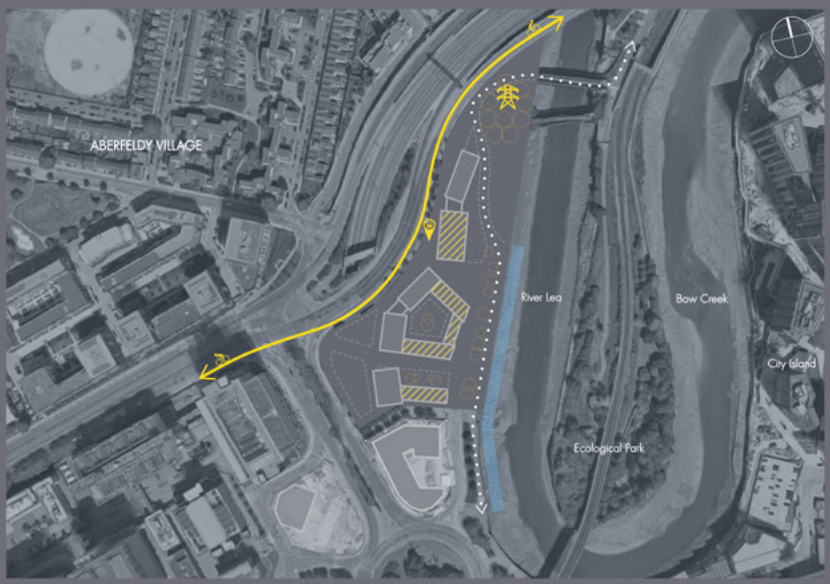
- Primary permeable frontage
- Secondary active frontage
- Existing cycle path
- Existing Crossing
- Pedestrian/cycle route
- New development
- Riverside frontage
- Opportunity for height

POTENTIAL SCHEME

Public routes across the site define three separate building zones across the site. Building lines are pulled back to avoid beneath ground tunnel constraints and proximity of the pylon. The central building, in the deepest part of the site, is a courtyard block with scope for parking on the lower floors with private amenity courtyard space provided above. Generous routes are created between the buildings, which pull apart towards the river front to enable maximum river views for new residents.

Key

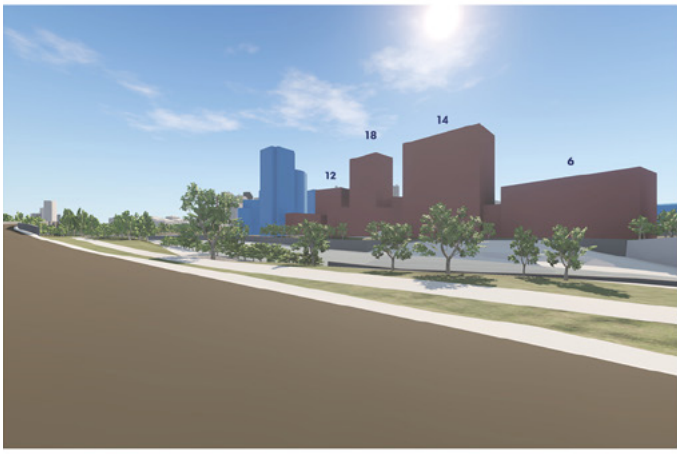
- Existing cycle path
- Proposed building
- Green space
- Pedestrian route
- New development
- Riverside frontage
- Mature trees
- Improved public realm
- Proposed dock
- Residential
- Mixed-use
- Proposed dock

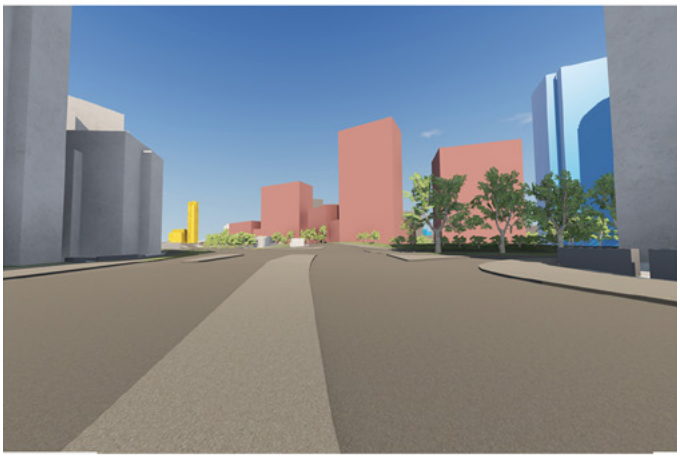


Land usage

High density housing would be the principal land use, providing a mix of dwellings types and tenures. The river frontage would be suitable for small scale commercial or community uses.

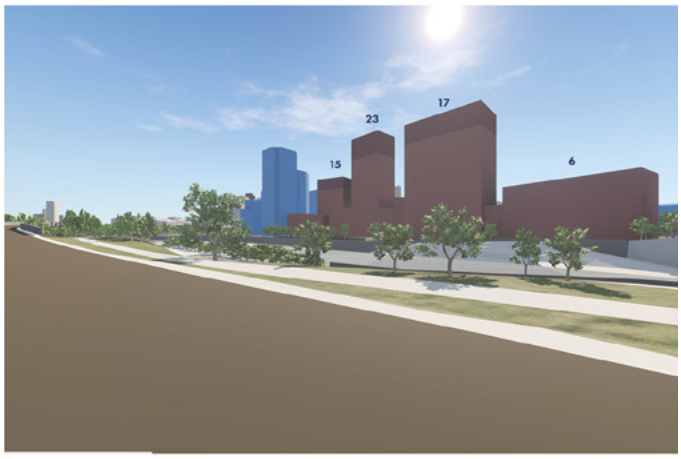
Base option

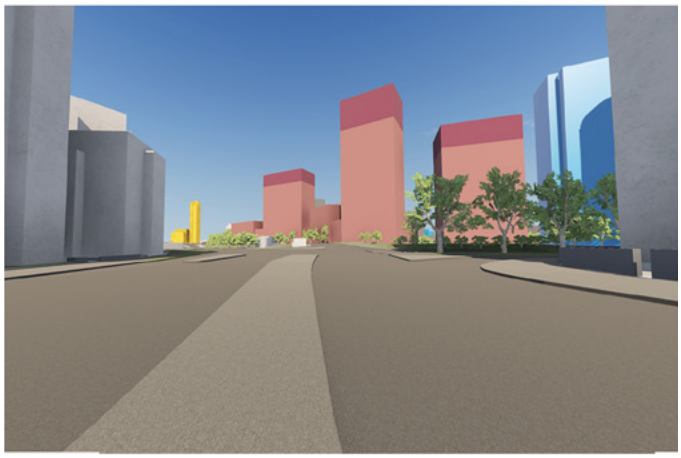




- 345 homes (150 dph)
- 2-18 storeys
- 500 sqm B1c employment
- 800 sqm B1a offices
- 2,000 sqm retail space
- 800 sqm community space

Alternative option





- 410 homes (180 dph)
- 2-23 storeys
- 500 sqm B1c employment
- 800 sqm B1a offices
- 2,000 sqm retail space
- 800 sqm community space

OPTIONS AND MASSING

River frontage buildings very from between two to seven storeys, with massing arranged to ensure good levels of daylight reaches the central building courtyard. The A13 frontage presents the main opportunities for taller buildings. The base option tested above includes the taller buildings which range from 12 to 18 storeys. The higher density alternative option places additional heights on the taller buildings which vary from between 15 to 23 storeys.

