

MAYOR OF LONDON



Isle of Dogs and South Poplar

OPPORTUNITY AREA PLANNING FRAMEWORK

SEPTEMBER 2019

An aerial photograph of the London skyline, featuring several prominent skyscrapers. The Shard is visible on the left. In the center, a tall, modern glass skyscraper is the focal point. To its right, another tall building is visible. The background shows a dense urban landscape with various buildings and a hazy sky. Overlaid on the image are several red construction cranes, some of which are positioned near the central skyscraper. The text is overlaid on the left side of the image.

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Acknowledgments

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Glossary



Mayor's Foreword

I am proud to be Mayor of a city that is growing. London is a beacon of progress, tolerance and diversity. Our city is a melting pot of different faiths, ethnicities and nationalities. More than 200 languages are spoken here. Our city is also a magnet for talent. This extraordinary diversity, entrepreneurial spirit and cosmopolitan culture is what sets our great city apart. Our rapidly expanding city plays a leading role as a world capital in finance, research and innovation, tourism, culture and the arts.

The Isle of Dogs and South Poplar plays a key role in London's success and as the city grows, I want this to continue. Like London, the area's biggest asset is its people, who are as resilient and diverse as the city itself. The area has some of the best new transport links in London (Jubilee line, DLR and the Elizabeth Line) as well as Canary Wharf which serves as one of London's globally important office areas. As well as being a global beacon of progress, the area has cultivated a engaged local community, who are working together to enhance the assets such as Mudchute Farm and the water spaces which make the area so special.

But the success of this Opportunity Area, like the success of London, has also created challenges. Growth can place pressures on our environment, housing, workspace, and infrastructure. It impacts everything from social and cultural infrastructure to public space and the transport network. It affects the togetherness of communities, our quality of life, and our prospects to thrive. There are many development opportunities in the Isle of Dogs and South Poplar, and development pressure here continues to

build. However, without a plan in place, this growth is causing unacceptable impacts on existing local communities from construction in the short term to provision of the necessary supporting facilities for these developments in the long term.

I want the Isle of Dogs and South Poplar to continue to support its local communities, and for this to happen all growth here should be Good Growth . This means designing a city that functions well, is attractive and addresses the stark inequality that exists here. I want London to be a city where all Londoners have an opportunity to be part of our city's prosperity. People, places and prosperity are inseparable to the idea of Good Growth. If you take one away, the whole idea falls. The Greater London Authority's (GLA) planning role is to guide the growth of jobs and homes for all of London, and this Opportunity Area has a key role to play in delivering this.

This OAPF sets out a unique plan for a unique and important area to help manage current impacts of growth and establish a framework for future delivery. This will enable the Isle of Dogs and South Poplar areas to become better integrated and connected and for the entire Opportunity Area to reach its full potential of well-supported and sustainable Good Growth.

Sadiq Khan Mayor of London



Part one

Introduction

Chapter contents

- 1.1** Strategic growth context
- 1.2** Why the Isle of Dogs and South Poplar?
- 1.3** What are the opportunities in the Isle of Dogs and South Poplar?
- 1.4** Testing development capacity
- 1.5** Talking to local communities
- 1.6** The vision and objectives of this OAPF
- 1.7** How will this OAPF be used?

Chapter objectives

- Ensure a flexible plan that responds to issues resulting from growth
- Set out the context for a focus on delivery

LONDON IS G R

What is Good Growth?

Good Growth responds to the need to build homes, neighbourhoods and workplaces for a rapidly expanding city. Good Growth by design is the Mayor of London's plan to create a successful, sustainable and inclusive city that works for all Londoners.

This means that new development should benefit everyone who already live here and should be sensitive to the existing local context. It should also be environmentally sustainable and physically accessible and should prioritise high density, mixed-use developments to create a compact city in which communities are well connected and are participants in planning for change.

The Mayor's Good Growth Fund supports growth and community development in London (see www.london.gov.uk/goodgrowthfund)



LONDON NEEDS TO BUILD

+ 66,000 HOMES A YEAR

London's population is growing and at a faster rate than previously predicted. Our population is projected to increase by 70,000 every year, reaching 10.5 million in 2041. This means that just to meet demand, at least 66,000 homes need to be built, along with space for tens of thousands of new jobs every single year.

As more people choose to live and work in this great city, there will be increased pressure on land, infrastructure and services. These pressures must be managed if London is to maintain its attractiveness for current and future residents, businesses and visitors.

The majority of this growth in jobs and homes will need to be accommodated within existing urban areas in London – particularly in those areas with transport capacity or

R O W I N G



8.8 MILLION RESIDENTS **TODAY**
10.5 MILLION RESIDENTS BY **2041**

planned upgrades such as Opportunity Areas.

Delivering intensified development around stations and well-connected town centres allows more people to live and work in convenient locations and reduces pressure on the transport system. This also allows land for employment, industrial uses and green open spaces to be protected. Any growth in housing and jobs must also ensure the city works for all Londoners and continues to provide for all of its peoples' needs. These needs include access to decent and genuinely affordable housing, a range of job opportunities, culture, social and transport infrastructure, well-designed and accessible places and a healthy environment. Delivering development which meets these needs is delivering Good Growth.

Focusing on Delivery

The Mayor of London wants to see the components of Good Growth as a guiding principle across all Opportunity Areas. This Opportunity Area Planning Framework (OAPF) sets out a plan for delivering Good Growth in the Isle of Dogs and South Poplar.

It is a delivery-focused and flexible planning document which takes a long-term view to 2041 for how the Isle of Dogs and South Poplar Opportunity Area can effectively and sustainably contribute to London's strategic growth demands while maintaining the unique qualities that make it an attractive place to live, work and visit.

1.1

The opportunity in East London

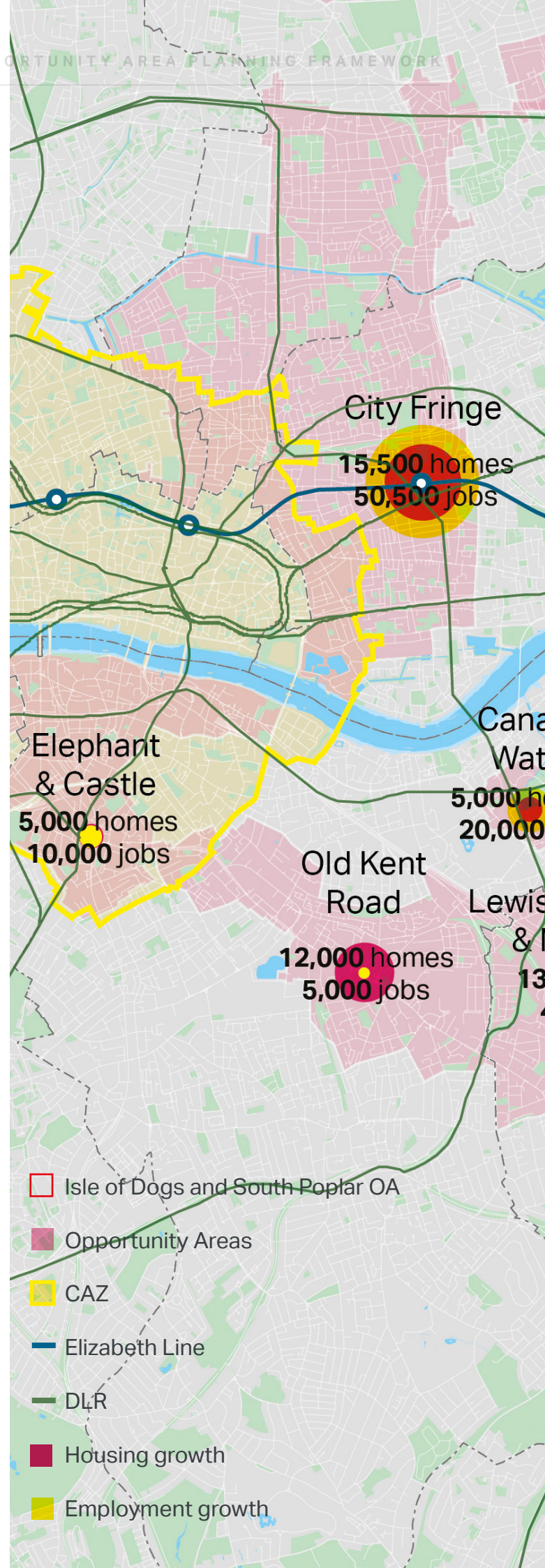
There is a cluster of 12 Opportunity Areas in this part of East London. Within this cluster it will be important to maximise the opportunities to deliver vibrant new places that are well-connected to each other. For this reason, improving connectivity, sustainability and placemaking are central to this OAPF.

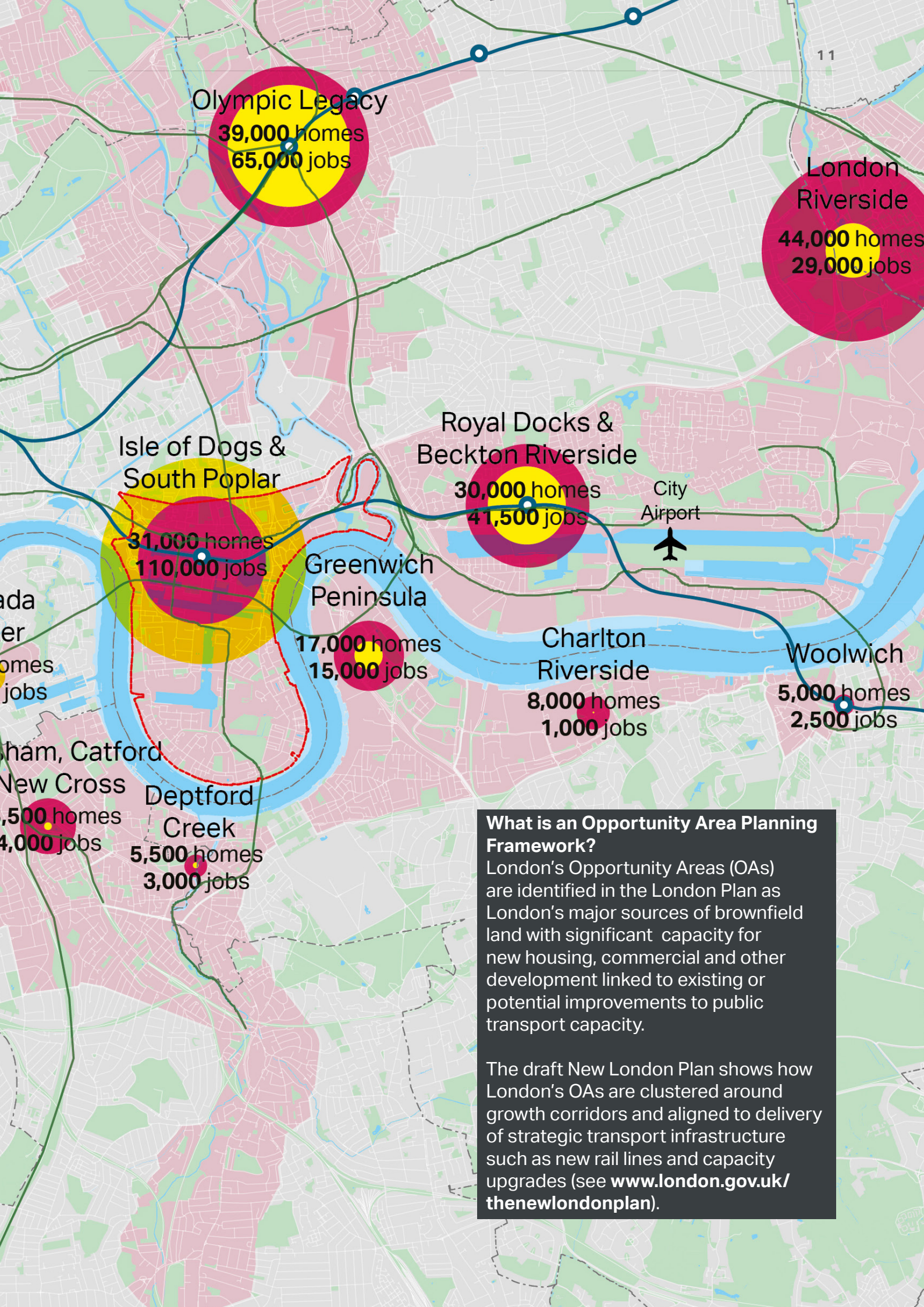
The Isle of Dogs and South Poplar Opportunity Area has a key role at the epicentre of this growth. It covers a significant land area (390 hectares) located at the heart of the wider opportunity for growth in East London.

The OA has many unique physical characteristics which are part of its unique makeup, but which also represent constraints:

- It is made up of a series of separate and distinct areas; the Isle of Dogs, Canary Wharf, and South Poplar to the north of the DLR and Aspen Way. Moving between these areas is made difficult by these of physical constraints
- It is a compact area, surrounded on all sides by the River Thames
- There are only two principle highway access points on and off the island.
- The historic docks are a key part of the area's character and context but they can break up the flows of internal movement between different areas.
- A number of conservation areas protect the area's dockland heritage.
- Canary Wharf tall building cluster sits within a number of strategic views including the background of the London Panorama from Greenwich Park.

> FIG 1.1 Growth opportunities in East London





What is an Opportunity Area Planning Framework?
 London's Opportunity Areas (OAs) are identified in the London Plan as London's major sources of brownfield land with significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport capacity.

The draft New London Plan shows how London's OAs are clustered around growth corridors and aligned to delivery of strategic transport infrastructure such as new rail lines and capacity upgrades (see www.london.gov.uk/thenewlondonplan).

1.2 Why the Isle of Dogs and South Poplar?

As the centre of London expands eastwards, Tower Hamlets will have an increasingly important role as one of a number of key boroughs for delivering London's growth. To meet housing need in London, there are identified Opportunity Areas across the whole city. However, the IoD and SP sits at the very epicentre of a wider growth area across east London towards the wider south east and with the major global economic centre of Canary Wharf at its heart, this Opportunity Area is key not only to London's ongoing success but also to the ongoing financial and reputational success of the UK on a global economic stage. As such an economically important area with good transport links and identified development capacity, it has the potential to make a valuable contribution towards London's housing and employment needs.

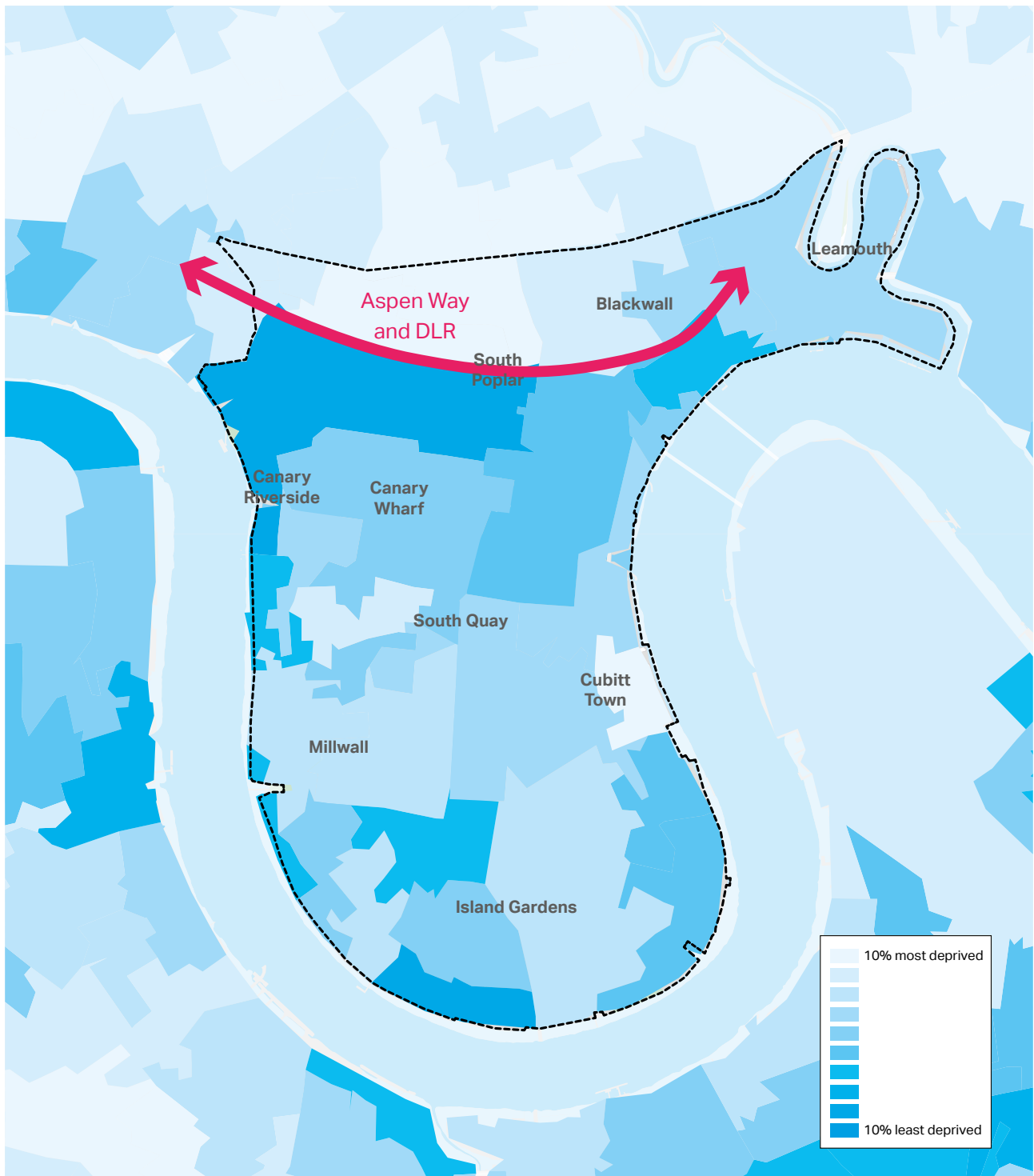
However, to reflect the principles of Good Growth delivery in the OA must also meet the needs of the existing local communities of the Isle of Dogs, South Poplar and the wider Tower Hamlets and east London areas. While this OA has great delivery potential, there are also planning related issues which need to be addressed to ensure the ongoing success and cohesion of the local communities. There is stark contrast between the affluence of Canary Wharf as a business hub with its surrounding high density residential development and the adjacent wards in South Poplar which are among some of London's most deprived in socioeconomic terms. Figure 1.1 sets out clearly the disparities in opportunities caused by the severance effect of physical infrastructure. This OAPF has an overarching objective to ensure that the benefits of growth - whether this is delivery of genuinely affordable housing, access to employment and training opportunities, delivery of enhanced green and public spaces or the delivery of improved social and community infrastructure - are shared equally among all of the local communities in this OA. A key driver for achieving this is to overcome the physical barriers of the DLR tracks and Aspen Way, through proposals for better connections and supporting the delivery of this improved physical infrastructure with an approach to planning which increases and facilitates access to the opportunities afforded by the new development that is currently taking place. This OAPF responds to local policies to make a long term plan for the future growth of the OA which responds fully to local community needs while maximising the potential for delivery.

This OAPF also acknowledges the pressures of development growth. It examines how current construction management impacts on local people can be minimised and stresses the need to ensure that development proposals are well-coordinated by making a number of suggestions for how the delivery of growth in this area can be managed in the short, medium and long term.

Who is this OAPF for?

This OAPF provides further planning guidance to the London Plan to 2041 and aligns with the London Borough of Tower Hamlets emerging Local Plan to 2031. It provides flexible supplementary guidance for the future development and delivery of this OA for use by all planning and development professionals. It should be noted that the emerging London Plan and Local Plan on adoption will have greater weight than this SPG and should be referred to in the first instance.

Through public engagement and consultation there has been an opportunity for local communities to input their needs for the future development of the Isle of Dogs and South Poplar OA into this document. The OAPF sets out a framework for delivery and makes a number of recommendations to ensure that the level of growth achieved in this OA is able to be supported through timely provision of social and transport infrastructure.



^ FIG 1.2 Indices of Multiple Deprivation in the Isle of Dogs and South Poplar (2015)
Aspen Way and the DLR form a socio-economic barrier between Canary Wharf and Poplar

1.3

What are the opportunities in the Isle of Dogs and South Poplar?

The Isle of Dogs and South Poplar OA is unique due to its challenging physical characteristics but also because of a vibrant existing community. In addition new jobs and homes are already being delivered here with intense development pressure causing impacts for the existing local residents.

This area has been growing for a number of years and we expect it to continue to grow. Some 19,000 new homes have been granted planning permission, many of which are in the form of very high-density residential towers. Because of this development interest and ongoing activity, the OA has in fact already exceeded the 2011 London Plan minimum target of 10,000 new homes and there are a number

of remaining potential development sites and opportunities for growth in this OA.

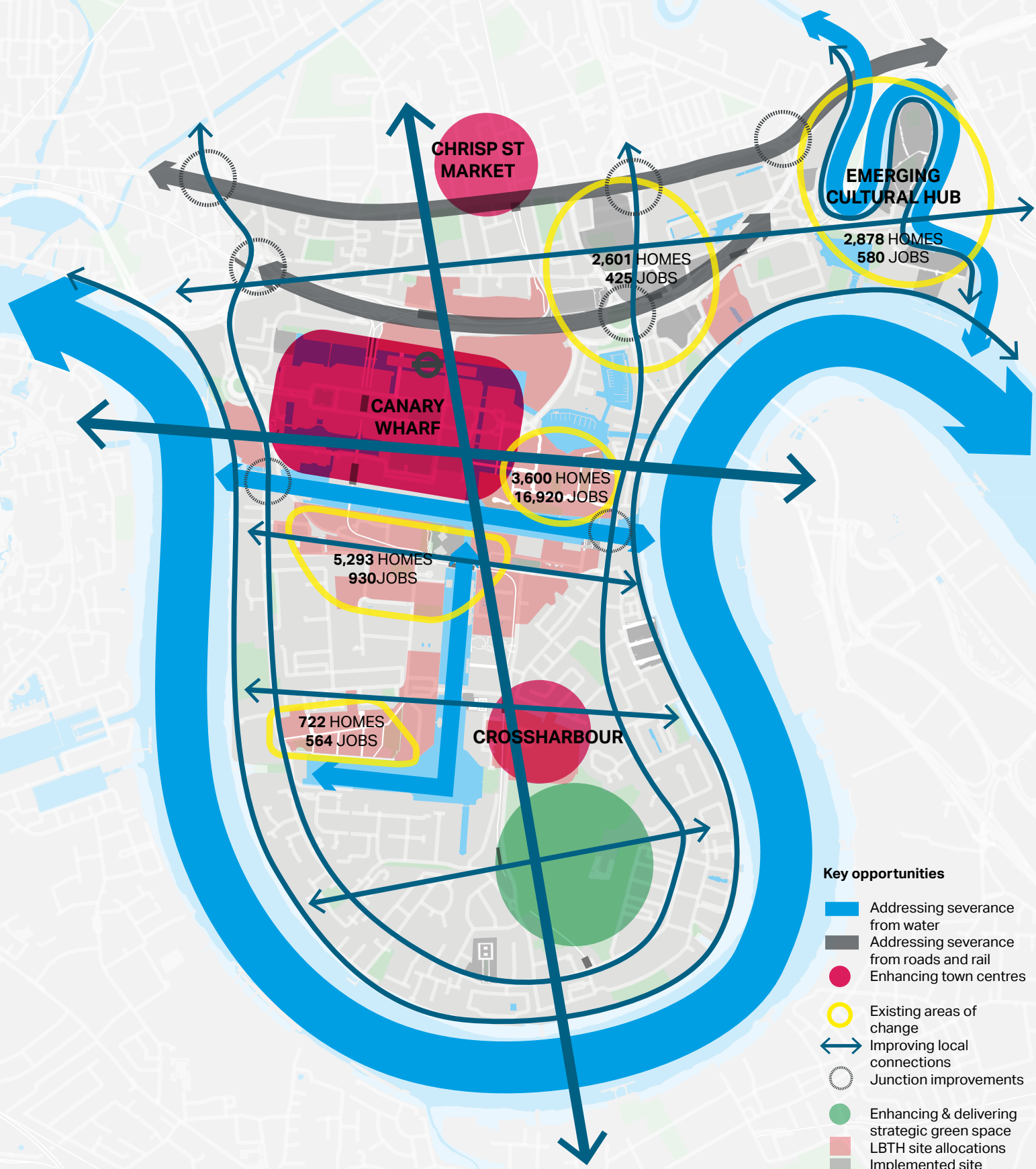
However, this OA can only reach its full growth potential if the principles of Good Growth are applied and new development is planned and delivered in a co-ordinated and sustainable way. Enhancing the levels and quality of growth in this location will depend on enabling the delivery of all necessary supporting transport and social infrastructure and ensuring the benefits of growth are shared with all communities.

Key opportunities for growth



> FIG 1.3 Growth opportunities in the Isle of Dogs and South Poplar

NB: All plans are indicative and should not be interpreted as development proposals



- Key opportunities**
- Addressing severance from water
 - Addressing severance from roads and rail
 - Enhancing town centres
 - Existing areas of change
 - Improving local connections
 - Junction improvements
 - Enhancing & delivering strategic green space
 - LBTH site allocations
 - Implemented site

1.4

Testing development capacity in the Isle of Dogs and South Poplar. Three scenarios

The London plan sets minimum targets for housing delivery. The Isle of Dogs and South Poplar is experiencing high development pressures, and it is important we do not underestimate this growth and the infrastructure needed to support it. This document has therefore undertaken sensitivity testing above and beyond housing targets to create a robust and adaptable plan to ensure that this OA, and the strategic role it plays in the UK economy are future proofed.

As part of the evidence base for this OAPF, a detailed site capacity study has been undertaken. The study estimates the increased development potential of the area by using a methodology that examines:

- different development densities
- different amounts of developable land.

This work has been underpinned by a placemaking strategy outlined in Part 5. This study has indicated that should the current rate of development in the Isle of Dogs and South Poplar continue, the potential number of new homes in the OA could exceed the baseline Tower Hamlets emerging Local Plan target by up to 17,000 homes by 2041, with a potential additional 110,000 jobs by 2041. These figures have been presented as three growth scenarios: baseline, high and maximum (see 1.4 opposite).

It is recognised that many variables could impact on these future rates of growth across London, such as changes to the strength of the housing market and

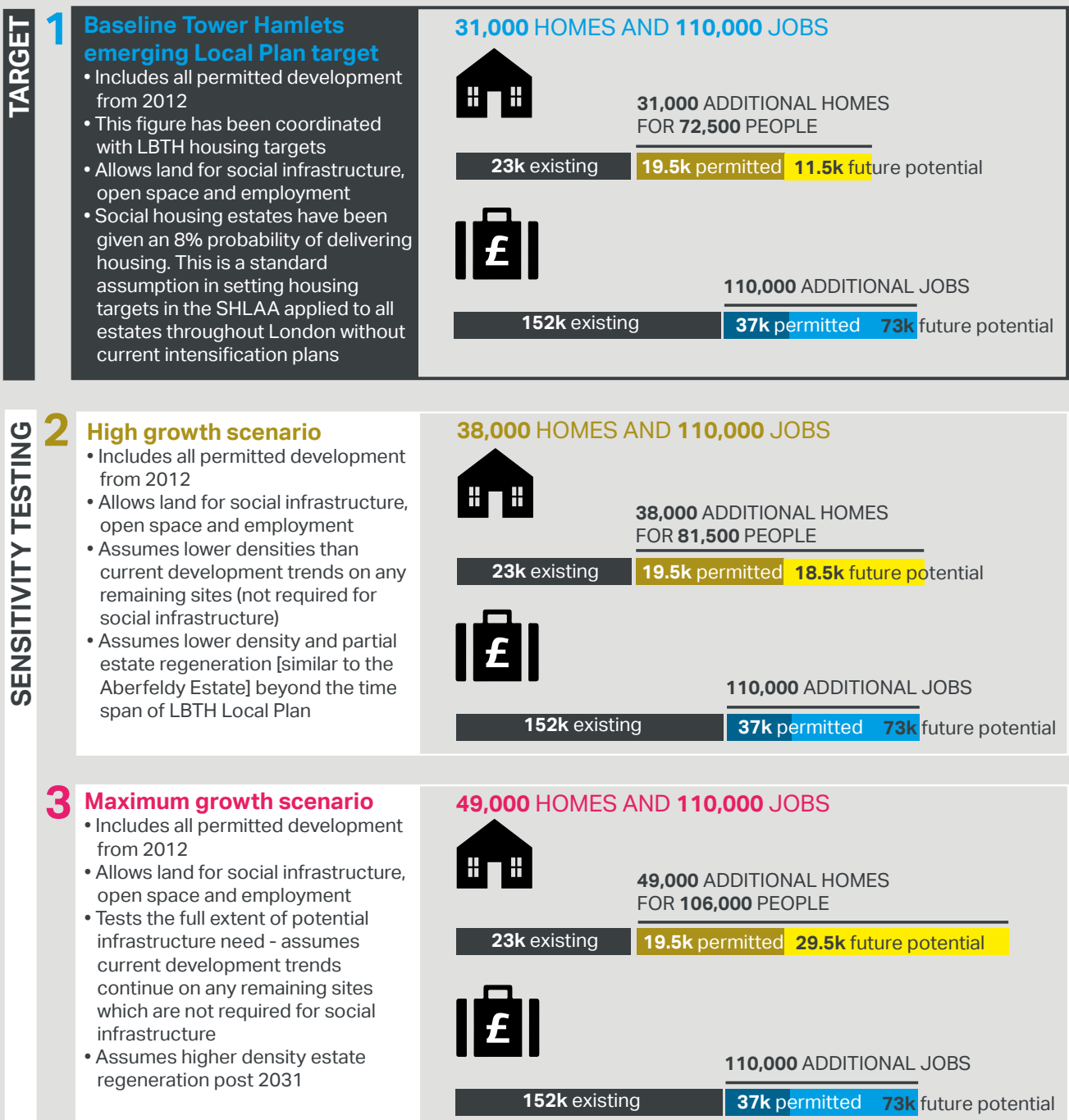
economy, especially in uncertain times as the UK continues its negotiations to leave the European Union. For this reason this OAPF needs to set out a flexible plan that is regularly reviewed.

However, the scale of growth even at the lowest end of this potential range (which is aligned with the emerging Tower Hamlets Local Plan and New London Plan figures), will still require careful planning to deliver Good Growth by ensuring supporting social and transport infrastructure is provided.

The baseline housing target aligns with the Tower Hamlets emerging Local Plan to 2031. The high and maximum growth scenarios are GLA indicative capacities to 2041 and should not be read as housing or employment targets, as they are not in the Local Plan and have not been assessed against an Integrated Impact Assessment (IIA). Any development coming forward that triggers capacity above the baseline target and/or densities set out in the London Plan density matrix will need to undertake further detailed assessments to ensure that the principles of Good Growth are implemented. Further information can be found in Part 6.

The baseline housing target aligns with the Tower Hamlets emerging Local Plan to 2031. The high and maximum growth scenarios are GLA indicative capacities to 2041 and should not be read as housing or employment targets, as they are not in the Local Plan and have not been assessed against an Integrated Impact assessment (IIA)*. Any development coming forward that triggers capacity above the baseline target and/or densities set out in the London Plan density matrix will need to undertake further detailed assessments to ensure that the principles of Good Growth are implemented. Further information can be found in Part 6.

* The IIA is in accordance with the OAPF SEA Screening Determination (March 2018) which states: 'The OAPF does not include specific policies, proposals or site allocations which could alone determine or provide significant support for development proposals within the Isle of Dogs and South Poplar Opportunity Area'.



^ FIG 1.4 Development options in the Isle of Dogs and South Poplar

1.5 Talking to local communities about growth

The Isle of Dogs and South Poplar Opportunity Area has a vibrant and diverse local community which is one of its many assets.

Even though it has been a place of ongoing change since the 1980s regeneration efforts of the London Docklands Development Corporation; the current rate of change and high-density nature of the development on the Isle of Dogs (in particular) is causing concern among local residents. As part of our response to the challenges and opportunities of this unique growth area, the GLA undertook early-stage engagement with many local community groups and key stakeholders to explore concerns, to listen and understand how development activity is affecting them and to ask what they would like to see from future development.

The GLA engaged with local community groups such as the East End Community Foundation, the Isle of Dogs Neighbourhood Planning Forum and the Four Estates Forum to talk about the draft OAPF in its development phase. GLA officers also attended two separate, very-well attended public events alongside the Isle of Dogs neighbourhood Planning Forum and John Biggs, Mayor of Tower Hamlets, in February and March 2017 to discuss local growth and issues related to it.

Local residents expressed clearly that there are issues associated with current rates of development growth in this Opportunity Area. Clearly these local issues must be addressed if this OA is to continue to grow without causing unacceptable impacts on local communities. Finding solutions

to these problems is key to maintaining community satisfaction and allowing the OA to achieve its full potential. It is also important to ensure growth delivers benefits for all the community, whether affordable housing, improved social infrastructure, enhanced transport and job opportunities. For this reason, this OAPF has a key objective to share the benefits with the local community, and we recommend a Community Development Panel is established to ensure local residents continue to have a voice (please see recommendations in Part 6).

