

20. Sub-area 3: Lower Lea Valley

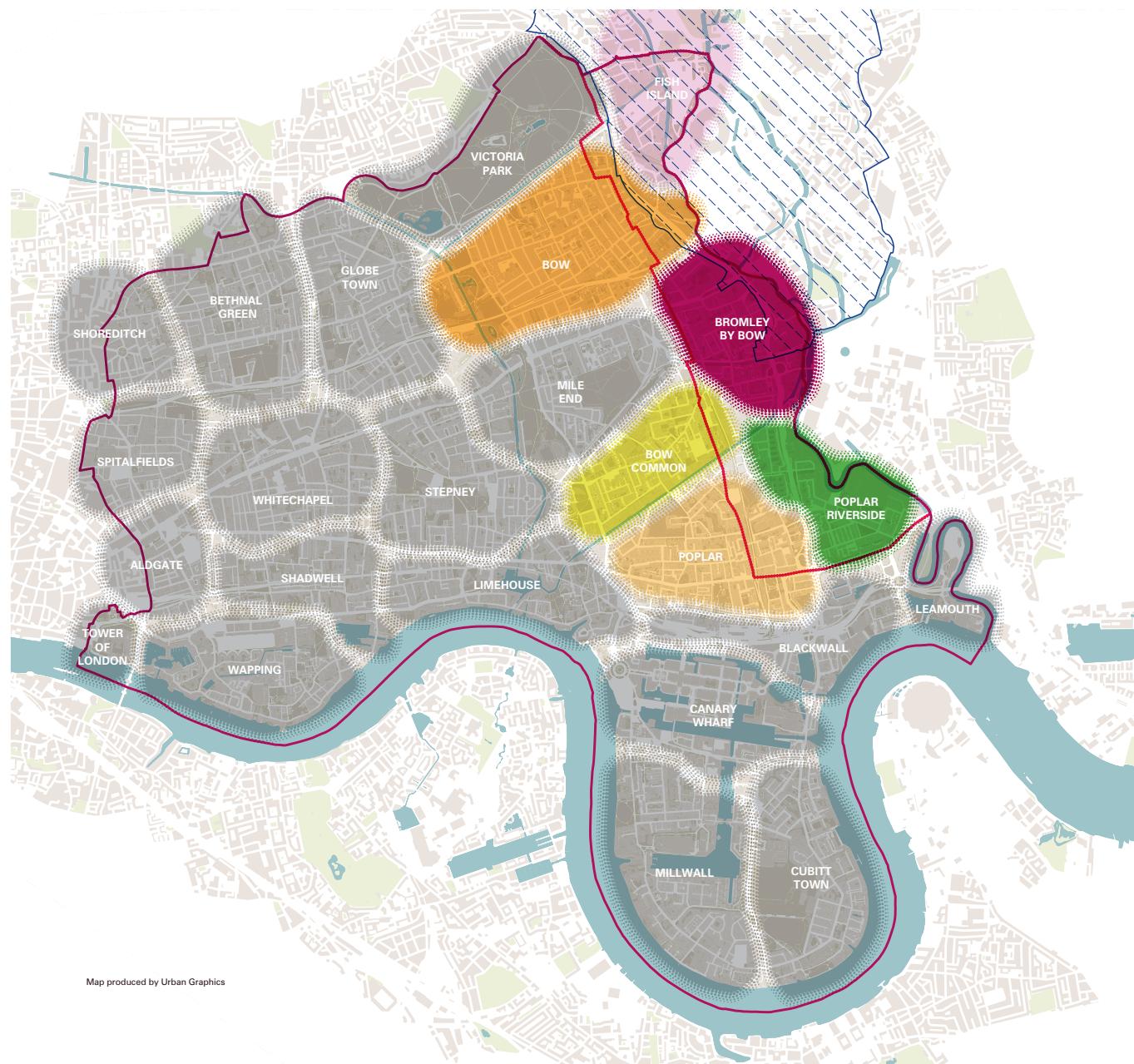
Location

20.1 The Lower Lea Valley sub-area is located on the eastern side of the borough and forms part of the wider London Plan's Lower Lea Valley opportunity area which stretches north comprising the boroughs of Newham and Hackney.