3.4

CHRISP STREET

INTRODUCTION AND CONTEXT

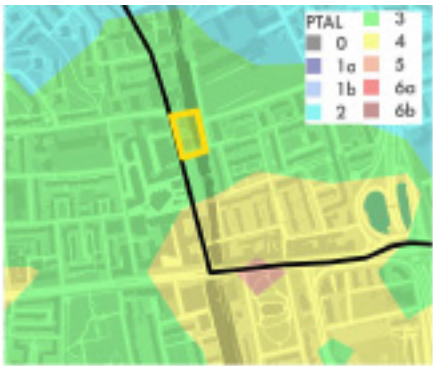
Currently used for the storage space supporting the operation of the Chrisp Street market, this site is centrally located in the Poplar area.

The site is technically within the designated Chrisp Street District Centre and is therefore suitable for mixed use high density development.

The DLR forms the eastern boundary of the site and Langdon Park DLR Station is a short walk away to the north.

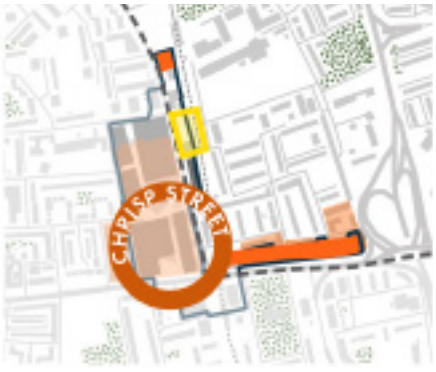
The Chrisp Street Health Centre is immediately to the north of the site and to the south is the small scale corner block with Willis Street. Both sites could come forward alongside the site to present a more comprehensive redevelopment opportunity.

Connectivity - Walking and Cycling
The site is well located in the commercial heart of an established residential neighbourhood. It is well served by routes and whilst dedicated cycle facilities may be lacking, pedestrian crossings are provided across Chrisp Street and the barrier of the DLR line is not pronounced given the proximity of Willis Street which bridges the line.

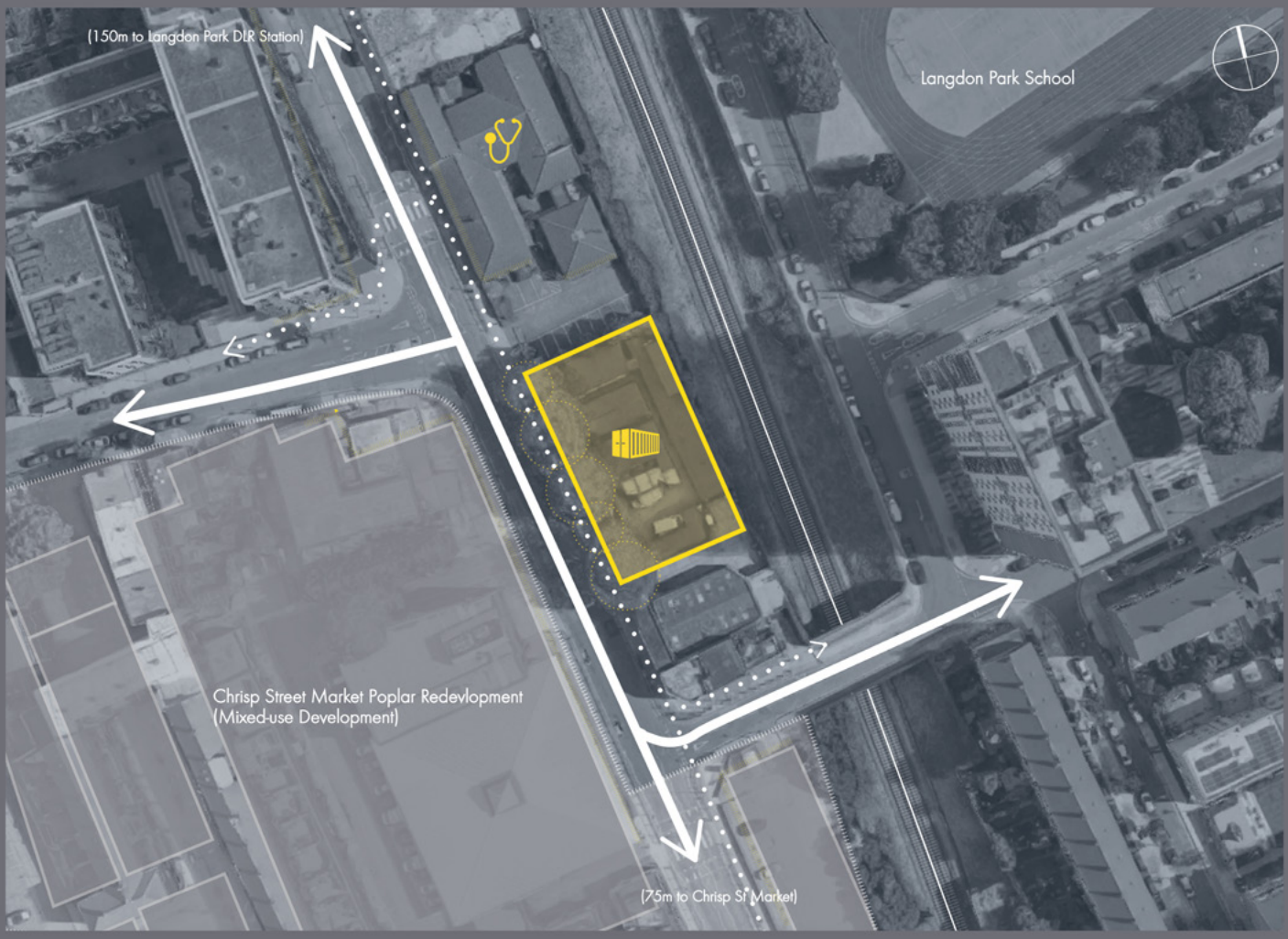


Connectivity - Public Transport
PTAL levels of currently around 3 and projected to improve over time. The site benefits from good access to the DLR and bus routes.

Open space
The Alton Street Public Open Space is a short walk to the west of the site and Langdon Park is also easily accessible via the DLR bridge link at the station.



Places of gravity
The site falls within Chrisp Street District Centre and is therefore very well served by community and local retail services and facilities.



CONSTRAINTS

This is a tight, urban site, set within an established urban neighbourhood and forms part of the designated Chrisp Street District Centre. The DLR line forms the eastern boundary of the site which is defined by the parallel Chrisp Street on the western side. Five mature London Plane trees sit at the back of pavement on the site's western side.

Key

- Site boundary
- Vehicle routes
- Pedestrian route
- New development
- Active frontage
- Mature trees
- Medical centre
- Existing market storage
- Railway line

Flooding

The site does fall within an area liable to flood and therefore a flood risk assessment to support any proposals for the redevelopment of the site will be required.

Tall Buildings Zone

The site does not fall within an area identified as suitable for tall buildings.

OPPORTUNITIES

Assuming replacement market storage spaces can be found within the vicinity or incorporated into any new development, taken in isolation the site presents a simple redevelopment opportunity, with the shape and size of the site largely dictating the footprint of any new building. The Chrisp Street frontage is the more important from a place-making perspective and should provide public facing activities and frontage to help enliven this part of Chrisp Street. The existing London Plane trees should be retained.

A perhaps more interesting opportunity should be considered to redevelopment the site in conjunction with adjacent sites, both north and south of the site. The health centre to the north could potentially be incorporated into redevelopment plans for the core site, thereby helping to bring that additional part of the site forward. To the south, redevelopment of the small existing commercial unit with flats above could ensure better use of made of this corner plot.

The site is suitable for high density, housing-led development, with town centre uses on the lower floors.

