

A changing context

New and emerging development

The images across the following pages show the vision and illustrate the proposals for the emerging development which has been granted planning permission, and which surround the Aberfeldy Village Masterplan Site.

Leven Road Gasworks

Leven Road Gasworks is a residential-led mixed-use development that will provide up to 2,800 new private and affordable homes, commercial space, a new 1-hectare riverside park 'Poplar Riverside Park', a riverside walk with access to the River Lea and land for a new secondary school. The first phase of the development which is currently on site and due for completion by 2024, will deliver 577 homes and the majority of commercial space and public amenities. A new public square will be also be created as well as the park phase which will provide residents with access to a new open space and the River Lea.



Fig.70 Visualisation of Poplar Riverside Park



Fig.71 Leven Yards - Phase 1 of the development



Fig.73 Proposed public square with commercial space



Fig.74 Connections through the development from Leven Road Open Space towards the River Lea

Chrisp Street Market

The Proposed Development will create a thriving town centre - keeping the best of what's there, whilst providing an improved retail offering. This includes 649 homes, a 35% increase in affordable homes, a new cinema and restaurants, parks, a community hub, the refurbishment of existing shops, new shops and a larger market.



Fig.72 Proposals for Chrisp Street market, a mixed use scheme reinvigorating the existing market



Fig.75 Proposed cinema and restaurants within the new development at Chrisp Street Market

A changing context

New and emerging development

Ailsa Wharf

A major waterside regeneration project which will create a vibrant mixed-use hub of new homes, offices, retail and leisure facilities in 13 buildings which vary in height between 3 and 17 storeys. The site will provide 782 new homes, 35% of which are affordable, 2000sqm of commercial space and associated public realm. A revised application has recently been submitted to LBTH in relation to the site (PA/22/00210/A1) which seeks planning permission for an increase in density and height beyond that previously consented. The updated submission in relation to Aberfeldy take account of the current application.



Fig.76 New development adjacent to the River Lea

Islay Wharf

A mixed use development comprising two blocks of 12 - 22 storeys, accommodating 133 flats of various sizes and two ground floor commercial units, adjacent to the proposed Lochnagar Bridge at the eastern end of Lochnagar Street. The site is located adjacent to Ailsa Wharf. Permission was granted in November 2020.



Fig.77 Proposed tall building adjacent to a new connection over the River Lea

East Riverside / Former Poplar Bus Depot

A residential led mixed-use scheme which retains five of the existing arches of the old tram shed depot to front a new public square on Leven Road, and introduces three new varied height towers which overlook Bow Creek. The scheme delivers 530 homes of which 35% are affordable, alongside workspace, restaurants, and retail units.



Fig.78 CGI of East Riverside development



Fig.79 The creation of new public spaces along the River Lea



Fig.80 Tall buildings along the riverside marking new connections



Fig.81 CGI of the proposed tall buildings up to 20 storeys

Introduction

This Masterplan Design and Access Statement has been prepared by Levitt Bernstein and LDA Design and is submitted in support of a hybrid planning application for the Aberfeldy Village Masterplan. The hybrid planning application is made in relation to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12) and to the south west of Abbot Road (the "Site") on behalf of The Aberfeldy New Village LLP ("The Applicant"). The hybrid planning application is formed of detailed development proposals in respect of Phase A for which no matters are reserved ("Detailed Proposals"), and outline development proposals for the remainder of the Site, with all matters reserved ("Outline Proposals"). The Detailed Proposals and Outline Proposals together are referred to as the "Proposed Development".

The Proposed Development comprises the comprehensive redevelopment of the Site. The Proposed Development will provide new retail, workspace and community floorspace along with residential dwellings and the pedestrianisation of the A12 Abbott Road vehicular underpass to create a new east to west route. The Proposed Development will also provide significant, high quality public realm, including a new Town Square, a new High Street and a public park.

This report is an update to the version dated 19th October 2021 that was submitted to the Council in support of the hybrid planning application. This updated version has been prepared principally in response to the changes to the planning application boundary as explained in the covering letter to accompany the amendments to the Proposed Development

Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green. The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The delivery of works to Jolly's Green will sit within Phase B as part of the Outline Proposals. The Applicant has updated the red line and amended the Proposed Development to incorporate the provision of a direct link from the proposed pedestrianised underpass to Jolly's Green. Accordingly, the Applicant has updated the planning application plans and documents where necessary to reflect this. Importantly the extension of the redline boundary of the Hybrid Application does not result in any fundamental alterations to the development that is proposed.

The purpose of the Masterplan Design and Access Statement is to provide background and context information about the Site and demonstrate the design intentions for the Site through a range of illustrative material about the Proposed Development. An overview of the maximum parameters for the Site will also be provided. The illustrative masterplan is one way in which a scheme can be delivered within these parameters.

The Masterplan Design and Access Statement is submitted in support of the Outline Proposals alongside the Design Code, Parameter Plans and Development Specification. A separate Design and Access Statement is submitted in support of the Detailed Proposals alongside Application Drawings.



Fig.82 Aerial sketch of the proposed Aberfeldy Village Masterplan

3

ANALYSIS OF ABERFELDY

Site analysis

Overview

This chapter contains detailed analysis of the Site and its surroundings, including:

- Building heights
- Land use
- Shopping areas and facilities
- Architectural character and heritage assets
- Movement and connections
- Access to public transport
- Open space and green infrastructure; and
- Environmental considerations.

These aspects, combined with the changing context of Aberfeldy outlined in the previous chapter, have shaped the Proposed Development ensuring that the design is deeply grounded in this unique part of Poplar and makes the most of every aspect of the Site, its past and future opportunities. Collectively, this helps this ground breaking masterplan to create the greatest possible benefits for the local residents and the wider neighbourhood.



Fig.82 Aerial view of the site early 2019

Building heights

Existing and emerging heights

The Site itself is characterised predominately by low rise development, however its surroundings have a diversity of heights which are continuing to evolve as new development comes forward (refer to the information about the changing context set out in Chapter 2).

Directly to the east of Aberfeldy Street and Abbott Road an area of two storey terrace homes reside, to the south-east buildings of four to ten storeys have recently been constructed as part of Phases 1-3a of Aberfeldy Village and to the north Bromley Hall School sits at just one storey.

To the north east along Poplar Riverside, new emerging developments are proposing significant height with buildings up to twenty one storeys.

To the west of the Site, buildings are predominately two to four storey buildings. These are located adjacent to the Brownfield Estate which includes Balfron Tower and Carradale House at twenty six and eleven storeys respectively.

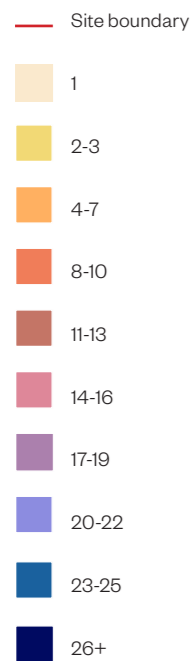


Fig.83 Diagram showing existing building heights and proposed heights for emerging development

Building heights

Existing and emerging tall buildings

As illustrated on the building heights plan, and set out in previous chapters, there are some tall buildings adjacent or in close proximity to the Site at present. There are also many more emerging tall buildings which have been granted planning permission and which will therefore change the character and appearance of the Site's surroundings.

