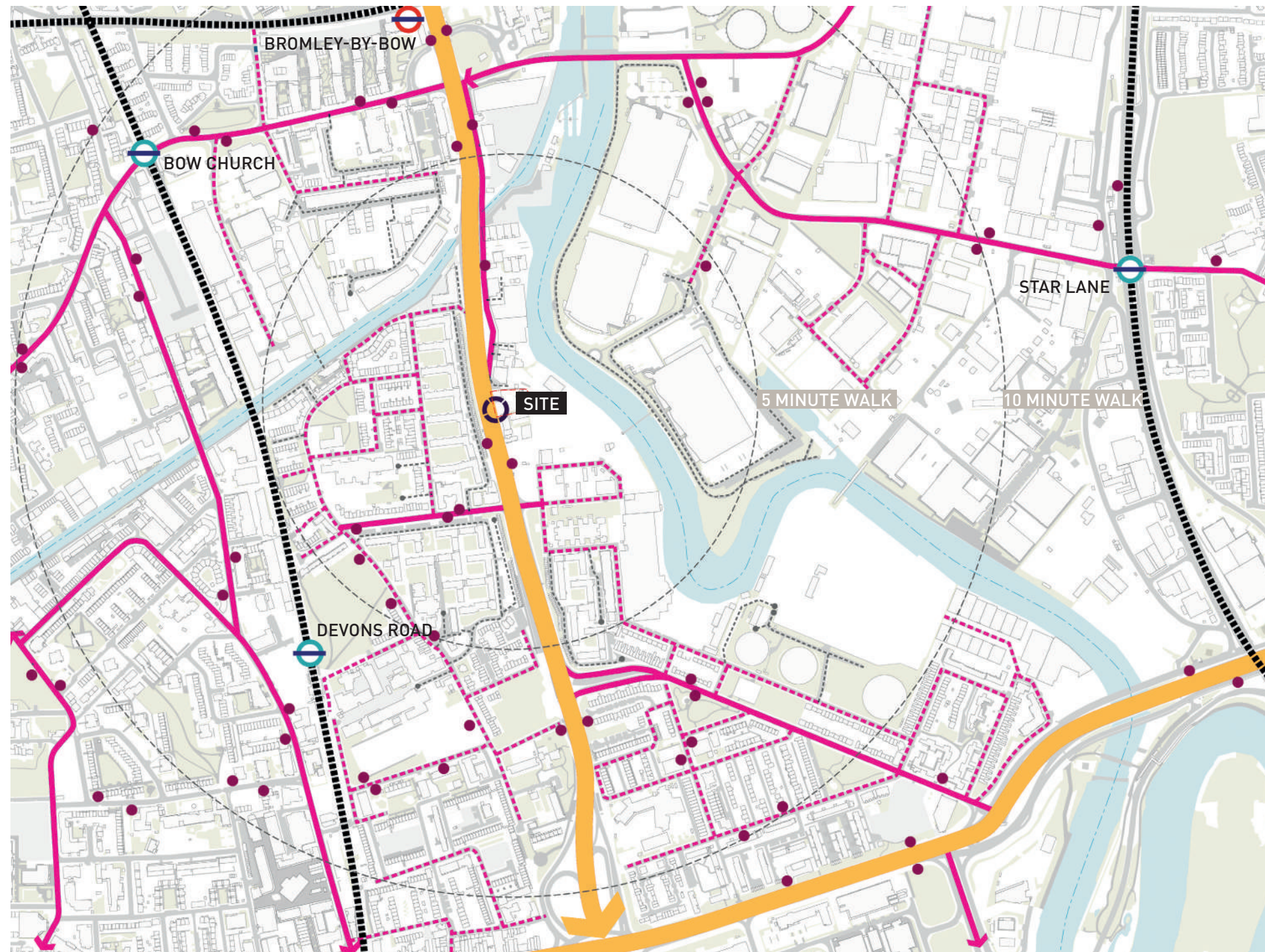


3.0 SITE & CONTEXT

3.2 MOVEMENT MAP



EXISTING SITE MOVEMENT






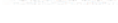


MOVEMENT

Public transport is available near the site; the closest DLR stations being Langdon Park, All Saints and Devons Road. These stations are west of the site and include crossing the Blackwall Tunnel Northern Approach/A12, and take between nine to 17 minutes by foot depending on the station. Other stations such as Bow Road underground and Bow Church DLR are farther west and also accessed in a similar route. Bromley-by-Bow underground station is located north of the site and is approximately 15 minutes away by foot. The route to/from this station is mainly along the A12.