Key design principles

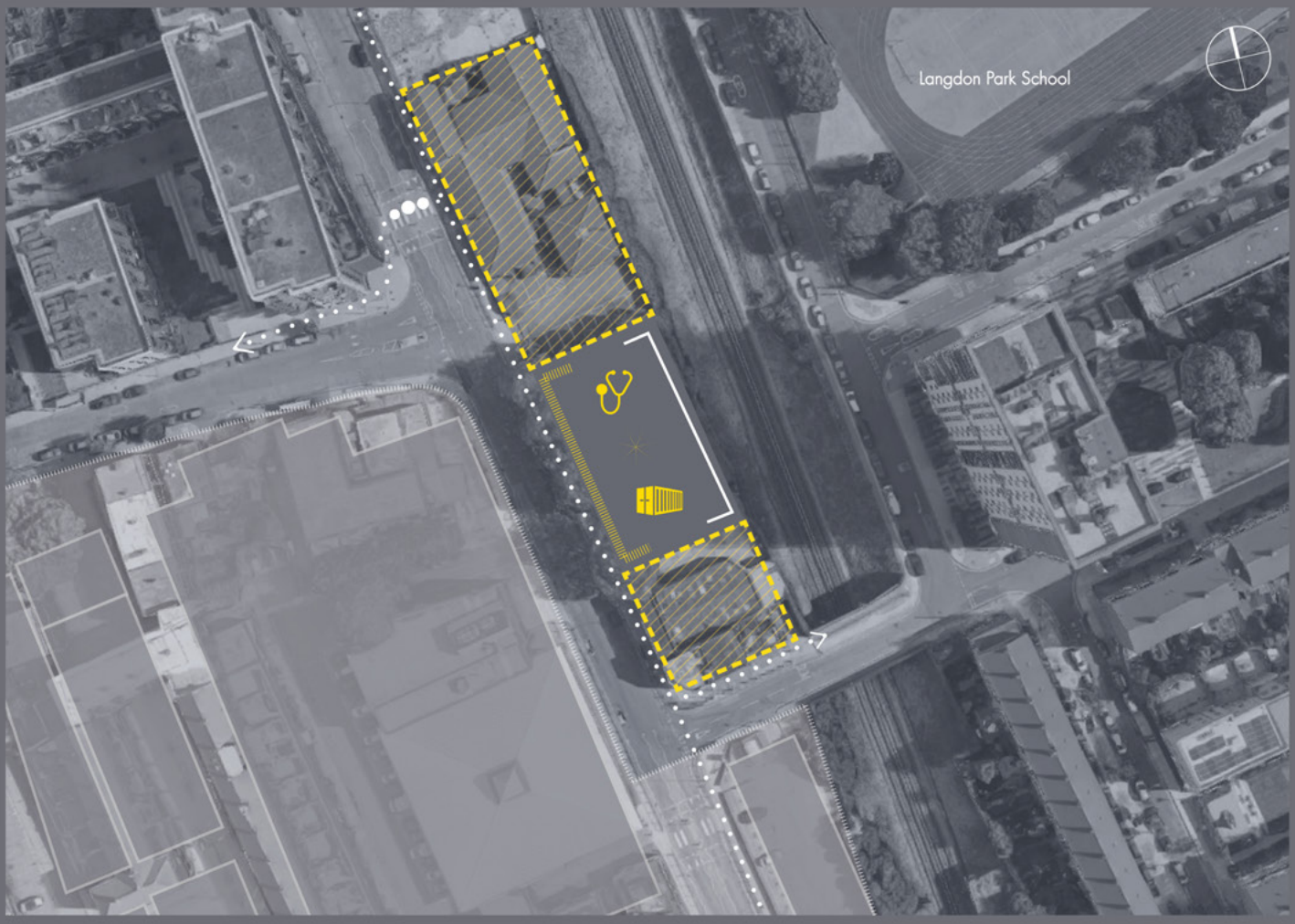
1. **Replacement market storage**
   To support the ongoing operation of Chrisp Street market, redevelopment should either re-provide storage space in an accessible location or secure an alternative viable location.

2. **Strong street frontage**
   A new building on the site should present a strong and active commercial or community street frontage to Chrisp Street to make a positive contribution to the Chrisp Street District Centre.

3. **Mixed uses**
   A high density, housing-led mixed use redevelopment is considered most appropriate. Incorporating a health centre into the ground/lower floors of any new building on the site might enable the adjacent health centre site to came forward in conjunction with the site.

4. **Massing**
   Whilst not within an area identified as appropriate for tall buildings, the site falls within a designated district centre and is well served by public transport so a high density, taller building is considered appropriate. The height should be subordinate to the tower(s) in the Chrisp Street district centre development.

   Any taller element must consider the context and might potentially include a step-down or plinth element to relate to the adjacent lower buildings along Chrisp Street.



OPPORTUNITIES PLAN

Key

- Primary permeable frontage
- Secondary active frontage
- Existing Crossing
- Pedestrian route
- New development
- Potential site extension
- Medical centre
- Existing market storage
- Opportunity for height

POTENTIAL SCHEME

With the building line pulled back to enable pavement widening and help ensure retention of the 5 London Plane trees along Chrisp Street, the form of the building is dictated by the shape of the site. The test scheme presented here does not incorporate any adjacent sites but should these become available then a more comprehensive approach could be taken which might deliver wider regenerative benefits.

Key

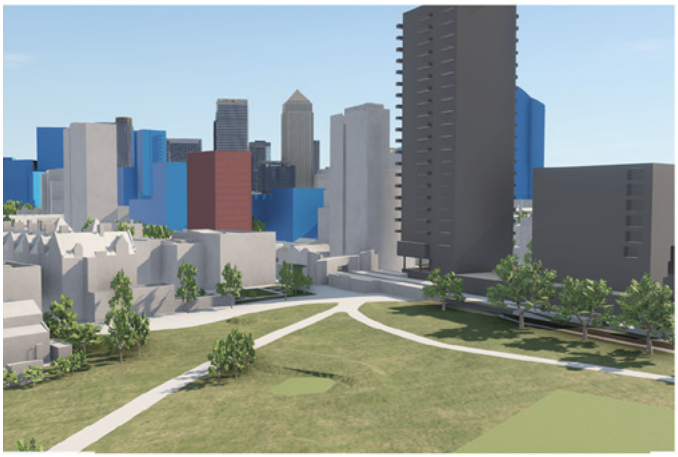
- Proposed building
- Pedestrian route
- Existing Crossing
- New development
- Mature trees
- Improved public realm
- Mixed-use

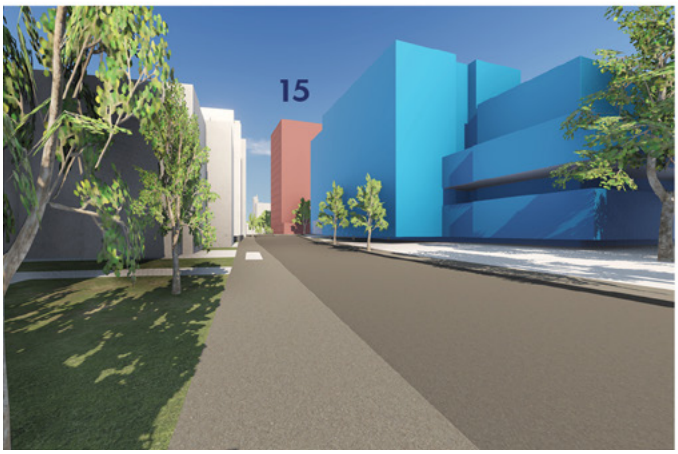
Land usage

Securing a suitable location for the re-provision of market storage space will be a key consideration in bringing the site forward. If located in an accessible manner, it might be possible to incorporate this space within the lower floors of a new building.

Presenting an active frontage to Chrisp Street will be important given the site's location within the district centre.