The location and heights of these tall buildings, both existing and proposed, have been important to consider in the development of the Aberfeldy Village Masterplan and have helped to inform the townscape and placemaking strategy as set out in Chapter 5.2 of this report.

The adjacent images show some of these buildings and give information about heights in storeys and as AODs.



1 Fig.84 Balforn Tower: 27 storeys / up to 84.7m AOD



2 Fig.85 Islay Wharf: 21 storeys / 80.8m AOD



3 Fig.86 Orchard Wharf: 23 storeys



4 Fig.87 City Island: up to 27 storeys



5 Fig.88 East Riverside / Former Poplar Bus Depot: 15, 17 and 20 storeys/ up to 72.2m AOD

Land use

Existing and surrounding uses

The Site is located in a predominantly residential area, hence the majority of buildings on the Site are family homes. Some non-residential buildings are located on or in close proximity to the Site. These include:

- Existing retail and community uses along Aberfeldy Street
- St Nicholas Church adjacent to Millennium Green
- Culloden Primary Academy on Dee Street
- The derelict, Grade 2 listed Bromley Hall School to the north of the site
- The existing Aberfeldy Community Centre

As a result of the emerging development, more non-residential uses are proposed in close proximity to the Site. These include:

- A health centre, pharmacy, new relocated community centre and new retail units as part of Phase 3b of Aberfeldy Village
- Retail and workspace on the Leven Road Gasworks development
- A potential new secondary school on Leven Road with land safeguarded as part of the Leven Road Gasworks development.

- Site boundary
- Residential
- Educational facilities
- Community facilities including places of worship
- Workspace
- Retail and catering
- Leisure including hotels and cinemas
- Not occupied



Fig.89 Diagram showing existing land use and proposed uses for emerging development

Land use

Non-residential uses

Whilst the Site and its surroundings are predominantly residential, there are a variety of non-residential uses which are within or close to the Site. Images of some of these uses are shown on this page.



1 Fig.90 Aberfeldy Street is a concentration of retail food and drink and community uses. It is hoped that its recent revitalisation will attract new businesses



2 Fig.91 East India Dock Road has a concentration of food and drink outlets



3 Fig.92 Blackwall Trading Estate comprises of single storey industrial units and warehouses with first floor ancillary offices and open yard space



4 Fig.93 Community and educational uses surround Langdon Park, including Langdon Park School, the local secondary school.



5 Fig.94 Recently completed Poplar Works offering small affordable workspaces to creatives



6 Fig.95 Vacant Bromley Hall School, which has the potential to be refurbished and reused

Shopping areas and local facilities

Location and walking distances

There are several concentrated areas of non-residential uses in close proximity to the Site, all of which are within 15 minutes walking distance. These include:

- All Saints Local Centre
- Poplar High Street
- Republic Campus
- Aberfeldy Street

In addition to this, new emerging development will bring with it a wide mix of new non-residential facilities. For example:

- Aberfeldy Village Phase 3b will include a mix of retail, health and community facilities at the southern end of Aberfeldy Street around the new Aberfeldy Square.
- The new Leven Road Gasworks mixed use neighbourhood will include retail, food and beverage and potentially a new secondary school for the area.
- The proposed Chrisp Street Market redevelopment will significantly improve the retail and commercial offer for the area with proposals for a new cinema, restaurants, the refurbishment of existing shops, new shops and a larger market.

All of these schemes will help create a thriving mixed use community, to which the new Aberfeldy Village Masterplan will also strive to contribute to.

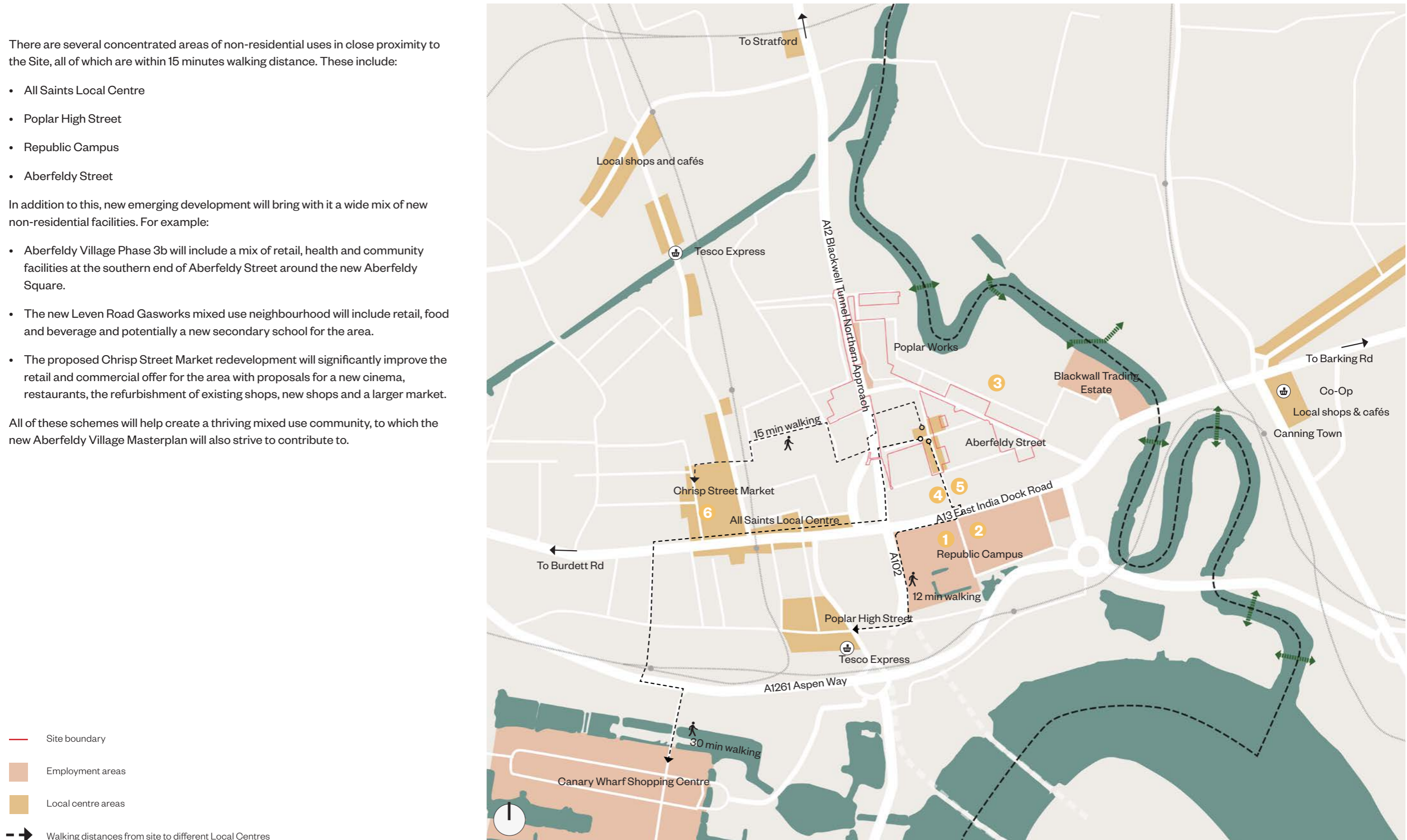


Fig.96 Plan showing key shopping areas and walking distances from the site

Shopping areas and local facilities

Concentrations of non-residential uses

The images opposite show examples of the new and proposed non-residential facilities in the area.