We have looked at how current impacts of development, particularly relating to how construction traffic and environment concerns can be addressed in chapter 6, through the use of a construction charter.

This OAPF has been updated throughout in response to the public consultation, a summary of the community consultation and the responses to the consultation questions is set out in Part 7 of this document.

Local people have told us they are concerned that:

The type of residential development under construction is not meeting local housing need and is unaffordable for local residents. Canary Wharf does not offer a broad range of jobs and services to the local community.

There is a perception that the public transport network seems to be working at capacity at peak travel times with long waits to access bus services on the IoD in particular.

High density housing growth places unsustainable pressure on local services such as schools and doctors; open spaces and other infrastructure.

In places public realm, parks and play space are disjointed and poorly coordinated between very small development sites. Stretches of the dock and River paths are inaccessible to the public.

Uncoordinated construction vehicles and road and footpath closures cause disruption and endanger pedestrian and cyclist safety. Ongoing construction sites and traffic negatively impacts on air quality and noise.

The OAPF is responding to these issues by:

SHARING THE BENEFITS OF Good Growth

[this is an overarching theme throughout the document with the consultation strategy outlines in Part 7]

TRANSPORT AND MOVEMENT and LOCAL CONNECTIONS STRATEGIES

[see Part 4, Supporting growth with infrastructure]

SUPPORTING GROWTH

calculating what infrastructure is needed and when [see Part 4. Supporting growth with infrastructure and Part 6]

JOINING UP DEVELOPMENT TO CREATE HIGH QUALITY PLACES

to create unique places [see Part 5, Public realm + urban design]

MANAGING CONSTRUCTION IMPACTS

[see Part 6 delivery and monitoring]

1.6

This Opportunity Area will continue to be at the heart of the UK's global business offer, with a successful financial and service district and a range of wider supporting neighbourhood centres. It will develop in a sustainable way to allow local communities to benefit from the Good Growth that will take place.

It will be planned in a cohesive and joined-up way in order to minimise the impacts on existing residents. Physical barriers between the Isle of Dogs and South Poplar areas will be removed through new area-based planning approaches to reunite these communities, spaces and the opportunities they represent.

Development in the OA will provide a range of homes alongside the necessary social and transport infrastructure; as well as opportunities for new employment, which will be supported through local skills initiatives.

This OA will enhance and protect its green and blue open spaces and will be an innovation leader in the sustainable delivery of construction and utilities.

The vision for the OA and objectives for this OAPF

SHARING THE BENEFITS OF GOOD GROWTH

Ensuring that development allows opportunities for local people to access employment and homes. Addressing physical severance and barriers to accessing infrastructure, jobs and services to ensure IoDandSP share benefits of Canary Wharf. Ensuring all development reduces exposure to air pollutants and noise, contributes to London as a zero carbon, zero waste city, improves resilience to climate change impacts and enhances existing green infrastructure in line with the London Plan. **This is an overarching objective throughout the document.**

IMPROVING TRANSPORT CAPACITY + CONNECTIVITY

A detailed transport strategy has been developed for the OAPF, highlighting a robust package of measures to support the area. A transport and connectivity working group made up of Tower Hamlets Council, Transport for London, and other key stakeholders is looking at mechanisms to deliver new infrastructure for the area (see **Part 4.1, Transport and movement**).

PROVIDING SOCIAL INFRASTRUCTURE ALONGSIDE DEVELOPMENT

The evidence base for the proposed levels of potential growth has been robustly prepared and a Development and Infrastructure Funding Study (DIFS) has been undertaken which sets out what social infrastructure would be required to support a range of potential growth levels, where it could be provided and how much it would cost (see **Part 6, Delivery and monitoring**).

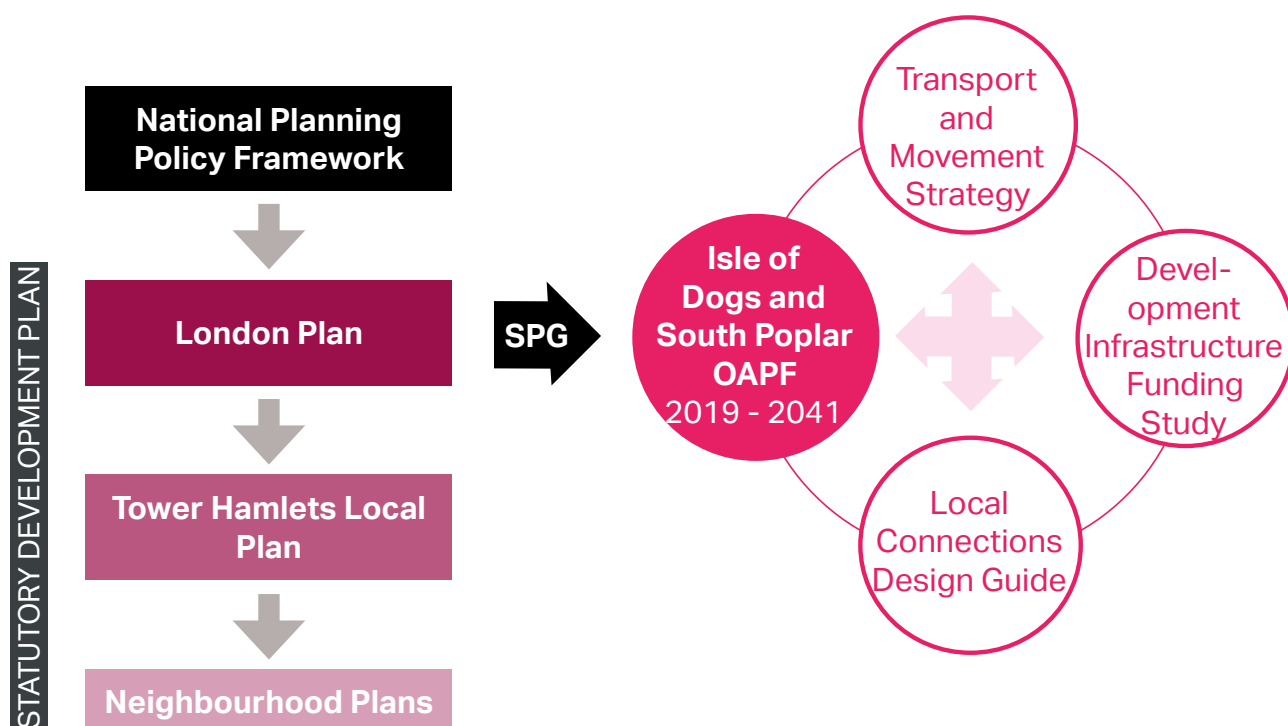
JOINING UP DEVELOPMENT ACROSS OWNERSHIPS

The sites on the Isle of Dogs and South Poplar are in multiple land ownerships, and there are clusters of sites with similar timescales which need to be co-ordinated to ensure that each site makes a fair contribution to improving public realm and delivering social infrastructure. In terms of delivering open spaces which are much needed, by combining sites, these can be more easily delivered (see **Part 5, Public realm and urban design**).

MANAGING DELIVERY + CONSTRUCTION IMPACTS

This OAPF will be supported by a freight and logistics study which, alongside the setting up of a developer forum, will be used to better manage and co-ordinate construction and freight traffic to minimise disruption and delay (see **Part 6, Delivery and monitoring**).

1.7 How will this OAPF be used?



Material weight of this framework

Opportunity Area Planning Frameworks (OAPF) set out supplementary planning guidance (SPG) to the London Plan for its identified major growth centres in London, called Opportunity Areas. The London Plan identifies the Isle of Dogs and South Poplar as an Opportunity Area. This OAPF has been prepared by the Greater London Authority (GLA) in partnership with Transport for London (TfL) in consultation with London Borough of Tower Hamlets (LBTH). It has been informed by discussions with landowners, stakeholders and interested parties, including community groups.

This OAPF cannot and does not set out new policies but can supplement existing policies and articulate the Mayor's strategic priorities for future development and growth. The OAPF is informed by and aligned with policy

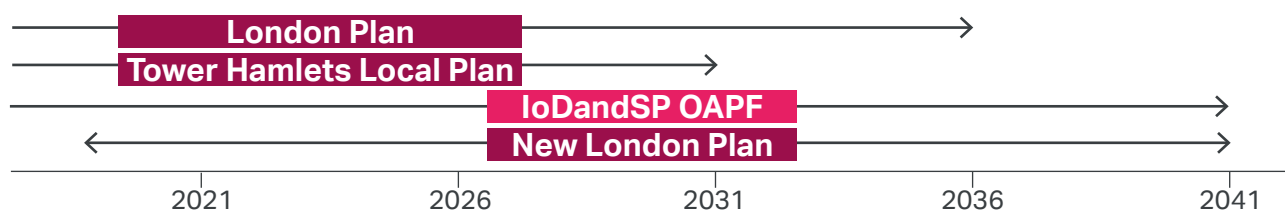
and guidance from national to local level.

The London Plan (2016) is the overall strategic plan for London. **The emerging New London Plan (2019)** runs to 2041.

The **Tower Hamlets emerging Local Plan (2019)** runs to 2031 and sets out the Council's aspirations for the OA and establishes site allocations for several sites within the area. The objectives of the Local Plan are closely aligned with those of the Mayor of London in terms of sharing the benefits with local people while delivering homes and jobs growth, based on maximising investment in transport infrastructure.

Emerging within the **Isle of Dogs and Poplar, neighbourhood plans** will establish policies to address local issues relating to planning, development and growth.

^ FIG 1.6 How does the OAPF relate to other planning documents?



This **Isle of Dogs and South Poplar OAPF** provides guidance on how the policies of the London Plan should be interpreted in this OA and it builds on other relevant planning documents to address the issues of strategic growth at a local level. It will enable the OA to contribute towards meeting London's strategic housing and employment growth in accordance to the principles of Good Growth by looking at Local Plan site allocations in groupings to achieve better planning outcomes and support delivery of infrastructure. It also has as its focus a key objective to deliver better connectivity and access to opportunities in the Isle of Dogs for communities in South Poplar.

What is the evidence base?

This OAPF has been informed by a detailed evidence base, including a Development Infrastructure Funding Study which has tested various scenarios for growth and a detailed transport study, led by Transport for London. It has also taken into account the emerging Tower Hamlets Local Plan and draft New London Plan evidence base.

- The **Transport and Movement Strategy** sets out the transport vision for the area, highlighting its challenges along with what infrastructure needs to be delivered within the short, medium and long term to enable growth to come forward sustainably, as well as support

the existing communities in the area.

- The **Local Connections Design Guide** sets out how we can plan for and deliver Healthy Streets over the OAPF plan period, focusing on an area wide strategy for new and improved local connections in the Isle of Dogs, South Poplar and the surrounding area, as well as street-level guidance to create 21st Century Healthy Streets.
- The **Development Infrastructure Funding Study** assesses the infrastructure needed to deliver growth, identifies the costs of providing infrastructure and identifies possible funding mechanisms for its delivery.

These evidence base documents can be found at www.london.gov.uk/isleofdogs.

For the purpose of future-proofing, **the assumptions and figures in this OAPF and the evidence base documents** are estimated to 2041. All SPGs to the current London Plan are 'carried over' to subsequent London Plans as they are adopted.

To achieve the Good Growth agenda in this key Opportunity Area, the focus on this OAPF is on **delivery (please see Part 6)**.



Part two

The plan

Chapter contents

- 2.1 Achieving Good Growth in the Isle of Dogs and South Poplar
- 2.2 What are the components of Good Growth here?

Chapter objectives

- Establishing a plan for Good Growth in the Isle of Dogs and South Poplar

2.1

Achieving Good Growth in the Isle of Dogs and South Poplar

In order to enable the delivery of housing and jobs in the Isle of Dogs and South Poplar OA, this OAPF has been prepared with the following priorities in mind:

PART 3 OPPORTUNITIES FOR GOOD GROWTH

Sharing the opportunities and benefits of growth with the existing local community.

Delivering increased numbers of homes to meet local and wider strategic housing need including affordable housing.

Balancing the demand for high quality housing with employment to ensure a sustainable and flexible growth agenda.

Maintaining the status of Canary Wharf as a global business and financial service location and a new Metropolitan centre, while diversifying wider employment offer and opportunities across the OA.

PART 4 SUPPORTING GROWTH WITH INFRASTRUCTURE

Ensuring development is supported by the delivery of the necessary social, transport, utilities and green infrastructure.

PART 5 ACHIEVING GOOD GROWTH THROUGH DESIGN

Using good design to encourage joined-up development opportunities and create high quality places to live work and visit.

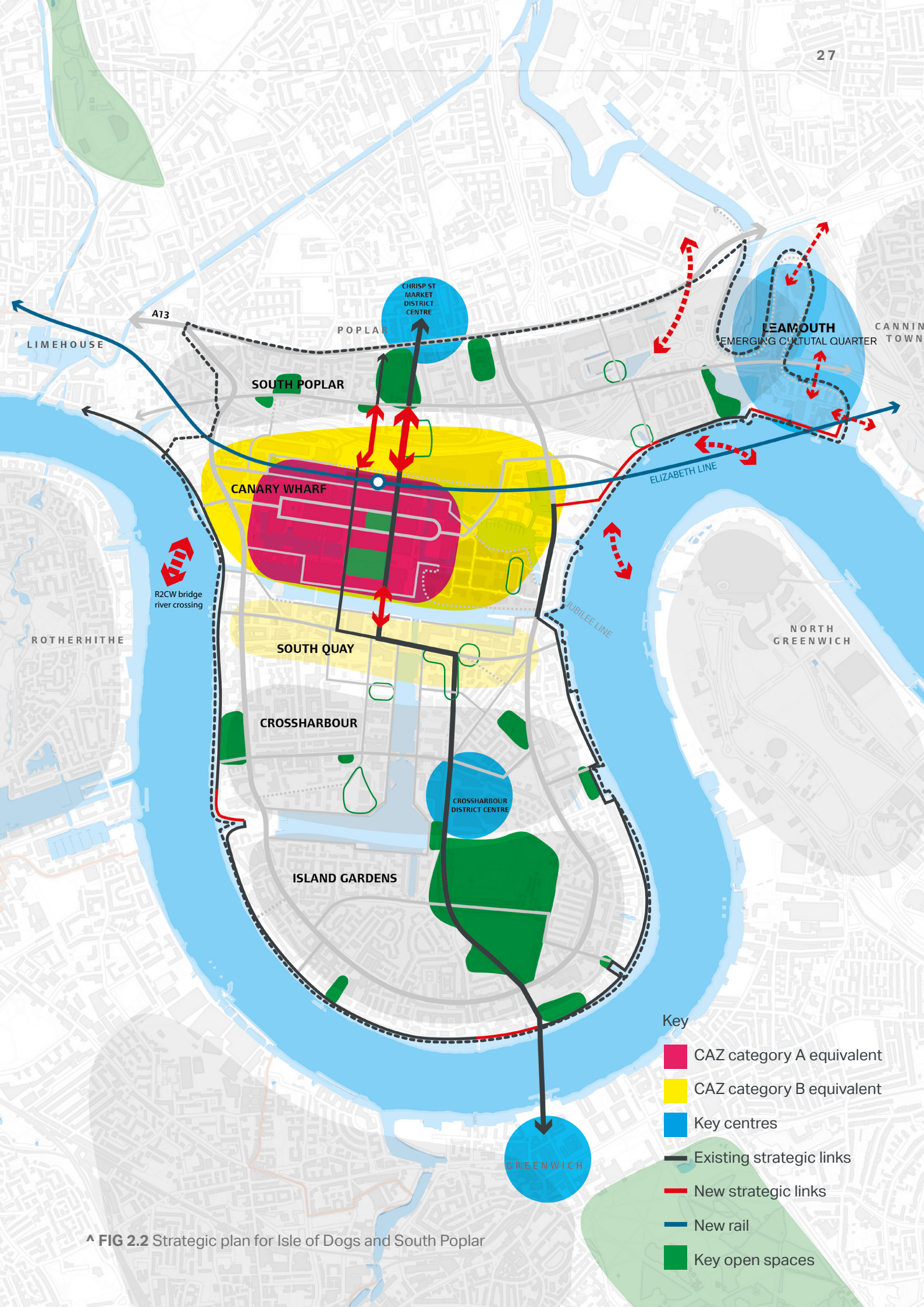
Reduce car use and enhance and extend existing green infrastructure to create healthy streets which encourage walking and cycling through improved connectivity and high quality design.

PART 6 DELIVERY MECHANISMS

A forward looking strategy to facilitate the delivery of Good Growth in the Isle of Dogs and South Poplar, with a focus on the first 5 years. This includes recommendations for setting up a delivery structure which will be responsible for a detailed delivery plan and funding strategy. To coordinate development activity and better manage the impacts of construction on the local community, a framework will be needed.

PART 7 STATEMENT OF CONSULTATION

Engagement with key stakeholders and local communities



- Key
- CAZ category A equivalent
 - CAZ category B equivalent
 - Key centres
 - Existing strategic links
 - New strategic links
 - New rail
 - Key open spaces

^ FIG 2.2 Strategic plan for Isle of Dogs and South Poplar

2.2

What are the components of Good Growth here?

The overarching aim is to deliver homes and jobs well-supported by all the necessary infrastructure, but this OAPF sets out in detail what form these components of growth should take and how development will be managed and delivered to ensure a sustainable and successful Isle of Dogs and South Poplar community, both now and in the future.



HOUSING

Delivering a minimum 31,000 much needed new homes in liveable neighbourhoods, of which 35% minimum (subject to the threshold viability approach) should be affordable to meet local housing needs as well as contributing towards London's strategic housing needs.



CENTRES + EMPLOYMENT

Delivering at least 110,000 new jobs by protecting the core office status of Canary Wharf while encouraging diversification of employment offers in the wider activity zone to create job opportunities for local people in South Poplar, South Quay, Millharbour and Crossharbour (as well as the wider borough)
Enhancing the retail and service offer of the town centres of Canary Wharf, Crossharbour district centre, South Quay and neighbourhood centres.



TRANSPORT + MOVEMENT

Creating enhanced movement and connections to encourage walking and cycling. These should be focused along the Thames Path, over South Dock and Aspen Way and to surrounding parts of London through river crossings to increase connections to neighbouring boroughs and growth areas and encourage active travel. **Enhanced capacity on public transport network and station upgrades** at Crossharbour, South Poplar and Mudchute as well as enhanced riverboat infrastructure.



SOCIAL + COMMUNITY INFRASTRUCTURE

Planning for social and community infrastructure to establish what new facilities and upgrades or expansions to existing facilities are needed in each of the proposed growth areas of South Poplar, South Quay, Millharbour and Crossharbour and ensuring their delivery. Encouraging community hubs and co-location wherever feasible.

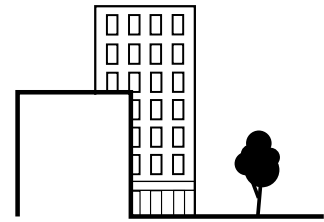
Taking an evidenced approach to meet infrastructure requirements in key areas of health, education, community safety and policing.



SUSTAINABILITY + UTILITIES

Creating utilities and sustainability strategy that ensures there is sufficient capacity for required infrastructure and investigates innovative ways of delivering capacity requirements.

An integrated sustainability strategy which values and enhances the biodiversity, air quality and open space assets of the OA while incorporating further urban greening and flood mitigation.



PLACEMAKING + DESIGN

Joining up growth across multiple site ownerships to deliver new connections, better quality streets, parks and water spaces

Focus on identified 'areas of change' such as South Quay, South Poplar and Crossharbour to create development which celebrates the area's unique character, promotes a range of uses which cater for existing and future communities and enhances local connections by improving existing streets and open spaces and creating new links.

**TO ENSURE GROWTH IS WELL-MANAGED, WHICH
INFRASTRUCTURE CAN BE FUNDED.**



Part three

Putting the plan into action

The opportunities for Good Growth

Chapter contents

- 3.1 The opportunities for Good Growth
- 3.2 Housing
- 3.3 Employment
- 3.4 Delivering the components of Good Growth

Chapter objectives

- This OAPF establishes a plan for delivering Good Growth in the Isle of Dogs and South Poplar which benefits all residents and improves links between existing and future communities.
- To put this plan into action we have identified strategies for delivering the key components of housing, town centres and employment.





3.1

THE OPPORTUNITIES

Delivering 31,000 homes and 110,000 jobs

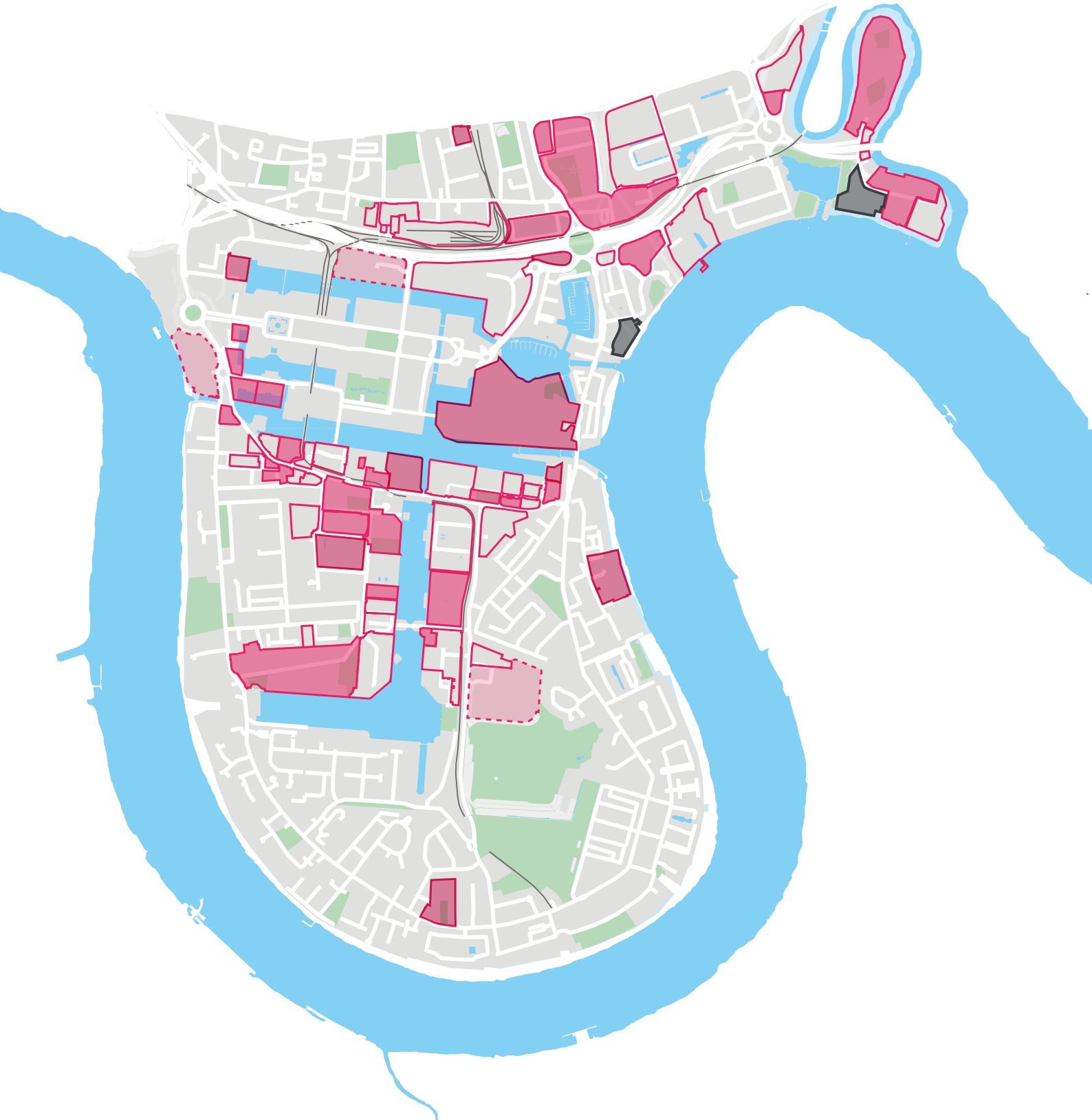
This OAPF establishes a plan for delivering housing and jobs through Good Growth in the Isle of Dogs and South Poplar which benefits all residents and delivers improved links between existing and future communities. This part of the document sets out a number of separate but interrelated strategies for delivering each of the key components of Good Growth: housing, employment and centres, transport and movement, social and community infrastructure, sustainability and utilities.

Key actions to be taken forward for each of the components for delivery of Good Growth are also identified.

-  Permitted sites
-  Permitted sites expected to come forward with new proposals
-  Future potential sites
-  Safeguarded Wharves

> FIG 3.1 Permitted and future potential development sites in the Isle of Dogs and South Poplar

FOR GOOD GROWTH



3.2 Housing strategy

Delivering homes is a key objective across all of London's Opportunity Areas and if London is to meet its housing need, development potential across all of London's Opportunity Areas must be optimised.

Detailed work has been undertaken as part of the evidence base for this OAPF to try and establish the full extent of potential housing growth in the Isle of Dogs and South Poplar up to the period 2041. This has indicated that there could be capacity to deliver up to a total of 49k additional homes (including the 19k already permitted) depending on development rates, market conditions for bringing sites forward and the proposed type and density of development proposed.

Given the twenty year timescales, the possibility for sites which are not currently Local Plan site allocations to come forward in future have also been factored into this figure (such as estate regeneration schemes - which would only come forward following full and transparent consultation with residents in line with the Mayor's Good Practice Guide to Estate Regeneration, 2018) and other potential post-2031 development sites which do not feature in the emerging LBTH Local Plan assumed housing trajectory and evidence base. This is to ensure that the full potential supporting infrastructure need has been accounted for in terms of planning for delivery of each growth scenario.

Equally, a lower level of growth may come forward in line with expected minimum London Plan targets for housing in Tower Hamlets, and so, to factor in flexibility, in terms of future growth potential and ensure that this document is able to respond accordingly to change, this capacity testing work has examined three different growth

scenarios and examined the supporting infrastructure requirements for each (as part of the DIF study and transport strategy).

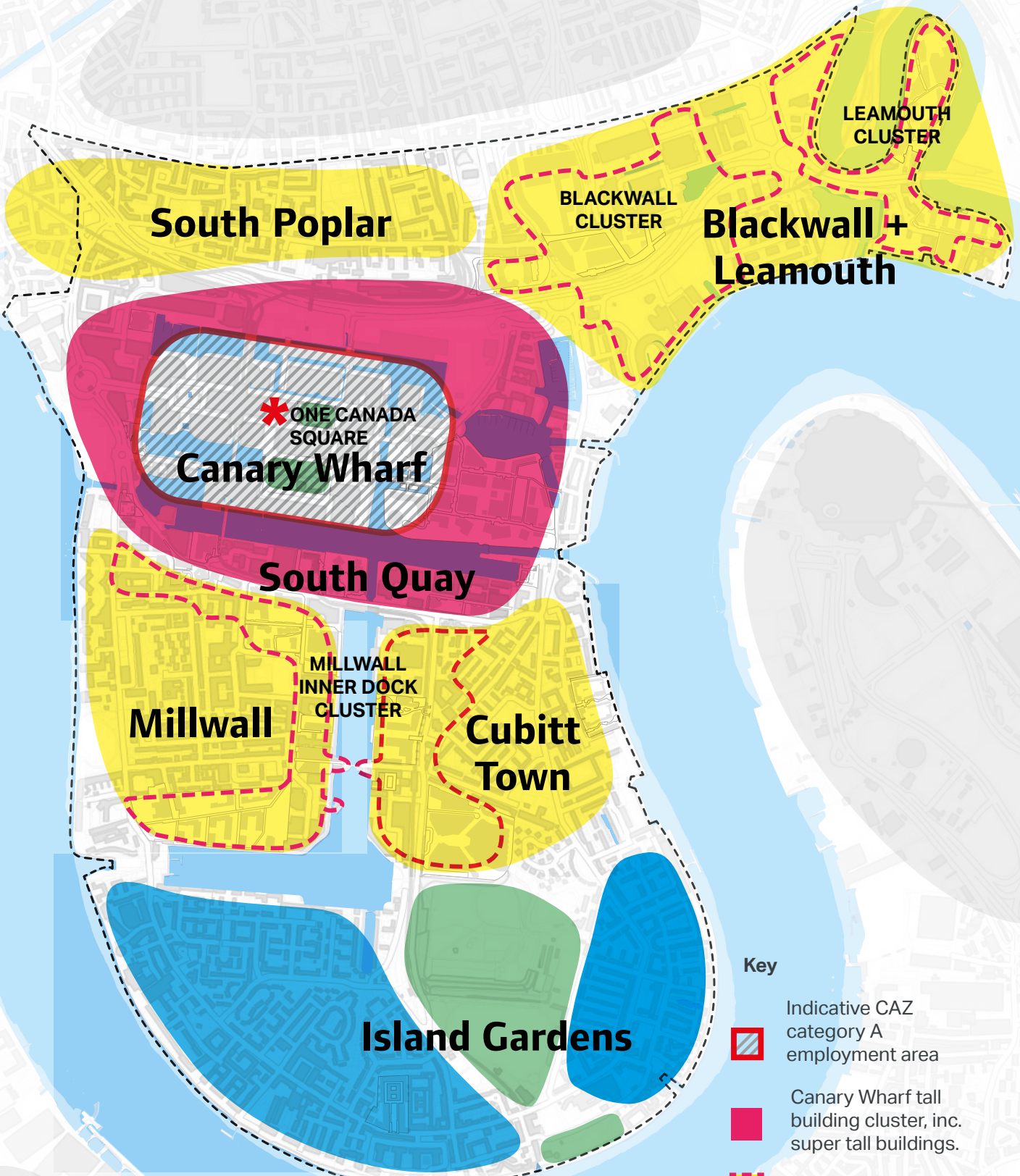
	HOMES
BASELINE	31,000
HIGH	38,000
MAXIMUM	49,000






Different policy compliant levels of affordable housing provision (35%, 40% and 50%) have been tested to ensure that affordable housing is deliverable within these figures. These demonstrate that a minimum figure of 35% affordable housing should be deliverable in each of the scenarios. However, it is acknowledged that site specifics may require a flexible approach to development viability. Differing densities have also been explored to ensure that the types of homes delivered offer a varied housing mix which address the housing needs of local people, new residents to the area and also allow for future movement of population within the Isle of Dogs and South Poplar.

Figure 3.2 sets out the existing and emerging character of residential development in broad locations across the OA. This OAPF envisages growth primarily of mid-rise and tall buildings in the South Poplar, Canary Wharf, South Quay, Millwall and Cubit Town areas in line with current high density development trends. The low-rise area of Island Gardens has limited potential for occasional mid-rise developments.

> **FIG 3.2** Existing and emerging residential character in the Isle of Dogs and South Poplar

NB: All plans are indicative and for contextual rather than detailed masterplanning purposes. For detailed building height guidance refer to Tower Hamlets emerging Local Plan policy D.DH6. Please note that Tower Hamlets are producing SPDs on High Density and also on Tall Buildings to provide further detail in the near future.



- Key**
-  Indicative CAZ category A employment area
 -  Canary Wharf tall building cluster, inc. super tall buildings.
 -  Secondary tall building zones
 -  Mid rise
 -  Low rise

3.3 Employment and centres

There are already busy and thriving places on the Isle of Dogs and in South Poplar for residents, workers and visitors. Key to maintaining and improving the strength and success of these places will be preserving and expanding the current employment and retail functions of the key centres of Canary Wharf, Crossharbour and South Quay as well as enhancing smaller neighbourhood centres as development comes forward. Encouraging a wide range of business types, including enhanced provision for SMEs through provision of affordable workspace in a range of flexible sizes will support housing growth by enabling a broader range of local employment opportunities.