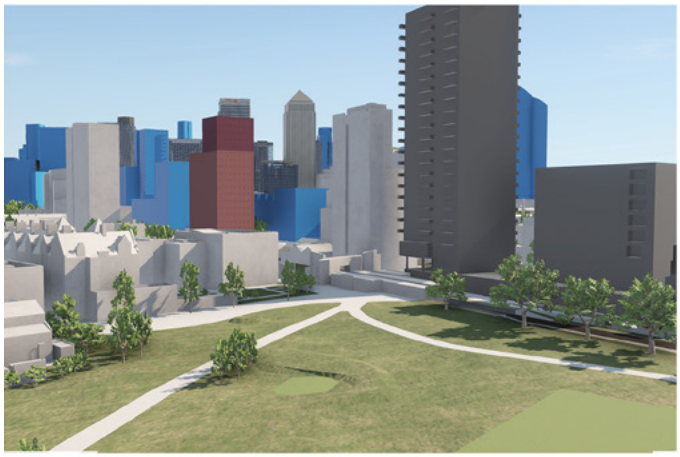
Base option

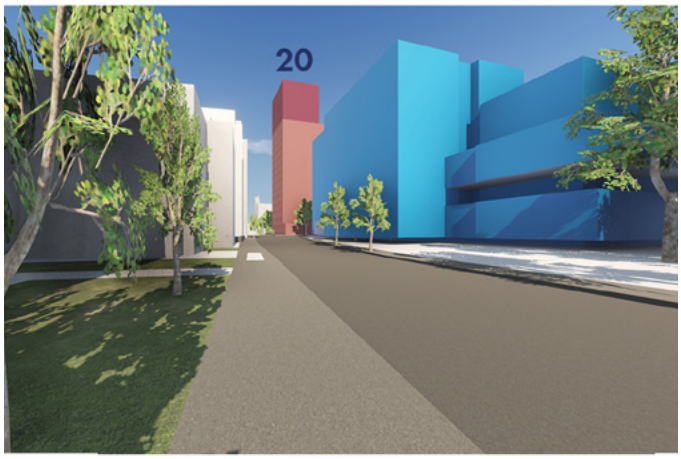




- 155 homes (780 dph)
- 2-15 storeys
- 160 sqm retail space
- 1,400 sqm community space

Alternative option





- 180 homes (900 dph)
- 2-20 storeys
- 160 sqm retail space
- 1,400 sqm community space

OPTIONS AND MASSING

The nearby Panoramic Tower on Hay Currie Street rises to 20 storeys. Two options are presented above - the first being a 15 storey tower, the second option having a taller element to the building which rises to 20 storeys. Both are considered to be appropriate in massing terms in view of other recent developments nearby.

3.5

ABERFELDY ESTATE

Introduction

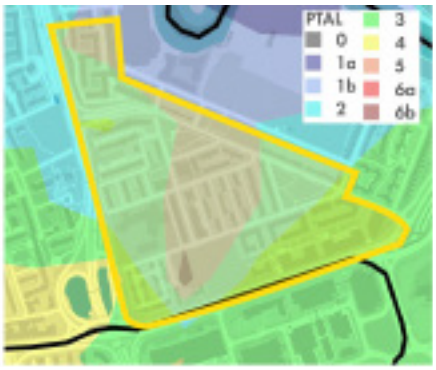
The Aberfeldy Estate is partway through a significant regeneration programme. Poplar HARCA and EcoWorld London have delivered the first phase of a masterplan, providing 901 new homes, shops, a faith and community centre. The delivery of this area of the masterplan has significantly transformed the environment along the A13, delivered a new park and better connectivity with the south and East India Dock DLR station.

The next phase of the area's regeneration will need to build on this success by reintegrating to the west, across the significant barrier of the A12 and towards Erno Goldfinger's iconic Balfron Tower. To the north and east of the site, huge changes along the Lea riverside are delivering new mixed use neighbourhoods and a Riverside Park which will open up connectivity along the riverside. The characterisation has identified the opportunity to improve the thresholds and barriers between neighbourhoods within the study area, and the Aberfeldy Estate offers a significant opportunity to improve integration and deliver benefits including wider connectivity to the riverside.

Regeneration context

This capacity assessment builds on the characterisation analysis presented in the earlier part of this report. In so doing, it is principally a townscape-led study. It takes a policy compliant approach, respecting existing community infrastructure - primary school and open space - provision across the estate. The Leaside AAP Movement and Connectivity Study and the Council's Tall Buildings SPD have informed the building heights and routes within the proposals for the site.

Connectivity - Walking and Cycling
Better connectivity through the estate to the south was delivered through a new pedestrian crossing over the A13, connecting the community to the East India DLR. Opportunities exist to better connect to the riverside for leisure connections and west over the A12.



Connectivity - Public Transport
PTAL is relatively low in the area so connectivity needs to be improved to DLR stations to the west and any opportunities to improve the route to Canning Town. Bus routes should also be reviewed to consider opportunities to make these more direct.

Open space
The area suffers from a deficiency in access to larger green open spaces. The new riverside park will help to improve this. The connectivity to spaces to the west including Jolly's Green and Langdon Park should be enhanced to help deliver better connectivity between spaces and each of the waterways - currently underutilised open space assets.

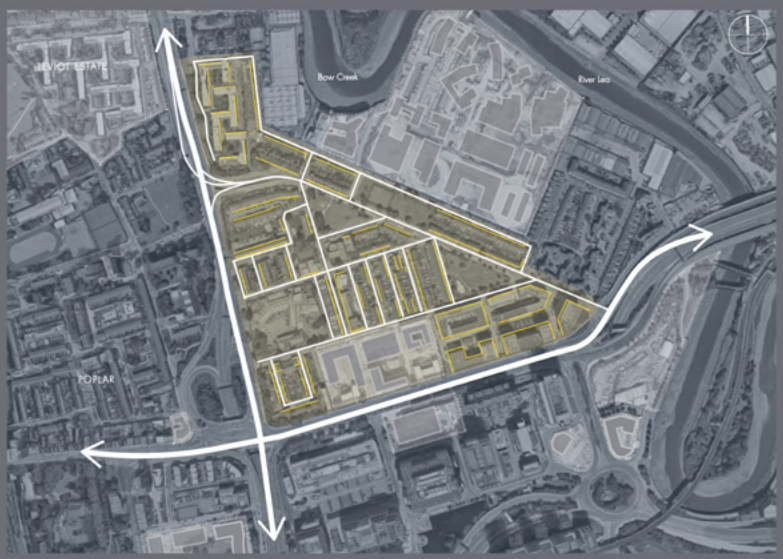
Places of gravity
The centre within Aberfeldy provides an important focus of shops and services between Chrisp Street and Canning Town. This centre will continue to grow in importance as new homes are built along the riverside to the north east of the study area.

CONSTRAINTS

The key constraint for the area is the severance resulting from the busy and heavily engineered A12 and A13 corridors which separates the established neighbourhood within the area from their wider context. This results in an isolated and disconnected environment. Many of the roads within the estate area terminate forming dead-ends and the noise and air quality are poor. The estate has three smaller green spaces which are relatively poorly used and are disconnected from one another. Connections to larger green spaces including Jolly's Green are via a narrow subway under the A12. Aberfeldy Street is the small high street within the estate with a cluster of community uses its north. These services feel cut off from the wider community - tucked away within the centre of the estate. A number of listed buildings sit within the immediate context of the site including Balfron Tower and Carradale House to the west, East India Dock House to the south and Bromley Hall School to the north. St Nicholas Church within the estate also has an attractive character.