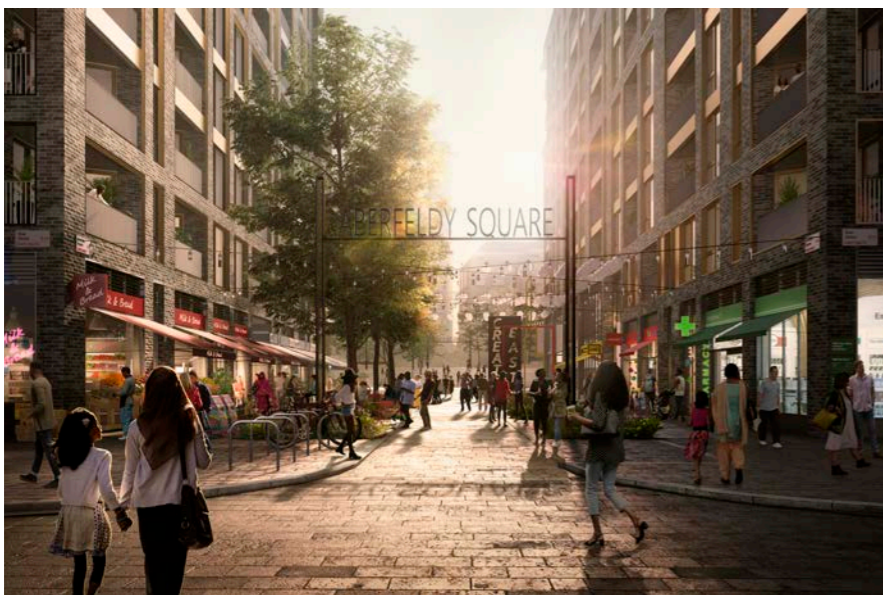
1 Fig.97 Republic Campus: office space, retail, leisure and other amenities



2 Fig.98 Republic Campus: office space, retail, leisure and other amenities



3 Fig.99 New retail space on the Leven Road Gasworks development will be delivered in Phase 1 of the masterplan, also known as 'Leven Yards'



4 Fig.100 Aberfeldy Village Square, phase 3b of the masterplan



5 Fig.101 Aberfeldy Village Square, phase 3b of the masterplan



6 Fig.102 Proposed redevelopment of Chrisp Street market with new and improved retail space.

Heritage assets

Listed buildings and conservation areas

There are numerous listed buildings along the A12, to the north and west of the Site. The surrounding heritage assets are from a variety of time periods and have a diversity of architectural styles. Those listed are highlighted on the adjacent diagram.

The architectural approach of the Proposed Development draws from the existing buildings around the Site, and the proposed massing is respectful of the surrounding context, including the Balfron Tower Conservation Area.

Conservation areas

- A Balfron Tower
- B Landsbury
- C All Saints Church Poplar
- D Naval Row
- E Langdon Park
- F Limehouse Cut

Listed buildings

- 1 Former Fire Station
- 2 Bromley Hall
- 3 Old Poplar Library
- 4 Bromley Hall School
- 5 Church of St Michael and All Angels
- 6 War Memorial
- 7 Glenkerry House
- 8 Carradale House
- 9 Balfron Tower
- 10 Saint Nicholas Church
- 11 Chrisp Street Market Clock Tower
- 12 All Saints Church with St Frideswide
- 13 East India Dock House
- 14 Dowgate Wharf

- Site boundary
- ★ Grade II Listed
- ★ Grade II* Listed
- ★ Heritage Asset of Local Importance
- ▨ Conservation Areas

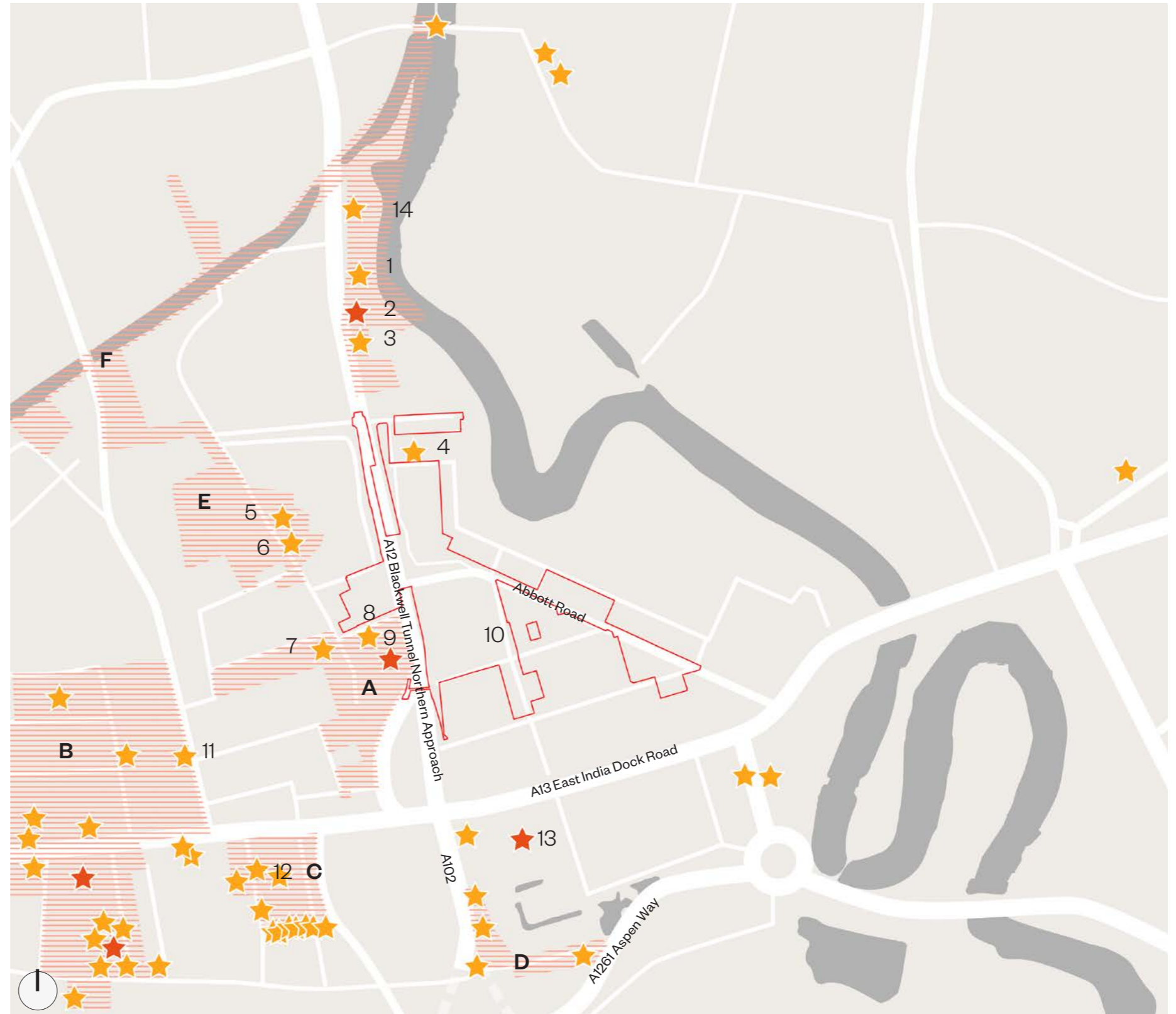


Fig.103 Plan showing listed buildings and conservation areas

Heritage assets

Listed buildings

The images across the following page show the listed buildings, as identified on the heritage plan opposite. The yellow numbers of the images correspond with those identified on the plan.