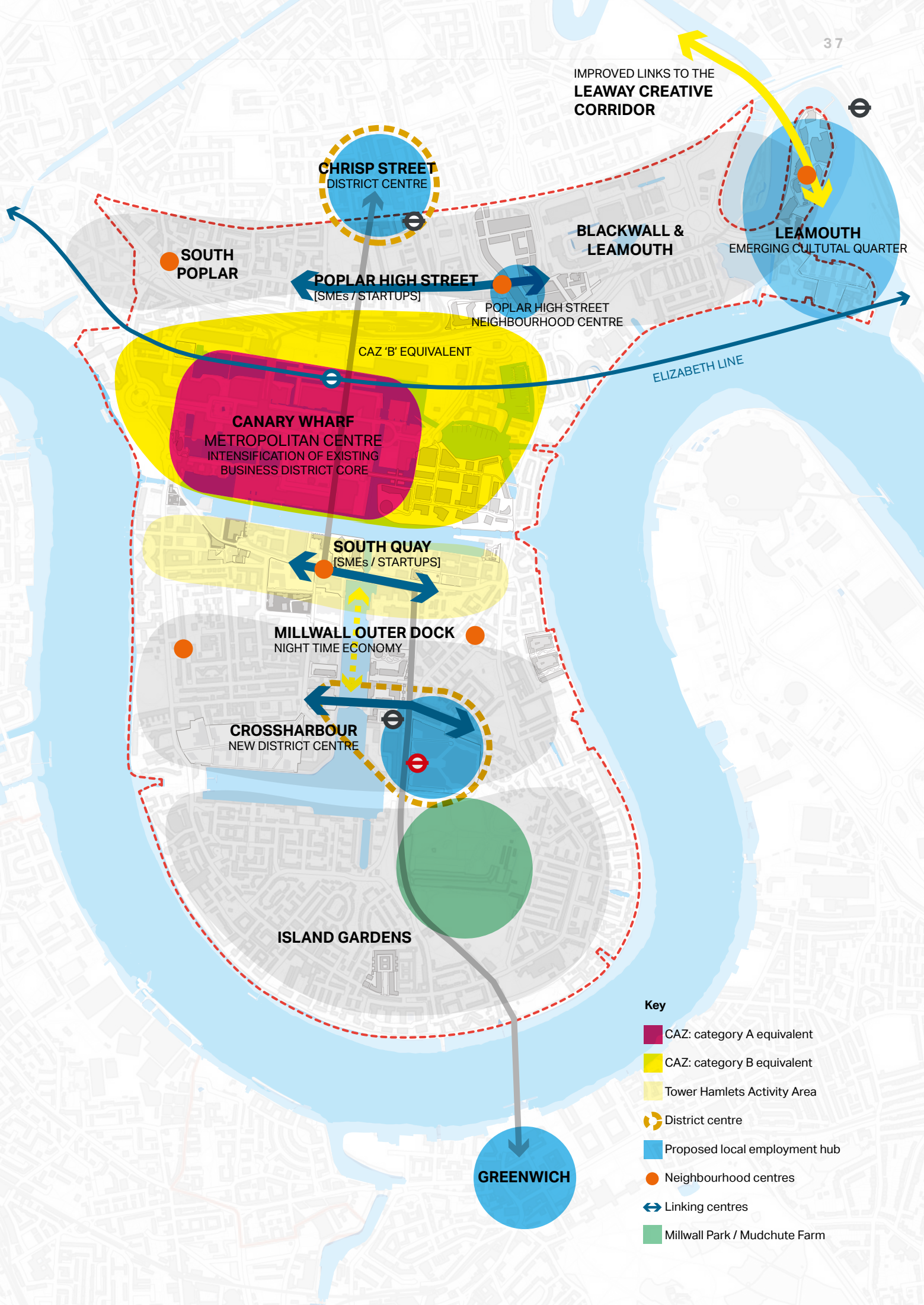
The emerging New London Plan sets out that employment in the Isle of Dogs is expected to grow substantially up to 2041. London Labour Market Projections 2017 indicate an additional 95,000 jobs in the area by 2041. However, capacity studies show there is potential for the area to deliver additional jobs and to play a greater role in providing jobs both to Tower Hamlets on a local level, and strategically across London as a whole.

The London Plan therefore indicates capacity of 110,000 additional jobs in the area, and the impact of this figure on infrastructure has been tested through this OAPF. This includes 37,000 permitted jobs and an additional 73,000 jobs particularly driven by expansion of the office-based business services sector, as well as more jobs in areas like retail and leisure services. To deliver this employment, an adequate

supply of office accommodation and other workspaces in the Isle of Dogs suitable to meet the needs of a growing and changing economy will be vital. The projected increase in office-based employment in the Isle of Dogs could create significant demand for new office space and this will need to be protected as part of the core function of Canary Wharf and the Northern Isle of Dogs (as set out in the London Plan). The continued success of Canary Wharf may also generate opportunities for SME/start up growth in the surrounding areas of South Quay, Poplar High Street and Blackwall.

Retail provision in Canary Wharf has the potential to develop and serve a wider catchment, complemented by a broader range of leisure and other 'Metropolitan' town centre facilities. For this reason it has been upgraded in the New London Plan to a metropolitan centre. The Crossharbour District Centre has the potential through redevelopment for less car-dependent form of development, with a broader range of uses and services which genuinely serve the retail needs of integrated residential communities.

Smaller neighbourhood centres such as Poplar High Street and South Quay will also continue to serve local communities.



IMPROVED LINKS TO THE
LEAWAY CREATIVE CORRIDOR

CHRISP STREET
DISTRICT CENTRE

SOUTH POPLAR

POPLAR HIGH STREET
[SMEs / STARTUPS]

BLACKWALL & LEAMOUTH

LEAMOUTH
EMERGING CULTURAL QUARTER

POPLAR HIGH STREET
NEIGHBOURHOOD CENTRE

CAZ 'B' EQUIVALENT

ELIZABETH LINE

CANARY WHARF
METROPOLITAN CENTRE
INTENSIFICATION OF EXISTING
BUSINESS DISTRICT CORE

SOUTH QUAY
[SMEs / STARTUPS]

MILLWALL OUTER DOCK
NIGHT TIME ECONOMY

CROSSHARBOUR
NEW DISTRICT CENTRE

ISLAND GARDENS

GREENWICH

Key

- CAZ: category A equivalent
- CAZ: category B equivalent
- Tower Hamlets Activity Area
- District centre
- Proposed local employment hub
- Neighbourhood centres
- Linking centres
- Millwall Park / Mudchute Farm

3.4 Delivering the housing and employment and centre



Housing

3.4.1 Minimum of 35% affordable housing to be delivered across the Opportunity Area, with the potential for more affordable housing beyond the baseline growth levels.

Individual development sites will need to deliver 35% affordable housing to meet the threshold approach to assessing viability, in line with the London Plan.

3.4.2 Development proposals should accommodate Local Plan compliant housing mixes, with appropriate levels of family housing provision to meet need.

3.4.3 Affordable housing should be accommodated on-site within the OA in line with cascade of preference in local and strategic policy, in inclusive, mixed and well-designed schemes, which are tenure blind.

3.4.4 All housing must be accompanied with high quality private and communal amenity spaces to address the challenges of high density living. Developments should consider over provision of communal spaces distributed throughout the building in very high density typologies in addition to delivering high quality, communal open space.

3.4.5 Recommendation: setting up a Housing Management Forum across

the OA, alongside the Developer forum to manage issues arising and share best practice.

3.4.6 Recommendation: All housing in high density developments should be accompanied by draft Housing Management Plans to be secured by legal agreement to address issues relating to sales, occupancy and maintenance.

This is especially important where separate management companies are operating within the same building to manage different tenures.

Centres components of Good Growth



Employment and centres

- 3.4.7** To protect the global business function of Canary Wharf, adopt 'primary and secondary cores' and wider 'activity area' approach to guide employment floorspace, protecting delivery of minimum levels of floorspace on key sites within these zones in line with Local Plan and strategic policy.
- 3.4.8** Encouraging a more diverse employment offer within the 'activity area' and other local centres which will include opportunities for affordable workspace and mixed uses to compliment the 'core' function.
- 3.4.9** Establishing a successful and diverse hierarchy of centres including an upgraded metropolitan centre at Canary Wharf, new and improved district centre at Crossharbour and an upgraded local parade in Poplar High Street.
- 3.4.10** Incorporating cultural elements into new centres as part of the wider civic function in line with the emerging production corridor and Leamouth Cultural Quarter (For more information see: www.london.gov.uk/sites/default/files/tepc_vision_2017.pdf).
- 3.4.11** Encouraging a vibrant leisure and evening economy through new developments and civic use of public realm.
- 3.4.12** Recommendation: co-location of affordable workspaces in centres with other civic functions to enable employment and skills opportunities to be offered to local communities.
- 3.4.13** Recommend exploring opportunities for small scale crafts and manufacturing or maker space at Leamouth and South Poplar, maximising links with local education providers.
- 3.4.14** Recommend encouraging meanwhile uses on empty sites which may include small scale temporary retail, food and drink or market uses to serve community needs in retail areas
- 3.4.15** Recommendation: developments should provide smaller flexible units where appropriate to provide for local needs through new development. This may include provision for community uses such as childcare and early years facilities, to reflect the increasing diversity of our town centres.



Part four

Supporting growth with infrastructure

Chapter contents

- 4.1 Transport and movement strategy
- 4.2 Social and community infrastructure
- 4.3 Sustainability and utilities strategy
- 4.4 Delivering infrastructure

Chapter objectives

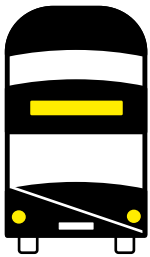
- To establish the infrastructure needed to support the potential levels of growth
- To identify a number of separate but interrelated strategies for delivering the key components of Good Growth:
 - Transport and movement
 - Social and community infrastructure
 - Sustainability and utilities

4

What infrastructure is needed to support growth?

To establish a plan for Good Growth, and to ensure that housing and employment growth in this OA is sustainable, we have undertaken a supporting study to identify infrastructure requirements (DIFS). This chapter sets out what those requirements are, when they are needed and how they might be delivered spatially. Most of the transport infrastructure will be required for all growth scenarios, but the amount of social infrastructure and local services will vary across the scenarios.

SUPPORTING GROWTH UP TO

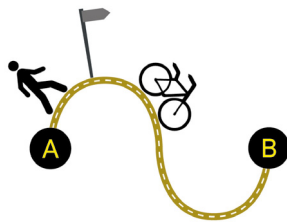


SUSTAINABLE TRANSPORT

New, higher capacity **DLR trains** every **2 mins** in peak hours

Bus service and reliability enhancements

Opening of **Elizabeth Line**



LOCAL CONNECTIONS

Major capital investment in delivering **better healthier streets**

Investing in the **cycle network** including connections to **CS3**

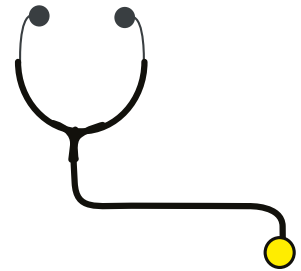
New links across **Aspen Way, South Dock** and the **Rivers Lea and Thames**



SCHOOLS

Minimum 10 primary schools

Minimum 3 secondary schools



HEALTHCARE

Minimum 4 GP surgeries

WHO DELIVERS?

TfL and LBTH
Highways
and Traffic
Management

TfL and LBTH
Highways
and Traffic
Management

Education and
Skill Funding
Agency (ESFA)
(and private
providers)

Clinical
Commissing
Groups (CCGs)

It should be noted that the infrastructure requirements calculated in the supporting development infrastructure funding study (DIFS) run to 2041 and include the higher and maximum growth scenarios. This OAPF considers a longer time frame than the London Borough of Tower Hamlets Local Plan (2019) and supporting Infrastructure Delivery Plan, which run to 2031.

2041 WITH INFRASTRUCTURE



EMERGENCY SERVICES

1 fire station
1 police station
Extension to existing ambulance station

London Fire and Emergency Planning Authority (LFEPA) and Met Police



COMMUNITY, LEISURE AND SPORT

1 swimming pool
minimum 4 sports halls
2 Idea Store/Local Presence Facilities*
N.B. Playspace is calculated and delivered through development management

LBTH Sport, Leisure and Culture



GREEN INFRASTRUCTURE

20% increase in green cover and no loss or restriction of waterspace or greenspace.
Enrich existing biodiversity and improve accessibility
Coordinating new open space provision across site boundaries
Improve surface water management

LBTH Sport, Leisure and Culture (and developers)



UTILITIES

Renewable energy to support London becoming a **zero carbon city by 2050**
Reprovision of existing substations (if redeveloped) and **2** additional primary substations
Strategic reinforcement to Coppermill Lane Water Treatment Works
Flood defences
Telecom infrastructure

Utility Providers

NB: the need for delivery of Idea Stores/Local Presence facilities (as defined in the LBTH Local Plan) will need to be kept under review alongside development at Crossharbour and Wood Wharf and existing operations at Churchill Place.

4.1 Transport and movement strategy

The Isle of Dogs and South Poplar sits at the epicentre of broad change and growth across inner east and south east London.

Significant investment in public transport infrastructure has taken place across the area over the past 20 to 30 years, including the delivery of the DLR network, the Jubilee Line Extension and the Limehouse Link tunnel. This has underpinned the growth of areas such as the Major Centre (soon to be upgraded to Metropolitan Centre) at Canary Wharf, where transport plays a pivotal role in protecting and supporting its global status.

Now, further investment and the right policies are needed to support Good Growth and serve existing and new communities, and so we must consider options for further enhancements to the transport network as well as new connections to, from and within the area.












Transport is fundamental to delivering this Good Growth by supporting the delivery of walkable, liveable neighbourhoods with good access to a range of public transport options, which enable people to choose cleaner, healthier ways to travel. People must have safe, pleasant, green and healthy streets for walking and cycling, alongside continuing fast, efficient and reliable public transport to enable people to get to work, school and access services. The area also needs to proactively plan for essential freight and servicing trips so that business can thrive without affecting people's quality of life.

New transport investment is required in order to provide a good public transport

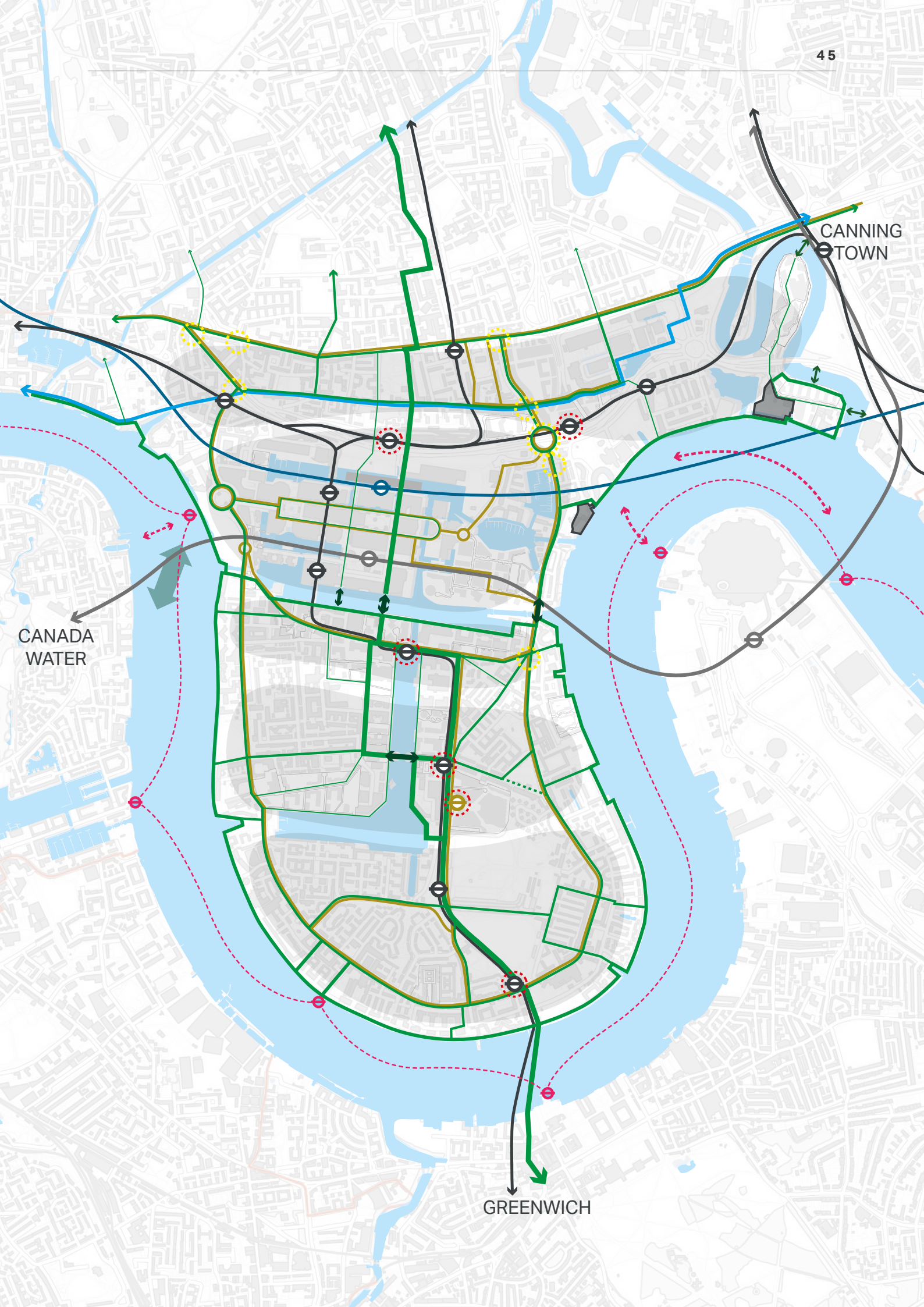
experience. Despite major investment the physical geography of the area still suffers from severance, primarily in the forms of the Rivers Lea and Thames, as well as the Docks and transport arteries. Overcoming the barriers caused by this severance will enable existing and new communities to come together and broaden travel choice.

The OAPF is underpinned by a **Transport and Movement Strategy** and a **Local Connections strategy and Design Guide** which can be found at www.london.gov.uk/isleofdogs. **The Mayor's Transport Strategy can also be found at www.tfl.gov.uk/mayors-transport-strategy**

Key

-  Local walking / cycling connections
-  Cycle Superhighway 2
-  River crossings
-  Highway junction improvements
-  River services
-  Station improvements
-  Bus services
-  DLR
-  Elizabeth Line
-  Jubilee Line
-  Safeguarded Wharves

> **FIG 4.1** Proposed transport strategy in the Isle of Dogs and South Poplar



CANADA WATER

CANNING TOWN

GREENWICH

4.1.1 Transport and movement key principles

Healthy streets and people

In line with the Mayor's transport strategy, a key principle of the OAPF is to tackle the dominance of traffic and make the streets in the area better for people. As this part of inner London continues to grow, we need to make more efficient use of the road space, through facilitating use of space-efficient forms of transport which focus on the movement of people and goods rather than vehicles. We seek to create an environment that encourages people to walk and cycle for local journeys, as well as the last mile of longer journeys, and provide opportunities to connect to the strategic cycling network on both sides of the river, including Cycle Superhighway 3 and a new cycle route between Hackney and the Isle of Dogs.

An important element of this will be investing in the quality of the area's streets and public realm, ensuring the needs of all users are balanced and the street environment is safe, inviting and attractive through developing a programme of corridor based public realm improvements across the whole Island. It will also be important to enhance the local character and identity through a sequence of connected public realm and open space assets, for instance in enhancing the Thames Path from Limehouse to Leamouth and beyond. Improvements to major highway junctions will take place to support all modes of travel, for instance major improvements to Preston's Road Roundabout which will improve conditions for walking and cycling at this important gateway location.

We need to reduce physical severance through new and improved bridges at South



New and enhanced bridge links

Dock and the River Lea, reducing pressure to use the public transport network for short trips by providing viable alternatives that enable access to onward travel at Canary Wharf and Canning Town. We will also support and progress proposals for a new pedestrian and cycle bridge between Rotherhithe and Canary Wharf across the River Thames, linking the two OAs of Canada Water and the Isle of Dogs and South Poplar, as well as providing access from south and south east London to Canary Wharf. The Silvertown tunnel (due early 2020s) will also deliver a fundamental change in cross-river bus services.

We will also continue to look at how we can improve connectivity between Canary Wharf and South Poplar through delivering new and improved links over the Poplar DLR depot and Aspen Way, in turn addressing north-south severance and enabling better access to Elizabeth Line and the Jubilee Line, as well as providing a new attractive

NB: Development proposals within the Opportunity Area should not prejudice the delivery of the public transport improvements identified, including the Rotherhithe to Canary Wharf Bridge.



Enhanced cycling routes

and vibrant place within the area.

Incorporating stations into the sense of place is important, especially for areas such as Crossharbour District Centre. We need to continue to improve stations across the area, including providing additional capacity at stations such as Blackwall and Crossharbour, as well as providing an improved environment and experience at others like Island Gardens and Mudchute.

Collectively the delivery of this infrastructure will work towards enabling an enhanced north-south central spine that links the Royal Borough of Greenwich up through the Crossharbour District Centre, Canary Wharf Major Centre, Chrisp Street District Centre and into the wider borough.

The way goods are moved around the area to support both residential and employment requirements will need to change in line with the rest of London. Consideration needs to be given as to how goods are delivered



Completing the Thames River path

around the Island and South Poplar, through providing cleaner, quieter and safer vans and lorries, using water transport, as well as behavioural solutions, such as re-timing of deliveries. The potential for consolidation across the area and the use of enhanced technology needs to be explored to minimise disruption to residents. A coordinated approach to construction and freight management is required for the OA, bringing together the private sector in order to actively understand, plan and manage freight across the area (See part 6).

A good public transport experience

Public transport is the most efficient way for people to travel distances that are too long to walk and cycle. Significant public transport investment has taken place over the past few decades, with the Elizabeth

4.1.2 Transport and movement key principles



Increased public transport capacity



New river services

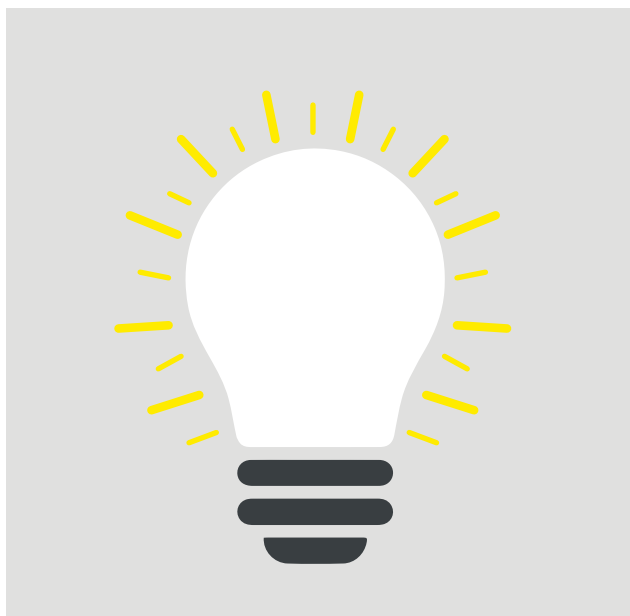
Line and further tube upgrades set to be delivered in the short term. However, further capacity is vital to support both existing communities and further growth.

There is an opportunity to make better use of existing public transport, through further investment to provide additional capacity at more regular frequencies. Delivery of new, more spacious DLR trains will take place from 2022, supported by enhanced DLR depots, as well as improved frequencies on both the DLR and Jubilee Line. This will provide a step-change in capacity across the public transport network. Continued enhancements to the bus network will also enable travel choice and improve bus reliability.

In addition to the delivery of the new Elizabeth Line, which will provide fast and convenient access across London, TfL will continue to monitor conditions and review

the performance of the network to meet the Mayor's Transport Strategy and ensure Good Growth as set out in the London Plan. TfL will identify the need for further policies and projects, and continue to consider the case for extensions of existing lines as well as potential new connections across inner east and south east London.

Furthermore, new pier infrastructure to the east of the area will enable new links not only to central London but to north Greenwich and Woolwich. On the island, a new bus interchange will be delivered as part of a new enhanced District Centre and transport interchange at Crossharbour.



Enabling Good Growth and innovation

Making better use of the public transport network, as well as improving conditions for active travel, should aim to provide more equal access to opportunities for everyone, as well as improving Londoner's health and the environment. Central to this will be providing genuine alternatives to the car, through the delivery of improved connections and public realm as previously highlighted, providing greater choice in how we travel which in turn will enable the area to be serviced more effectively. Through this, and the other measures identified in this chapter we need to look for a little over 90 per cent of trips to, from and within the area to be made on foot, by cycle or by public transport in line with the aims of the MTS. This is a significant, but achievable challenge where on average a little over 80 per cent of

journeys are made today by these healthy, efficient and sustainable forms of transport.

Places should be planned around people, not vehicles, with attractive public spaces, good quality local shops and services and streets that prioritise pedestrians, cyclists and public transport users. We need to take a proactive approach to cycle parking and storage, together with lower car parking, through the planning process to ensure that new developments are mitigated, future-proofed, phased and sustainable in line with the Good Growth policies in the new London Plan.

In order to support Good Growth across the area we need to continue to create opportunities for people to broaden the range of travel options open to them, including for example flexible and homeworking can reduce the need to travel (particularly at peak times) or learning to cycle safely, as well as providing enhanced information to enable people to choose how and when they travel. We need to keep apace of change and consider how we will travel in the future, in doing so be open to innovative ideas to support the area.

4.2 Social and community infrastructure

Co-locating social infrastructure at new community hubs

Social infrastructure includes schools, colleges, GP surgeries, community centres, leisure facilities, public toilets, parks and play areas. It provides places for people to interact and serves as the glue which keeps communities together. Providing good quality, accessible and integrated or co-located social infrastructure in community hubs is a vital part of creating dynamic and thriving places where people want to live.

For this OAPF we have undertaken a development infrastructure funding study (DIFS) which has calculated the infrastructure requirements for each of the baseline, high and maximum growth scenarios. We have tested these requirements spatially to ensure there is the physical capacity to accommodate the infrastructure required in each of these scenarios.

The DIFS has been used to estimate the level of growth that can be sustainably accommodated and the infrastructure needed as part of that growth. This information has then been used to:

- Engage with service providers to plan the space needed for e.g. GPs, new schools and community facilities.
- Ensure that transport capacity is upgraded to meet local need at key times.
- Identify what infrastructure is planned and what will be needed and when in the future.
- Identify infrastructure costs and establish

funding and delivery mechanisms.

- Inform planning and design guidance for the Isle of Dogs and South Poplar areas.

We have examined how many GPs would be required for each of the scenarios and tested where these could be accommodated, bearing in mind site availability and delivery constraints. These findings have been reviewed by the NHS Clinical Commissioning Group.

For community facilities, there is a need to protect and where feasible enhance, existing assets, and provide usable and affordable spaces within new centres that can be utilized for a variety of purposes. It is recommended that some of these are able to be adapted to meet the accommodation needs of skills and training programmes.



There is also a need to ensure existing water-based clubs and facilities are protected and able to expand to meet the needs of the growing population.

DELIVERY AND MONITORING

Please note that the proposed locations of new social infrastructure in this chapter are indicative and may be subject to change given changing demographics or economic factors. For this reason, and given the long term nature of this OAPF which looks to 2041, we recommend a regular 5 year review of requirements as part of the ongoing **Delivery and Monitoring Strategy** (please see **Part 6**).

NB: All community hubs indicated are indicative only and used to illustrate clusters of social and community infrastructure provision for future planning purposes



-  Proposed / expanded / co-located community hubs
-  Existing community hubs (to be retained and upgraded where necessary)

Social and community infrastructure

4.2.1 Education

Methodology

School requirements have been calculated by inputting the estimated number of residential units into the GLA child yield calculator for each growth scenario. The Tower Hamlets Infrastructure Delivery Plan and Local Plan assumes 2 forms of entry (FE), while the DIFS assumes 3 forms of entry for primary schools and 6 forms of entry for secondary schools. The OAPF projections run to 2041 compared to the emerging Tower Hamlets Local Plan which runs to 2031, and is based on school roll projections.

Requirements

Primary school requirements		Secondary school requirements	
Baseline growth	8/9 schools / 26 FE	Baseline growth	3 schools / 18 FE
High growth	10/11 schools / 32 FE	High growth	4 schools / 23 FE
Max. growth	12/13 schools / 38 FE	Max. growth	4 schools / 24 FE

Monitoring

The above is calculated to GLA child yields as maximum potential requirement for each scenario. Actual requirements may be lower, and demographics should be regularly monitored, alongside progress made on securing planning permissions through the development management process for new schools on both dedicated sites or as part of mixed-use sites, as outlined in **Part 6, Delivery and Monitoring**.

Delivery

What infrastructure has already been planned for?

Primary school requirements	Secondary school requirements
With planning permission <ul style="list-style-type: none"> • Wood Wharf • Alpha Square • Millharbour Village LBTH Site Allocations <ul style="list-style-type: none"> • Reuters • Marsh Wall East • Limeharbour • Millharbour South • Crossharbour 	With planning permission <ul style="list-style-type: none"> • Westferry Printworks LBTH site allocations <ul style="list-style-type: none"> • Billingsgate
	NB: For more information on methodology for social infrastructure calculations, please refer to the supporting DIF study. Early years and special school provision will be considered in the updated LBTH IDP. Tower Hamlets as the education authority applies further detail on local demographics to the calculation of yield and school place needs. Applicants should therefore look to the authority for the most up-to-date and relevant information on school place needs.

Recommended options for delivering potential additional school capacity

Primary school delivery strategy

- Expansion of existing and permitted schools
- Creating 'all-through' schools on existing and permitted secondary school sites
- Use of public sector land
- Ensuring any potential future estate regeneration is self sufficient in school places
- Accounting for free school places, private schools and out of borough provision

Secondary school delivery strategy

Recommended options for delivering potential additional school capacity

- Expansion of existing primary schools on large sites to create 'all-through' schools
- Intensification of uses to free up land for school provision
- Innovative design solutions to school provision within mixed use schemes e.g. multi storey schools.
- Taking a borough wide approach to secondary school provision and using sites beyond the OA e.g. Leven Road
- Accounting for free school places and private schools

TRIGGERS

Based on current demographics, the following numbers of homes would trigger the need for additional schools:

3FE Primary School	2,160 homes
6FE Secondary School	7,920 homes
6FE Sixth Form	11,494 homes

NB that this is **indicative only** and actual requirements may differ. A school place update report is available annually from Tower Hamlets Council.

NB: The Tower Hamlets Local Plan has as a part of its evidence base used bespoke school roll projections provided by the GLA school roll projection service. These projections use a different methodology and different timescales. For more information please see: www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Strategic-Planning/Neighbourhood-Planning/Infrastructure-Delivery-Plan-Oct-2017.pdf

4.2.2

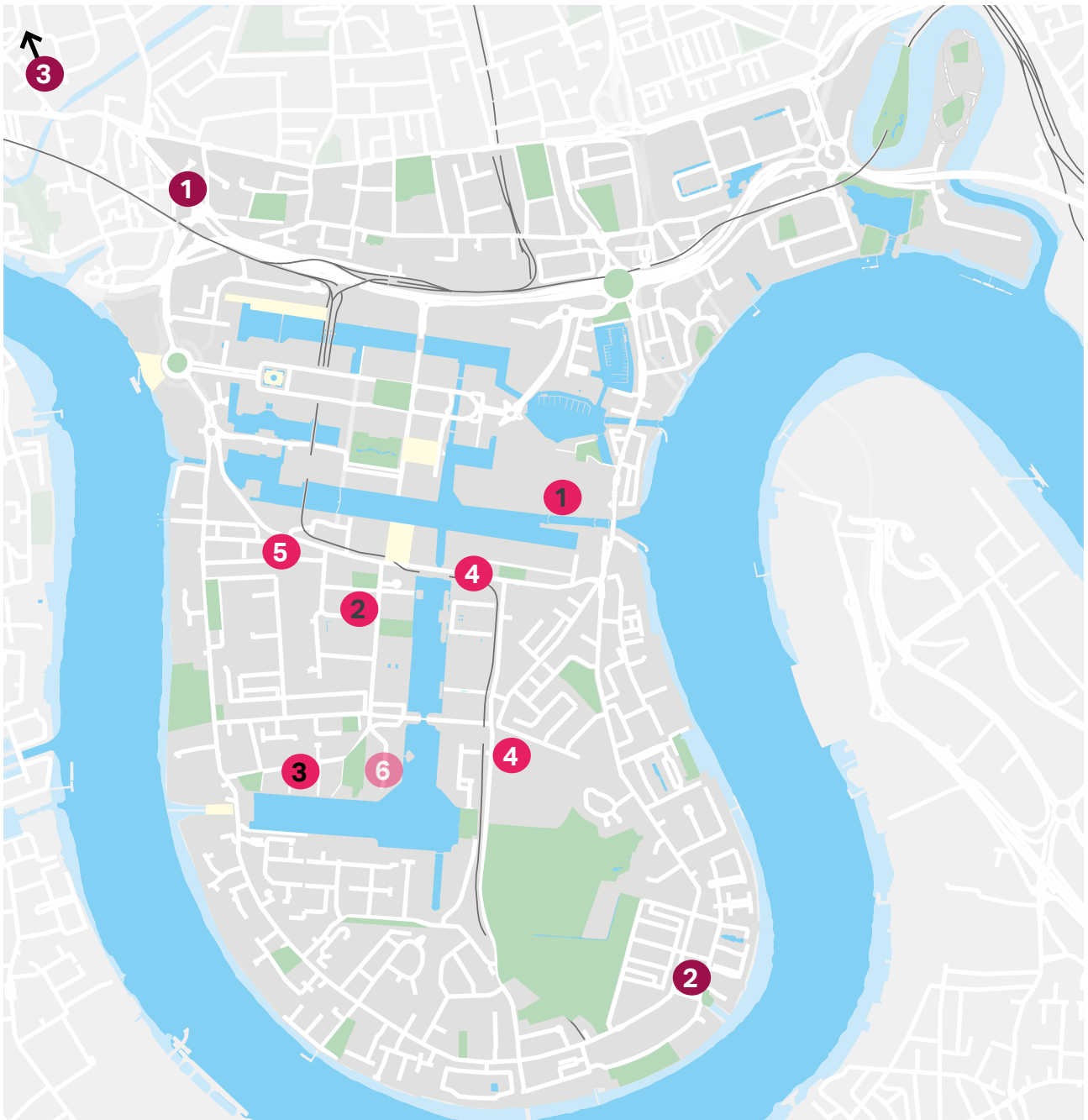
Social and community infrastructure

Health and emergency services

Methodology Health and emergency services requirements have been calculated at current provision levels and based on population projections for each growth scenario. GP surgeries assume 1 GP per 1,800 people and 10 GPs per surgery, Police assume 1 station per 85,000 people, Ambulance assumes 1 station per 117,000 people and fire services assumes 1 station per 50,000 people.