20.2 The London Legacy Development Corporation lies to the east of this area, and is the planning authority for the Fish Island and Bromley-by-Bow character places within the borough, as well as Queen Elizabeth Olympic Park and surrounding areas.

20.3 The sub-area is a collection of vibrant and distinctive town centres, transport interchanges and residential areas. The sub-area comprises six distinct character places. The Tower Hamlets Urban Structure and Characterisation Study provides further information on the key elements of the local character of each place.

Figure 31: Character places in Lower Lea Valley



Vision for Lower Lea Valley

By 2031, the Lower Lea Valley will experience comprehensive regeneration and redevelopment of former and underused industrial areas. Connectivity will be transformed with a series of new bridges and riverside walkways across the River Lea, and crossings along the A12 and A13, which will integrate existing and new communities in the area.

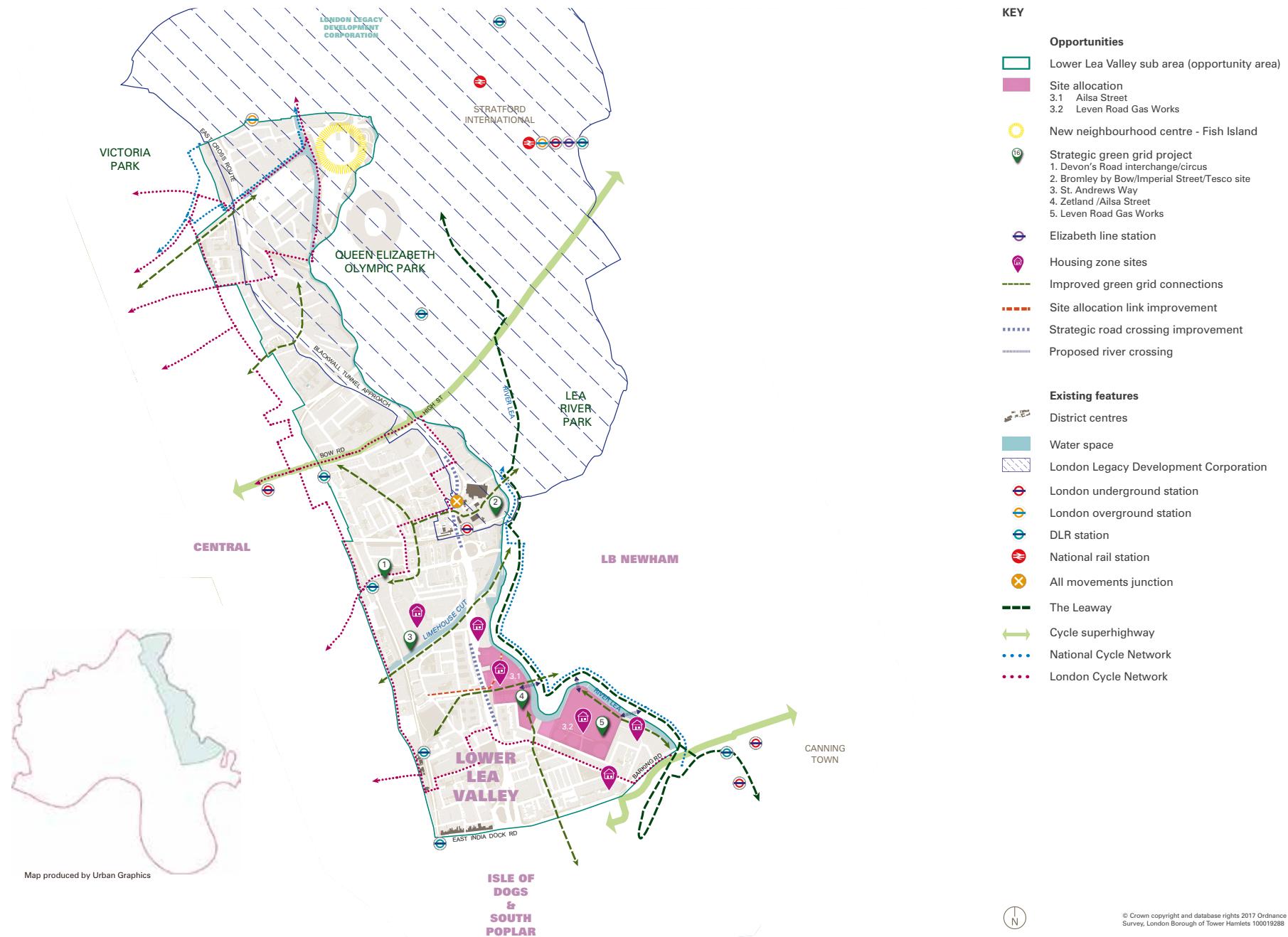
The development of the Lea River Park (including the Leaway) will provide a new strategic publicly green space and a series of new pedestrian and cycling routes, linking the River Lea to London's wider green grid network.