Further information about heritage assets is set out in the **Heritage Assessment** prepared by KM Heritage which supports this application.



1 Fig.104 Former Fire Station: Grade II listed fire station built in 1910 and designed by London County Architects



2 Fig.105 Bromley Hall: Grade II* listed building thought to be the oldest brick house in London built in approximately 1485 by Holy Trinity Priory



3 Fig.106 Old Poplar Library: Grade II listed library built in 1904 and designed by Squire, Myers and Petch



4 Fig.107 Bromley Hall School: An education facility built in 1967 and designed by the GLCD Department of Architecture



5 Fig.108 Church of Michael and All Angels: A former church which has now been converted into flats, built in 1864 by R.W. Morris



6 Fig.109 War memorial: Located at the St. Michael and All Angels Church, the memorial commemorates the members of the parish who were killed or missing in the First World War and the Second World War

Heritage assets

Listed buildings



7 Fig.110 Glenkerry House: Grade II listed residential building which forms part of the Brownfield Estate, built in 1977 and designed by Erno Goldfinger



8 Fig.111 Caradale House: Grade II listed residential building which forms part of the Brownfield Estate, built between 1967 and 1970 and designed by Erno Goldfinger



9 Fig.112 Balfon Tower: Grade II* listed residential building which forms part of the Brownfield Estate, built in 1963 and designed by Erno Goldfinger



10 Fig.113 St. Nicholas Church: Grade II listed church located on Aberfeldy Street established in 1900



11 Fig.114 Chrisp Street Market Clock Tower: Grade II listed clock tower designed in 1949 by Frederick Gibberd



12 Fig.115 All Saints Church with St Frideswide: Grade II listed church built in 1817 and designed by J Hollis



13 Fig.116 East India Dock House: Grade II* listed former Financial Times Print Works built in 1988 by Nicholas Grimshaw and Partners



14 Fig.117 Dowgate Wharf: Grade II listed former distillery built in the mid 19th century

Streets, routes and access

Major infrastructure

The Site is surrounded by major transport infrastructure, including the A12 and A13, two major north-south and east-west routes respectively, which create significant severance between the Site and the rest of the Borough and reinforce the neighbourhood as an urban island.

A manual PTAL calculation has confirmed PTAL scores ranging from 3-4. The higher scores are as a result of the Site being within 960m of Docklands Light Railway (DLR) and London Underground stations. The most accessible part of the Site is around Nairn Street with a PTAL of 4, whilst the central part of the Site around Millennium Green and the southern section of the Site, around Culloden Primary Academy and Braithwaite Park, have a PTAL of 3.

There is very little access to public transport within the Site itself, with only the 309 bus route running through the Site connecting it to Canning Town. There are other bus routes along the A12 and A13 connecting to Central London. The area of the Site along Blair Street is within 960m walking distance from Canning Town.

Within 15 minutes walking distance of the Site there are a number of DLR stations with trains running regularly to Central London, London City Airport, Beckton and Woolwich. Despite being in close proximity, the access to these facilities is not obvious and easy.

The Site is very well connected with the wider area, but poorly connected to its immediate context, which has an isolating effect on this neighbourhood.

-  Major roads
-  Site area
-  Outdoor amenity spaces
-  CS3
-  Upgraded on road cycle lane
-  Potential future cycle routes
-  DLR stations
-  Bus stops
-  Leaway
-  Proposed bridges



Fig.118 Plan showing major infrastructure and severance caused by the A12 and A13

Streets, routes and access

Existing vehicular routes

The Site is accessed primarily by Abbott Road which runs through the site connecting the A12 and A13. A local road network stems off this, serving homes directly to the east of the A12. There are many no-through roads making the area difficult to navigate, whilst also significantly car dominant. On-street car parking is how most residents are currently parked.

Culloden Primary Academy is accessed from Dee Street and Blair Street. There is limited staff parking for the school.

The adjacent diagram illustrates the existing vehicle routes across the neighbourhood. Several bus routes run in the area, these include:

- 309 which has bus stops within the site and runs between Canning Town and Bethnal Green. The route of the 309 and associated bus stops are shown on the adjacent plan
- 115 between East Ham and Aldgate with stops along the A13 East India Dock Road
- D8 between Stratford and Crossharbour with stops along the A12
- N15 night bus between Romford and Oxford Circus
- N551 night bus between Gallions Reach Shopping Park and Trafalgar Square

Further information about the existing transport infrastructure is set out in the **Transport Assessment** prepared by Velocity which supports this application.

- Site area
- Major road network
- Local road network
- Bus route and stops
- Cycle Superhighway (CS3)
- Key pedestrian routes
- School to generate some traffic
- 🚌 Bus stops



Fig.119 Plan showing vehicle connections within and surrounding the site

Streets, routes and access

Existing pedestrian connections

Connectivity and permeability for pedestrians and cyclists in the area can be difficult as a result of the street network, with several dead-end routes, alongside the severance caused by the A12. As a result the Site is considered relatively impermeable.

- There are several established pedestrian connections to the west and the east of the A12 but this road itself is a barrier for connecting them.
- Currently there are no cycle routes within the Aberfeldy island, and the closest cycle route is the CS3 to the south.
- There are two pedestrian underpasses connecting the site to the west under the A12: one from Abbott Road and another from Dee Street. Both of these underpasses are in poor condition, and considered unpleasant and unsafe. In addition, these are not cycle friendly.

Recent and emerging new developments are improving the pedestrian and cycle connections, for example Phases 1-3 of the previously approved Aberfeldy Village Masterplan has introduced a new east west connection along East India Green as well as reinstating a series of north south connections. In addition, new emerging developments to the north-east of the site including Leven Road Gasworks, East Riverside (Former Poplar Bus Depot), Islay Wharf and the proposed bridges of Lochnagar Bridge, Poplar Reach Bridge and Mayer Parry Wharf Bridge are collectively improving the pedestrian experience, enhancing connections and creating safe routes towards the Leaway.

The Aberfeldy Village Masterplan presents a significant opportunity to help overcome the severance and the 'Aberfeldy island' effect, both in terms of stitching together pedestrian and cycle connections and better connecting the green infrastructure across the A12.

The Aberfeldy Village Masterplan presents a significant opportunity to help overcome the severance and the 'Aberfeldy island' effect, both in terms of stitching together pedestrian and cycle connections and better connecting the green infrastructure across the A12.