Key

- Site
- New development
- Listed structure
- Shops
- School
- Community
- Vehicle routes
- Pedestrian route
- Bridge connection
- A12



Constraints

Frontage

The Aberfeldy Estate is made up of a range of buildings from different phases of redevelopment. Newer areas of the estate have a more legible street pattern with front doors that face the street. Other areas of the estate include buildings which face away from vehicular routes or are accessed by pedestrianised walkways. This can lead to a confusing street pattern.

OPPORTUNITIES

A series of key design principles have been developed for the estate which are outlined below and numbered on the adjacent plan. This opportunity plan sets the high level design guidance to deliver a connected and integrated neighbourhood for new and existing residents. Care should be taken to integrate with the existing scale of the surrounding area and preserve elements of positive character, rather than completely reinventing a new character:

1. New and better green spaces

Existing green spaces should be improved with greater levels of frontage and activity around them. Other new spaces such as a hard-landscaped square to form the centre of the space and other pocket parks will increase the variety of open spaces within the area. Opportunities to strengthen the relationship towards spaces at Benledi Road should also be explored through street planting and improvements to the pedestrian environment along key routes including giving greater priority for people along Abbott Road.

2. East/west connection

Delivering stronger and more legible public routes across the estate is a priority. This should include delivering better connections to the east towards the new Riverside Park and towards Jolly's Green to the west if possible. This will necessitate improvements to crossings over the A12 and towards the river. However, care should be taken that the impacts of noise and air pollution from the A12 are screened out.

3. North/south connection

Aberfeldy Street will be a strong and more legible public route across the estate, which will better establish connections with new development to the south and provide direct connections to the riverside area at the north. Existing large trees along this route should be retained and a central hard landscaped space created. A new clear north / south connection should also be delivered connecting Nairn Street legibly towards Culloden Primary Academy.

4. Community cluster

Community and service uses should cluster at the intersection of the primary east-west and north-south routes, and extend south down Aberfeldy Street to the existing location of the local centre. St Nicholas Church is a local landmark that should be retained.

5. Fronts and backs

Opportunities to complete existing blocks by ensuring new development has clear fronts and backs such as at Nairn Street, integrating areas of new and existing.

6. Positively addressing the A12

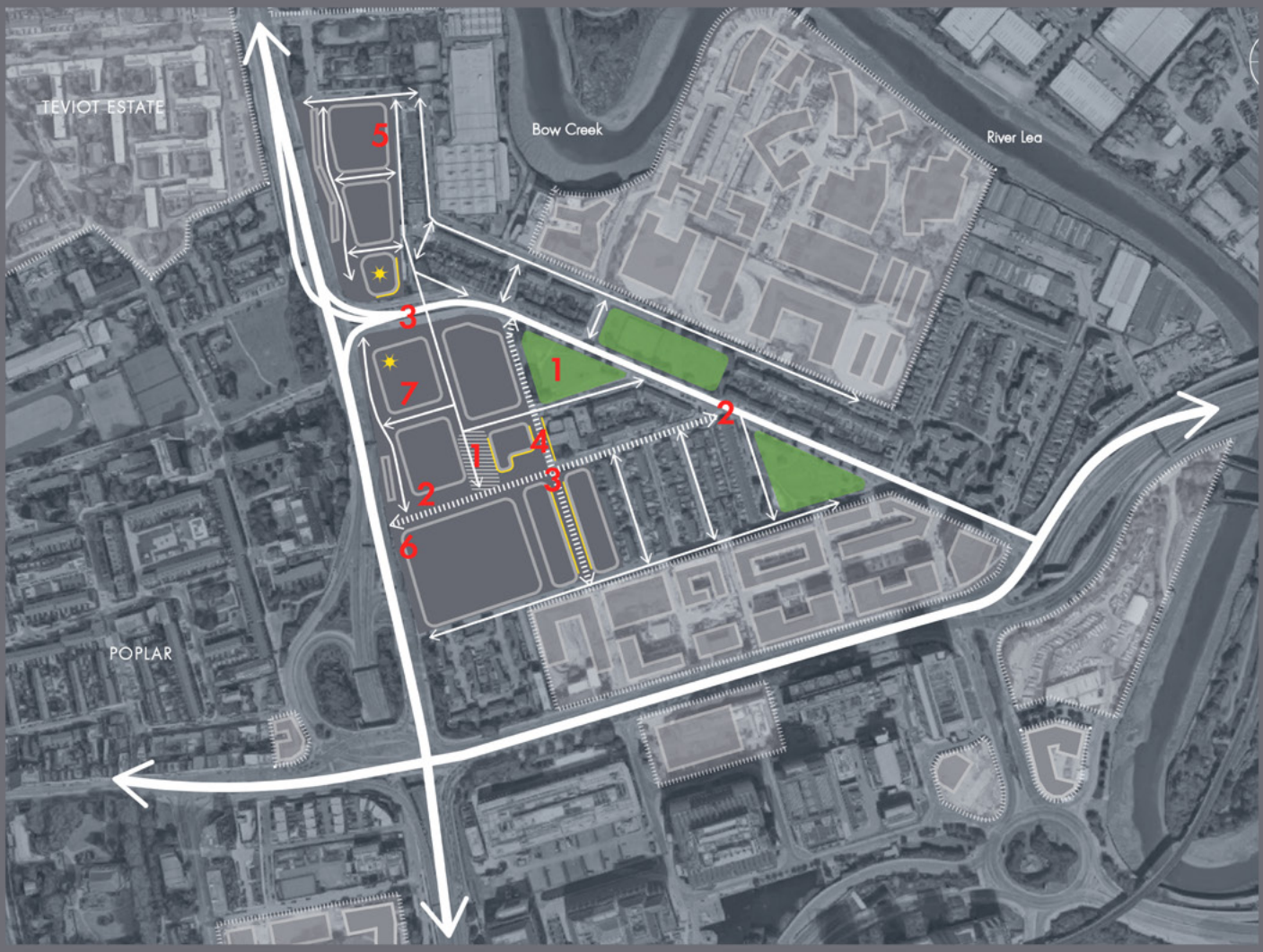
Strengthening frontage and sheltering uses such as schools with a buffer of landscaping and appropriately designed development. Some taller elements will be appropriate here to help balance the scale of the width of the road and improve the quality of the environment within the estate. However, care should be taken that there is not a consistent scale along the route which would form a negative 'canyon' of tall buildings. Taller elements will need to be properly considered and tested with townscape and streetscape analysis. They should not undermine the townscape hierarchy of the town centres and the prominence of the listed Balfron Tower. Locations for the tallest elements are marked with a star and should be the markers for key junctions and non-residential land uses as destinations for the community.

7. A legible grid

An overall clear and simple street network with blocks that address the street and establish good connections with surrounding neighbourhoods. Overcoming thresholds and barriers in this neighbourhood is key to establishing a more positive character.