	GP surgeries	Emergency Services
Baseline growth	<p>With planning permission</p> <ol style="list-style-type: none"> 1 Wood Wharf 2 Millharbour 3 Westferry Printworks <p>LBTH draft site allocations</p> <ol style="list-style-type: none"> 4 Crossharbour 5 Marsh Wall East 	<p>RECOMMENDED SITES FOR</p> <ul style="list-style-type: none"> • 1 fire station <ol style="list-style-type: none"> 1 West India Dock Rd car park <ul style="list-style-type: none"> • 1 police station <ol style="list-style-type: none"> 2 Manchester Road [expansion] <p>1000sqm ambulance station expansion</p> <ol style="list-style-type: none"> 3 Poplar, Harford Street
High growth	<p>As above plus:</p> <p>LBTH draft site allocations</p> <ol style="list-style-type: none"> 5 Marsh Wall West 	<p>RECOMMENDED SITES FOR</p> <ul style="list-style-type: none"> • 1 fire station <ol style="list-style-type: none"> 1 West India Dock Rd car park <ul style="list-style-type: none"> • 1 police station <ol style="list-style-type: none"> 2 Manchester Road [expansion] <p>1000sqm ambulance station extension</p> <ol style="list-style-type: none"> 3 Poplar, Harford Street
Maximum growth	<p>As above plus:</p> <p>LBTH draft site allocations</p> <ol style="list-style-type: none"> 6 Millharbour South 	<p>RECOMMENDED SITES FOR</p> <ul style="list-style-type: none"> • 1 fire station <ol style="list-style-type: none"> 1 West India Dock Rd car park <ul style="list-style-type: none"> • 1 police station <ol style="list-style-type: none"> 2 Manchester Road [expansion] <p>1200sqm ambulance station extension</p> <ol style="list-style-type: none"> 3 Poplar, Harford Street

> FIG 4.3 Potential locations for Health and emergency services facilities in the Isle of Dogs and South Poplar



TRIGGERS	Surgery (10 consulting room)	18,000 people
	Fire stations	51,000 people
	Police stations	85,000 people
	Ambulance Stations	117,000 people

4.2.3

Social and community infrastructure

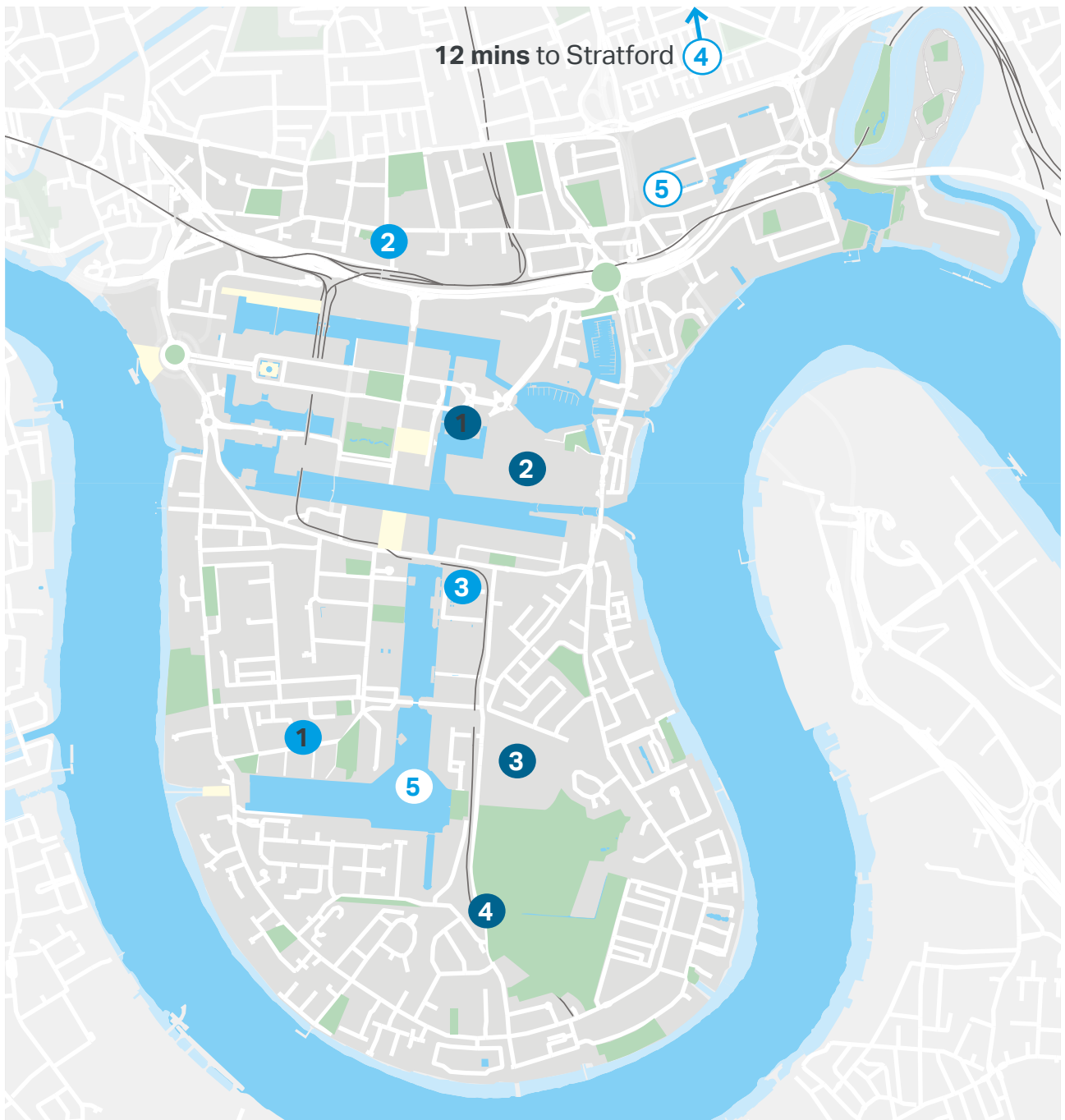
Leisure, sport and community

Methodology Leisure, sport and community requirements have been calculated based on dwelling numbers for each growth scenario. Assumptions: 0.34 sports courts per 1000 people, 4 courts per sports hall, swimming pools - 11.48sqm per 1000 people, Libraries - 30sqm per 1000 people.

	Leisure and sport	Community
Baseline growth	<p>Sports halls</p> <p>Existing facility</p> <p>1 Tiller Road Leisure centre</p> <p>Dual usage within schools</p> <p>[equivalent to 3.25 sports halls]</p> <p>Recommended additional sites</p> <p>2 Workhouse/ College expansion</p> <p>3 Limeharbour</p> <p>Swimming pools</p> <p>4 Borough provision Olympic Park</p> <p>5 Potential open water swimming *</p>	<p>Libraries/Idea Stores</p> <p>Existing and proposed</p> <p>1 Canary Wharf Idea Store</p> <p>2 Wood Wharf (the delivery requirements for an idea store will be kept under review alongside the development of Crossharbour site allocation)</p> <p>LBTH site allocations</p> <p>3 Crossharbour</p> <p>Other</p> <p>4 Millwall Park/Arches - community hub/cafe</p>
High growth	<p>AS ABOVE PLUS:</p> <p>Sports halls</p> <p>Dual usage within schools</p> <p>[equivalent to 0.75 sports halls]</p>	As above
Max. growth	<p>AS ABOVE PLUS:</p> <p>Dual usage of sports halls within schools</p> <p>[equivalent to 0.5 sports halls]</p>	As above

DELIVERY RECOMMENDATIONS Innovative forms of sports provision within mixed use schemes will be supported, such as use of roof tops, podiums and basements.

* dependent on water quality improvements



TRIGGERS	4 court Sports Hall	5,430 units
	Library	30sqm floorspace per 1000 people
	International Swimming Pool	109,000 people

^ FIG 4.4 Potential locations for Leisure, sports and community facilities in the Isle of Dogs and South Poplar

4.3.1 Sustainability strategy

Sustainability is key to achieving Good Growth . As development continues in this OA it will be important to enhance the environment and promote biodiversity. To deliver this, it will be vital to protect, enhance and where possible improve and expand existing green and blue infrastructure including parks and water spaces as these function as the lungs of the OA, making a broader contribution to improving air quality and improving liveability for local communities as part of an environmental net-gain approach.

An integrated approach to sustainability includes wider measures to remove motor traffic from local streets and increase planting to create boulevards and linear parks which encourage walking and cycling for healthier living. Consolidating freight to address sources of pollution is also a key factor in achieving sustainable growth (please see Part 6 for more information on freight consolidation in this OA)

Green and Blue Infrastructure

Developments must work harder to enhance biodiversity and improve air quality in this OA, which is a high density urban environment, in accordance with Urban Greening Factor set out within the emerging New London Plan and the London Environment Strategy. The role of green and blue infrastructure in lessening the impacts of climate change where the improvement of biodiversity and ecological resilience is crucial. Improving access to nature and enhancing the biodiversity on the blue and green grids also benefits both existing and new communities. The planning process can enhance green and blue infrastructure through the following measures:

- Increase greening through use of green roofs and living façades, communal sky gardens, wildflower terraces, plant and tree-lined balconies and living bridges
- Address flood risk and encourage SUDS in development proposals
- Address cumulative negative impacts of tall buildings such as daylight, sunlight, wind, noise and overheating in development proposals. Creating new areas of flood storage
- Introducing reed bed habitats and wild flowers to conserve and enhance wildlife
- Support and secure management of new and existing habitats
- Given the constraints on land in this OA, innovative solutions to address the deficit of green space should be encouraged. For example, the concept of 'urban forestry' could provide an exciting vision of a green skyline.

Specific measures to enhance and protect green and blue infrastructure

KEY (> Fig 4.5)

- 1 South Poplar green link
- 2 Protecting and enhancing access to biodiversity and resilience of Mudchute Park as a Local Nature Reserve
- 3 Improvements to access and investment in facilities of Millwall Park and Sir John McDougal Park
- 4 Improving the water quality and leisure value of the docks and other water spaces
- 5 Improving access to the River Thames and enhancing River walkways
- 6 Promote DLR Underline linear park
- 7 Promote sites working together to enhance delivery

4.3.2 Utilities strategy

There is opportunity for zero carbon development to be achieved in this OA, through exploring opportunities to integrate innovative technologies into new development, particularly for waste, servicing and logistics in a high density environment. However this will only be possible alongside significant upgrades to the existing utilities networks.

Air Quality Focus Areas

There are several major through routes in this OA, including the A13 East India Dock Road, A1261 Aspen Way and the A102 Blackwall Tunnel Northern Approach, all of which are highly polluted (please refer to TfL Air Pollution forecast map for more information). There is an Air Quality Focus Area within the OA [Blackwall/A13 East India Dock Road/ Aspen Way/Blackwall Tunnel] which is one of 187 London locations identified that exceed the EU annual mean limit value for nitrous dioxide and also have high human exposure levels. The Mayor's Transport Strategy focuses on encouraging active travel and reducing private car use, however further measures will be required to help reduce the highest levels of air pollution on those routes through the OA.

Utilities

Detailed discussions have taken place with utilities providers to ascertain the infrastructure requirements for this OA. These have included meetings with UK Power Networks (electricity and cabling), Thames Water (water and sewerage) and National Grid (gas).

Electricity is currently served by a series of 132kv supplies from the West Ham GSP, while gas is currently provided from the

high pressure off take at Beckton. There is sufficient capacity in the existing gas infrastructure but the following upgrades are likely to be required to service growth for the Opportunity Area:

- Two additional 132/11kw primary substations
- 132kV primary cable network
- New development should optimise energy efficiency design and renewable energy production to reduce demand on the strategic network.
- Strategic reinforcement of Coppermill Lane Water Treatment Works (approximately 5km of new infrastructure and a total of 15km new pipes to serve the development area)
- Thames Water are currently looking at a range of options in terms of routing and pipe dimensions. Routing new water mains to the site from Coppermills WTW is challenging. If levels of water reuse on site are increased through planning and delivery of re-use infrastructure, the diameter of the strategic mains can decrease, making routing significantly easier and less costly.
- A detailed **Integrated Water Management Study (IWMS)** is underway to assess the overall impact of development on the foul water sewer network, maintenance and treatment facilities. To ensure foul sewerage systems can cope with discharge it will be important that all individual sites deal with surface water flows through SUDS and greywater harvesting.

Flood Risk and Drainage

The majority of the OA is within Flood Zone

3. This means that without the existing flood defences it would be at high risk of flooding. The Environment Agency (EA) has a long term plan in place to continue to provide a high standard of flood defence through the rest of this century (the Thames Estuary 2100 Plan). As part of this plan, there is likely to be a need to increase the height of flood defence walls along the River Thames and the tidal River Lee. This will need to be factored in to any riverside developments, and may mean that additional land is required to allow higher flood defence walls to be built without creating a sterile river front. It will also be important to retain access for long term maintenance and upgrades to the defences. In order to co-ordinate the plans for the riverside, the EA and GLA are promoting Riverside Strategies which will set out the requirements, restrictions and opportunities for updating flood defences along the Thames and tidal tributaries. Even with good flood defences there will remain a small residual risk that those defences could fail, or be overtopped. Therefore it will also be important for new buildings to design in measures to mitigate this residual flood risk.

Parts of the OA are also at risk from surface water flooding. The most significant areas are identified in Fig 4.5 as Critical Drainage Areas. Development should avoid discharge to the docks for water quality and biodiversity purposes.

The (IWMS) currently underway will consider how best to manage flooding risks and to promote opportunities for rainwater harvesting or water recycling that can reduce the strain on water supplies. However, as a general principle

all new developments will be expected to consider sustainable drainage measures. For those developments that are close to or adjacent to either the docks or the River Thames, then a direct discharge to the respective waterbody is likely to be the preferred method of sustainable drainage.

Funding for enhancing flood protection to accommodate future growth in this OA will need to be taken forward through the delivery phase, with ongoing discussions with the EA.

Telecommunications and Smart cities

The development area is currently served by a number of telecom providers with a combination of fibre and copper distribution networks. Distribution of both types of network will be provided from adjacent cabling and joint boxes to serve development areas. New networks will be constructed to supply the proposed development within the development highway network. As part of this provision:

- Zone 2 Canary Wharf is likely to require 'continuity of supply' for new infrastructure. This ensures that required supplies are maintained in the event of any outages.
- Telecom providers will normally require developers to excavate and lay the necessary ducts and joint boxes, which would be provided through normal costs assumptions on the part of developers.
- For Openreach, free of charge connection is possible and the necessary chambers can usually be constructed as part of the general

4.3.2

highway construction works. However, given the density of development in the OA and the lack of capacity on the road network, these works will need to be co-ordinated. For larger residential developments, telecoms providers should work with developers to secure one off costs for building level connections and agreed service levels.

- Commercial users requiring super-fast broadband speeds will be responsible for procuring their own connections from the telecommunications providers. This will be provided via newly installed duct networks – space for which should be secured.

Scoping work has recently been undertaken for LBTH which investigated options for waste disposal in high density urban areas (Refer to LBTH emerging policy D.MW3 Waste Collection Facilities in New Development). A number of options were explored, including underground vacuum collection systems provided by two companies (Envac and Marimatic). Both essentially provide a network of low pressure underground pipelines, connected to on-street stations, which moves waste towards a terminal building. Vacuum waste disposal systems are included in the Tower Hamlets Infrastructure Plan (2017) and it is recommended that a system of this sort be endorsed and applied within the OA as part of a future waste management strategy. Waste recommendations are as follows:

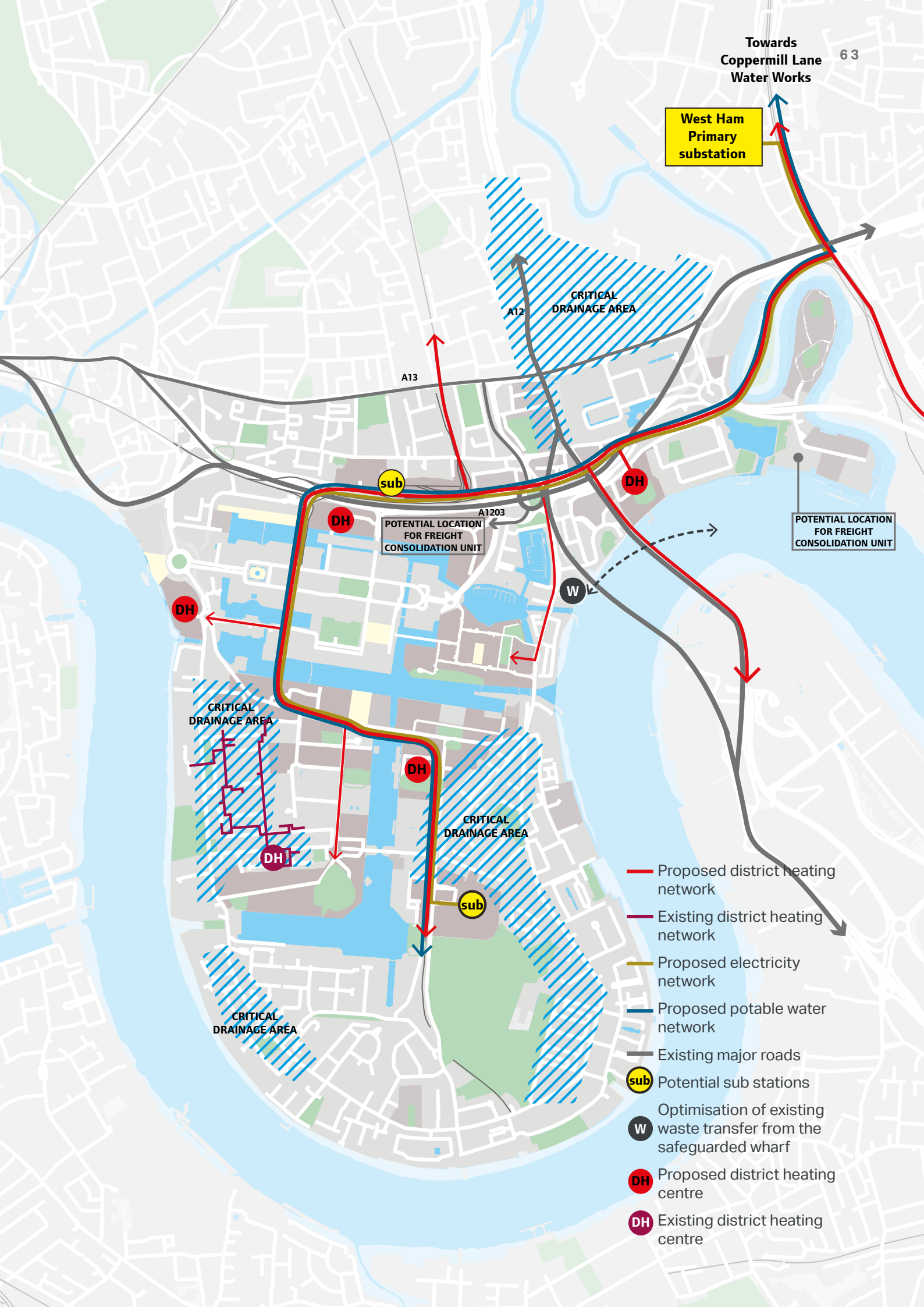
- Individual building pipework and indicative storage space (space equivalent to 0.5sqm per residential unit)

to be included as part of development proposals.

- Sites for a collection station to be identified for each system to provide space for storing large containers which aggregate/bulk up the collected materials.
- The space required for this (i.e. 300m² for a residential block of 600 units) and its location within the development needs to be factored into the overall development design and cost. It is possible to site these underground; however, access for the collection vehicle must be allowed for in development proposals.
- It should be designed to collect the six main dry materials as a minimum (paper, card, plastic bottles, mixed rigid plastics pots, tubs and trays, glass, metals) and food waste. Suitable space allocations for separate bin storage within residential and commercial units needs to be factored in to design (ie split bins in kitchens)

Improving the existing municipal waste management facilities will be an important part of any future waste management strategy for the Isle of Dogs and South Poplar OA. Improvements to the existing recycling centre at Yabsley Street over the full delivery period have also been factored into the infrastructure study (refer to the Development Infrastructure Funding Study available at www.london.gov.uk/isleofdogs). The Tower Hamlets Local Plan also supports the reactivation of Orchard Wharf and protects Northumberland Wharf for waste uses (see sub-area principal 21, policies S.TR1 and DTR4).

> **FIG 4.6 Utilities Strategy for the OA:** Including creating a consolidated utilities corridor alongside existing transport infrastructure



4.3.2

Given high densities in the area, innovative solutions to consolidate freight, waste and servicing are needed to de-congest the road network and improve air quality. The use of the River Thames and safeguarded wharves for freight will be important to achieve this.

A **Waste Management Strategy** should be undertaken alongside a **Construction and Freight Strategy** to consider integrated and innovative solutions such as:

- waste compacting
- service consolidation
- electric / driverless last mile deliveries and use of safeguarded wharves
- Consider use of renewable transport fuels made from waste products and oil (eg biodiesel and biomethane)
- transport of waste by river
- Facilitating appointment of a single provider for collection of commercial waste and recycling.

CHP and Heat network

The London Plan requires developers to prioritise connection to existing or planned decentralised energy networks where feasible or develop their own site wide community heating system supplied by gas fired boilers and CHP. There is an existing heat network within the DIFS Opportunity Area, Barkantine, which sits within Zone 4 (Crossharbour).

The heat network infrastructure has been assumed to comprise 3 elements. The internal infrastructure has not been apportioned for as this is already accounted for within the developer costs.

- HN01) Energy Centre
- HN02) Primary Heat Pipework

• HN03) Primary Heat Substations

There are existing and planned heat networks within the study area and some of the lower density sites (within Island Gardens) are unlikely to be suitable for DHN connection. Therefore, these growth scenarios were reduced appropriately across the dwelling numbers, based upon the removal of sites with existing/proposed self-provision (particularly sites within Islands Gardens which are not geographically applicable and a 50% dwelling reduction of sites to be included within the existing Barkantine Heat Network extension)

- The maximum Growth scenario has seen a dwelling reduction of 7,270.
- The high Growth scenario has seen a dwelling reduction of 7,160.

Given the density of heat demand and existence of heat networks in and around the OA, an **Energy Master Plan (EMP)** should be carried out. Improvements and extensions to the existing heat network at Barkantine should be priorities to benefit those currently linked to the network through reducing the carbon intensity.

Assessing Cumulative Impacts

There will be cumulative environmental impacts which will need to be assessed through the development management process on a site by site basis. Area wide masterplans should examine these cumulative impacts such as microclimate, air quality and noise, and provide a strategy for managing these impacts (**see Parts 6 and 7**).

Safety and Security

All development within this OA will be required to comply with Local Plan and London Plan policies relating to security, crime and resilience to emergency (see Tower Hamlets Local Plan policy, London Plan policy 7.13 and New London Plan policy D10).

Air Quality

Poor air quality is a major issue for London. Major development within OAs should propose methods which achieve an Air Quality Positive Approach, whereby all new buildings contribute actively to a progressive reduction in the total amount of London's emissions.

Reducing Exposure

All new development within the OA should carefully consider the impacts of and mitigate against the placement of sensitive land uses (houses and schools in particular) near to the most polluted major corridors. This will also alleviate concerns regarding noise.

Construction, Freight and Servicing

A co-ordinated approach to construction, freight and servicing across the development lifespan of this OA could reduce vehicle movement to de-congest the roads and improve air quality. As set out above in waste management, a construction and freight strategy should be undertaken to consider integrated and innovative solutions.

UTILITIES AND ENERGY TRIGGERS

- Strategic reinforcement to the utilities infrastructure is needed across all scenarios. It is critical that this is planned for and funded in the short term.
- The Delivery Team should establish an integrated Utilities Plan in the short term, which should consider the need for land such as primary substations, coordinate up stream reinforcements, explore feasibility of utilities tunnels and a coordinated approach to delivering utilities infrastructure.
- Up front funding will be needed to procure upgrades to the strategic network, which will be recovered on a site by site basis from the developers. The Delivery Team should explore forward funding options for this as part of the detailed Delivery Plan and Funding Study.
- Throughout construction, the Utility Providers Forum should coordinate connections to the strategic network across construction sites, to minimise impact and disruption to local residents.

REMEDIATION

- There are a number of sites within the OA which will require remediation and it is recommended that the Delivery Board scope whether it is appropriate to do an area based strategy for coordinating remediation or whether this should be dealt with on a site by site basis.

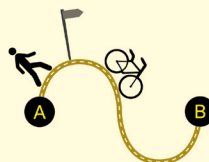
4.4

Implementing the key components of infrastructure



Sustainable transport

- 4.4.1** Achieving 90% or higher travel by sustainable modes, including walking, cycling and public transport to, from and within the OA.
- 4.4.2** Opening of Elizabeth Line, providing step change in connectivity to and from the Opportunity Area.
- 4.4.3** Provide more trains at peak times on the Jubilee Line. New and more frequent DLR trains operating every 2 minutes in the peak.
- 4.4.4** Looking towards providing a 24 hour public transport network.
- 4.4.5** Protect bus service reliability and improve journey times.
- 4.4.6** Enhance stations across the area, including Crossharbour and Mudchute.
- 4.4.7** New bus interchange at Crossharbour District Centre.
- 4.4.8** Support the use of the River Thames, including to Canary Wharf, Masthouse and Trinity Bouy Wharf Piers, as well as a potential new river services pier to the east of the OA, enabling more direct links to North Greenwich.
- 4.4.9** A package of new bridges across the area, including across South Dock and River Lea.
- 4.4.10** A new bridge connection between Rotherhithe / Canada Water OA and Canary Wharf / Isle of Dogs and South Poplar OA.
- 4.4.11** Improved connections between South Poplar and Canary Wharf.
- 4.4.12** Upgrades to Prestons Road Roundabout and other junctions across the area.
- 4.4.13** Major capital investment delivering better, healthier streets across the area. Through this create an environment that encourages people to walk and cycle for local journeys and the last mile of longer journeys.
- 4.4.14** Create walkable neighbourhoods served by enhanced centres which reduce the need to travel.
- 4.4.15** Investment in the cycle network, through improved connections to Cycle Superhighway 3 and a new cycle route between Hackney and the Isle of Dogs.
- 4.4.16** Safer and cleaner streets in line with Mayoral Commitments and Tower Hamlets Local Plan.
- 4.4.17** Securing high quality active travel facilities through the planning process.
- 4.4.18** Planning and co-ordinating safe, clean and efficient freight, including implementing urban freight tools and investigate the need for freight and servicing consolidation.
- 4.4.19** Look to how new technology and innovation can support the area in the future.
- 4.4.20** TfL will investigate the feasibility to consider the case and options for further strategic public transport infrastructure across inner east London.





Social infrastructure

- 4.4.21 A flexible delivery plan is required to ensure timely delivery. This can adapt to demographic changes without the need to retrofit facilities.
- 4.4.22 Subject to monitoring, a minimum of 4,410 primary school places are required by 2031, with future capacity for 2-6 additional schools likely to be required by 2041.
- 4.4.23 Ongoing demographic monitoring is needed to assess education demand.
- 4.4.24 Schools are to be provided that can be easily expanded from 2 to 3 FE.
- 4.4.25 School sports facilities must be designed to allow for community use addressing a deficit of playing pitches and sports facilities in the OA.
- 4.4.26 A minimum of 3 GP surgeries are required by 2031, with 1 - 3 additional surgeries required by 2041.
- 4.4.27 Delivery of co-located community facilities should be explored in centres (Crossharbour/Wood Wharf) and could incorporate skills and training facilities or services.
- 4.4.28 Promoting community uses in LBTH assets such as the Millwall Cutting Railway Arches which could provide a community hub/affordable workspace/ sports facilities.
- 4.4.29 Promote and protect unique water related community activities such as sea scouts and the sailing centre.
- 4.4.30 Addressing impact on services provided at a regional scale, such as emergency services



Utilities and sustainability

- 4.4.31 Set up an Energy and Utilities Steering Group to establish work streams with utilities providers to address priorities, promote renewables, waste management and energy efficiency. Saving spaces for infrastructure and exploring relocation/longer term changes to energy supply.
- 4.4.32 Develop new strategies for delivering cables / utilities infrastructure using existing assets including dock edges.
- 4.4.33 Ensure adequate set-backs to preserve water quality of docks and waterways.
- 4.4.34 Improve access to and investment in existing green spaces such as Millwall Park, John McDougall Gardens. (refer to LBTH Open Space Strategy 2017, available at www.towerhamlets.gov.uk)
- 4.4.35 Develop proposals to enhance the usage and biodiversity of the Dock and water spaces including Millwall dock, South Dock, Middle Dock and North Dock.
- 4.4.36 Wind tunnel / microclimate should be addressed comprehensively through area masterplans and assessed through the planning process.
- 4.4.37 Undertake an **Integrated Water Management Study** to examine flood risk, drainage and water supply issues.
- 4.4.38 Undertake a **Riverside Strategy** to consider options and opportunities for managing flood defences, proximity to the Thames and its foreshore and the provision of the Thames path.
- 4.4.39 Development will achieve a 20% increase in green cover in the OA compared to the existing baseline.



Part five

Public realm and urban design

Chapter contents

- 5.1 Joining up growth
- 5.2 Local connections
- 5.3 Existing character areas
- 5.4 Areas of change
- 5.5 Delivering the components of good design

Chapter objectives

- Ensuring development enhances the existing character of the OA
- Creating a joined up public realm network across site ownerships, making it more convenient and attractive to walk and cycle
- Improve the environmental quality of existing streets, parks and water space
- Creating meaningful new green infrastructure including open spaces, parks and connections by working across multiple landownerships and extending the existing network of open spaces

5.1 Joining up growth

Good Growth is fundamental to ensuring that the Isle of Dogs and South Poplar offers its residents the highest quality of life. Good design will be essential to achieving this - ensuring high residential quality, open space which celebrates the area's unique waterfront locations and creating people-oriented streets which encourage residents to walk, cycle and 'be'.

The previous chapters of this document have outlined multiple strategies for achieving Good Growth and supporting infrastructure. This chapter aims to provide design guidance which joins up these strategies to create a vision for a future of the area that responds to the future needs of the growing community. In addition to this, land ownership in the Isle of Dogs and South Poplar is extremely fragmented. To deliver this plan, growth also needs to be joined up across multiple land ownerships and this chapter proposes a framework to achieve this by:

↔ Enhancing local connections

Growth impacts on the area beyond the site boundary.

There has been significant investment in the strategic transport network over the past 30 years. To make this investment work development needs to enable healthy streets - making it easier to walk and cycle to jobs, services and existing public transport infrastructure. This section adds another level of detail to the transport strategy, by identifying a series of local connections projects to unlock and enable growth in this OA.