- Site boundary
- Key existing pedestrian routes
- Significant east west severance
- Aberfeldy Island
- Existing pedestrian crossings
- Existing pedestrian underpasses



Fig.120 Plan showing existing pedestrian connections and the severance caused by the A12

Streets, routes and access

Pedestrian movement analysis

The spatial accessibility analysis set out across the following pages was led by Space Syntax in Stage 0 of the project. It identifies the hierarchy of each street segment in terms of how relatively convenient that link is for most journeys from A to B within the street network as a whole. It reflects the movement potential of each street segment purely based on the geometry, connectivity, and continuity of the urban layout.

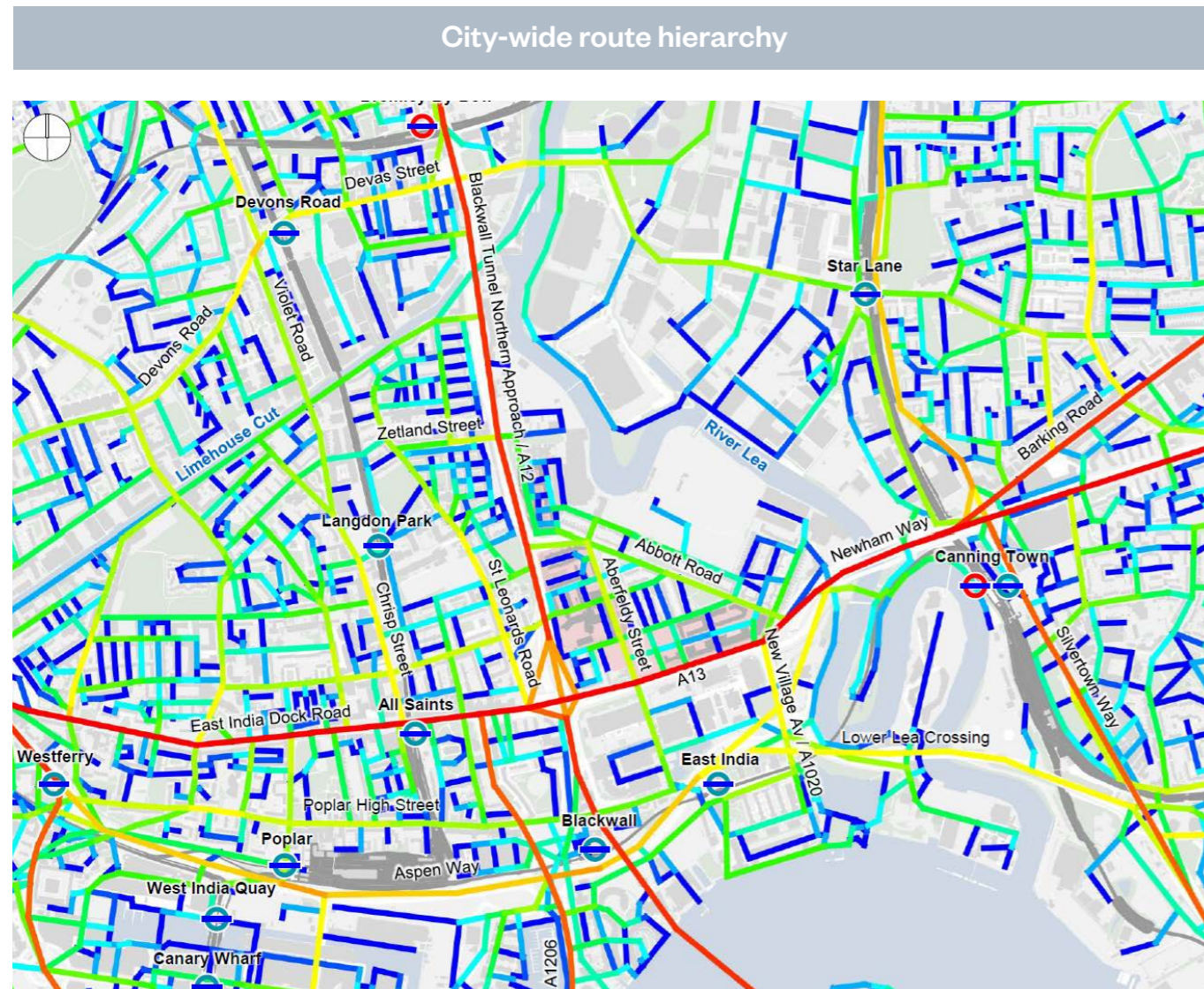


Fig.121 Diagram illustrating spatial accessibility analysis at a city wide scale

The analysis shows that the edges of the Site are very well connected at the city-wide scale, as the area is strategically located at the intersection of two highly accessible roads, the A12 and A13. This is shown in red, orange and yellow. However, the internal network of local streets, within the Site and surrounding Aberfeldy Street, is isolated from its surrounding context due to the barriers of the A12, A13 and the River Lea. These routes are coloured blue.