Development in the area will have sufficient transport and social infrastructure to facilitate the creation of thriving mixed communities alongside vibrant neighbourhood centres. Housing provision will be accelerated through the Poplar Riverside Housing Zone and delivered alongside new local employment, enterprise and business opportunities.

20.4 To achieve this vision, our objectives are to:

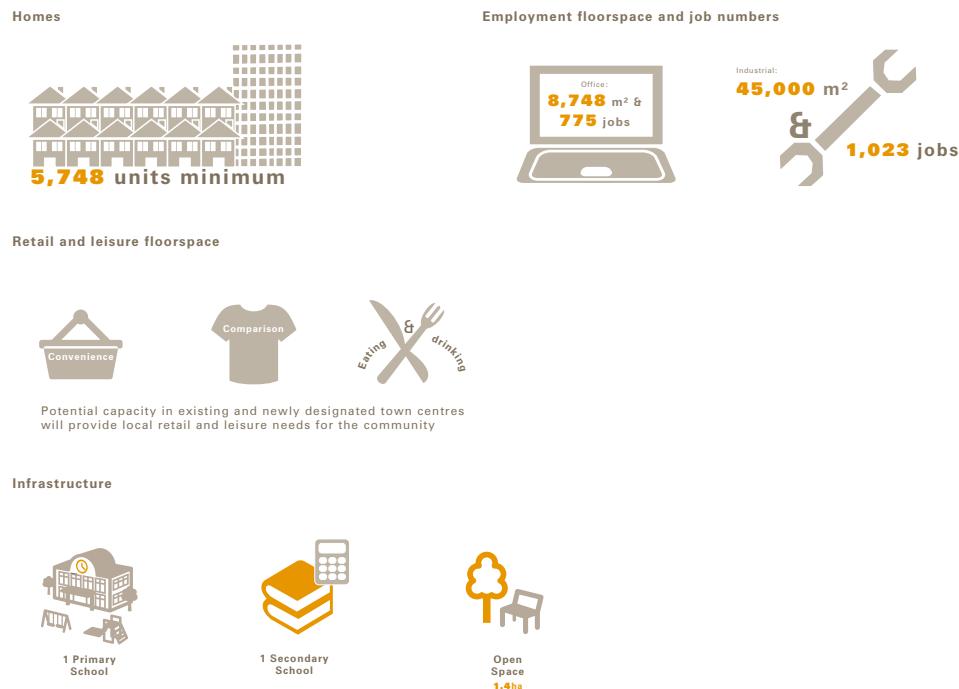
- a. Improve strategic connections to overcome the physical barriers to movement created by the A12, A13 and the waterways
- b. Deliver the Lea River Park (including the Leaway) to provide a network of interconnected water and open spaces, green walking and cycling routes and improve access to and along the River Lea
- c. Improve local connections by creating a street pattern that increases permeability for ease of pedestrian and cyclist movement
- d. Support existing and new neighbourhood centres by improving accessibility to them to ensure they act as the civic heart of surrounding communities
- e. Contribute towards the delivery of new affordable homes and community facilities through Poplar Riverside Housing Zone regeneration
- f. Optimise former industrial/employment land and protect designated industrial areas whilst sensitively integrating industrial activities into their site context.

Figure 32: Vision for Lower Lea Valley



Development potential

20.5 By 2031, development within the Lower Lea Valley will be required to accommodate the following uses to meet the future needs of the borough⁸³.