● Responding to the existing character areas

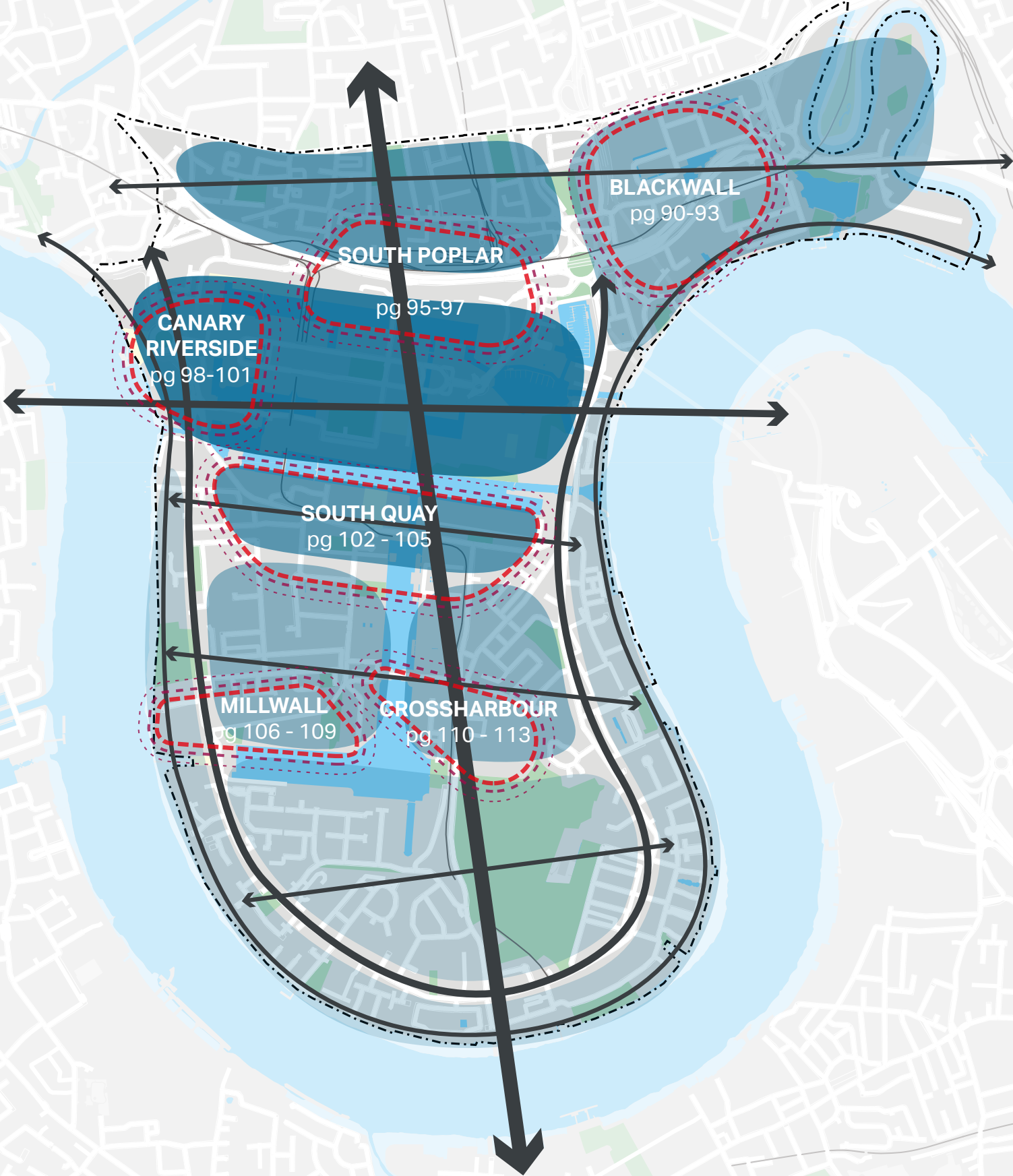
Growth should complement the existing character of the area.

This section defines the character of 7 distinct areas in the OA, from the historic docklands, to a high rise global financial district and low rise family housing surrounding a city farm. To achieve a cohesive sense of place, new development should respond sensitively to the existing context, carefully consider how it negotiates the change in scale and character and enhances the places between the existing local character areas by integrating well into the immediate area.

○ Identifying areas of change

Growth needs to be coordinated across multiple land ownerships.

This section identifies 6 areas where either change is already happening, or we expect to see significant change across multiple land ownerships. Emerging development in these areas should refer to this chapter for guidance on how we expect sites to work together to deliver the new spaces and connections across multiple land ownerships.



5.2 Local connections

The impact of growth in the Isle of Dogs and South Poplar will be felt beyond each individual site boundary - it therefore needs to work hard to join up with and enhance the surrounding neighbourhood too. Building on the major interventions set out within the transport strategy, this local connections plan therefore looks beyond the areas of change to set out a series of projects which will ensure public realm across the whole area is working hard to serve existing and future communities.

Development across the whole of the OA will be expected to contribute to delivering this series of projects across the area to make it easier and safer for everyone to walk and cycle, and making parks and water spaces work harder for everyone to enjoy. Working with TfL, we have built upon the **Transport Strategy** to create a series of area wide projects which improve local connections, and start making places. **Section 5.4** of this document provides more detail on these proposals, and the **Local Connections Strategy and Design Guide** (available at www.london.gov.uk/isleofdogs) which accompanies this document sets out principles for designing and delivering each proposal.

KEY

Bridging and linking

- 1 Rotherhithe to Canary Wharf bridge
- 2 Improved connections between Poplar and Canary Wharf
- 3 South Dock Bridges
- 4 Leamouth footbridges
- 5 North Greenwich river crossing
- 6 Operational improvements to Greenwich foot tunnel

Junction improvements

- 7 East India Dock Road / West India Dock Road junction
- 8 Westferry junction
- 9 Cotton Street / East India Dock Road junction
- 10 East India Dock Road / Leamouth Road junction
- 11 Preston's Road roundabout
- 12 Marsh Wall roundabout

Orientation

- 13 CS3 route improvements
- 14 Thames Path
- 15 Dock path
- 16 Improved east / west connectivity through Island Gardens
- 17 Connection to the Leaway
- Potential for future improved way-finding

Public realm upgrades along key corridors

- 18 Limeharbour
 - 19 West Ferry Road / Manchester Road / Preston's Road
 - 20 East India Dock Road
 - 21 Marsh Wall
 - 22 Pepper Street
- Site allocations

NB: Development proposals within the Opportunity Area should not prejudice the delivery of the public transport improvements identified, including the Rotherhithe to Canary Wharf Bridge.

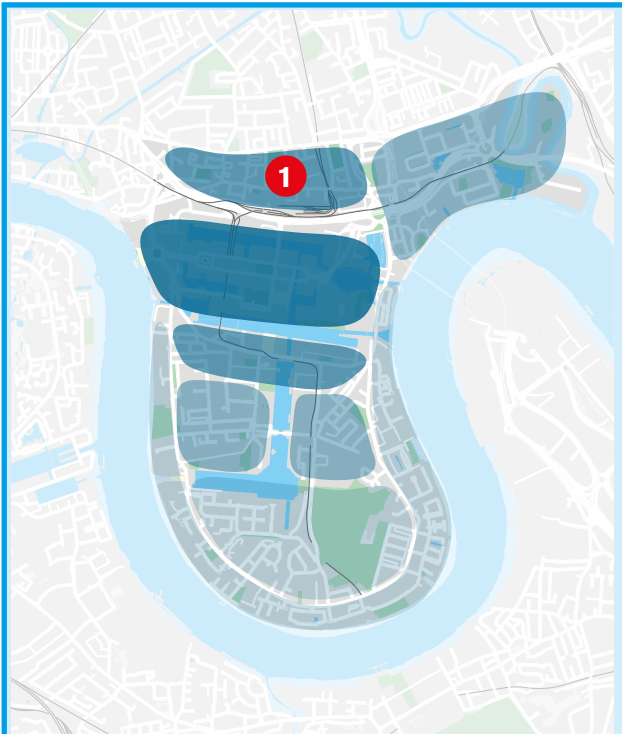


^ FIG 5.2 Isle of Dogs and South Poplar Local Connections Strategy

GREENWICH

DEPTFORD CREEK

5.3.1 Existing character Poplar



Poplar is a low rise predominantly residential area with heritage assets, open space and fine urban grain creating an area with a village feel located directly north of Canary Wharf and the Isle of Dogs. The area is bounded by Aspen Way and East India Dock Road.

Key Opportunities

- Improve the existing community's access to services and jobs
- Create a gateway to and better integration with the Isle of Dogs by addressing the severance of Aspen Way and the DLR tracks
- Improve access to Crossrail, creating an interchange with South Poplar
- Deliver a new Poplar DLR Depot
- Enhance Poplar High Street



History

The Poplar District (Metropolis) was formed in the 19th century and suffered from heavy wartime bombings during the 20th century and large areas of housing were rebuilt post war. The introduction of DLR and Aspen Way increased severance from Canary Wharf.

Heritage Assets

The area contains a number of listed buildings which concentrate within the Conservation Areas of; St Matthias Church, All Saints Church, eastern part of St Anne's Church, and curtilage of Lansbury. Key assets include:

- St Matthias Church (Grade II*)
- All Saints Church (Grade II)
- Old Poplar Town Hall (Grade II)
- Poplar Baths (Grade II)

More information is available at historicengland.org.uk



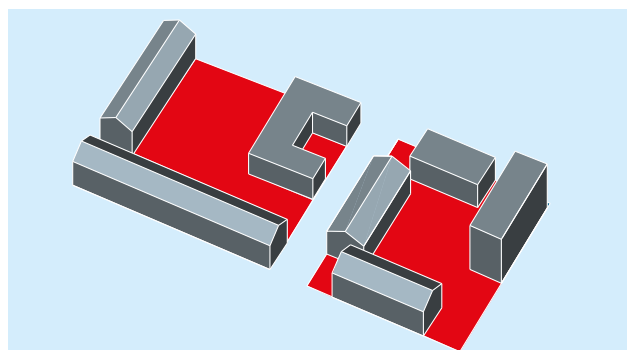
Urban form

Street pattern and urban blocks

- Mixture of 18th and 19th century terraced streets, post war housing estates and new development, comprising of low to medium rise residential blocks surrounded by green space and terraces set back from the street with front gardens (e.g. Pennyfields)

Public realm

- Local parks and green space with a village feel – Poplar Recreation Grounds; All Saints Church grounds
- Poplar High Street forms a coherent high street through middle of the character area
- Vehicular dominance from A13 to the north and Aspen Way to the south



Building typologies

Height and Massing

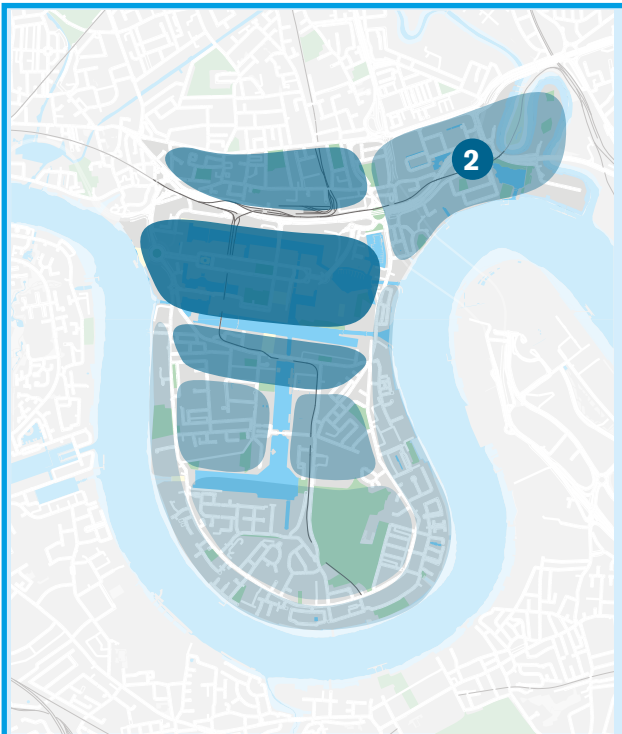
- Predominately low rise – 2-5 storey terraces, apartments and duplexes
- Building heights are fairly uniform and increase with new development in the southeast corner of the character area

Architectural character

- Mixture of Victorian terraced housing and post-war terraces and deck access apartment blocks
- Predominantly brick built with some concrete
- Fine urban grain, allowing for high numbers of dual aspect units

Existing character Blackwall and Leamouth

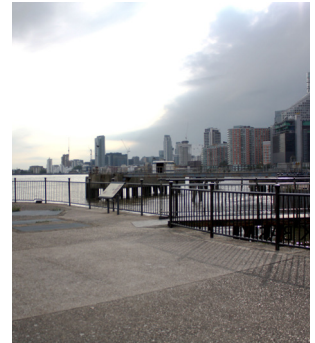
5.3.2



Located in the north-east corner of the Opportunity Area on the corner of the Isle of Dogs peninsula, this is a fast growing area characterised by a mix of dense new-build residential towers, bulky employment and data centre blocks and industrial uses set around Aspen Way and the Lower Lea Crossing.

Key Opportunities

- Maximise physical and visual connections to the Thames and other water spaces
- Improve accessibility and promote a coherent architectural character
- Address severance from A roads
- Promote use of safeguarded wharves to encourage sustainable freight and consolidation
- Enhance provision of community facilities and open spaces



History

The area emerged in the 14th century, serving as a historic port and a centre of shipbuilding and repairing. The East India Docks were constructed at the beginning of the 19th century.

Heritage and community assets

- Naval Row Conservation Area
- Trinity House Chain Locker and Lighthouse (Grade II)
- East India Dock Basin boundary (Grade II)
- East India Dock House, former Financial Times Print Works (Grade II*)
- Northern ventilation shaft to Blackwall Tunnel (Grade II)
- Blackwall Radar Station is also located at Northumberland Wharf



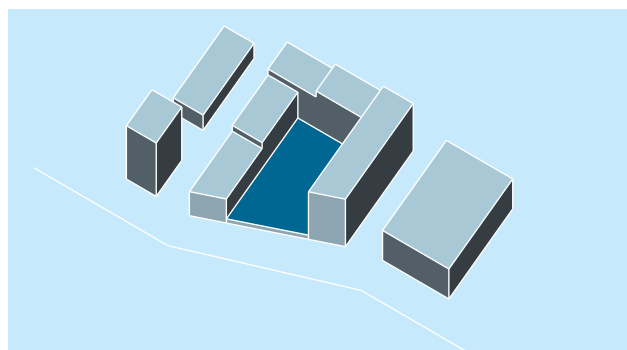
Urban form

Street pattern and urban blocks

- Fragmented street pattern dominated by Aspen Way and East India Dock Road
- Mix of block types, including terraces, perimeter blocks and super blocks

Public realm

- Key location on the blue grid where the River Lea meets the Thames
- Green open space focuses along the water front, creating a rich natural habitat around Leamouth
- Severance across the area from major transport infrastructure results in many schemes becoming inward looking, focusing on private or semi-private space rather than addressing this environment.



Building typologies

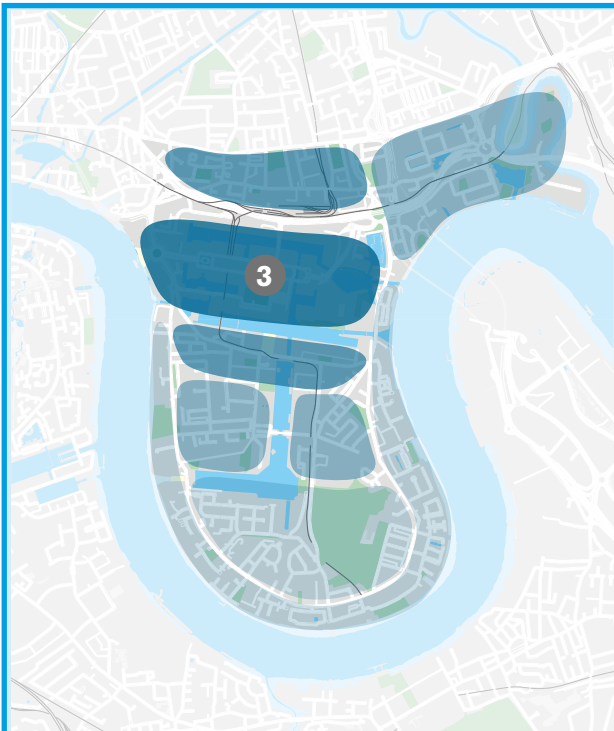
Height and massing

- Existing first generation residential development of 3-8 storeys
- More recent development of heights between 3 and 27 storeys has been permitted in Leamouth. Building heights culminate in neighbourhood centres and around key junctions of the A23, with stepping down towards the River Thames.
- Large floor plate office blocks of 3-10 storeys

Architectural character

- Varied and incoherent architecture
- Large metal, stone and glass clad office buildings.
- Finer grain residential in a wide mix of materials including brick, metal and cladding tiles.
- Emerging development references industrial aesthetic with brick and metalwork detailing.

5.3.3 Existing character Canary Wharf



Located in the north of the Isle of Dogs on the West India Docks, Canary Wharf is a global business district and financial centre. To the east at Wood Wharf is an emerging residential neighbourhood with office, retail, leisure and community uses.

Key Opportunities

- Enhancing and diversifying the existing employment hub and maintaining its global position
- Introducing mixed uses for vibrancy, in accordance with local planning policy
- Improving pedestrian and cycling connectivity, addressing barriers to movement such as the Thames
- Creating visual connections with the Thames
- Completing the dock and river paths for active leisure use
- Improving links to Poplar High Street and South Quay



History

During the 19th and early 20th century, the area was one of the busiest docks in the world. After the 1960s, the port industry began to decline, leading to all the docks being closed by 1980 and regeneration of the area through the efforts of the LDDC and creation of the Canary Wharf Estate.

Heritage assets

- The docks have been retained as amenity to the West India Dock and Coldharbour Conservation Areas
- Setting of Narrow Street Conservation Area
- Warehouses and general offices (at western end of North Quay), West India Dock Wall and Blackwall Basin (Grade I)
- 16 Grade II industrial buildings and structures of the former Docklands with their industrial and residential infrastructure



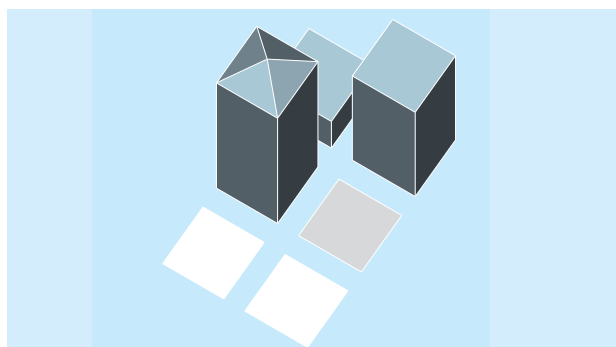
Urban form

Street pattern and urban blocks

- Uniform grid-like street pattern in strong north-south and east-west orientation
- Multi level street pattern, negotiating between dock level and Canary Wharf street level and basement

Public realm

- Public realm focuses around the docks and river which provide visual amenity with incomplete paths for active leisure
- Jubilee Gardens, Canada Square and Cabot Square provide very high quality privately managed public realm
- Retail on the lower floors provide publicly accessible space and public toilets



Building typologies

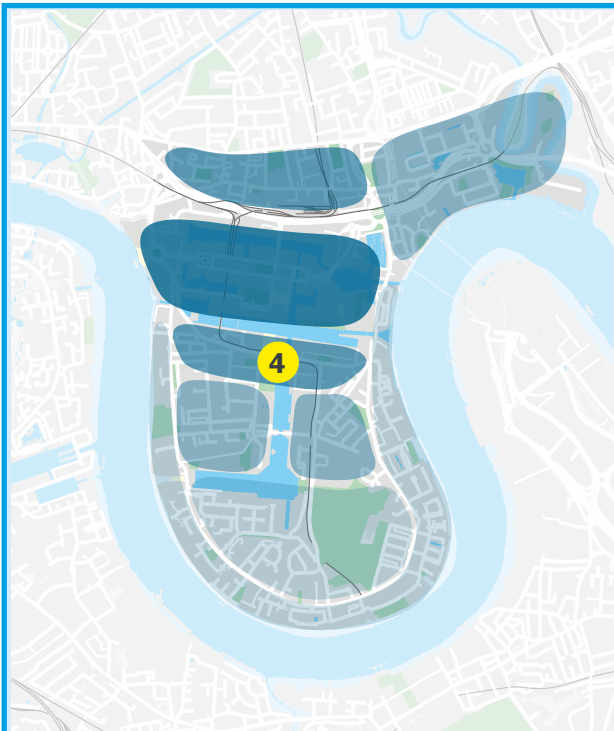
Height and massing

- Tall office and residential buildings noticeably step down in height from One Canada Square
- Variation in building heights allows views through the tall building cluster

Architectural character

- Historic brick buildings and warehouses.
- Uniform orthogonal high-rise office buildings, predominately of glass and metal construction
- Some lower rise neoclassical buildings with stone cladding and detailing

5.3.4 Existing character South Quay



Located on the Southern bank of South Dock and along Marsh Wall, South Quay is a unique dockside mixed use area of tall buildings. The area provides a transition in urban grain and use from Canary Wharf to the residential community to the south.

Key Opportunities

- Diversifying the employment offer of Canary Wharf
- High quality mixed use developments which work collaboratively to provide high quality waterfront and dockside spaces
- Achieving high quality homes, streets and amenity at optimised densities
- Maximising urban greening



History

The South Dock was created in 1866 by the East and West India Dock Company to increase their capacity by enlarging the existing City Canal cutting the Island in the east – west direction. The area was completely transformed into the business district, as part of Canary Wharf in 1980s.

Heritage assets

- Located within the Coldharbour Conservation Area
- Former west entrance to the South Dock (Grade II)
- The Cascades (Grade II)
- The dock walls (unlisted)



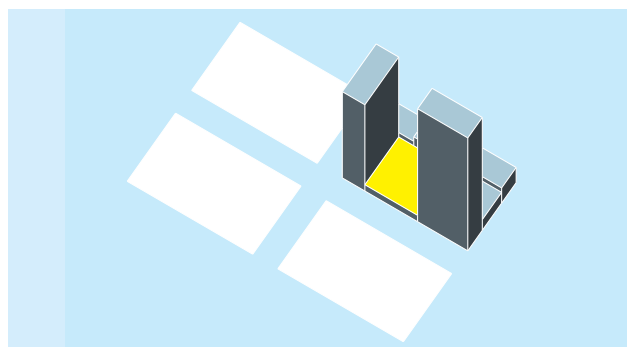
Urban form

Street pattern and urban blocks

- The strong grid of Canary Wharf is still present, expressed through more slender residential footprints
- Marsh Wall and the dock edge form the main east / west movement spines with perpendicular access roads providing routes to the water
- Towers set on podiums, which provide human scale at street level

Public realm

- The docks and dock edge form the main amenity, with surrounding street structure and open space providing physical and visual connections to it
- Predominantly hard landscaping
- Ground level views towards water bodies through building separation



Building typologies

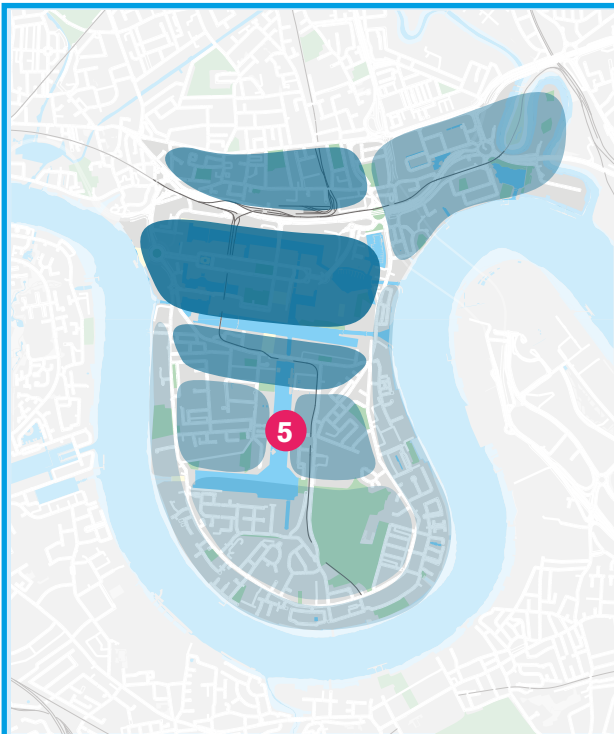
Height and massing

- Large floor plate offices step down in height from Canary Wharf
- Existing residential development of 3 – 10 storeys
- More recent residential developments with heights of up to 50 storeys
- Building heights raise towards Canary Wharf
- Separation between buildings at the ground level allows for views towards water bodies

Architectural character

- Modern developments
- Large curtain glass walls, GRC and ceramic cladding systems
- Scale of individual residential units expressed by slender irregular floor plates and balconies

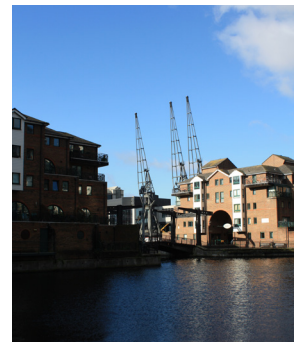
5.3.5 Existing character Millwall and Cubitt Town



Located from the South of Marsh Wall down to Millwall Outer Dock and Mudchute Park to the south, Millwall and Cubitt Town is a predominantly residential area including a number of postwar estates. The area is currently undergoing residential intensification to the North and along the waterfront.

Key Opportunities

- Creating an easily accessible new town centre at Crossharbour for local communities
- Maintaining the area as a family friendly place to live
- Maximising links and visual connections to the waterfront and between green spaces such as Mudchute Farm and St Johns Park
- Improving wayfinding

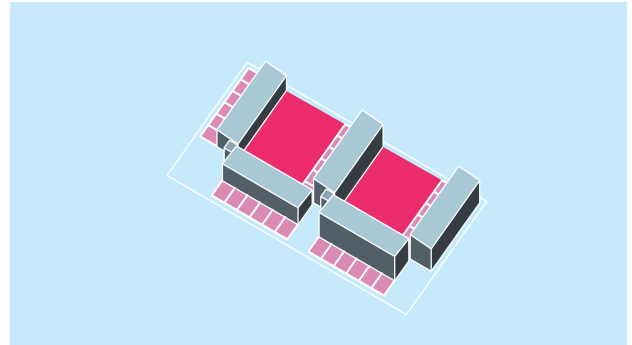


History

The Millwall Docks were built around 1860 as a result of heavy industrialisation of this previously rural (mills) area. Apart from industry and construction of flood prevention facilities, the area was also home to docklands' workers. After the docks closed, the area was redeveloped by the London Docklands Development Corporation into quiet mid-rise residential estates.

Heritage and community assets

- Grade II listed Carnegie Library
- Local listed War Memorials
- Other non designated heritage assets include dock infrastructure such as cranes
- Docklands Sailing Centre



Urban form

Street pattern and urban blocks

- Westferry Road, Limeharbour and Manchester Road form a basic north-west grid filled with perimeter blocks
- Streets form an irregular rectangular grid on the western side of Limeharbour which is interlaced with the diagonal grid on the eastern side
- Perimeter blocks and towers set in public realm

Public realm

- The area focuses around Millwall dock, with Pepper Street bridge linking across
- Pedestrian routes cross urban blocks independently from streets
- Semi-public urban courtyards in the heart of residential developments

Building typologies

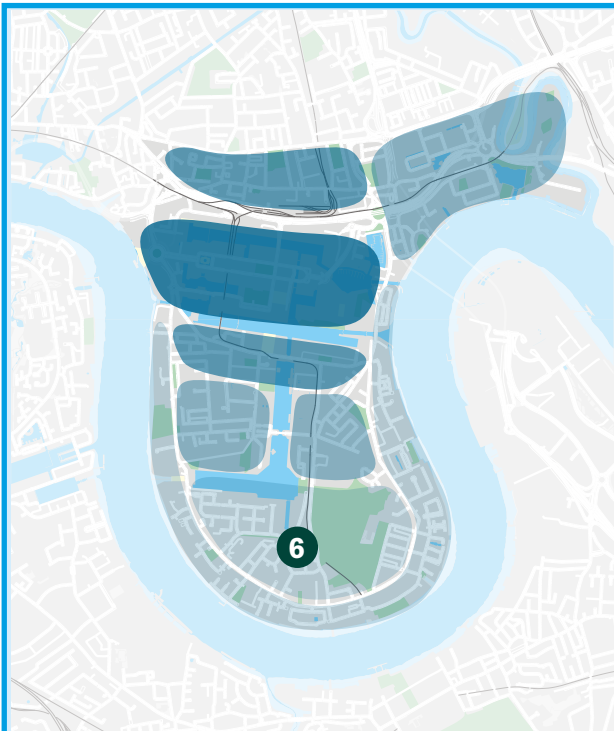
Height and massing

- Existing residential development of heights up to 6 storeys
- Fine urban grain strengthened by small footprints of buildings
- Heights and massing slightly drops towards open spaces of the Millwall Outer Dock and Mudchute Park

Architectural character

- Mixture of postwar and new residential blocks
- Strong articulation of windows and balconies provide rhythm to the facades and express residential scale
- Mixture of brick construction and rain screen cladding with detailing to windows, balconies and ground floor adding a fine grain of detail

5.3.6 Existing character Island Gardens



Located between Millwall Outer Dock and Mudchute Park to the North, Manchester Road and Westferry Road, Island Gardens is a predominantly low rise residential area composed of smaller nests of buildings around cul de sacs. The character area is home to the OAs largest green space: Mudchute Farm and Millwall Park

Key Opportunities

- High quality family friendly residential area
- Improving walking and cycling permeability resulting from a fragmented street layout
- Improving access to Mudchute Farm and Millwall Park from the surrounding areas

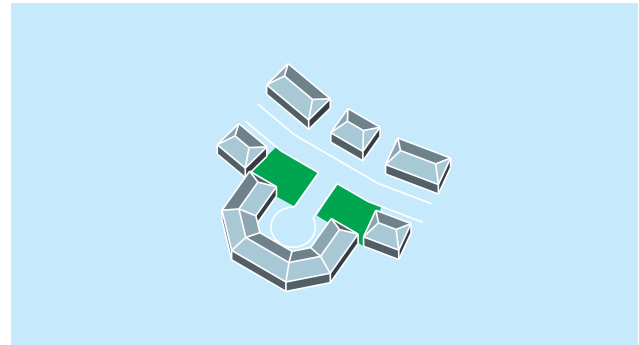


History

Prior to the construction of the docks, the area was largely farm and marshland. In the 19th Century, the Millwall Dock Company acquired land for future expansion of the docks. Mudchute Farm was created with the mud dredged from Millwall Dock. While the surrounding area was developed for housing in the 20th Century, the park and farm were protected from development in the 1970s by local campaigners.

Heritage and community assets

- Chapel House and Island Gardens Conservation Areas
- Millwall Fire Station, Fire Station Cottages, Former Millwall Ironworks and St Pauls Presbyterian Church (Grade II)
- Scheduled Ancient Monument Site of the launch ways of the SS Great Eastern



Urban form

Street pattern and urban blocks

- A broad variety of street layouts, predominantly in the form of a loop with one point of entry from Manchester Road and Westferry Road
- Predominantly organic street pattern, with housing arranged in neighbourhoods
- Buildings create strong street frontages

Public realm

- The area benefits from the largest public open space in the OA Millwall Park and Mudchute Park
- Streets are tree lined, with visual links and connections to the park, River Thames and docks

Building typologies

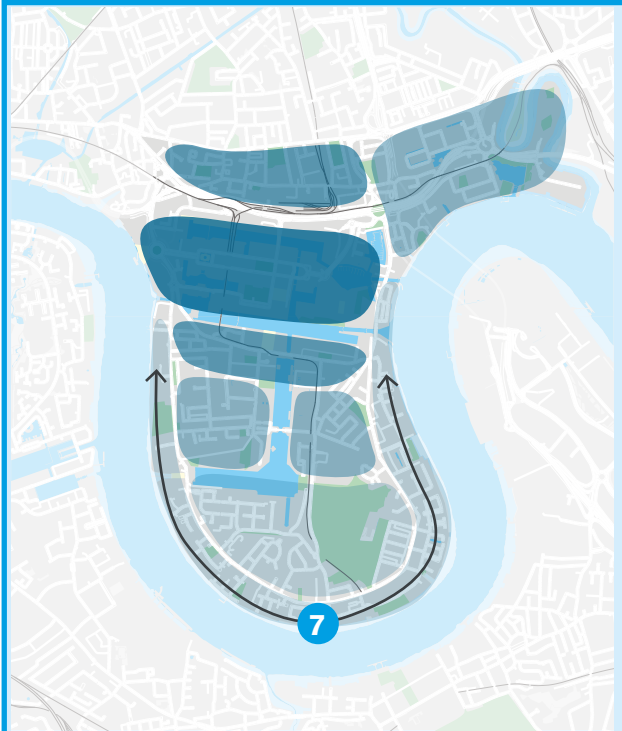
Height and massing

- Existing residential development between 2-6 storeys on small footprints

Architectural character

- Predominantly postmodern or inter-war arts and crafts inspired
- Predominantly brick built
- Simple unadorned facades with structural elements celebrated as architectural features

5.3.7 Existing character Thames River front



Located between the Thames river front at the Shingle to the west and Blackwall Entrance to the east. The area extends to Westferry Road and Manchester Road. The Thames river front is predominantly mid rise residential area.

Key Opportunities

- Creating visual and physical links to the River from Westferry Road and Manchester Road
- Completing the Thames River Path, addressing barriers where this crosses multiple land ownerships
- Creating new and enhancing existing pocket parks along the waterfront
- Improving access to the Thames foreshore



History

The Thames River front was originally sparsely populated marshland on the route to the ferry to Greenwich in the Island Gardens area. The linear strip of land facing the Thames was formerly used for manufacturing and ship repair. The decline of shipping industry in the 20th Century led to redevelopment of the area mostly into mid rise residential estates, such as Cascades.