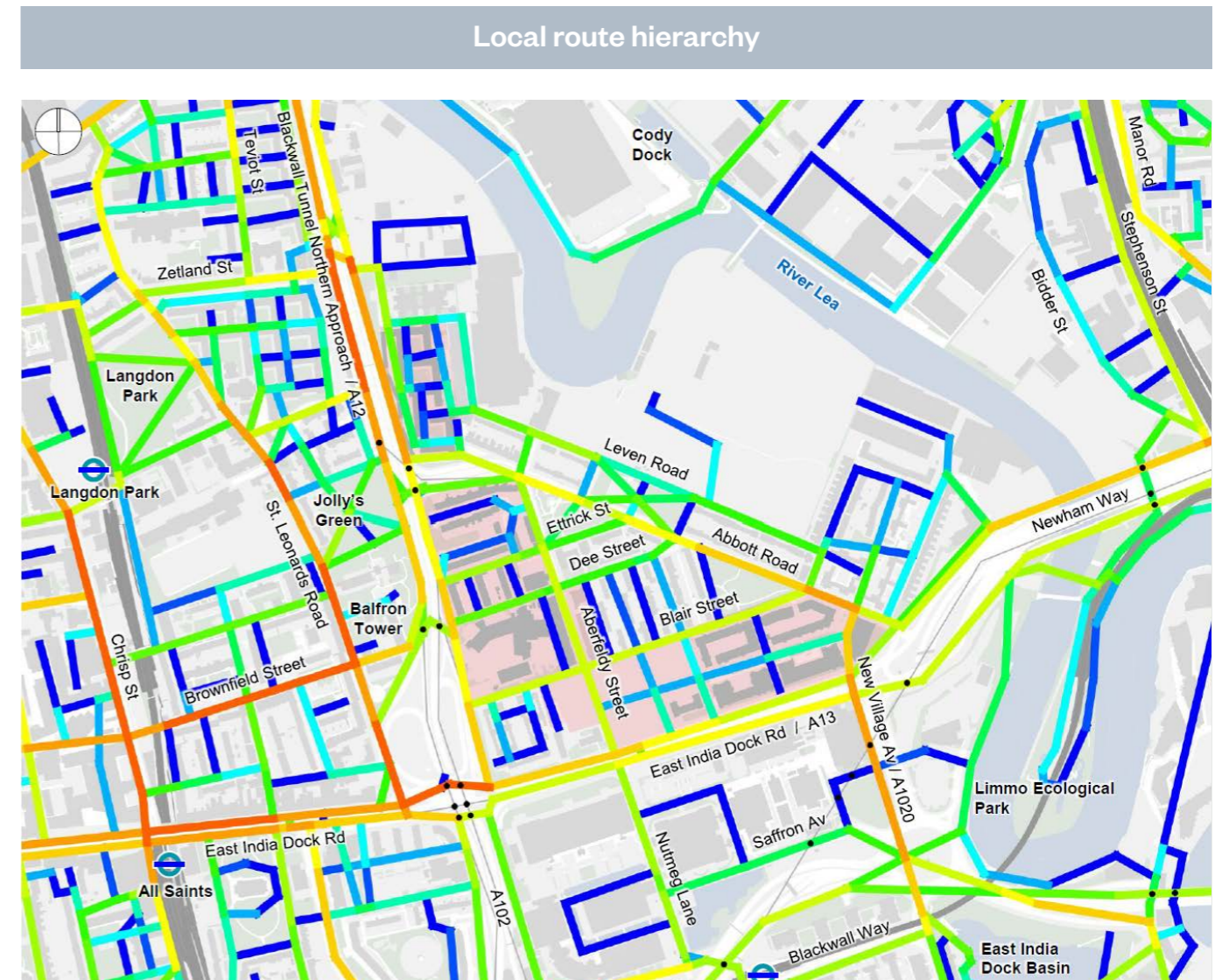


Fig.122 Diagram illustrating spatial accessibility analysis at a local scale

The local spatial analysis considers the local scale route hierarchy within a 1,200m radius, comparable to a 15-minute walk. The streets with higher movement potential are, again, located on its boundary. These are Abbott Road, New Village Avenue and some sections of the A12 and A13. Aberfeldy Street is an important internal north-south route, which connects the Site across the A13 with East India Station to the south.

With the exception of these aforementioned connections, through-movement potential within the site is very low, especially in the east-west direction with the A12 causing substantial severance. The east-west links which are important are the two pedestrian underpasses. Although they are poorly designed and are considered unsafe, they are heavily used by local residents who access Chrisp Street Market and other areas in the west and as pupils travel to and from Culloden Primary Academy and Langdon Park School.

Streets, routes and access

Pedestrian movement analysis

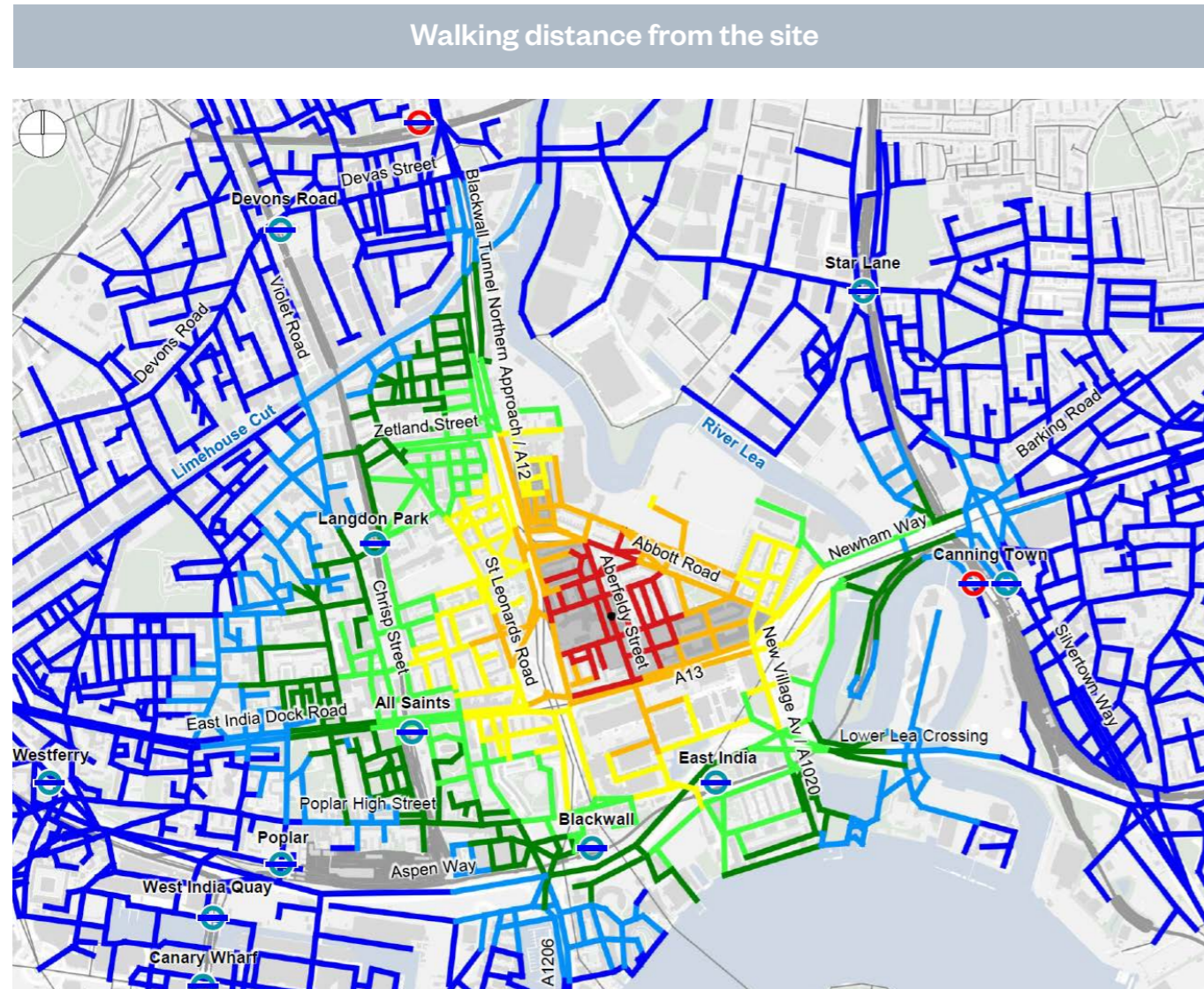


Fig.123 Diagram illustrating walking distance from the site

- 1,200 - 2,000m / 20-min walk
- 1,000 - 1,200m / 15-min walk
- 800 - 1,000m
- 600 - 800m / 10-min walk
- 400 - 600m
- 200 - 400m / 5-min walk
- 0 - 200m

This analysis calculates the walking distance from Aberfeldy Street within the Site. It shows that the site has good public transport links, mainly to the west and south and within a 10 minute walking distance, there are four DLR stations including Langdon Park, All Saints, Blackwall and East India.

Local high streets or shopping areas, including Chrisp Street Market and Poplar High Street, are also within a 10 minute walking distance from the site.