Delivering sustainable places: Lower Lea Valley sub-area development principles

20.6 In line with Policy S.SG1, all development in the Lower Lea Valley sub-area will seek to deliver the following.

Creating attractive and distinctive places

1. Re-use existing heritage buildings and ensure they are well integrated into new development.
2. Positively respond to the historic industrial character of the area (including heritage assets) and reinforce its local distinctiveness.
3. Maximise opportunities to provide access to the waterways and ensure buildings and public spaces positively respond and engage with the wateredge.
4. Improve public realm and provide active frontages along the A12 and A13 to address the severance.
5. Support the provision of family housing, affordable workspace and new liveable neighbourhoods which benefit from the best possible urban design.

Meeting housing needs

6. Contribute to the delivery of new homes by creating a network of lifetime neighbourhoods for new and existing communities.
7. Maximise the provision of affordable housing, as well as a tenure mix and unit sizes that reflect the local housing needs and priorities, in particular family housing.

⁸³ Development potential figures are indicative and should not represent a ceiling on new development. They are derived from the housing trajectory (see Appendix 7), the Employment Land Review and the Town Centre Retail Capacity Study.

Delivering economic growth

8. Retain and encourage employment use particularly within the strategic industrial locations and local industrial locations.
9. Work with managed workspace providers to ensure the provision, management and maintenance of employment workspace is flexible and responds to the local economic needs of micro and small businesses, including those within the creative, technological and cultural sectors, alongside supporting facilities (e.g. childcare).
10. Support the expansion and provision of creative and digital clusters which support training, technology and incubator workspaces within new development, especially along the A12.

Revitalising our town centres

11. Strengthen the role and function of town centres through encouraging activity with a range of retail units and employment business spaces, including small shops and workspaces suitable for independent operators.
12. Provide complementary retail uses outside town centres to support new development. Retail provision should ensure an appropriate balance of town centres uses which do not detract from, or threaten the role and function of nearby town centres.

Protecting and managing our environment

13. Contribute positively towards biodiversity and ecology through landscaping that will create a unique building setting by bringing green spaces and wetland areas into the built environment.
14. Support the provision of innovative waste management and recycling storage and collection systems.
15. Improve air quality and reduce exposure to poor air quality.
16. Provide buffers comprising green infrastructure along the A12 and A13 to mitigate noise and air pollution.

Enhancing open spaces and water spaces

17. Expand and enhance the green grid network through new links and provision of planters, green walls and other green infrastructure, particularly along Devons Road DLR station, along and across the Limehouse Cut and the area surrounding Ailsa Street site allocation.
18. Create a riverside walk with provision of open space along the edge of River Lea to providing strategic green links to sites in the area.
19. Secure the delivery of the Lea River Park (including the Leaway) in line with the principles identified in the Lea River Park Design Guide and Primer.

Improving connectivity and travel choice

20. Overcome barriers to movement and ensure existing and new communities across the sub-area are integrated via a network of new and improved strategic and local connections, including the promotion of walking, cycling and the use of public transport.
21. Improve the area's permeability and legibility to key destinations, aligning development with the existing street network and providing new or improved links with the green grid network.
22. Deliver additional crossings over the A12, A13 and the River Lea at identified suitable locations, to provide cross-borough connections including proposed additional footbridges at Ailsa Street and Leven Road.
23. Support the provision of new and extended bus routes through sites to maximise access to public transport.

Relevant links

20.7 A number of planning policy documents are particularly relevant to this area and should be considered alongside the guidance in this section. These include the following.

Greater London Authority

- Lower Lea Valley Opportunity Area Framework (2008)
- Olympic Legacy Supplementary Planning Guidance (2011)

London Legacy Development Corporation

- Local Plan (2015)
- Hackney Wick and Fish Island Supplementary Planning Document (2017)
- Bromley-by-Bow Supplementary Planning Document (2017)