Heritage assets

- Maritime Greenwich World Heritage Site Buffer Zone
- Coldharbour Conservation Area
- Island Gardens Conservation Area
- A number of listed buildings including Isle of Dogs pumping station (Grade II*)



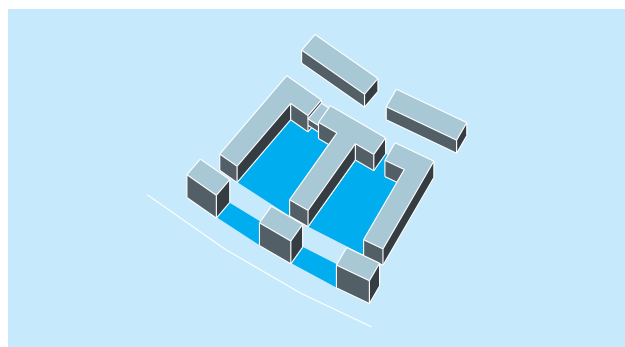
Urban form

Street pattern and urban blocks

- Westferry Road and Manchester Road for a vehicular movement and the parallel Thames path form the main movement spines
- Secondary routes create links to the river

Public realm

- The River Thames acts as one of the main amenities of the area, with the river path playing a key active leisure role
- The area offers a number of public access points to the fragmented river path which is enriched by sequence of pocket and small local parks



Building typologies

Height and massing

- Existing residential development between 2-12 storeys with few exceptions
- The highest buildings located in the north eastern and north western corners of the strip
- Views towards the River Thames from surrounding streets are enabled through groups of buildings and open spaces
- Small building footprints reflect a fine urban grain

Architectural character

- Predominantly postmodern architecture across a variety of forms with characteristic over-scaled detailing and ornamental balconies and openings
- Predominantly brick and concrete, with strong use of colour

5.4 Emerging vision for the areas of change



Blackwall will be a new Docklands community to live and work, celebrating its industrial history and riverside location. Improved walking and cycling connections will allow the area to build on the success of Leamouth cultural hub to the east, and creative enterprises such as Fashioning Poplar to the north. The area will become a destination in its own right, offering an alternative creative scene.



South Poplar will become connected and integrated into the new gateway to the Docklands. A vibrant local community and 'urban village' will contrast and complement with the characters and functions of Canary Wharf and Poplar. Poplar High Street will have an enhanced local shopping and leisure offer, with diverse employment opportunities and affordable homes for local people, enhanced by the presence of the college.



Canary Riverside will be the area's gateway to the Thames. Bustling cafes, culture and leisure uses will provide opportunities to promenade along the river frontage. Canary Riverside will have an open feel in comparison to the built form at Canary Wharf, with provision of public squares which benefit from views along the Thames and enhanced urban greening.



South Quay will continue to be an area with active ground floor commercial uses and facilities for the increasing local community. Because of the high density nature of emerging development, the quality and greenery of the dock spaces and public realm must be intensified to create sustainable modern living by the water.



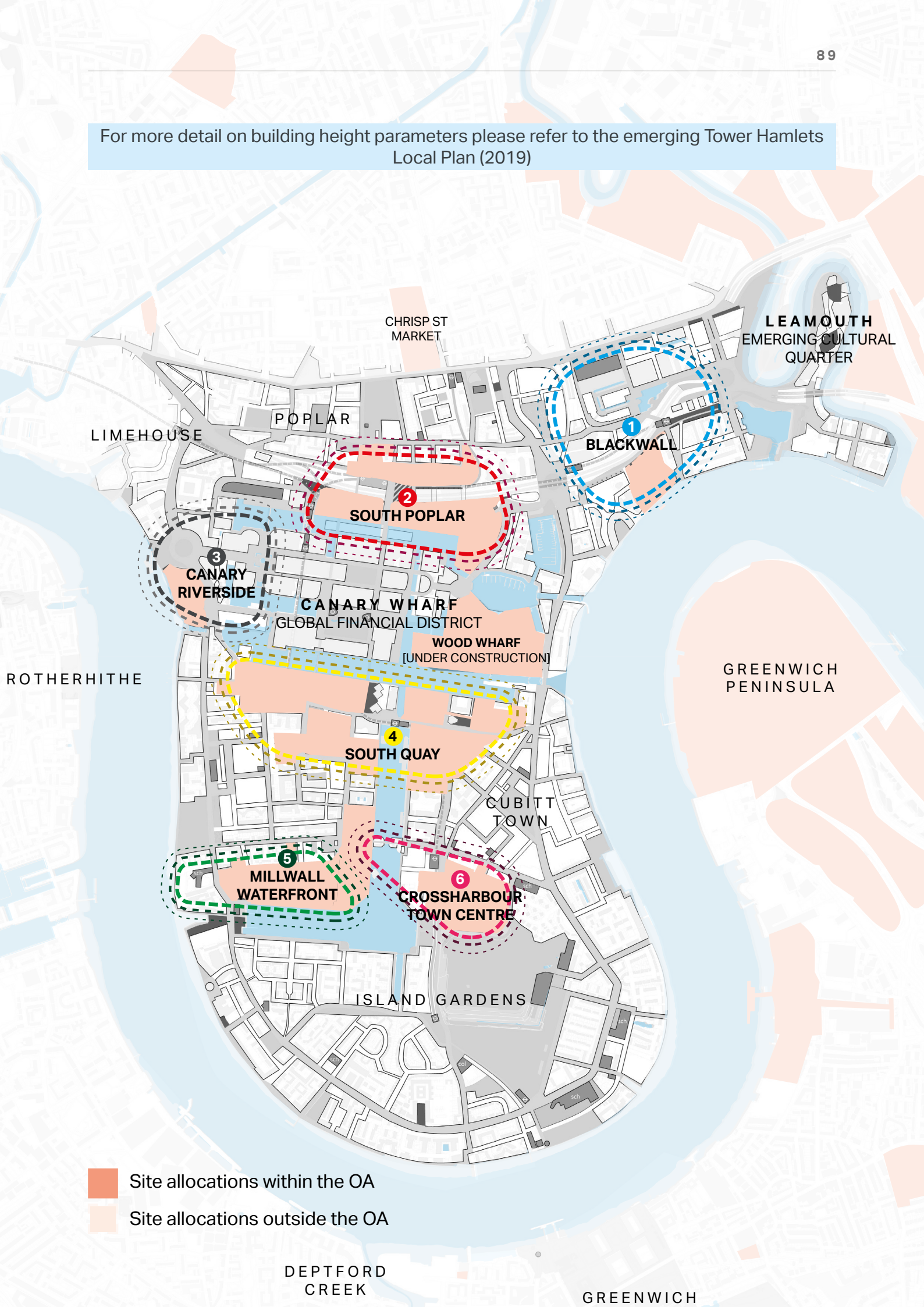
Millwall Waterfront will continue to be a green, family friendly area where the community can enjoy a range of outdoor leisure activities on the water, dock edge, and within new and improved existing parks.



Crossharbour town centre will form the heart of commercial and civic functions for Island Gardens and Cubitt Town with a significant increase to the existing residential community and wider commercial draw. The area will have enhanced urban greening and will be served by a new bus interchange, which will be better integrated to Crossharbour DLR Station improvements.

> FIG 5.3 Emerging areas of change

For more detail on building height parameters please refer to the emerging Tower Hamlets Local Plan (2019)



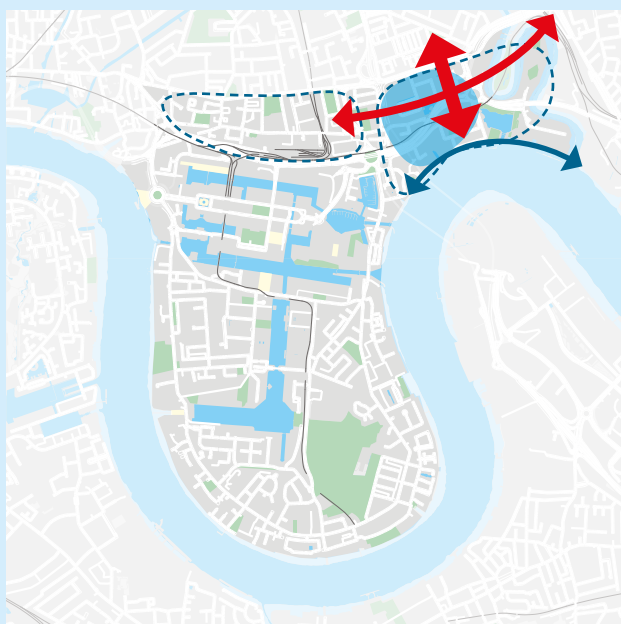
- Site allocations within the OA
- Site allocations outside the OA

DEPTFORD CREEK

GREENWICH

5.4.1 Blackwall a new docklands community

Opportunities



Blackwall will be a new Docklands neighbourhood in which to live and work, celebrating its industrial history and riverside location. Improved walking and cycling connections and enhanced greenery will allow the area to build on the success of Leamouth cultural hub to the east, and Fashioning Poplar to the north. The new community will become well-connected to the surrounding neighbourhoods, with a strong sense of arrival and transition to the enhanced waterfront.

The area will become a destination in its own right, offering an alternative creative scene to Canary Wharf.

Land use

Delivering a new cultural quarter

- Development will create opportunity to grow the emerging cultural community at Leamouth.
- Development will support the proposed new neighbourhood centres at London City Island and Blackwall, creating a 'community hub' where facilities and services can be concentrated and vibrant working spaces to support job growth at East India Dock.
- Development will allow for educational uses to specialise in the creative arts, forming links with the cultural offer of City Island.
- Employment space will target the creative and tech industries and SMEs.
- Homes and community uses will activate the area at evenings and weekends.

What could Blackwall look and feel like?



^ **City Island:** a new cultural and creative hub

Character and urban form

Delivering a new docklands typology

- Development will work collectively to compose a river elevation with a clearly defined tall buildings cluster marking the new neighbourhood centres.
- Individual building typologies and massing will respond to the waterside location by maximising views of the waterways, from both public realm and within the buildings themselves.
- Buildings will be set in high quality public realm and green space, creating strong street frontage and coherent urban environment.
- Building design will respond to the historic context to create a new and coherent docklands typology in this area.



Precedent
 ^ **Wythe Hotel Brooklyn:** creating a dockland typology which celebrates the industrial heritage

Local connections

Delivering a connected blue grid

- Development will celebrate the docklands location and heritage, improving the quality of the water network as an amenity space and connections to it including Blackwall Yard, completion of the Thames path and the Leaway.
- Development will create better, safer streets which address the severance of Aspen Way and East India Dock Road.
- Public realm will celebrate the important junction on the blue grid.
- Development will be laid out to create visual links to and between water spaces.
- Development will create physical connections back to the surrounding communities such as the Royal Docks and Poplar, with new bridge links and better crossings working together with high quality active frontage, landscaping and lighting to make the streetscape an enjoyable place to pass through and dwell.



Precedent
 ^ **Canning Town Riverside:** creating an exotic green link

5.4.1

Blackwall

Local connections delivering a better connected blue grid

New and improved spaces**1 East India Import Square**

- An extension to the existing square addressing East India Import dock.
- Should be animated by temporary active uses such as market stalls, skateboarding and other youth and adult orientated leisure activities.
- Urban greening to improve amenity and environmental quality along Aspen Way and within the square.

2 Blackwall Yard

- A new south facing river front space.
- Providing public seating and children's playspace.

3 East India Dock Basin

- Public realm improvements including seating and informal play.

4 Bow Creek River walk

- Creating a playable green edge to the river path, enhancing biodiversity and wildlife habitat along the River Lea.
- Providing good links to neighbouring green spaces on the Leaway such as East India dock basin.

New and improved connections**5 North Greenwich River crossing**

- New pier and river service.

6 Nutmeg Lane to Aberfeldy Street

- Improved cycling and walking routes and crossings to Poplar Riverside.

7 Urban Greening

- Creating healthier streets through tree planting and improved pedestrian

and cycle priority.

8 Thames River Path

- Completion of the Thames River Path and improved legibility to it.
- Seeking opportunities for greening.
- Improving access to the foreshore.

9 CS3

- Improved legibility on the cycle superhighway towards Newham.

10 Leaway

- Completion and improved wayfinding to the 26-mile long Lee Valley Regional Park.









11 River Lea crossings

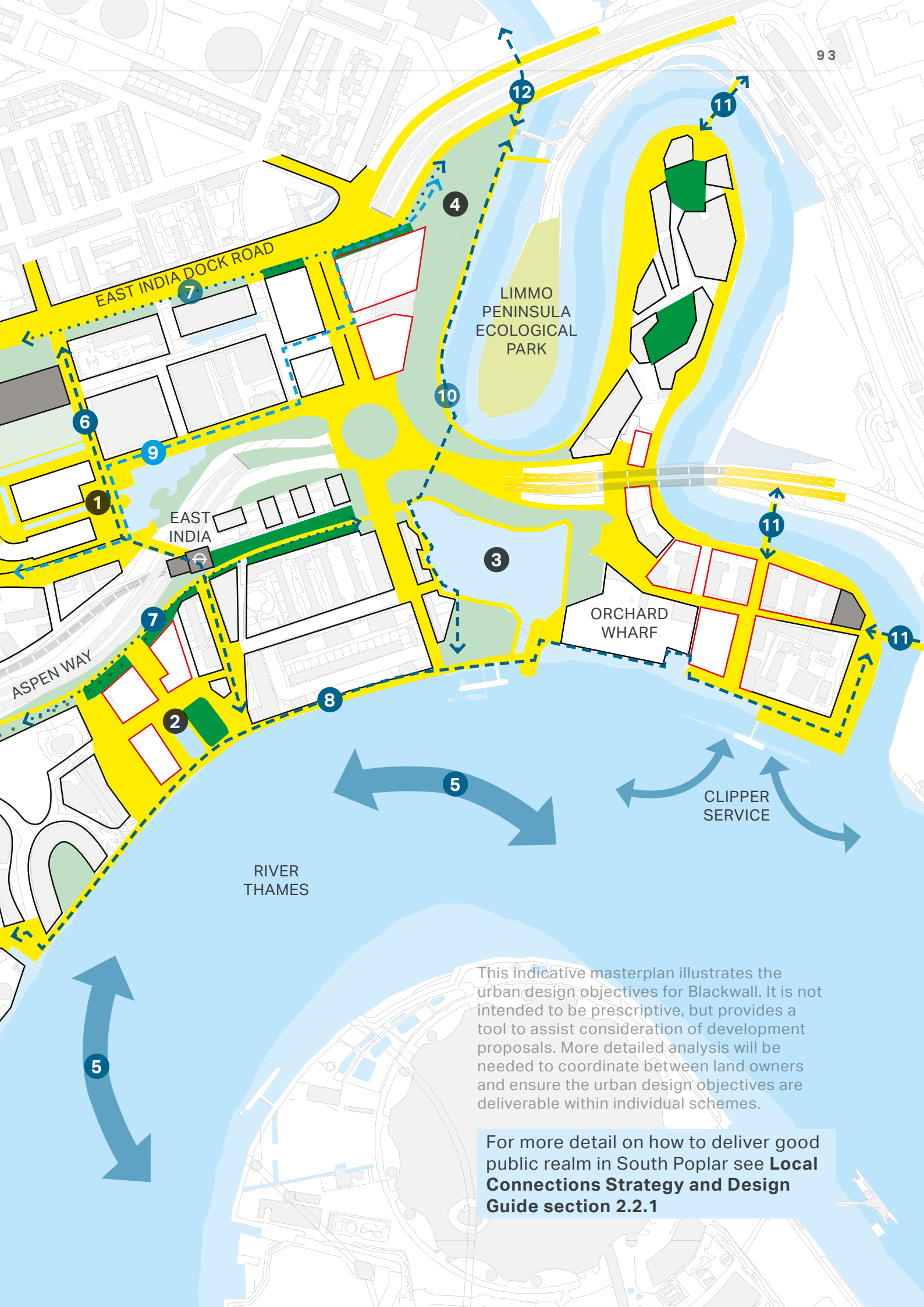
- Package of new river crossings to Canning Town including Trinity Buoy Wharf bridge and Hercules bridge.

12 A13 Connectors

- Connect walking and cycling routes to the strategic north-south Leaway and northwards to Poplar Riverside Housing zone

Key

-  Squares and public realm
-  Parks / green space
-  Public buildings and stations
-  Indicative building frontage
-  Key existing building frontage
-  Primary connections
-  Secondary connections
-  Cycle super highway

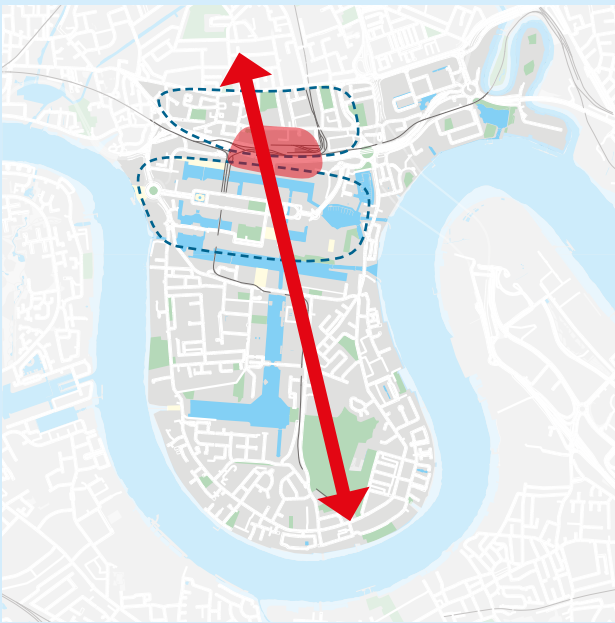


This indicative masterplan illustrates the urban design objectives for Blackwall. It is not intended to be prescriptive, but provides a tool to assist consideration of development proposals. More detailed analysis will be needed to coordinate between land owners and ensure the urban design objectives are deliverable within individual schemes.

For more detail on how to deliver good public realm in South Poplar see **Local Connections Strategy and Design Guide section 2.2.1**

5.4.2 South Poplar the gateway to the docklands

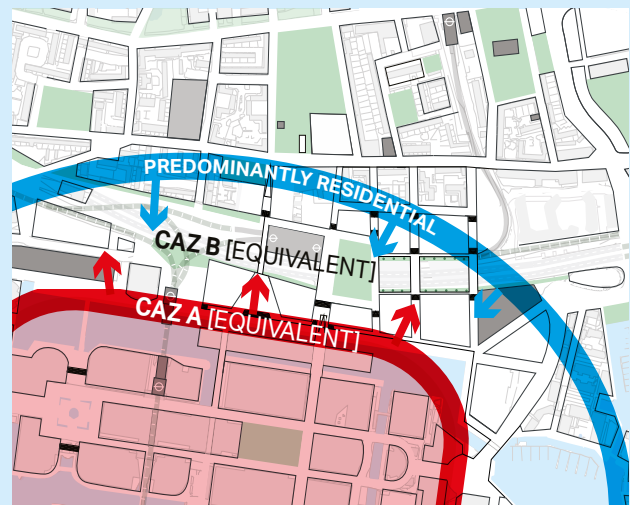
Opportunities



By improving connections across Aspen Way, South Poplar will become a new gateway to the Docklands. A vibrant local community with an urban character but a village-like feel which contrasts and complements the character and function of Canary Wharf. Poplar High Street will become a destination, with diverse range of small businesses animating ground floor retail spaces. The presence of the New City College and East End Community Foundation will be enhanced, playing a vital role in improving links to Canary Wharf, which will be supported by affordable work space, and access to skills and training facilities.

Housing will be supported by new and intensified provision of leisure facilities and parks such as Poplar Recreation Ground and Pennyfields to ensure the area continues to thrive as a family friendly environment.

Land use delivering local employment opportunities and training



FOR ILLUSTRATIVE PURPOSES ONLY; EXACT BOUNDARIES TO BE DETERMINED BY THE BOROUGH

- Development in CAZ A will maintain existing employment floor space.
- As development transitions in scale from Canary Wharf to Poplar, small scale flexible office space created will be suitable for SMEs and startups. Affordable workspace should be maximised around the college.
- The CAZ B zone will be employment-led mixed use, transitioning to the surrounding residential context.

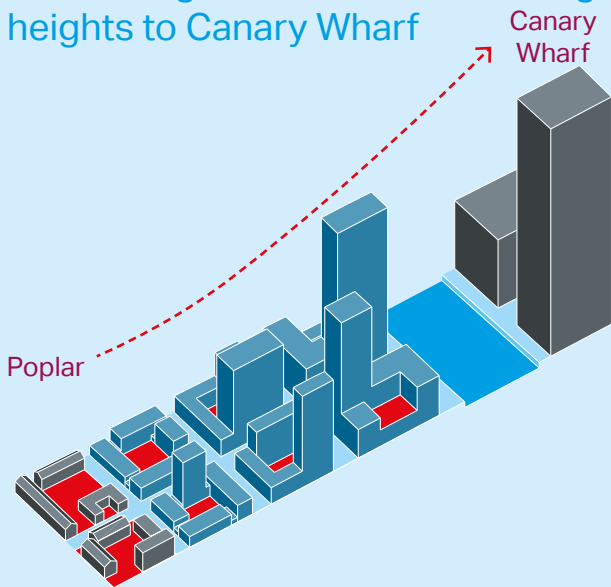


Precedent

^ 639 Tottenham: Poplar High Street could become an affordable workspace hub

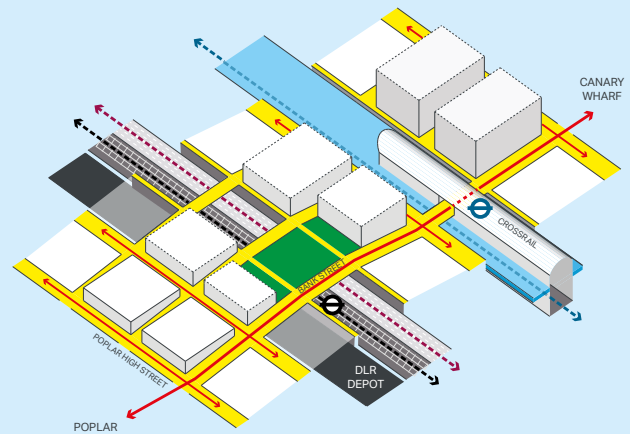
NB: CAZ A and CAZ B are London Plan definitions which the Tower Hamlets Local Plan refers to as Core and wider activity area.

Character and urban form
addressing the transition in building heights to Canary Wharf



- Development will address the transition in scale and character from the fine grain residential scale of Poplar to the large floor plan office blocks of Canary Wharf.
- Accommodation will create strong street frontage and should be arranged in perimeter blocks around private courtyards.

Local connections
Delivering links across Aspen Way



- Development will overcome multiple and significant level changes by working across site boundaries to deliver fully accessible routes which are well activated at street level.
- Sites North and South of Aspen Way will work together to create a series links, which should provide an extension of the green open space provided on site.



^ Spitalfields market: Development should respond to the existing scale of Poplar High Street



^ Mile End bridge: Green bridges could link to Canary Wharf

5.4.2



This indicative masterplan illustrates the urban design objectives for South Poplar. It is not intended to be prescriptive, but provides a tool to assist consideration of development proposals. More detailed analysis will be needed to coordinate between land owners and ensure the urban design objectives are deliverable within individual schemes.

South Poplar Delivering links across Aspen Way

New and improved spaces

1 Junction improvements

- To reduce severance, improving station access, pedestrian and cycling priority, stand urban greening.

2 Existing open space

- Improved accessibility, biodiversity and robustness of equipment and materials to address the increase in population.

3 Workhouse pocket park and link

- Enhancement of the existing Green Space to the west of Poplar College.
- Accommodating a direct route and line of sight from Poplar High Street to Canary Wharf of at least 15m wide.
- This may be sloped/stepped to a potential deck above the substation.

4 South Poplar land bridge

- Potential for a generous connection across Aspen Way providing a mix of hard and soft landscaping and a clear

line of sight to North Dock.

- This space may be sloped/stepped
- Needs to accommodate a forecourt and a new entrance to Poplar Station.

5 Delta Junction

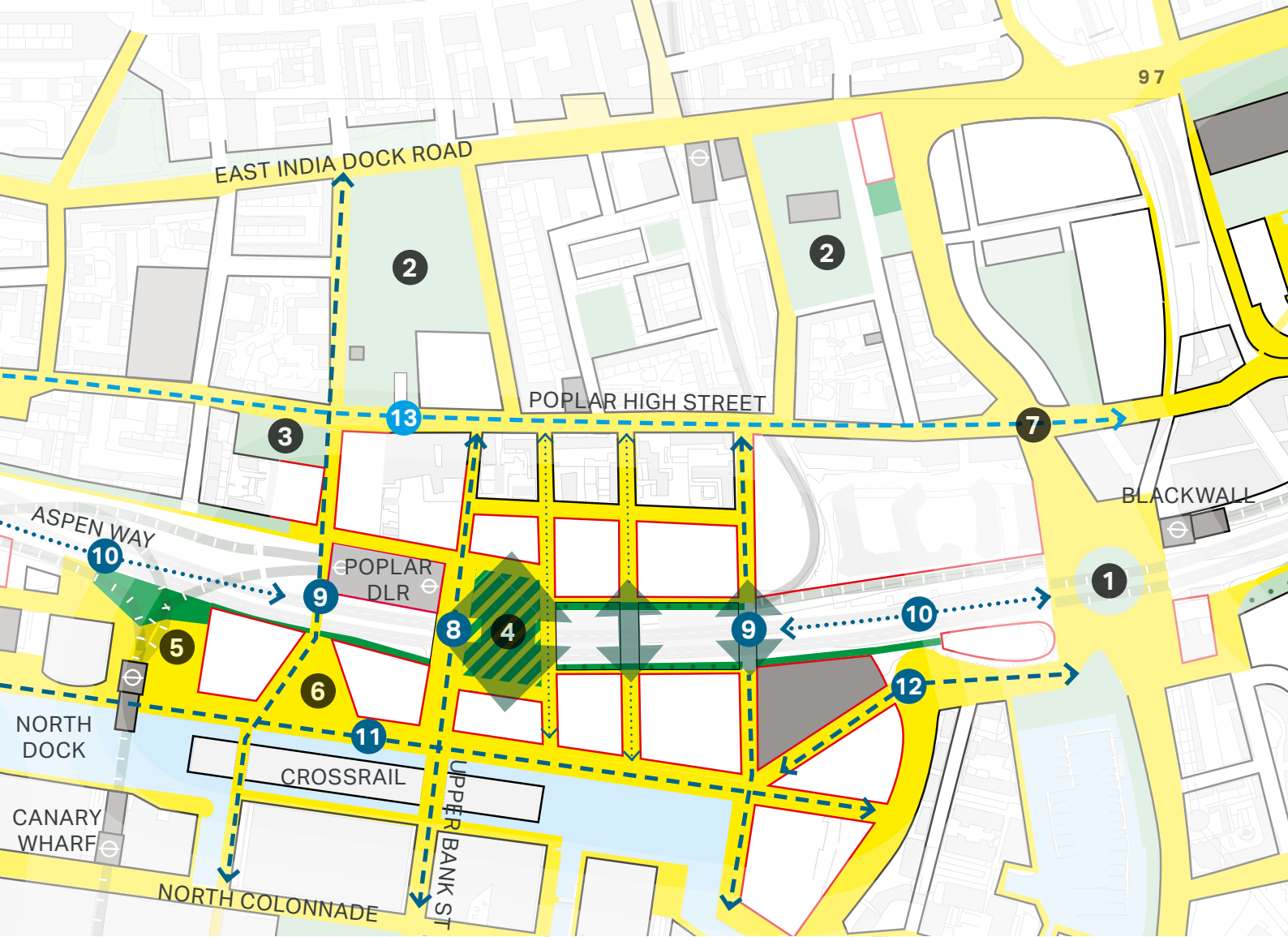
- A large partly covered pedestrian public space with access to front entrances of buildings on North Quay, and a mix of hard and soft landscape.
- Should be animated by temporary uses such as market stalls, skateboarding, and other youth and adult orientated activities.

6 North Dock Square

- A new dockside square which accommodates cafés, bars and temporary events for a thriving night time economy.
- Should negotiate change in levels from Aspen way footbridge to dock level.

7 Poplar High Street

- An enhanced neighbourhood centre at Blackwall



New and improved connections

- 8 Upper Bank Street North**
 - Extension to South Poplar, animated by a diverse range of employment uses including local employment and SMEs.
- 9 South Poplar to Canary Wharf**
 - Promoting walking and cycling through improved fully accessible links, with the potential for new bridges.
- 10 Greening Aspen Way**
 - Enhancing air quality and visual impact on the surrounding area.
- 11 North Dock path**
 - A south facing dock promenade animated by seating, cafés and retail.
- 12 North Dock to Poplar Dock Marina**
 - A new pedestrian route connecting South Poplar's water spaces.
- 13 Improved Cycle Connections**
 - Improved legibility and connections to CycleSuperHighway 3 to Hackney.

Key

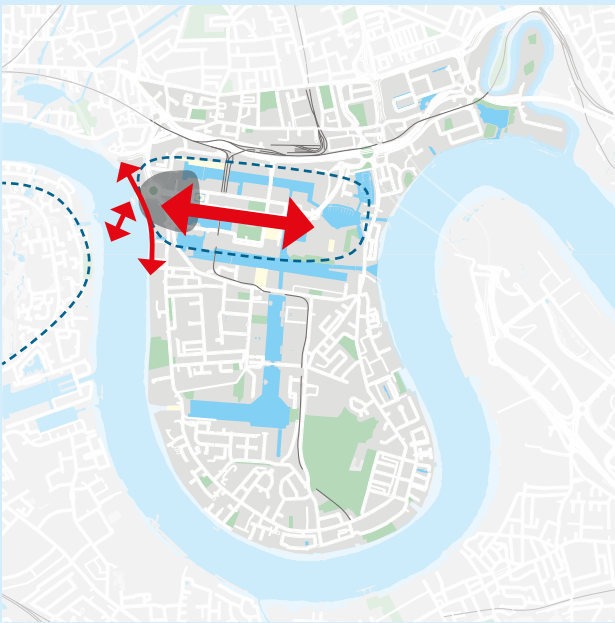
- Squares and public realm
- Parks and green space
- Public buildings and stations
- Indicative building frontage
- Key existing building frontage
- Primary connections
- Secondary connections
- Cycle super highway

Recommendation: LBTH are leading the preparation of the South Poplar Masterplan SPD in partnership with the GLA, TfL and landowners. This will provide updated supplementary guidance for this area.

For more detail on how to deliver good public realm in South Poplar see **Local Connections Strategy and Design Guide section 2.2.1**

5.4.3 Canary Riverside promenading the Thames

Opportunities



Canary Riverside will be Canary Wharf's gateway to and across the Thames. Cafes, culture and leisure uses will promenade the river front. Canary Riverside will have an open feel in comparison to the built form at Canary Wharf, with provision of public squares which benefit from views along the Thames.

The area will enhance and diversify the existing employment offer at Canary Wharf to cater for the wider community. Cultural and leisure uses will focus around the bustling river promenade, which will allow for temporary cultural and leisure uses such as markets, art installations and events. Walking and cycling access from Limehouse, the Island and Canary Wharf will become safer and more legible through enhanced public realm with integrated wayfinding and lighting strategies.

Land use Delivering a more diverse offer at Canary Wharf

- At the fringe of the strategic employment area, uses will begin to diversify to knit back in to the surrounding communities.
- Activity will be focused along the waterfront creating a hub of activity during evenings and weekends.
- Cultural, dining and entertainment uses will spill out to make use of the generous River Promenade.
- Future uses will create a smooth transition from the residential uses to the south to the employment uses to the north and east.

What could Canary Riverside look and feel like?

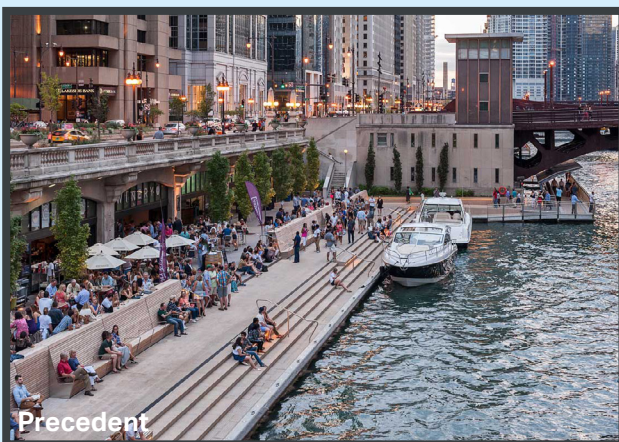


^ **Southbank Centre:** animating the water front

NB: Development proposals within the Opportunity Area should not prejudice the delivery of the public transport improvements identified, including the Rotherhithe to Canary Wharf Bridge.

Character and urban form Opening buildings to the river front

- Building footprints will be driven by the relationship to the water to create a clear visual and physical connection between the docks and the Thames.
- Massing should be composed to enhance the prominent river elevation, framing the Canary Wharf cluster from strategic and local viewing points.
- Development will respond to the change in scale and style from office blocks to residential towers.
- Building form should celebrate Westferry circus and maximise opportunities to create and enhance long views of the River Thames from the heart of Canary Wharf.
- Building form should protect and promote existing water-related leisure activities.