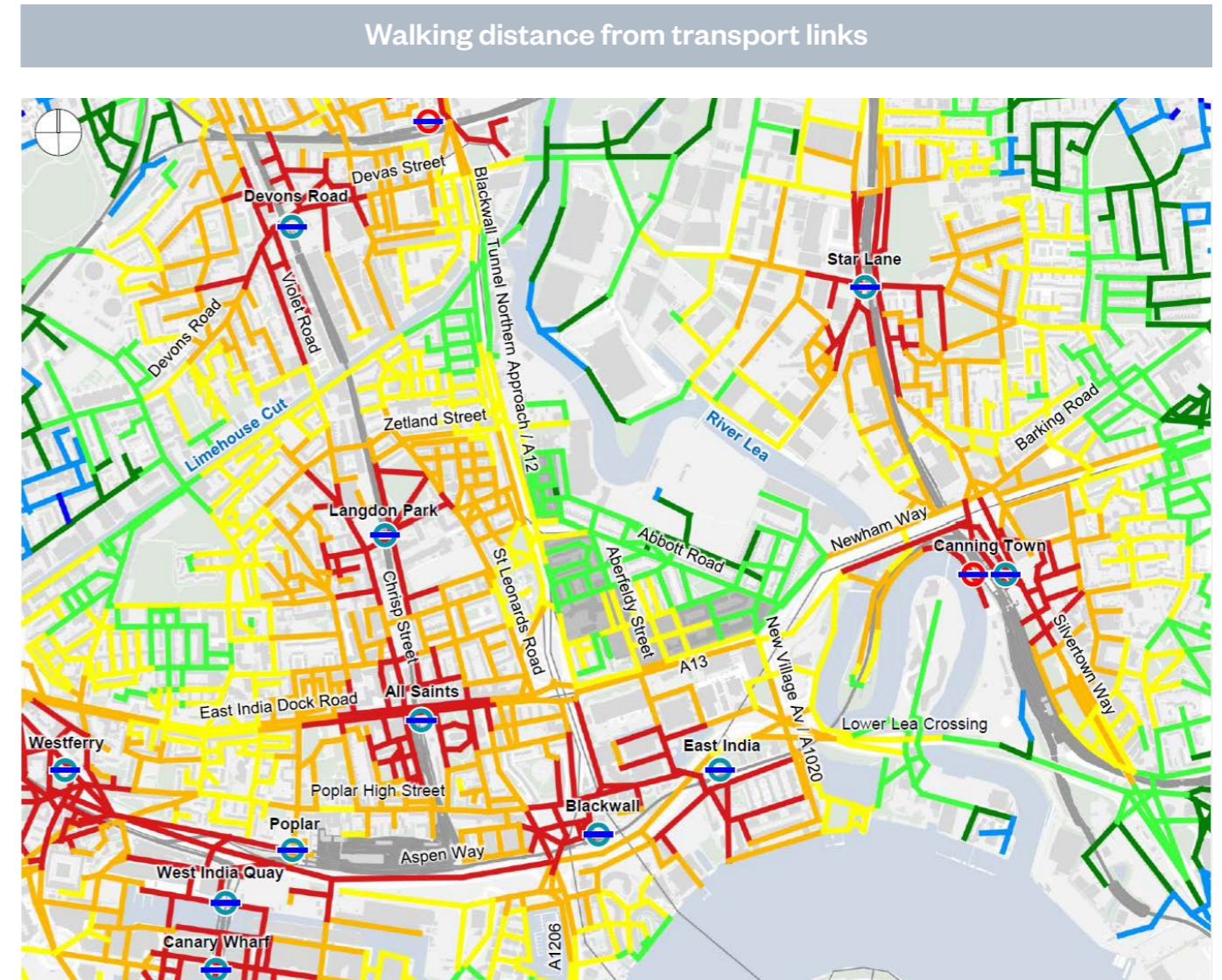


Fig.124 Diagram illustrating walking distance from transport links

- 1,200 - 2,000m / 20-min walk
- 1,000 - 1,200m / 15-min walk
- 800 - 1,000m
- 600 - 800m / 10-min walk
- 400 - 600m
- 200 - 400m / 5-min walk
- 0 - 200m

Most of the southern part of the Site is accessible in less than a 10 minute walk from East India Station which is located to the south of the A13. The northern and eastern parts of the site are accessible within a 10 minute walk from Langdon Park, All Saints, Blackwall and East India and Canning Town stations. However, with improvements to pedestrian connections within the Site, these journey times could be reduced, or their conditions improved.

Streets, routes and access

Existing routes and connections

The images below show the character of the existing routes and connections, both within the wider neighbourhood and to illustrate connections internal to the Site. The yellow numbers correspond to the plan on page 49.



1 Fig.125 Aerial view of the large junction between A12 and A13 towards the Blackwall Tunnel



2 Fig.126 The pedestrian underpass from Abbott Road is in poor condition and can feel unsafe



3 Fig.127 The pedestrian underpass at Dee Street



4 Fig.128 Entrance to the vehicular underpass on Abbott Road allowing northbound egress onto the A12. This creates a physical barrier between Aberfeldy Estate to the south and Nairn Street Estate to the north making pedestrian movement extremely difficult.



5 Fig.129 Culloden Primary Academy main entrance along Dee Street



6 Fig.130 Streets with limited legibility in the Nairn Street Estate

Streets, routes and access

New and emerging routes and connections

The images below show the character of the existing infrastructure surrounding the Site. The yellow numbers correspond to the plan on page 49.



7 Fig.131 Connections through Leven Road Gasworks towards the River Lea



8 Fig.132 East India Green, a linear park created by Aberfeldy Village phases 1 - 3a is a key east-west pedestrian link to the south of the site



9 Fig.133 New connections are being created to the east of the site, such as through the Proposed Development at the East Riverside/ Former Poplar Bus Depot



10 Fig.134 View from Poplar Reach bridge to Poplar Riverside Park. The bridge will provide a connection from the first phase of the Leaway to the new park in the Leven Road Gasworks development



11 Fig.135 North-south connections through Aberfeldy Village help to stitch the site into its surroundings



12 Fig.136 Proposed Lochnagar bridge across the River Lea connecting to the emerging Islay Wharf development

Open space and public realm

Green network

The Site is surrounded by multiple green spaces and water spaces, as illustrated on the adjacent diagram.

The Site is located to the southwest of the meandering River Lea which feeds in to Bow Creek, and ultimately the River Thames. At present, nearby water spaces are typically difficult to access due to major infrastructure and lack of pedestrian routes. This will change as surrounding development comes forward.

There are a number of green areas and parks in close proximity to the Site, including Millennium Green, East India Green, Leven Road Open Space and Braithwaite Park. The site is within walking distance of these spaces, and these are connections which should be promoted and enhanced where possible to encourage use.

The closest large green areas are Langdon Park and Jolly's Green, within 12 and 6 minutes walking distance respectively. Despite being so close, they are not easily accessible due to the severance caused by the A12 and the poor character of the existing underpasses which cross the A12. These underpasses are poorly lit and can feel unsafe. The A12 presents a barrier to east-west movement, the ability to complete a green grid and joining up these spaces.

Larger open spaces, including Victoria Park, Mile End Park and Queen Elizabeth Olympic Park, are located to the north of the site but are destination green spaces.

The green space provision of the area will evolve and expand as a result of the emerging developments and the changing context of the area, including the Poplar Riverside Park which is coming forward as part of the Leven Road Gasworks development. The new bridges crossing the River Lea will improve the links to the existing Leaway, a walking and cycle route along the Lea Valley.