London Borough of Tower Hamlets

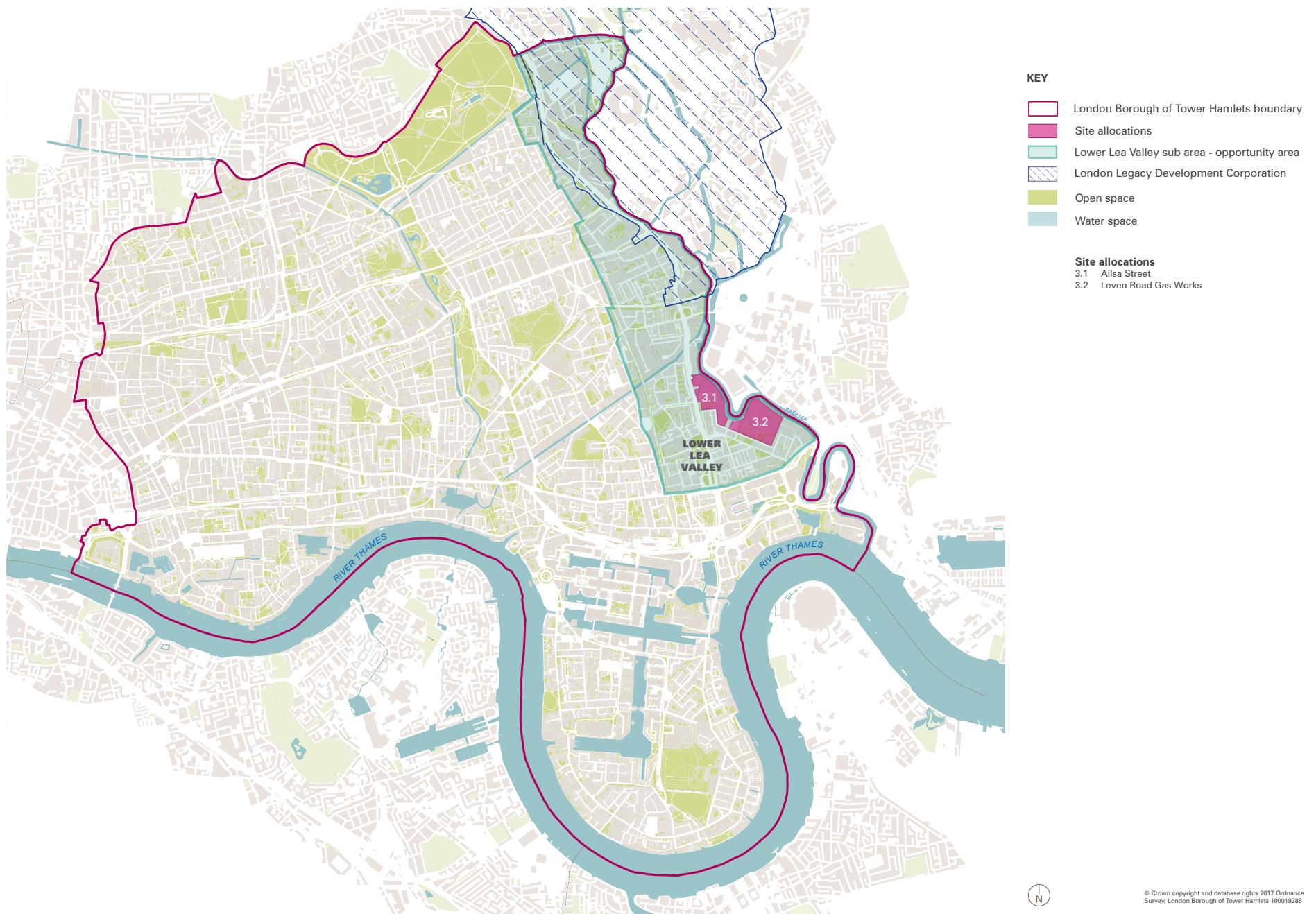
- Ailsa Street Planning Framework (2016)

Site allocations

20.8 The site allocations for the Lower Lea Valley sub-area are:

- 3.1: Ailsa Street
- 3.2: Leven Road Gas Works

20.9 The land use, infrastructure and design requirements for each site allocation are set out in the following profiles.

Figure 33: Lower Lea Valley site allocations

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3.1: Ailsa Street

Design principles

Development will be expected to:

- a. respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment
- b. protect or enhance and integrate heritage assets on site, including Poplar public library and Bromley Hall, and in the surrounding areas
- c. mitigate the impact of noise and air pollution generated by the A12, with a green buffer and/or alternative mitigation measures
- d. step back from the River Lea to avoid excessive overshadowing and provide active frontage on the riverside
- e. improve walking and cycling connections to, from and within the site - specifically to and along the River Lea to Bromley-by-Bow District Centre, Aberfeldy Neighbourhood Centre and to Langdon Park DLR station. These should align with the existing urban grain to support permeability and legibility
- f. integrate the site with the green grid route to assist with activating the riverside and improve access to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park
- g. provide an active and well-defined street frontage along Lochnagar Street, and create a stronger east-west link between the River Lea and the Langdon Park DLR station
- h. improve riverside accessibility and provide amenity in the form of consolidated publicly accessible open space
- i. improve biodiversity and ecology along the water edges and within open spaces
- j. improve the quality of and create a positive sense of place in the form of an active square at the corner of the A12 and Lochnagar Street
- k. provide and secure the necessary land to facilitate the delivery of a new bridge over the River Lea, and