8. Step by step

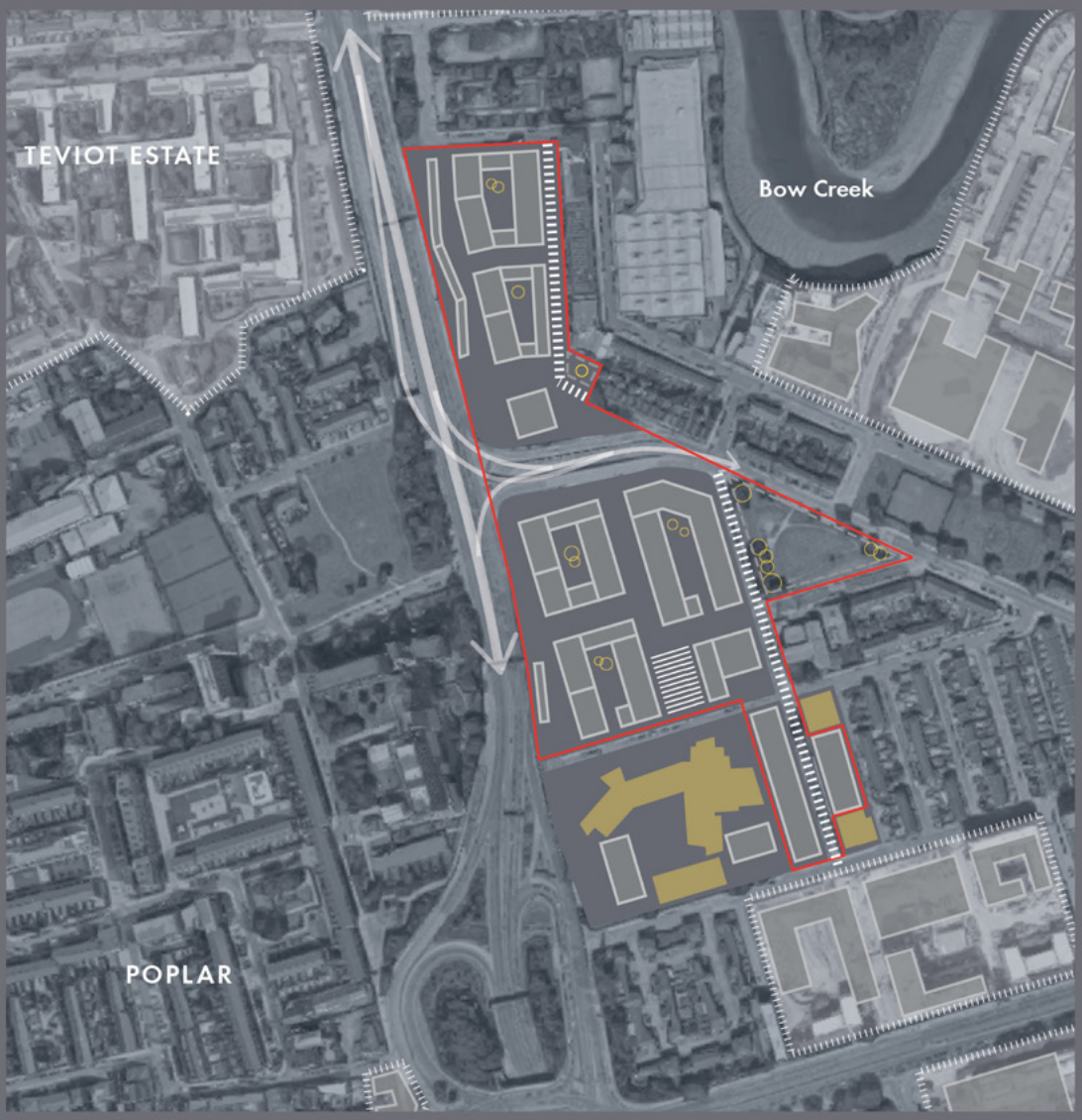
The opportunities plan illustrates a strategy that can be delivered piece by piece over time, not requiring the comprehensive redevelopment of the neighbourhood.



OPPORTUNITIES PLAN

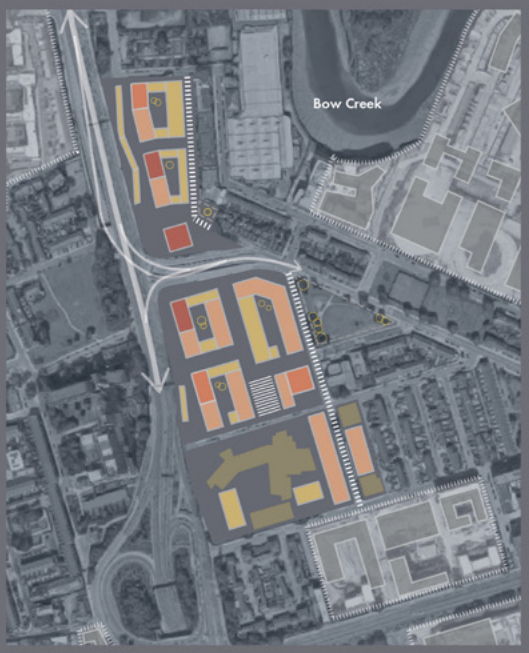
Key

- Strong frontage
- Key axis
- Pedestrian route
- Opportunity for height
- local centre / community uses



POTENTIAL SCHEME OPTION 1

The above block plan has been developed to help illustrate one way of redeveloping areas of the estate in response to the key principles set out above. The red line correlates to the emerging site allocation and whilst this doesn't include the existing school, the opportunity to intensify school facilities is considered given the level of growth envisaged. This option shows the retention of the underpass and junction at Abbott Road and suggests the opportunity for a tower to the north of this key junction.



HIGH LEVEL CAPACITY

Design work has been undertaken to generate a high-level understanding of the potential capacity of the site. This has been done using a set of assumptions including an average unit size of 100 sqm GEA. Option 1 delivers approximately the following:

- 1,100 homes
- 1-22 storeys
- 3,000 sqm retail space
- 2,500 sqm community space
- 2,500 sqm school space