The Proposed Development provides the opportunity to create new green spaces which can connect to the existing green network. New green links provide residents and visitors with an exciting prospect of gaining access to the river and other existing spaces which previously have been inaccessible.

- Site boundary
- Existing green spaces
- Future green spaces
- Leaway
- - - Borough Boundary



Fig.137 Diagram showing location of existing open spaces

Open space and public realm

Green network

This page shows photographs of some of the existing green spaces within and around the Site. The yellow numbers correspond to the diagram on the previous page.



1 Fig.138 East India Green is the new outdoor amenity space in Aberfeldy Village



2 Fig.139 Millennium Green located along Abbott Road



3 Fig.140 Leven Road Open Space with ball court/multi-use games area



4 Fig.141 Jolly's Green separated from the site by the A12



5 Fig.142 Braithwaite Park



6 Fig.143 The first phase of Poplar Riverside Park

Environmental context

Overview

There are a range of important environmental considerations on and in close proximity to the existing Site. These include:

- A variety of well-established trees which add both ecological value and character to the existing streets and spaces. A tree survey was carried out during stage 2 which has informed the approach to trees on the masterplan, as set out in on page 56. An additional tree survey was carried out to inform the approach to Jolly's Green.
- A variety of existing green open spaces such as Millennium Green, Braithwaite Park and Leven Road Open Space, in addition to the nearby Jolly's Green and Poplar Riverside Park which is emerging as part of development along the River Lea. See pages 53 and 54 for further information about the green infrastructure.
- The flood risk associated with the site as a result of the site's close proximity to the River Lea and location within Flood Zone 3. See page 57 for further information about flood risk.
- The condition of the A12 and A13 major roads which constrain the site in terms of noise and air quality. This is explored in more detail on pages 58 and 59.

- Site boundary
- Open space
- Major roads
- Existing trees
- River Lea



Fig.144 Diagram showing an overview of environmental considerations

Environmental context

Existing tree structure

Local green spaces

The Site benefits from four local existing green spaces - Braithwaite Park, Leven Road Open Space and Jolly's Green within the Site boundary, and Millennium Green immediately adjacent to the Site. Leven Road Open Space has a MUGA and outdoor gym, but otherwise has little use and lacks structure. Braithwaite Park has recently had some refurbishment but lacks suitable play, seating and landscape quality. Jolly's Green is currently accessed through a dark pedestrian underpass, which residents have reported they can feel unsafe using.

The green space of East India Green is also nearby. East India Green has been well received and demonstrates how good quality green space can really enhance.

Other smaller green spaces of varying quality can be found at the guerilla-style allotments to the west of Bromley Hall School, the dedicated play spaces west of Aberfeldy Street and at the end of Balmore Close, and open lawn area parallel to Findhorn Street.

Mature trees

The Site also benefits from a network of existing mature trees which provides a sense of place and belonging. A high quantity of good condition, mature street trees with substantial form and appearance have thrived for many years on the Site. The existing tree structure has been considered carefully and has been a key driver of the masterplan layout. Maintaining as many of the existing trees on site as possible creates a mature setting for the centre of the development and recognises the important role that mature trees play in ameliorating air pollution and climate breakdown.



Further information can be found within **Chapter 7: Public Realm of this Design and Access Statement** and the **Arboriculture Assessment** prepared by Arbeco, which supports this application.

- Site boundary
- Zone 3
- Zone 2
- Flood defences

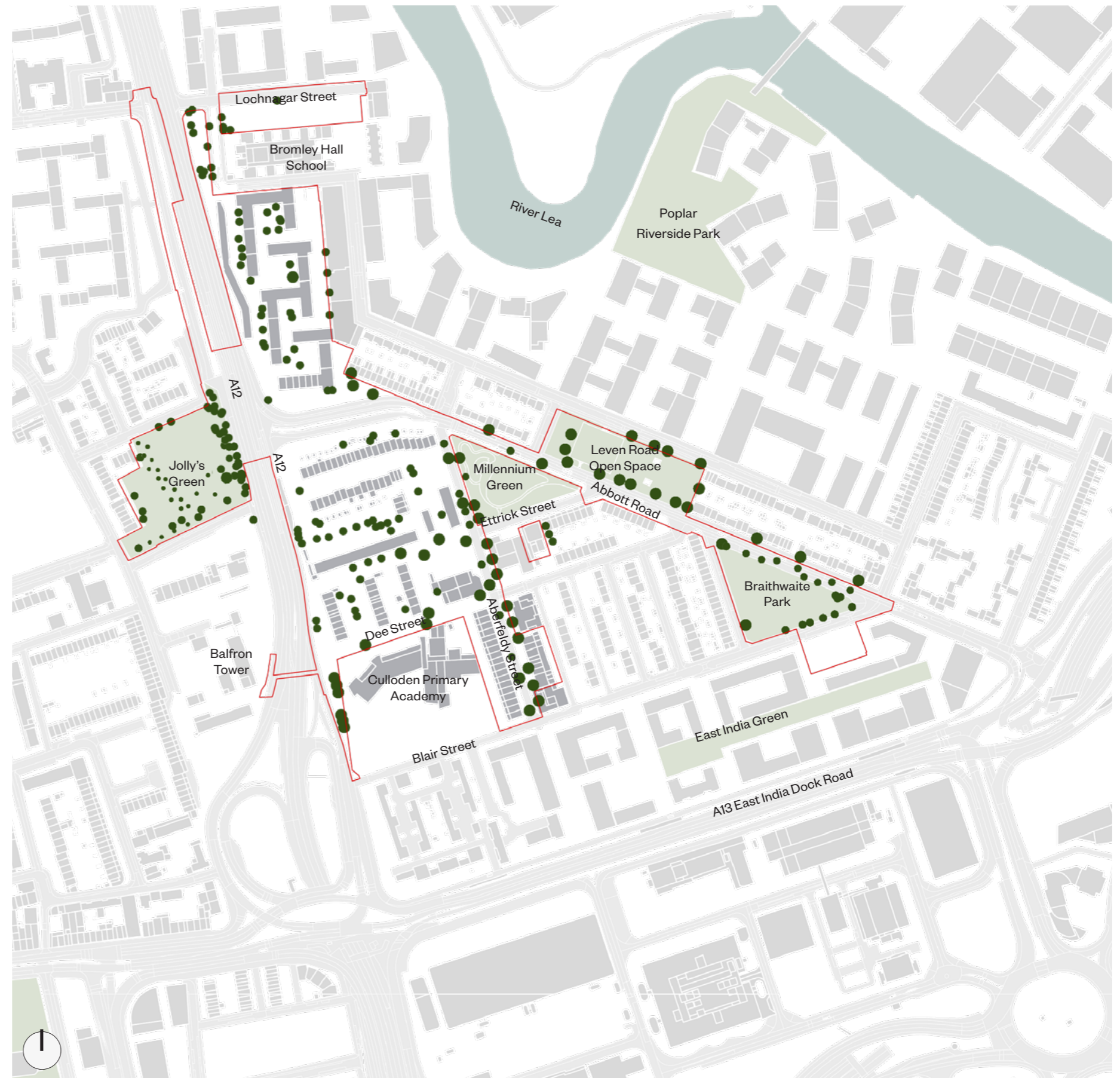


Fig.145 Diagram showing the existing tree structure