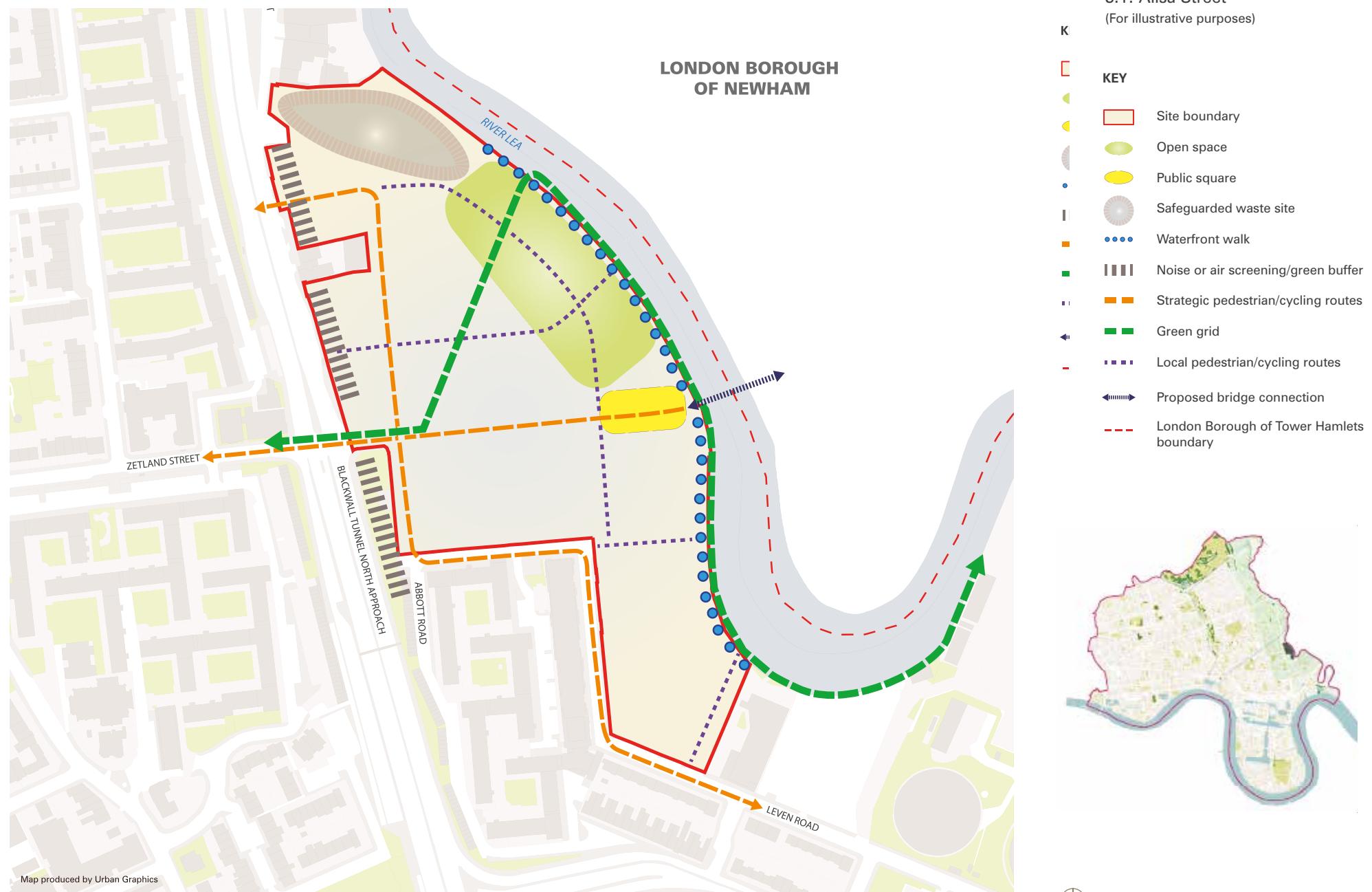
- I. facilitate a new or extended bus route through the site to enhance access to public transport.