Existing

Existing view - South along A12

Existing view - North from Culloden Academy

Existing view - Abott Road Underpass

Existing Aberfeldy Estate

Existing Aberfeldy Estate

Potential

Potential view - South along A12

Potential view - North from Culloden Academy

Potential view - Abott Road Underpass

Potential Aberfeldy Estate

Potential Aberfeldy Estate

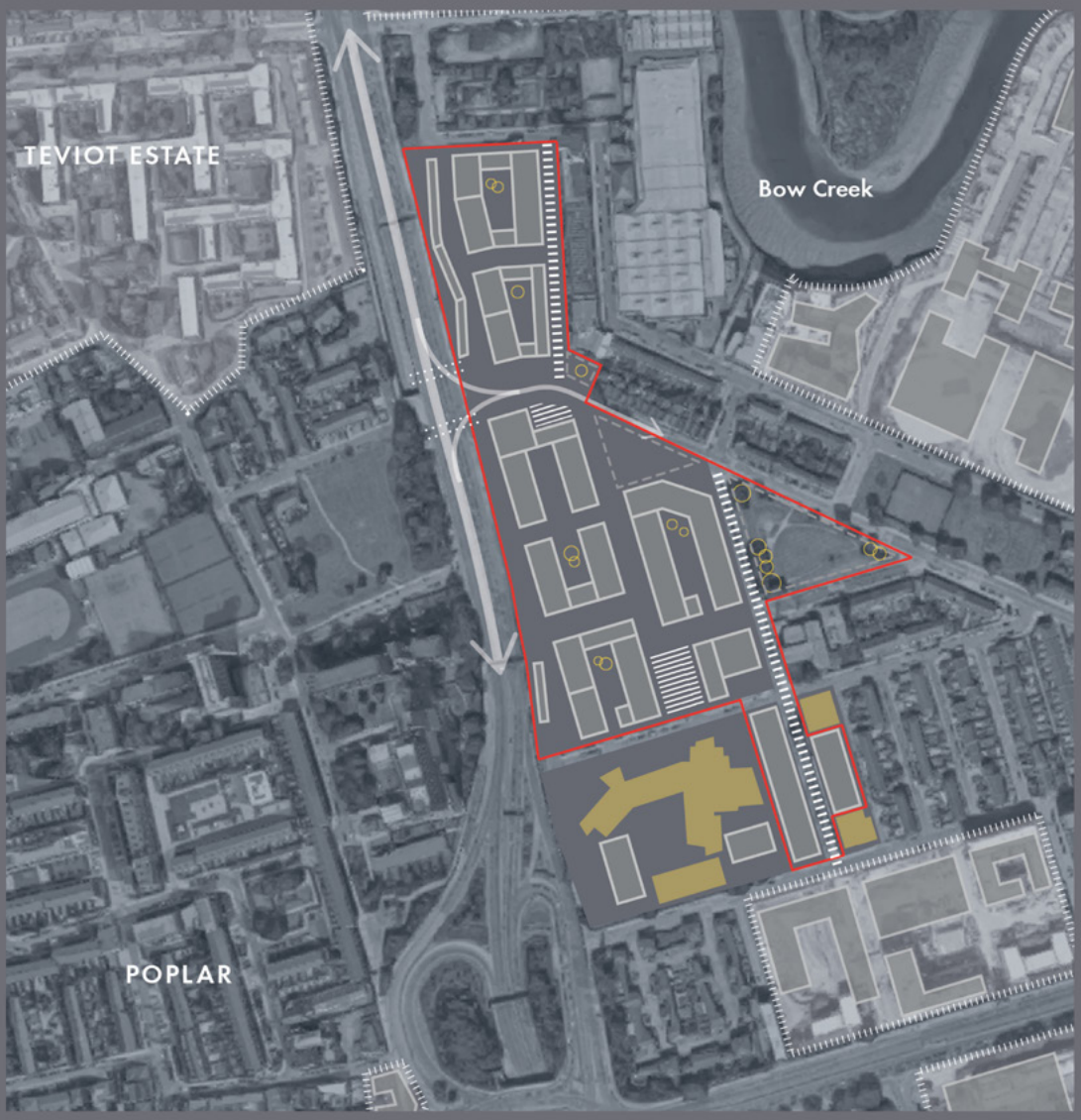
Scale and massing

The existing estate is relatively low rise, with buildings typically ranging from two to four storeys. The surrounding context is however becoming more varied with significant new scale being delivered south around the docks, mediated into the estate by the newest Aberfeldy regeneration along the A12 which varies in scale but rises to around ten storeys at points along the A12. The context to the north east is also evolving with redevelopment of sites along the River Lea which also take a significant step up in scale.

The envisaged options deliver an uplift in scale from the existing estate. Courtyard blocks are of a range in scale between three storeys to deliver town houses to let daylight light into the centre of blocks, with typically up to five and six storeys on the north/south blocks.

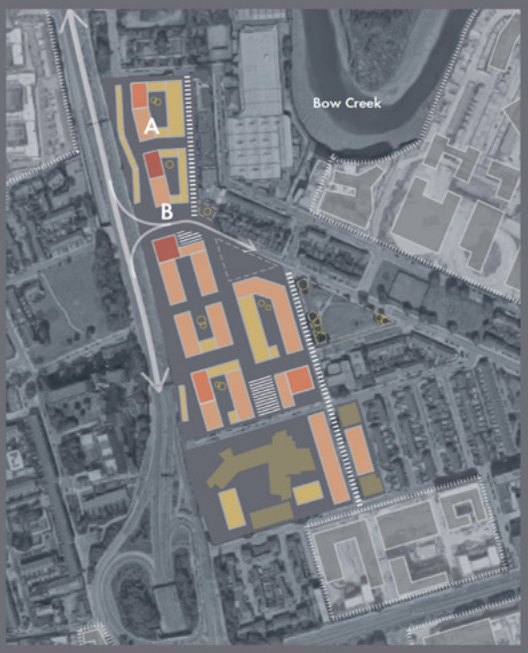
Opportunities for taller buildings at a number of limited points across the estate have also been identified. The Council's Tall Buildings SPD has informed the building heights with taller elements in key locations including at the junction of the A12 and Abbott Road, and to mark the northern end of Aberfeldy High Street at the junction with Abbott Road. There is also an opportunity for an increase in scale along the edge of the A12.

The tallest buildings should be a marker for non-residential land uses at ground floor, delivering destinations for the community. Tall buildings should deliver connectivity improvements as landmarks for key junctions. For example the tallest buildings at the intersection of Abott Road should contribute to junction improvements, pedestrian connectivity and wayfinding.



POTENTIAL SCHEME OPTION 2

The above block plan has been developed to illustrate an alternative design response within part of the estate. This option shows a potential development scenario where the underpass at Abbott Road is removed, increasing the developable area given the significant reduction in scale of this junction. Improved connections to Jolly's Green area created via a new surface level crossing over the A12. This option creates a much more contiguous relationship between development north and south of Abbott Road.



HIGH LEVEL CAPACITY

Design work has been undertaken to generate a high-level understanding of the potential capacity of the site. This has been done using a set of assumptions including an average unit size of 100 sqm GEA. This alternaitve option delivers approximately the following:

- 1,150 homes
- 1-22 storeys
- 3,000 sqm retail space
- 1,175 sqm community space
- 2,500 sqm school space

Existing

Existing view - South along A12

Existing view - North from Culloden Academy

Existing view - Abott Road Underpass

Existing Aberfeldy Estate

Existing Aberfeldy Estate

Potential

Potential view - South along A12

Potential view - North from Culloden Academy

Potential view - Abott Road Underpass

Proposed Aberfeldy Estate

Potential Aberfeldy Estate

Scale and massing

Option 2 follows the same scale and massing principles as option 1 with the main focus for height along the edge of the A12. With the shift in location of Abbott Road, the taller stand alone tower in Option 1 is instead incorporated in the block to the south of this route.

3.6

TEVIOT ESTATE

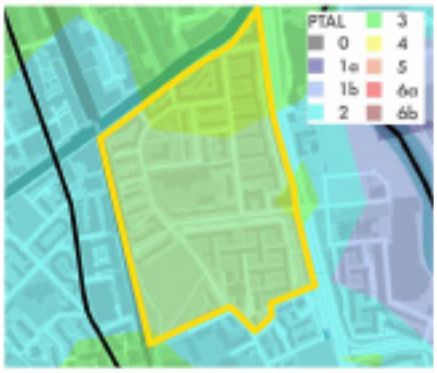
Introduction

Teviot Estate was transferred to Poplar HARCA in 1998 as part of a stock transfer from the London Borough of Tower Hamlets (LBTH). There are currently circa 535 homes on the estate within Poplar HARCA's proposed development boundary, with a mixture of tenanted (370) and leasehold (165) properties.

Since 2017 Poplar HARCA have been consulting with residents about the potential redevelopment of the estate. Architects were appointed and have developed ideas to show what could be delivered through full regeneration. A GLA compliant ballot took place during 2019. 431 residents voted in favour of regeneration, 66 against and 3 votes were void. Poplar HARCA are exploring options with a Joint Venture (JV) partner for the estates regeneration. Other landownerships are included within the more comprehensive options that Poplar HARCA are exploring, including land owned by LBTH.

The characterisation study has identified the opportunity to improve the thresholds and barriers between neighbourhoods within the study area, and the Teviot Estate offers a significant opportunity to improve integration and deliver a more legible street pattern in this area of the borough. The Leaside AAP Movement and Connectivity Study and the Council's Tall Buildings SPD have informed the building heights and routes within the proposals for the site.

Connectivity - Walking and Cycling
The estate has a sense of disconnectedness as it is bound by the A12 Blackwall Tunnel approach road to the east, the Limehouse Cut to the north and the DLR line to the west. St. Leonards Road is a key opportunity to better connect into routes along the canal and tie into routes towards the Lea.



Connectivity - Public Transport
PTAL within the area is relatively low and there is a bus route that connects through the southern part of the estate along Zetland Street. Bus routes along the A12 also serve the area and connect residents north to Bromley-by-Bow tube station. The DLR station at Langdon Park is within easy walking distance.

Open space
Langdon Park is an attractive public park on the edge of the estate. The park would benefit from proposals to add active frontage around its edge. Routes through the area connecting to the canal and riverside via other green spaces such as Jolly's Green should be enhanced.