Precedent

^ **Chicago Riverwalk Expansion:** activating multiple level changes down to the waterfront

Local connections delivering integrated walking and cycling routes

- A new connection to Rotherhithe creating safer and more legible cycling routes to the wider area.
- Development will maximise opportunities to improve wayfinding, enhance the quality of existing River Park and surrounding public realm and create new connections to the water front from the wider area to form a new River gateway.
- Development will seamlessly negotiate level changes to link the area to the River Promenade.
- Potential conflicts between road users will be addressed to create a welcoming environment to pedestrians and cyclists.



Precedent

^ **Aker Brygge waterfront promenade:** enhancing the relationship with the waterfront and foreshore



Canary Riverside

Local connections delivering integrated walking and cycling routes

New and improved spaces

1 Westferry circus

- An enlargement and greening of the existing riverside open space.
- Creating a bustling 'promenade feel' along the river path, which allows for temporary cultural and leisure uses such as markets, art installations and events.
- Enabling seamless integration of walking and cycling routes.

2 West Lock open space

- Enhanced, and potentially extended public realm at the listed former west entrance lock to South Dock.
- Public realm will celebrate the historic gateway to the docklands.

3 North, Middle and South Docks

- Enhancing access to and environmental quality of the docks to maximise the amenity potential of the water space and improve legibility between the river and the docks.

New connections

4 Rotherhithe to Canary Wharf River Bridge

- Supporting the delivery of a new bridge.

5 Thames River Path

- Improving walking connections to the Thames Path and wayfinding to the Thames Piers.
- Seeking opportunities for greening.
- Improving access to the foreshore.



This indicative masterplan illustrates the urban design objectives for Canary Riverside. It is not intended to be prescriptive, but provides a tool to assist consideration of development proposals. More detailed analysis will be needed to coordinate between land owners and ensure the urban design objectives are deliverable within individual schemes.

6 Upper Bank Street

- Extension to Upper Bank Street creating a direct line of sight from Canary Wharf to the River Thames.

7 Connections to Wood Wharf

- Improved east west permeability and legibility through Canary Wharf and Wood Wharf.

8 Improved cycling connections

- Improved legibility to CS3 which successfully address level changes and delivery of a new route between Hackney and the Isle of Dogs.

Key

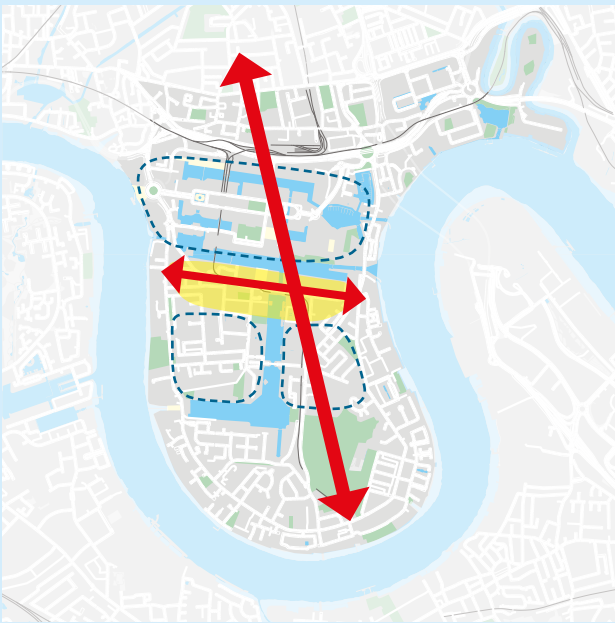
- Squares and public realm
- Parks and green space
- Public buildings and stations
- Indicative building frontage
- Key existing building frontage
- Primary connections
- Secondary connections
- Cycle super highway

Recommendation: wider masterplan to be progressed with TfL, landowners, LBTH, LBS and GLA as part of Rotherhithe to Canary Wharf bridge work

For more detail on how to deliver good public realm in Canary Riverside see **Local Connections Strategy and Design Guide section 2.2.2**

5.4.4 South Quay modern living by the water

Opportunities



South Quay will become a thriving urban dockside neighbourhood, with strong functional links to Canary Wharf and other parts of the OA, to create a comfortable street environment, local services and enhanced access to waterfront spaces.

Optimised residential and mixed use development will work together to maximise views from and within the OA and to create a comfortable street environment which provides local services and addresses environmental impacts such as microclimate, sunlight and wind.

Because of the high density nature of emerging development, the quality of the dock spaces and public realm must be improved for more intensive use to create sustainable modern living by the water.

Land use delivering a dynamic waterfront community

- Marsh Wall will be a lively new urban community hub and neighbourhood centre with local shops and facilities colonising the underline space.
- The dock edge will be activated by bars and restaurants for a vibrant local evening economy.
- Temporary moorings could add vibrancy and activate a working docks edge through pop up spaces and events.
- North south residential streets will connect Marsh Wall to the waterfront and docklands heritage.
- High density housing will demonstrate exceptional design quality. Developments should consider increased provision of communal spaces distributed throughout the building, in addition to compliant levels of ground floor open space.

What could South Quay look and feel like?



Precedent

^ Seaport, New York: bars and cafés could spill out onto the dock edge

Character and urban form delivering a comfortable street environment

- Sites across multiple ownerships will work together creating urban blocks with strong street frontages and a cohesive and contemporary urban environment. Servicing strategies will be coordinated across development sites to reduce the impact of servicing on public realm.
- Creating comfortable streetscape and internal accommodation will be a key driver of building form and massing, ensuring comfortable levels of sunlight, wind, noise and visual amenity.
- The design of buildings and public realm will celebrate the docklands heritage, referencing this in choice of materials and detailing, and incorporating dock infrastructure such as cranes.

Local connections delivering a high street along Marsh Wall

- Improved north-south connectivity between Canary Wharf and South Quay will be aided by a network of generous and legible streets and public realm.
- Marsh Wall will become more pedestrian and cycle friendly, with potential management of vehicles using the street. Local shops and community uses at ground floor will create a high street environment.
- Development will make the most of every opportunity for green and open space, including greening the DLR underline. Developments will collaborate across site boundaries to create a continuous network of public realm and open spaces.
- The Dock path will widen to accommodate outdoor wining and dining along the pedestrianised route.



Precedent
^ **Garscube Landscape Link, Glasgow:** the DLR could create a feature in the urban landscape



Precedent
^ **St Johns Hill, Clapham Junction:** creating a high street which works for multiple transport modes



South Quay

Local connections delivering a local parade along Marsh Wall

New and improved parks and spaces

1 South Quay Plaza

- A new waterside park providing a clear line of site between Marsh Wall and South Dock.
- Accommodates the landing bridge for the South Dock Bridge.

2 Millwall Cutting

- A new waterside green space celebrating the cutting between Millwall and South Dock.

3 Mastmaker Square

- A small pedestrian and cycle only urban square accommodating public seating and tree planting.

4 Millharbour and Limeharbour Parks

- A pair of new dockside parks

providing children's play space and amenities for youth and adults such as sports pitches and outdoor gyms.

5 Meridian Park

- A park linking Marsh Wall to South Dock. The space will provide a clear line of site of the Dock from Marsh wall and from the Dock of the Northern end of Chipka Street.
- Pedestrian priority lanes around the edges of the park will allow access to the buildings facing it.

New and improved connections

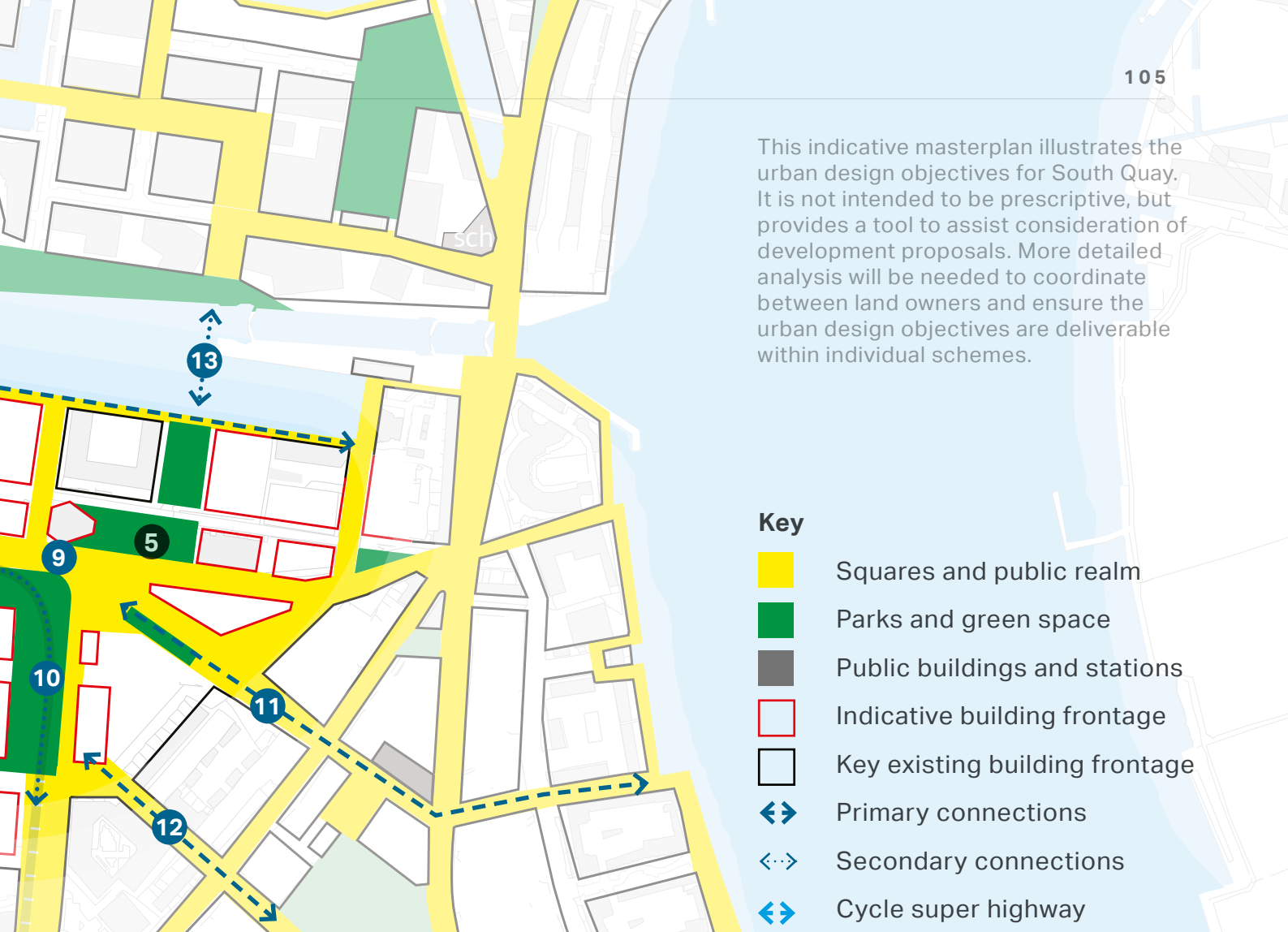
6 South Quay footbridge

- Improved connections between Canary Wharf and South Dock Bridge.

7 South Dock Bridge

- New connections to Canary Wharf.

This indicative masterplan illustrates the urban design objectives for South Quay. It is not intended to be prescriptive, but provides a tool to assist consideration of development proposals. More detailed analysis will be needed to coordinate between land owners and ensure the urban design objectives are deliverable within individual schemes.



Key

- Squares and public realm
- Parks and green space
- Public buildings and stations
- Indicative building frontage
- Key existing building frontage
- Primary connections
- Secondary connections
- Cycle super highway

8 South Dock path

- Coherent public realm treatment of the dock path, activated by bars and restaurants.

9 Marsh Wall

- Improved pedestrian and cycle priority, with local shops and community uses creating a new local parade.

10 DLR Underline

- A linear park under the DLR greening Marsh Wall and Limeharbour.

11 Chipka Street

- An extension to the existing Chipka Street providing an accessible route and direct line of sight to Marsh Wall.
- The street will terminate in a small public open space on the corner of Marsh Wall and Limeharbour which

will have direct visual connections across Meridian Park to the Dock.

12 Roffey/Cardale Street

- Improved legibility from Limeharbour to Manchester Road.
- Providing a direct line of sight to Saint John's Park from Limeharbour.

13 Future proofing

- Waterside parks and routes should be aligned to allow for potential future connections.

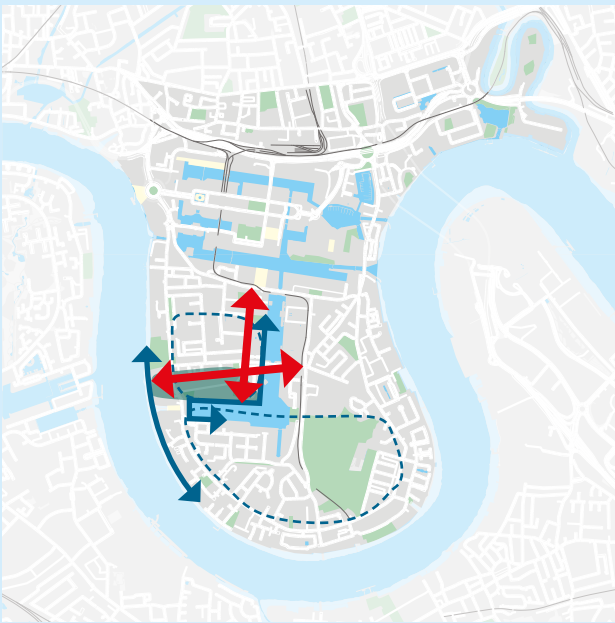
Recommendation: South Quay Masterplan SPD delivery focused refresh to be developed through landowner working groups

For more detail on how to deliver good public realm in South Poplar see **Local Connections Strategy and Design Guide section 2.2.3**

5.4.5

Millwall Waterfront between blue and green spaces - living close to nature

Opportunities



Millwall Waterfront will become a mixed-used neighbourhood with a focus as a leisure and recreation destination where the community can enjoy a range of outdoor leisure activities on the water, dock edge and within new and improved parks.

Existing community assets such as Millwall Dock and the Docklands Sailing and Watersports Centre will be protected and enhanced to cater for a growing community. There will be a focus on providing high quality family housing with good access to schools and open space.

Land use delivering a leisure and recreation destination

- Emerging development will enhance the setting and character of the docks, improving public realm and activating it with cafes and leisure uses.
- Development will work across site boundaries to create a new waterside local park which will be the focal point of a leisure hub for the Island (also refer to the emerging Tower Hamlets Local Plan site allocations - Millharbour South and Westferry Printworks).
- Educational uses will be robustly designed and managed to allow for out of hours use by the community.
- Development will support intensification of water sports in the wider area.

What could Millwall look and feel like?



Precedent

^ Burgess Park Outer Dock Park could provide tracks and sporting facilities for active leisure

Character and urban form delivering homes with close links to nature

- Buildings will be designed around green space, with strong visual links to the water and new green spaces.
- Massing and urban form will be designed to support activity on the water. The impact on the microclimate conditions on the water and within open spaces should be a key consideration early on in the design development.
- A continuous network of residential streets will be activated by family housing with easy access to parks and open space.
- Buildings will transition from the urban environment of the district centre to the existing surrounding residential neighbourhoods, creating buildings set in high quality green space.

Local connections delivering active routes to the dock edge

- A network of tree lined routes and linear parks will provide ample space for leisure activities such as walking, running and cycling, creating strong visual links to the dock edge and Outer Dock Park.
- Buildings will be set back from the dock edge to create a nature trail and provide pockets of seating and informal play space.
- New parks and open spaces will focus activity on the dock edge, with the dock path accommodating walkers, joggers and cyclists.



Precedent

^ **Fornebu, Greater Oslo** Housing could be surrounded by natural green space



Precedent

^ **Woodbury Wetlands** nature trails could create a place of retreat in the urban environment

5.4.5



Key

- Squares and public realm
- Parks and green space
- Public buildings and stations
- Indicative building frontage
- Key existing building frontage
- Primary connections
- Secondary connections
- Cycle super highway

This indicative masterplan illustrates the urban design objectives for Millwall Waterfront. It is not intended to be prescriptive, but provides a tool to assist consideration of development proposals. More detailed analysis will be needed to coordinate between land owners and ensure the urban design objectives are deliverable within individual schemes.

Millwall Waterfront

Local connections delivering active routes to the dock edge

New and improved parks and spaces

1 Outer Dock Park

- Development on the Greenwich View site should incorporate high quality public green open spaces/ along Millharbour extending to a park at the south end of Greenwich View facing Millwall Outer Dock. Open space provision in this location has the potential to expand the permitted park and open space at Westferry Printworks site allocation.
- Providing public seating, children's play space and amenities for youth such as skate parks, basketball courts and outdoor gyms.
- The space will allow for direct line of sight from Millharbour to the waterfront.
- Pedestrian priority lanes around the edges of the park will allow access to the buildings facing it.

2 Outer Dock

- Greening dock edge and enhancing the biodiversity of the Docks through sensitive use of natural landscaping and materials.
- A built environment which promotes use of the dock edge and water for recreation.

3 Outer Dock Slipway

- Potential for enhanced amenity on the important connection to the Thames which can support community activity.

4 Westferry Square

- A new community square serving the surrounding schools, providing seating and informal play with potential to accommodate markets and community events during weekends and schools holidays.

5 Sir John McDougall Gardens

- The park will need improved accessibility, durability and robustness of materials and equipment to address the increased demands of a growing population.

New and improved connections

6 Thames River Path

- Connecting missing links in the Thames Path.

7 Tiller Road to Pepper Street

- Enhanced public realm and improved legibility between Pepper Street Bridge and the River Thames.

8 Millharbour

- An extension to Millharbour, running parallel to Millwall Outer Dock. The route will cross Westferry Road, terminating at the Thames River path.

9 New connection to Thames path

- Providing pedestrian access and a direct line of sight from Westferry Road to the river.

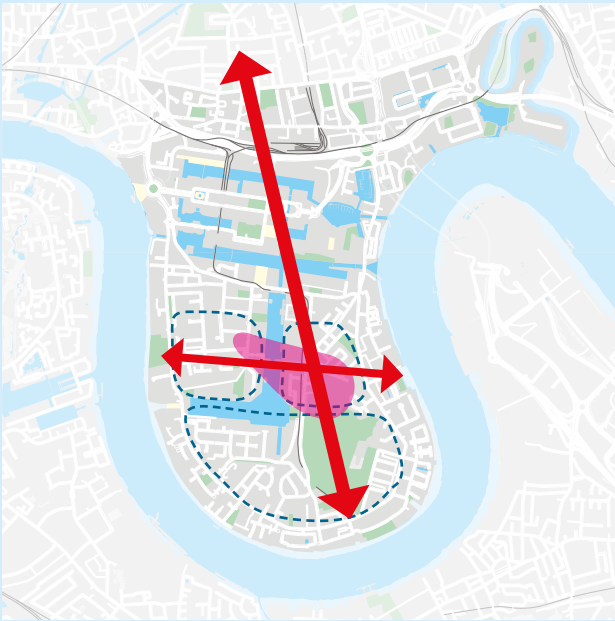
10 Clippers Quay Bridge

- Upgrades to the existing bridge link.

5.4.6

Crossharbour a new district centre for Island Gardens and Cubitt Town

Opportunities



Crossharbour town centre will form the heart of commercial and civic functions for Island Gardens and Cubitt Town with a significant increase to the existing residential community and wider commercial draw.

The area will be served by a new bus interchange, which will be better integrated to Crossharbour DLR Station improvements. An enhanced network of routes and public spaces will link an enlarged DLR concourse to the wider town centre, opening up access to Mudchute Farm and Millwall Park beyond.

Land use delivering a new civic centre

- Crossharbour Town Centre will revitalise and connect the existing social infrastructure at Cubitt Town within a wider community led civic centre, supporting existing facilities such as Cubitt Town Library and local businesses on Pepper Street.
- A new multi-modal transport interchange will be delivered to support the enhanced district centre at Crossharbour.
- A High Street will link Millwall and Crossharbour with a new market square at the heart of the scheme.
- A variety of unit sizes will allow for a vibrant mix of retail shops and business employment space.
- Development will protect the function and value of existing green open spaces, making them more robust to increased use.

What could Crossharbour look and feel like?



^ Deptford Market Yard development should create a fine grain community feel

Character and urban form unifying a varied context

- Development will respond to a varied landscape in terms of scale and architecture. It should create a coherent vision for the public spaces within the town centre whilst respecting the surrounding context, and negotiate the change in scale between Island Gardens and South Quay.
- Architecture of individual buildings should vary to reflect the transition in scale and architecture from the low rise brick dwellings to the east and north and the emerging mid-rise development along Limeharbour.
- Development will maintain a sense of visual permeability, greening and openness from the park.
- Building heights should support the visual legibility of the district centre within the wider context.
- Building layout will create public realm and civic spaces which support the function of the town centre.



Precedent
 ^ **Gillett Square Dalston** a series of public spaces could knit development into the existing context

Local connections delivering a town centre at the heart of the community

- New and improved north-south routes will create a network of existing and new community facilities along the routes from Cubitt Town School and Library to Mudchute Farm and Millwall Park.
- The District Centre will serve both sides of the dock. The existing shopping parade along Pepper Street will be enhanced and extended .
- Buildings will set back along East Ferry Road to create a new DLR and Bus interchange.
- Development will create opportunities for improved connections to the park, river and dock edge.



Precedent
 ^ **Old Street** the bus interchange could transform East Ferry Road into an urban boulevard

5.4.6 Crossharbour

Local connections delivering a new centre at the heart of the community

New and improved spaces

1 Mudchute Farm and Millwall Park

- The park will need better accessibility, durability and robustness of materials and equipment to address the increased demands of a growing population.

2 Crossharbour Interchange - DLR concourse

- Enlarged station concourse which integrates the station within the wider town centre, with better access to trains and improved routes to local facilities.

3 Crossharbour Interchange - East Ferry Road

- The space will create a seamless transport interchange between the bus station and the DLR for Crossharbour district centre, as well as a route to Mudchute Park and a place of respite.
- The space should provide a clear line of sight from Crossharbour Station to Mudchute Park, and accommodate a bus layover, public seating and external seating associated to the retail units lining it.

4 Crossharbour square

- A new market square in Crossharbour district centre.

5 Cubitt Town Square

- A community square serving the school and other community uses.
- Visible from Cubitt Town library.

6 Millwall railway arches

- Reuse of Millwall arches to

provide affordable workspace, and recreational facilities associated with the park.

7 Cubitt Town Beach

- Improved seating and access to the beach.

New connections

8 Millwall Park to Crossharbour and Cubitt Town

- New and improved routes from Glengall Grove, Pepper Street and Millwall Dock to the park.









9 Glengall Grove to Pepper Street

- Potential for Cubitt Town School redesign reinstating the connection from Glengall Grove to Manchester Road.
- Opportunity to increase school capacity or provide a secondary school.

10 Globe rope walk

- Upgraded route through Millwall Park.

Key

-  Squares and public realm
-  Parks and green space
-  Public buildings and stations
-  Indicative building frontage
-  Key existing building frontage
-  Primary connections
-  Secondary connections
-  Cycle super highway



This indicative masterplan illustrates the urban design objectives for Crossharbour. It is not intended to be prescriptive, but provides a tool to assist consideration of development proposals. More detailed analysis will be needed to coordinate between land owners and ensure the urban design objectives are deliverable within individual schemes.

For more detail on how to deliver good public realm in Crossharbour see **Local Connections Strategy and Design Guide section 2.2.5**

5.5

Implementing the components of good design

Joining up growth across multiple land ownerships through area masterplans

- 5.5.1** Development within the growth areas will need to be considered comprehensively across multiple sites forming at least one urban block surrounded by public streets or open spaces. Land owners are encouraged to work collaboratively to produce a single coordinated masterplan for each area which meets the objectives set out in this document alongside other planning obligations.
- 5.5.2** Working groups are encouraged to progress masterplans and should include representatives from LBTH, GLA and TfL alongside all relevant parties, including land owners and key local stakeholders.
- 5.5.3** Working groups will be encouraged to submit a Growth Area masterplan as part of a planning application. This masterplan should be developed through a combined LBTH, GLA and TfL pre-application process.

Development outside the Growth Areas

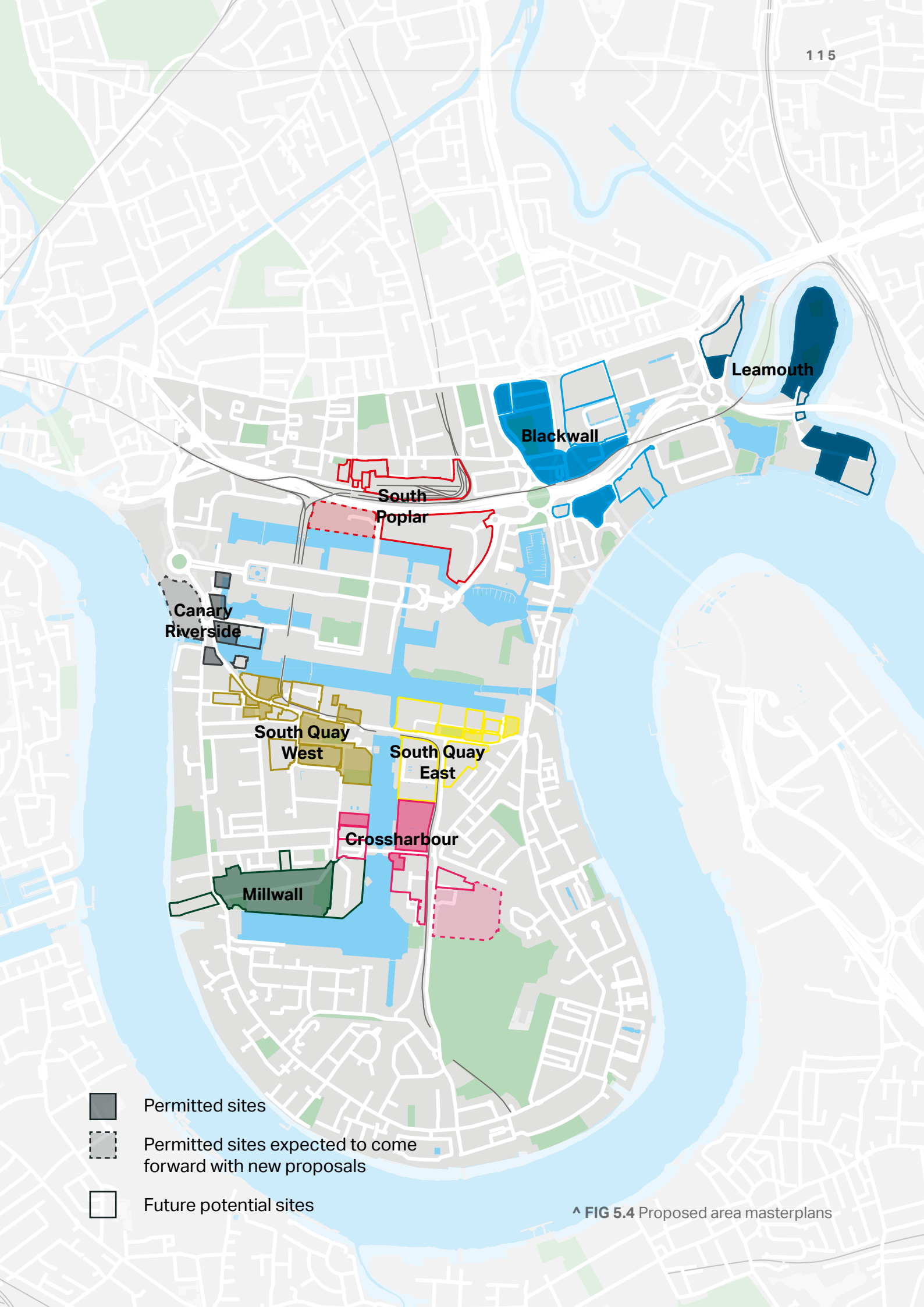
- 5.5.4** All development should complement the existing character and context.
- 5.5.5** Applicants should engage early in the pre-app process. All proposals will be expected to demonstrate engagement with the relevant landowners to show comprehensive development has been considered across multiple ownerships in the wider area.
- 5.5.6** Should large or complex parcels of land come forward, the working group model above should be adopted.

Checklist: what should be in the area masterplans?

- 5.5.7 Land use strategy** setting out the locations for employment, housing, social infrastructure and open space in addition to the strategic infrastructure

requirements set out in LBTH's site allocations with a strategy for active ground floor frontage.

- 5.5.8 Building heights strategy** responding to the existing context in terms of visual impact and designed to create good microclimate (eg daylight / sunlight, wind etc) in line with LBTH policy on tall buildings [policy D.DH6]
- 5.5.9 Public realm strategy** demonstrating how the sites will contribute to the delivery of wider local connections. This should set out how sites will work together to deliver key routes, open space, negotiate any level changes and enhance the waterways.
- 5.5.10 Transport strategy** assessing the wider transport impacts of the proposal.
- 5.5.11 Utilities and sustainability strategy** a coordinated approach to utilities, renewable energy and sustainable construction across all sites to minimise disruption to the wider community.
- Further studies**
- 5.5.12** This chapter has not considered the potential for estate regeneration. Any form of estate regeneration would need to adhere to the Mayor's Good Practice to Estate Regeneration [Feb 2018] in addition to usual planning processes. Additional design work will be required to ensure any proposal takes the opportunity to truly reintegrate into the surrounding neighbourhood in line with policy requirements.
- 5.5.13** This could take the form of an **OAPF refresh**, new **Growth Area Working Group** or **Masterplan SPD** (see **chapter 6 delivery and monitoring**).



- Permitted sites
- Permitted sites expected to come forward with new proposals
- Future potential sites

▲ FIG 5.4 Proposed area masterplans



Part six

Delivery and monitoring

Chapter contents

- 6.1 The delivery plan
- 6.2 Phasing and triggers
- 6.3 Funding for development

Chapter objectives

- Establish broad phasing plans for delivering Good Growth and supporting infrastructure across the plan period up to 2041 with a focus on the first 5 years
- Outline broad requirements for delivery, including recommendations on a delivery structure, plan and stakeholders
- Outline potential funding sources and identify any funding gaps
- Outline future planning work needed to help deliver the OAPF

6.1 The delivery plan

Delivery in the Isle of Dogs and South Poplar is already happening to deliver the necessary infrastructure. This is not unusual in growth areas. This chapter sets out the key requirements for delivery of Good Growth in this Opportunity Area, including recommendations on how and when delivery should be achieved. It sets out 5 delivery recommendations and suggests opportunities to monitor and review and reboot the OAPF document at key points to allow this to become an implementation project which will remain fit for purpose as the OA continues to grow and change.

The **Development Infrastructure Funding Study** (available at www.london.gov.uk/isleofdogs) concludes that by assuming mainstream funding, S106 and CIL already secured, potential CIL contributions at current rates and 35% affordable housing, there is a funding gap of between £162 million [maximum growth scenario] to £197 million (baseline growth scenario). Whilst this is a large funding gap, it should be noted that the OAPF plan period will run until 2041/2. Section 6.2 sets out multiple options to be explored further to address the funding gap and with the right processes in place, it is expected that the additional funding can be raised - although the first 5 years will be crucial.

The below is intended to be an ongoing, non linear and iterative process to guide delivery. It will strengthen the borough's existing structures and processes to achieve Good Growth where infrastructure is delivered alongside homes and jobs; protecting the existing local community from the potential adverse impacts of the construction process.