Delivery considerations

- a. Effective engagement between landowners, developers and leaseholders is needed to facilitate potential land assembly and comprehensive redevelopment.
- b. The construction and operation of a waste management facility on the safeguarded site will need to accord with Policy S.MW1.
- c. Access to public transport and delivery of a walking and cycling bridge across the River Lea will need to be improved in line with the phasing of development and in coordination with the London Borough of Newham.
- d. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.

Address	Ailsa Street
Size (hectares)	5.76
Public transport accessibility levels	1a-3 (2015), 1a-3 (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none"> ● Housing ● Employment: Provision of employment numbers through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail. ● Retention of the safeguarded waste site
Infrastructure requirements	<ul style="list-style-type: none"> ● Small open space (minimum of 0.4 hectares) ● Primary school

Figure 34: Ailsa Street





3.2: Leven Road Gas Works

Design principles

Development will be expected to:

- a. respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its riverside location. In particular, it should deliver an appropriate transition in scale, sensitive to the amenity of adjoining residential properties and buildings in close proximity. The new streets should complement the existing network and deliver active frontages
- b. retain and reuse parts of the dismantled gas holder no. 1 within the future development
- c. reflect the industrial heritage of the site through measures such as, but not limited to, public art, landscaping and building design
- d. step back from the River Lea to avoid excessive overshadowing and enable activation of the riverside
- e. maximise the provision of family homes
- f. consider opportunities to provide bespoke waste collection (e.g. underground waste systems)
- g. ensure the open space is designed and usable for sport and recreation and located adjacent to the River Lea, featuring the Leaway and water spaces. It should meet the minimum size of one hectare
- h. improve walking and cycling connections to, from within the site - specifically to link with the River Lea Park walk, Aberfeldy Neighbourhood Centre to Langdon Park DLR station and East India DLR station
- i. improve public realm with active site edges, specifically along Leven Road
- j. integrate the site with the green grid route to assist with activating the riverside and improve access from the open space to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park

- k. provide safe pedestrian and cycling access to the secondary school
- l. improve biodiversity and ecology along the water edges and within open spaces
- m. safeguard land within the site to facilitate the delivery of new crossing(s) over the River Lea to improve access to the major transport interchange at Canning Town and ensure continuity of a green link to Cody Dock; and ensure that the safeguarded land is carefully incorporated into the future development and the Leaway, and
- n. facilitate a new or extended bus route to serve the site to enhance access to public transport.

Delivery considerations

- a. Development should acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment and address any environmental pollution and on site decontamination requirements caused by the gas works.
- b. Access to public transport and pedestrian and cycle connectivity across the River Lea will need to be improved in line with the phasing of development and in coordination with London Borough of Newham.
- c. Open space should be delivered in the earliest phase of development.
- d. Prior to demolition, the gasholders on the site did not accommodate any employment floorspace and therefore this floorspace does not need to be re-provided as part of any new scheme.
- e. Development should accord with flood mitigation and adaptation measures in the borough's Strategic Flood Risk Assessment and sequential test and the Thames Estuary 2100 Plan.
- f. An assessment should be carried out to understand the potential contamination on site prior to any development taking place.
- g. Development will be expected to implement the actions identified in the Thames River Basin Management Plan to support delivery of the objectives of the plan, in accordance with regulation 17 of the Water Environment Regulations 2013.

Address	Leven Road
Size (hectares)	8.56
Public transport accessibility levels	0-2 (2015), 0-2 (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none"> ● Housing ● Employment: Provision of new employment floorspace through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail.
Infrastructure requirements	<ul style="list-style-type: none"> ● Strategic open space (minimum of 1 hectare) ● Secondary school

Figure 35: Leven Road



3.2: Leven Road Gas Works
(For illustrative purposes)

KEY

- Site boundary
- No 1 gasholder
- Open space
- Waterfront walk
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes
- Proposed bridge connection
- London Borough of Tower Hamlets boundary



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