Places of gravity
There are currently two small parades of shops that serve the Teviot estate. The estate is within easy distance of Chrisp Street District Centre for a more significant range of shops and services.

CONSTRAINTS

A lack of integration with the wider area caused by the A12, DLR route and canal is one of the constraints within the estate. A blank wall and garages separates the estate from the A12 and increase the lack of permeability. Retail and services are situated in many locations including two parades of shops and separate community services which makes it hard to identify the centre of the estate. The relationship with Langdon Park and legibility towards the DLR station could also be improved. There are a number of attractive listed buildings and other elements with positive historic character that should be carefully considered. Mature trees across the estate are valuable, particularly contributing a positive character along Zetland Street and Teviot Street.

Key

- Site
- New development
- Listed structure
- Shops
- School
- Community
- Vehicle routes
- Pedestrian route
- Bridge connection
- A12
- DLR edge

Constraints

Frontage

A key challenge with the existing estate is the illegible street structure created by the complicated arrangement of buildings that face away from vehicular routes. Streets often end in dead-ends and pedestrian routes are not well overlooked. This creates spaces within the estate which are not well used because they are not overlooked. Teviot Street, St Leonards Road and Zetland Street are important and legible connectors.

OPPORTUNITIES

A series of key design principles have been developed for the estate which are outlined below and numbered on the adjacent plan. This opportunity plan sets the high level design guidance to deliver a connected and integrated neighbourhood for new and existing residents. Care should be taken to integrate with the existing scale of the surrounding area and preserve elements of positive character, rather than completely reinventing a new character:

1. Improving Langdon Park

Langdon Park is a key green asset for the wider area, as well as Teviot Estate itself. Opportunities should be sought to extend and improve Langdon Park in its current location by ensuring that all of the park's edges are addressed by good quality frontage.

2. East/west connection

Strengthening the existing primary east/west Zetland Street as a focus of the new local centre should be a key move. This should become a more legible route towards the park and station and existing mature trees should be retained. This street will be a key point of onwards connection over the A12 towards new neighbourhoods to Lochnagar Street and routes along the Lea Riverside. A taller building may be appropriate at both ends of Zetland Street, marking this important route with its cluster of non-residential uses.

3. Community facilities and services

Community uses and services should be focused along Zetland Street and on the edge of Langdon Park. There may be an opportunity to help activate the park with a new community centre or cafe to serve existing and new residents. The relationships with the Spotlight Centre would need to be carefully considered.

4. Fronts and backs

Completing blocks by ensuring new development has clear fronts and backs such as along Teviot Street will deliver a legible street network that feels safe and overlooked.

5. Positively addressing the A12

Strengthening frontage and sheltering uses with a buffer of landscaping and appropriately designed development will be important in improving the relationship with the A12 and increasing permeability. Some taller elements will be appropriate here to help balance the scale of the width of the road and improve the quality of the environment within the estate. However, care should be taken that there is not a consistent scale along the route which would form a negative 'canyon' of tall buildings. Equally, varying the frontage line along the A12 will help to create diversity in approach to the route and the types of environment created by development.

6. A legible grid

An overall clear and simple street network with blocks that address the street and establish good connections with surrounding neighbourhoods

7. Connections to the canal

New routes onto the canal from within the neighbourhood should be promoted. A canalside open space and views into the neighbourhood should be promoted at the junction of Mallory Close and Teviot Street.

8. Historic assets

A series of assets along St Leonards Road should be protected and enhanced through appropriately scaled and sensitively designed neighbours, opportunities to frame views and investment in public realm.

9. Shortcut between St Leonard's Road and Zetland Street

A shortcut between the DLR/station and east/west connection should be provided in order to decrease the sense of distance between the DLR station and Zetland Street and Lochnagar Street.

10. Step by step

The opportunities plan illustrates a strategy that can be delivered piece by piece over time, not requiring the comprehensive redevelopment of the neighbourhood.

OPPORTUNITIES PLAN

Key

- Strong frontage
- Key axis
- Pedestrian route
- Riverside frontage
- Opportunity for height
- local centre / community uses

Key

- Proposed building
- Green space
- Pedestrian route
- New development
- Mature trees
- Improved public realm
- Retained buildings

POTENTIAL SCHEME

A scheme has been developed to help illustrate one way of redeveloping areas of the estate in response to the key principles set out above. Langdon Park is retained in its current position with intensification of its northern edge. The school is retained in its existing position with intensification within its boundary. Courtyard blocks are shown to the south of Zetland Street, with development including a number of towers, and new open spaces along the A12 and Teviot Street.

HIGH LEVEL CAPACITY

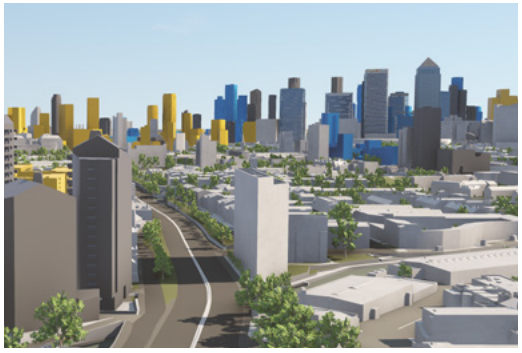
Design work has been undertaken to generate a high-level understanding of the potential capacity of the site. This has been done using a set of assumptions including an average unit size of 100 sqm GEA. The potential scheme delivers approximately the following:

- 1,650 homes
- 1-20 storeys
- 1,000 sqm retail space
- 2,250 sqm community space

13 + storeys (40m +)
9 - 12 storeys (29 - 38,5m)
5 - 8 storeys (16,5 - 26m)
1 - 4 storeys (4 - 13,5m)

Tallest buildings:
A: G+19 storeys - circa 64m
B: G+19 storeys - circa 64m
C: G+14 storeys - circa 48m

Existing



Existing view - South along A12 and Limehouse Cut

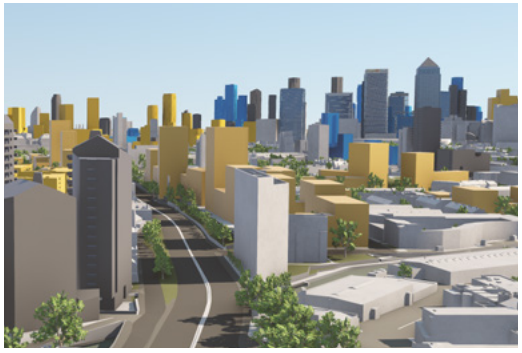
Existing view - South along A12

Existing view - South along Teviot Street

Existing view - East across Langdon Park

Existing Teviot Estate

Potential



Potential view - South along A12 and Limehouse Cut

Potential view - South along A12

Potential view - South along Teviot Street

Potential view - East across Langdon Park

Potential Teviot Estate

Scale and massing

The existing estate is relatively consistent in scale with most buildings at three storeys. Newer development along the canal edge has raised the average heights with a tower on the corner of the A12 rising to thirteen storeys. New towers at Langdon Park Station to the south west corner of the site have also changed the surrounding context.

The potential options deliver an uplift in scale from the existing estate. Courtyard blocks are of a range in scale between three storeys to deliver town houses to allow daylight into the centre of blocks, with typically up to five and six storeys on the north/south blocks.

Opportunities for taller buildings at a number of limited points across the estate have also been identified. These taller points have been identified as between ten and twelve storeys in key locations including at junctions and to create varied scale along the edge of the A12, which is an important principle. In line with the guidanve in the Tall Building SPD,19 storeys have been identified as appropriate at two key moments along the A12, one of which marks the junction with Zetland Street.

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