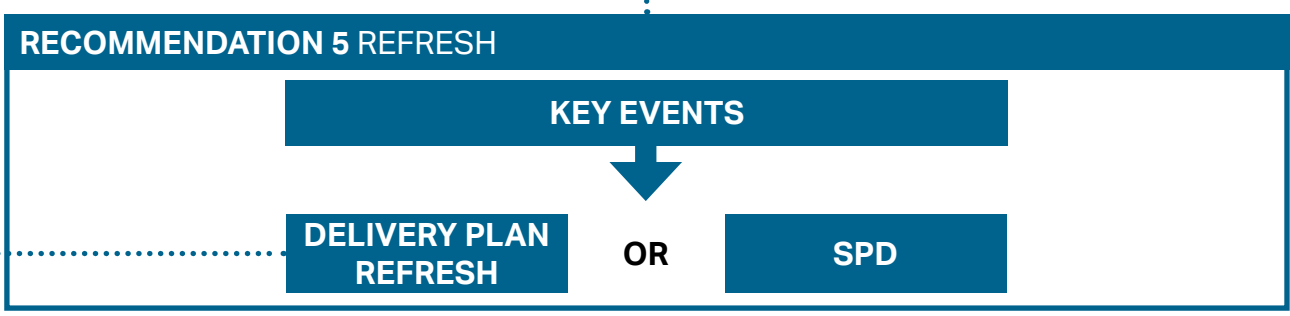
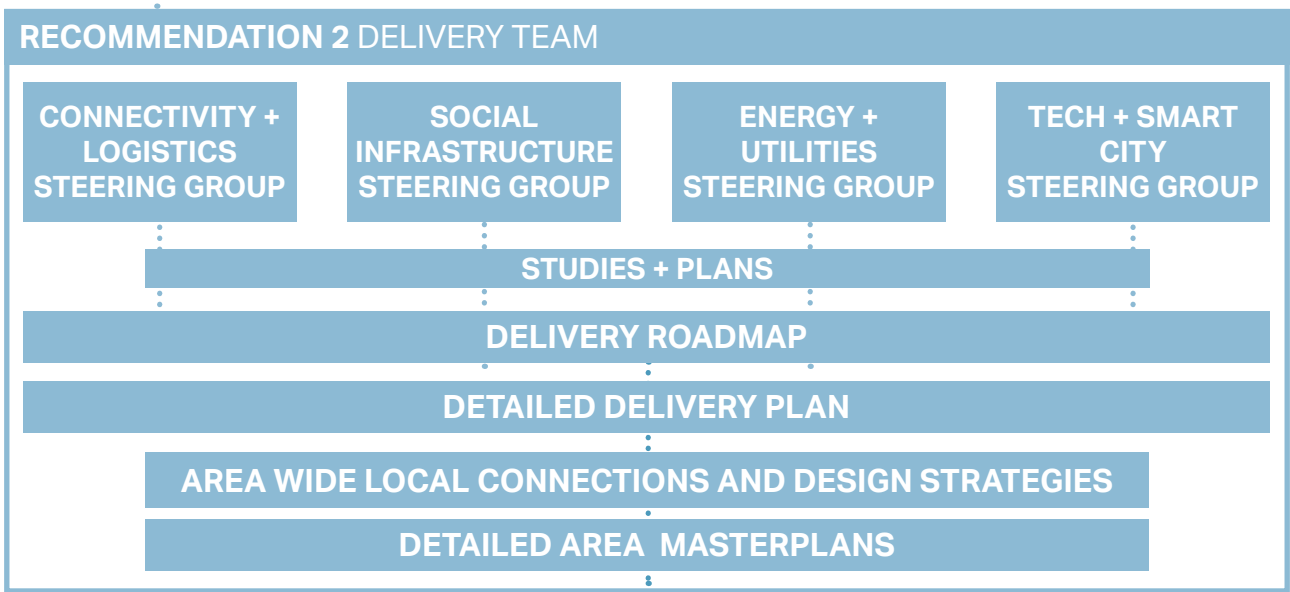
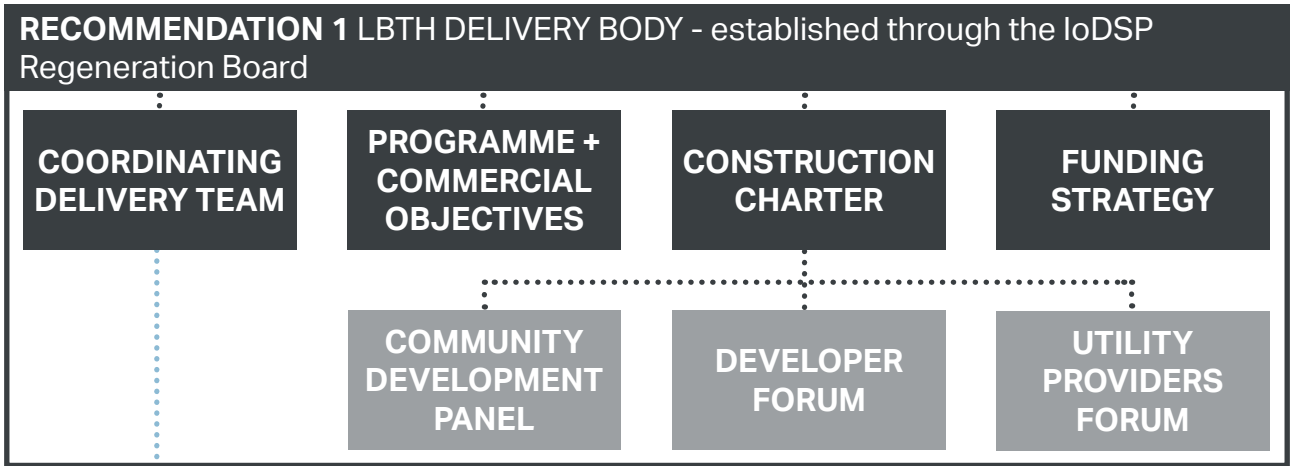
Recommendation 1 Getting delivery started in this OA with an LBTH Delivery Body

A **LBTH Delivery Body** is recommended to manage the programme, commercial objectives and oversee a funding strategy for delivery in this OA. This is already underway with LBTH establishing a regeneration board for this OA, which will act as a continuation of the OAPF Strategic Board, led by Tower Hamlets, and will include representatives from TfL and the GLA. The board will oversee the work of the Delivery Team, supported by Greater London Authority Infrastructure Development Coordination Team.

Alongside the development of this OAPF, Transport for London is employing experience learned in other Opportunity

Areas such as Vauxhall, Nine Elms and Battersea and the Olympic Park in making freight and delivery movements safer, greener and more efficient by working alongside the London Borough of Tower Hamlets to establish a **construction charter** for this OA to:

- Coordinate and manage the impacts of construction
- Consolidate deliveries and servicing
- Investigate innovative solutions to servicing and waste in high density residential areas
- Facilitate emergency vehicle access
- Monitor construction through the developer forum.



6.1

The developer forum steering group for this forum has started to meet and a freight and logistics study is underway to establish a robust model which can be used to better co-ordinate vehicle movements and minimise disruption.

As a crucial next step to allow continued dialogue between local communities and the construction industry, we are recommending the establishment of a **Community Development Panel**. This would consist of a group of local residents, with representatives from each of the main areas and would have a consultative function. We also recommend that the community development panel should be established as a matter of urgency to allow regular discussion of the ongoing issues relating to planning and development in the Isle of Dogs and to allow for improved feedback on future planning.

We recommend setting up a reinvigorated **Developer Forum** for the Isle of Dogs and South Poplar is another key action in the first stage of this delivery strategy. This forum could help to start to better

coordinate development matters, mitigate environmental impacts and help to keep track of progress on developments once they are on-site. The Developer Forum and Utility Providers Forum could report back to the community development panel on a regular basis.

Due to the potential scale of growth in this Opportunity Area and as part of a wider response to strategic growth planning across London, the GLA is already working with LBTH, TfL and the main infrastructure providers to set up a Utility Providers Forum which will enable better co-ordination of long term planning for utilities requirements for water and sewerage, gas, electricity, telecoms and internet. This will enable the future-proofing of infrastructure such as pipes and cables. As part of a masterplanning approach it will be crucial to ensure that space is set aside for larger infrastructure such as electricity sub-stations, data centres and telecoms equipment.

Recommendation 2 Establishing a delivery team and gathering more detailed evidence base

We recommend establishing a delivery team with the role of implementation and procuring these further studies within that remit. This team could then form a detailed delivery plan to drive completion of the various projects that are needed to ensure that the Opportunity Area continues to function effectively.

The bespoke delivery team could be set up as an interim arrangement, while longer term funding arrangements are authorised. This team would be responsible for co-ordinating

the developer forum, the Community Development Panel and setting up a detailed delivery plan.

Through the process of drafting the OAPF, we have identified a number of steering groups that could be established to guide and co-ordinate delivery on the ground. It is recommended that the Delivery Board would coordinate the delivery team steering groups. The outputs and progress of these groups could influence and further guide the development of this OAPF following

public consultation as they continue to meet during the consultation period.

This OAPF makes recommendations for where further information is required in order to fully achieve the Good Growth opportunities on the IoD and SP. We recommend these work streams will be guided by the delivery board and relevant

steering group, and are set out in the table below.

These further studies will need to be undertaken as a matter of urgency as part of the first 5 year plan in order to keep momentum in delivery and to ensure that opportunities are not lost to influence development proposals.

FUTURE STUDIES RECOMMENDED Gathering a more detailed evidence base

Connectivity and Logistics

- Freight and Logistics study
- Waste Management strategy
- TfL feasibility / options study for strategic public transport across inner east London

Social Infrastructure

- Demographic monitoring strategy

Energy and Utilities

- Integrated Utilities Plan including an Energy Master Plan and an Integrated Water Management Study
- Greening strategy

Tech and Smart Cities

- 3D modelling / BIM study

Area wide local connections and design strategies

In the short term this could prioritise:

- Marsh Wall corridor study
- Poplar High Street corridor study
- CS3 upgrades and connections strategy
- Riverside Limehouse to Leamouth Walking Route study
- Further junction improvement studies
- Legible London strategy
- Creative and Cultural strategy

Detailed area masterplans

Development of the area wide local connections and design strategies could inform the development of detailed area wide masterplans

- South Dock design and funding study
- Area Masterplans including: South Poplar Masterplan, Blackwall, Leamouth, Canary Riverside, South Quay East and West (This could include a South Quay Masterplan SPD refresh), Crossharbour and Millwall

6.1

Ongoing development management

Requirements on a site by site basis which will be assessed through the development management process. Where within an Area Masterplan, these issues should be considered comprehensively, with strategies demonstrating how each issue will be addressed across the master plan area.

Assessment of environmental impacts will be dependent on the location, nature and scale of proposed development and should include as a minimum:

- Daylight / sunlight
- Wind
- Air quality
- Noise
- Archaeology / heritage
- Local and strategic views
- Contaminated land

Housing management plans Local residents have raised many issues which although are not strictly planning matters, are a result of the development that the planning system has approved. The increasing number of very high density residential buildings in the Isle of Dogs require a bespoke approach. These include issues relating to:

- The management and maintenance of high-rise buildings, particularly for insurance purposes
- The establishment of fire safety procedures
- Ongoing management of playspace and communal areas

Recommendation: in accordance with draft London Plan policy D6 C, all planning applications for high rise developments should be accompanied by housing management plans which will detail how the proposal will establish resident's management committees to ensure that ongoing matters can be addressed. These will be responsible for overseeing the ongoing management of the buildings.

Resident's management committees could be used by the delivery team to help collect data for demographics monitoring.

Recommendation 3 Producing a detailed delivery plan and funding strategy

Investment is required in social infrastructure, economic development, place-making and transport to support delivery and optimise the potential of the OA.

It is recommended that a funding strategy is prepared to establish funding solutions, such as whether there is potential for business rate income stream to be recycled

locally to support growth.

It is recommended that LBTH appoints a consultant or consortium to prepare a comprehensive five year Detailed Delivery Plan and funding strategy, setting out the detail of the investment and the proposed delivery mechanisms. The plan could:

- Identify and scope the projects, initiatives and resources required to

NB: Where a development would result in exceeding the baseline Local Plan target to 2031 and/or densities set out in the London Plan density matrix*, the developer should submit additional information with their planning application demonstrating how the principles of Good Growth are implemented in their scheme. This information should look at the cumulative effects of the proposal. With regards to infrastructure, this reflect the requirements of draft London Plan policy D6. The boroughs SHLAA which was used to inform the housing targets was significantly informed by the London Plan density matrix and is still therefore relevant in assessing housing capacity on the Isle of Dogs.

- ensure the successful redevelopment of the OA;
- Underpin the business case to secure funding to pay for them;
- Identify early projects to be delivered to support Good Growth within the OA, with suggested projects to be delivered across the first 5 years and;
- Provide an evaluation and monitoring framework to enable the ongoing assessment and reporting of the success of the implementation of the plan.
- Provide a funding strategy (see 6.2 for funding recommendations)

Recommendation 4 Monitoring reports

It is recommended that the delivery team would be responsible for the implementation and monitoring of the detailed delivery plan. We recommend that the project be reviewed through 5 year **Growth Delivery Updates**.

The development trajectory in Fig 6.2 is illustrative, assuming smooth delivery growth across the plan period. Moreover, beyond the first 5 years, the actual level of growth is unknown. Most of the transport infrastructure will be required for all growth scenarios, however the delivery of social

infrastructure and local services will respond to demand thresholds in the population growth. Monitoring of the development pipeline will be important for assessing delivery against the baseline target, identifying trigger points and aligning the delivery of the necessary supporting social infrastructure. This should be captured in the borough's Annual Monitoring Report and will be used to identify whether further information from the developer is required when determining planning applications.

Growth Delivery Updates

It is recommended that the delivery team will undertake an OAPF health check every 5 years to monitor delivery in the OA. This could include:

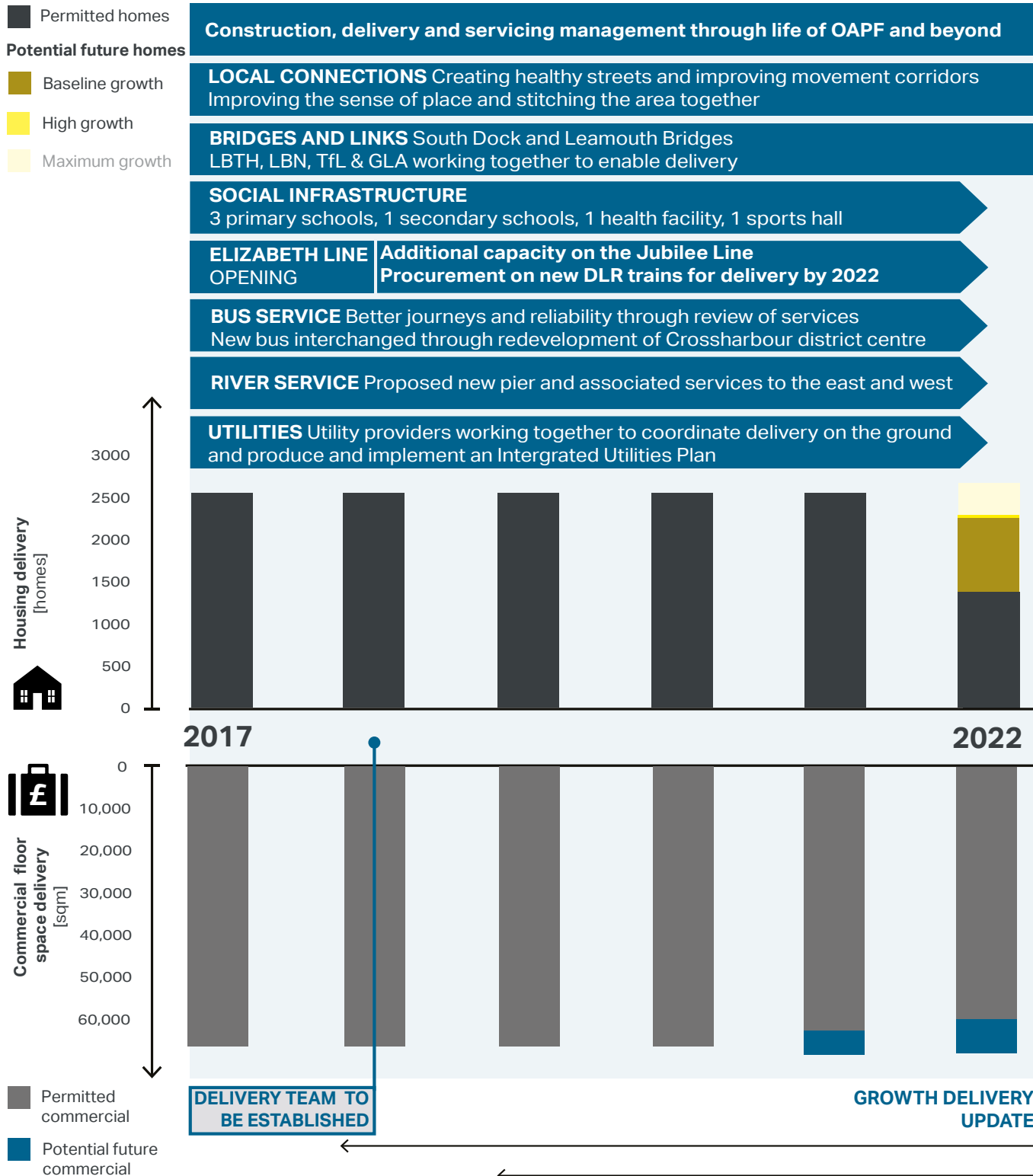
- Review infrastructure delivery across the past 5 years
- Review demographic change (informed by latest census)
- Review trajectory for the next 5 years
- Identify triggers for infrastructure across the next 5 years, and set the infrastructure plan to support the trajectory for this period

Recommendation 5 Refresh

If necessary, following the results of the regular review and monitoring it may be appropriate for the GLA in partnership with Tower Hamlets to refresh the OAPF document or to adopt the further studies undertaken as SPDs as part of the ongoing implementation plan, for example:

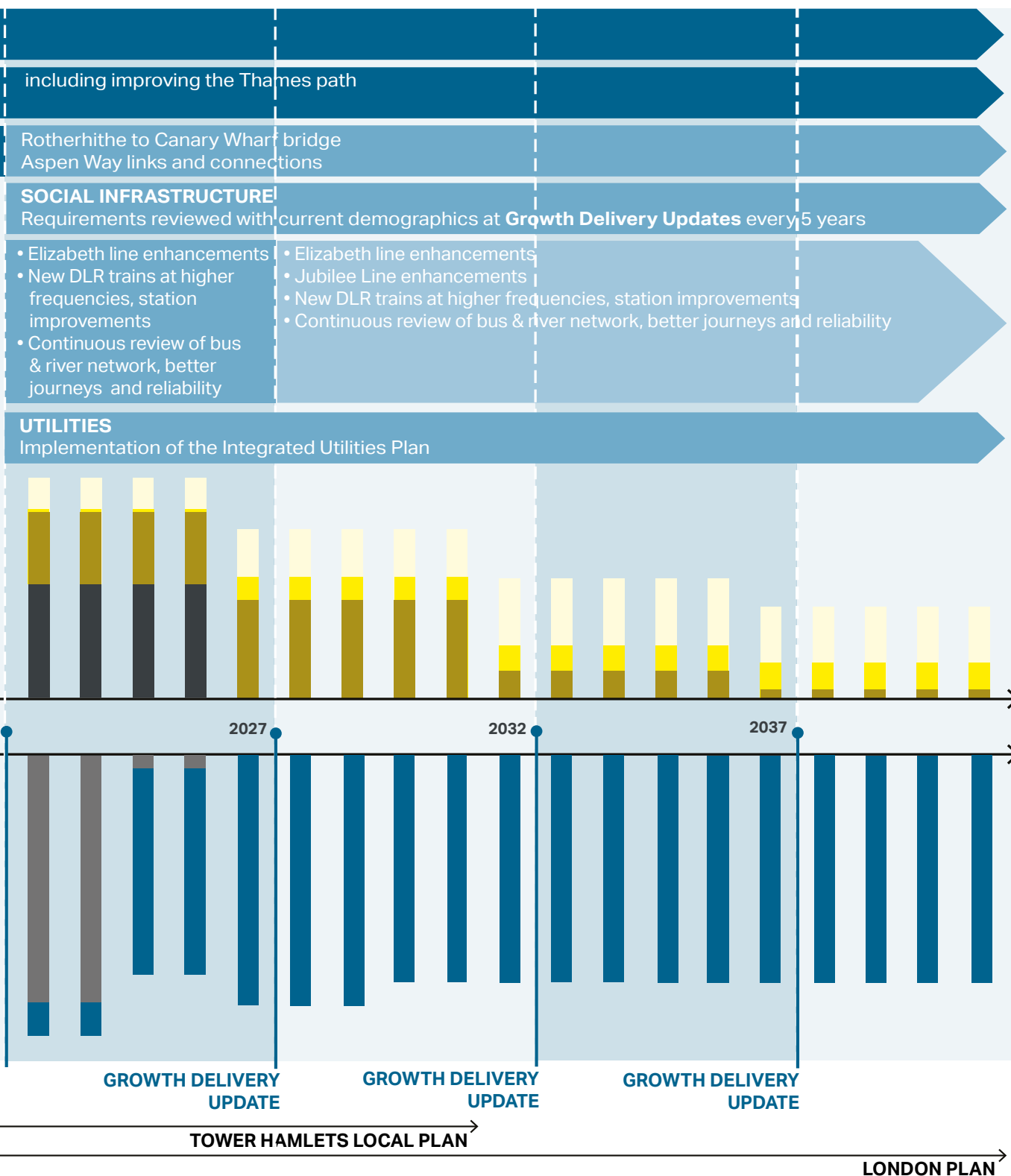
- Should estate regeneration schemes come forward this would require significant additional studies.
- Should economic circumstances change in the local area, London-wide or nationally, additional employment studies would be required.

6.2 Phasing and key milestones: the first 5 years



^ FIG 6.2 The development trajectory

Ongoing monitoring over the next 20 years



6.3 Funding recommendations

The Development Infrastructure Funding Study (DIFS) shows that infrastructure costs are heaviest in the first 5-10 years of development, and there are significant cashflow issues in the first 15 years. The success of delivering the vision will, to a large degree, depend on the ability to deliver some of the infrastructure required in the first five to ten years. One of the fundamental requirements therefore is that the necessary funding is in place to fund

infrastructure required in the short term.

Fundamentally, there are two issues that the delivery team could address: the funding gap and cashflow. Given the high values in the area and multiple potential funding options set out in this section, we recommend raising more funding as the best solution to closing the funding gap, with options to address short-term cashflow challenges considered by the delivery team in parallel.

Mainstream and other public funding sources available

Some public sector mainstream funding is assumed in our study to pay for a range of infrastructure, meeting around half of the total costs associated with infrastructure need for all scenarios.

This is a standard approach for infrastructure delivery utilising central funding from Government and strategic GLA/TfL funding to support the delivery of services and facilities.

Some transport projects are expected to be funded through the TfL business plan; however, these projects will have to 'bid' for funding. We have assumed that projects will secure TfL funding but this is not guaranteed; TfL's budget relates to the whole of London to support the delivery of the Mayor's Transport Strategy.

Social infrastructure includes some school projects, where we have assumed that mainstream funding will be available through the Dedicated Schools Grant. Lastly, we have assumed that there is an element of mainstream funding available for emergency services and health provision. In relation to health, as explained in the preceding

section, while we recognise that facilities may be provided by developers through S106 agreements, because of the leaseback structures in place, these facilities are assumed to have CCG funding over the longer term.

While the level of TfL funding remains broadly constant across the growth scenarios, the proportion of mainstream social infrastructure reduces in line with the reduced social infrastructure needs. In October 2018, the Chancellor agreed the Housing Infrastructure Fund Bid for £290m for the DLR capacity upgrades as part of the Autumn Budget.

However, public sector austerity remains very much in force, and particularly given uncertainties around the UK and its departure from the European Union, we have generally avoided assuming that significant tranches of public sector funding are available to support infrastructure for growth, outside of the assumptions set out above. This is a prudent approach: it is impossible to predict such opportunities reliably over the time periods involved, and

we have not attempted such an exercise. Changing governments at regional and national level or even changing policy by the same government can significantly impact

on the amount of mainstream funding available. This study has based all costs and income on current policy and values.

What developer contributions are available?

Assuming the current CIL rates and 35% affordable housing, the total developer contributions for permitted and future potential development could cover from 26% of total infrastructure cost for the baseline Tower Hamlets emerging Local Plan target and up to 36% of the total infrastructure cost for the maximum growth scenario through section 106 and CIL contributions. However, affordable housing contributions will be subject to viability discussions on individual development sites.

Tower Hamlets Council consulted on draft new CIL rates after the consultation on the draft OAPF. The proposed new rates are

higher than the existing rates, in particular for residential development in high value and dense areas, such as Canary Wharf and South Quay, reflecting changing market conditions.

The DIFS facilitates high level categorisation for what CIL could be spent on and when by indicating a number of enabling transport and local connections projects, alongside social and community infrastructure provision as essential mitigation for development. Tower Hamlets Council are currently considering all funding sources for the OA to establish appropriate delivery of all infrastructure projects regardless of funding status.

Other potential funding sources should be investigated through the funding strategy

Further studies into potential funding solutions could be explored to establish which are the most appropriate to use in this location. Business Rate Retention might be particularly helpful: we have shown that, when fully built out, business rate revenue will be substantial. Stamp Duty Retention may form part of that review. The political as well as technical implications of different mechanisms will need to be understood.

Funding sources which could be investigated are:

- Business rate retention, Enterprise Zones and Tax Increment Funding (TIF)

- Stamp duty capture
- GLA Housing Zones
- Affordable Homes Programme
- Public sector funding and financing
- New Homes Bonus

More information can be found on these potential funding sources can be found in the **Development Infrastructure Funding Study**, available at: www.london.gov.uk/isleofdogs

6.3

Cashflow models

It is recommended that the delivery team look with urgency at the full range of options available to assist in funding the timely delivery of infrastructure. These should include moving the need for funding later, cutting costs and borrowing.

- The delivery bodies could consider where phasing of delivery can be delayed through the use of meanwhile solutions or better use of existing services.
- Opportunities for collaborative and shared facilities should be explored as these may be able to bring down costs either temporarily or permanently.
- It may be necessary to investigate the need to raise further temporary funding in the early years of delivery to fund upfront infrastructure costs.

There are of course risks in borrowing based on potential future development contribution income, but models exist to minimise risk and maximise the benefits of such an approach. Authorities can borrow against business rate income in a TIF (Tax Increment Funding) - typically relied upon special circumstances (ie GLA as the developer or owner of land). The funding strategy should therefore explore options for the delivery team to borrow.

Case Study 1: Setting up a TIF model to establish a Croydon Growth Fund

A Tax Increment Finance model has been applied within a designated area within the Croydon Opportunity Area as a means of funding the delivery of 39 projects which have been identified as being critical infrastructure required to unlock the potential for housing and economic growth.

The 39 critical infrastructure projects planned include key transport improvements to the tram and bus network, highways including the A232/A23 and schemes at West Croydon station, public realm, walking and cycling improvements as well as energy and health projects.

LB Croydon has borrowed £309m to fund its share of the design and construction costs of these projects. The borrowing will be financed and repaid using the expected growth in business rates in the Croydon Growth Zone area over a period of up to 16 years with an option for a 3 year extension if required. By agreement, the GLA's share of business rates will go directly towards funding the critical infrastructure costs.

Case study 2: Establishing a Delivery Authority and a funding model for the Royal Docks Enterprise Zone

An integrated delivery team has been established to provide co-ordinated and focused management of the investment that is required in infrastructure, economic development, place-making and activity in the Royal Docks Enterprise Zone and to achieve an early business rate income stream, all of which is then to be recycled locally.

The delivery team has overall responsibility for all development and estate management as well as all the new proposed activities associated with the EZ, recognising the complex and inter-related nature of the Royal Docks programme. This team is responsible for procuring a detailed delivery plan and project managing outputs on the ground. The EZ will continue until 2038 and is likely to require the above described level of resource throughout much of its life span and so the new posts are permanent. The sum of business rates collected on an annual basis is sufficient to cover the cost of a new Royal Docks core team for the lifetime of the EZ.

Case study 3: Successful Housing Infrastructure Fund Bids

The Housing Infrastructure Fund (HIF) is a Government capital grant programme worth £5.5bn to deliver hundreds of thousands of new homes across the UK. In October 2018, the Chancellor agreed the HIF bid of £291m for the DLR capacity upgrades as part of the Autumn Budget. The Bid requested funding for:

- 14 additional DLR trains to increase capacity in major growth areas of Royal Docks and Isle of Dogs
- Expansion of Beckton DLR depot
- Contribution to a new DLR station at Thameside West
- Contribution to housing development on top of Poplar DLR depot

The additional trains will be of a new, higher capacity design, with an aim to run up to every 2 minutes in the peak directly supporting the Isle of Dogs and South Poplar OA. To support the new fleet, enabling works need to take place at the Beckton and Poplar Depots. The enabling works will also support the delivery of up to 2,000 new homes over the Poplar depot, including the delivery of new connectivity between Canary wharf, Poplar DLR Station and South Poplar.



Part seven

Statement of consultation

Chapter contents

7.1 Statement of consultation

Chapter objectives

- Ensure an effective and meaningful consultation with local residents

7.1 Statement of consultation

This Planning Framework has set out the unique challenges of delivering growth in the Isle of Dogs and South Poplar Opportunity Area. It has also set out the many opportunities for enabling a Good Growth agenda here, if the delivery mechanisms set out in Part 6 are able to be fully implemented. Effective and ongoing engagement with the local community is part of this process and is key to securing 'buy-in' to the future development of this Opportunity Area. As such, the production of this OAPF has actively embraced and engaged with local residents through pre-consultation and a full public consultation process as set out below:

Phase 1: OAPF Pre-consultation

1. Identification of relevant groups to engage with was the first step in the process. These key stakeholders included:
 - Residents groups and groups of particular interest for the Isle of Dogs and South Poplar (e.g. estate residents, young people)
 - Other interest groups (businesses, service providers, out of borough workers)
 - Local councillors
 - Neighbourhood Planning Forum
 - Local land owners
2. Setting up a webpage for the OAPF project which detailed future consultation events and explained how to comment on the proposals.
3. Information leaflet - this is available here: www.london.gov.uk/isleofdogs
4. Public events and separate workshop meetings with key stakeholders to identify issues of importance to the local community and agree ways the OAPF

could address these:

- Public forums (LBTH Ask the Mayor events)
 - Focus group workshops (including Local Councillors, Neighbourhood Planning Forum)
5. Talking to local interest groups, including:
 - Neighbourhood Forums
 - South Poplar and Limehouse Action for Secure Housing
 - Local Councillors 4Estates Forum
 - East End Community Foundation
 - New City College
 - Local community at 2 Ask the Mayor events
 - Local land owners
 - LBTH officer workshops

Phase 2: Public consultation and participation

6. The draft OAPF was launched for a 12 week public consultation in May 2018. The document was available for viewing at local Idea Stores and was accompanied by:
 - Email updates to local interest groups
 - An updated web page and email address for submitting comments.
 - Drop in sessions at Canary Wharf and Crossharbour

Phase 3: Updating the OAPF

The Isle of Dogs and South Poplar OAPF received 38 consultation responses from a wide range of key stakeholders including community groups and landowners. The document has been revised throughout in response to the comments made.



^ FIG 7.1 Tower Hamlets Ask the Mayor Event, February 2017 (image courtesy of LBTH)

Glossary A – Z

Affordable housing

Housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent appropriate housing in their borough. Affordable housing comprises social and intermediate housing, (London Plan).

Building typology

A classification of building type, in terms of its structure, massing and height

CAZ

Central Activity Zone. This is where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses as well as residential and more local functions. CAZ A and CAZ B zones refer to the core zone and wider activity areas.

CIL

The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.

Cultural and creative industries

Employment activities that describe themselves as cultural or creative, including notably architecture, archives and libraries, artistic crafts, audiovisual (such as film, television, video games and multimedia), cultural heritage, design, festivals, music, performing arts, publishing, radio and visual arts (European Commission).

Density

A measure of the quantity of homes or people in a given area or space.

District Heating

The supply of heat or hot water from one source to a district.

Elizabeth Line

The first line in the Crossrail project, the Elizabeth Line is an east-west, cross central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major

development and regeneration corridors, and improve access to large areas of central and suburban London.

IIA

Integrated Impact Assessment.

The Integrated Impact Assessment (IIA) process investigates the impacts of different proposals within a project against environmental, equality, health, and community safety objectives. Through this process, the relevant options and policies can be developed and refined to maximise benefits and minimise adverse effects.

The IIA for this OAPF is in accordance with the OAPF SEA Screening Determination.

LBTH

London Borough of Tower Hamlets

Local presence facility

An accessible and integrated facility merging services currently provided within one-stop-shops and idea stores providing customers with the ability to access and interact with council services in different ways alongside a range of complementary activities, such as arts, leisure and learning/information services.

OA

Opportunity Area. London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

OAPF

Opportunity Area Planning Framework. A framework that can represent the first stage in a plan-led approach to providing significant quantities of additional jobs and homes, improvements to transport and other infrastructure, and better access to local services.

Public realm

Those parts of the highway to which the

public have shared access and on which the spectrum of public life is carried out. This can include, among others, high streets, rural village streets, market squares and shopping streets but would not include roads of obvious and limited purpose such as motorways and dual carriageways (Parliamentary Advisory Committee on Transport).

SEA

Strategic environmental assessment. Required by the Environmental Assessment of Plans and Programmes Regulations 2004; Identifies effects of the London Plan against general and specific environmental criteria; Justifies reasoning for selection of preferred options; and Proposes mitigation and monitoring methods to reduce any significant adverse environmental effects. The SEA Screening Determination (March 2018) states: The OAPF does not include specific policies, proposals or site allocations which could alone determine or provide significant support for development proposals within the Isle of Dogs and South Poplar Opportunity Area (the OA).

Severance

The separation or rupture of street level activity creating detachment of people and places.

SMEs

Small and Medium Enterprises as defined by the European Commission.

Social infrastructure

The schools, health and related network of facilities required to make a community function.

SPG

Supplementary Planning Guidance. An SPG gives guidance on policies in the London Plan. It does not form a part of the statutory plan.

SuDS

Sustainable Urban Drainage Systems are a sequence of management practices, control structures and strategies designed to drain surface water, while minimising pollution and

managing the impact on water quality of local water bodies (CIRA).

TfL

Transport for London. One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

Transport infrastructure

The facilities and services required to deliver transport needs from walking, cycling road use and public transport.



Other formats and languages

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