The main bus routes near the site are route 108 which connects to Stratford in the north and to North Greenwich in the south. Bus route 309 connects east-west, east towards Aberfeldy Estate/Canning Town and west towards Chrisp Street/Bethnal Green Chest Hospital.

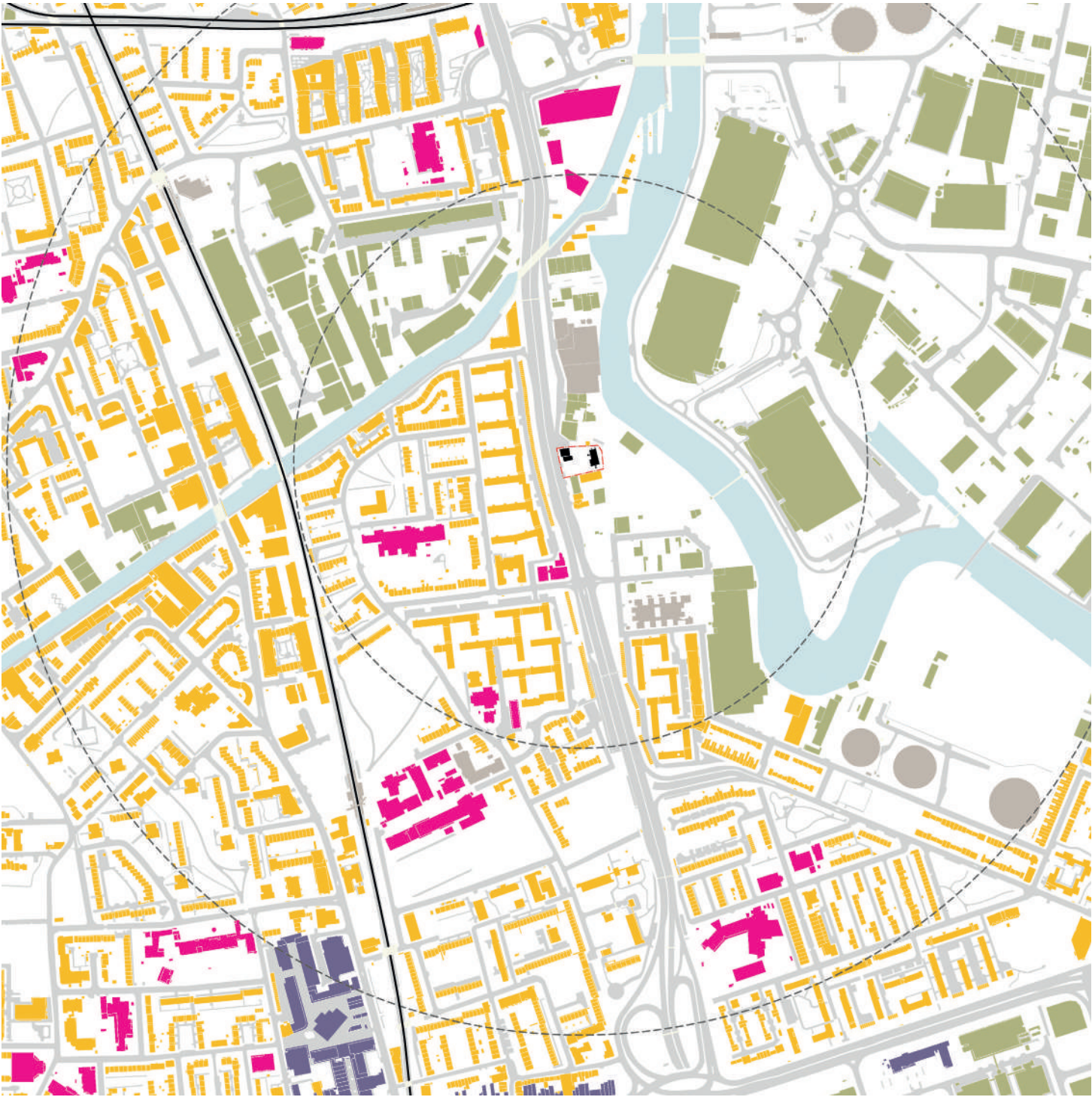
East of the site are other DLR stations, however due to the industrial nature of the land and existing road/pedestrian network walking from the site to those stations (such as Canning Town, West Ham and Star Lane) will take between 34 to 44 minutes.

KEY

- | | | | |
|---|--------------------------|---|-------------------------|
|  | Site Boundary |  | Access to site |
|  | Primary road |  | Bus stop |
|  | Secondary road |  | Canal navigation |
|  | Local road |  | Railway Line |
|  | Access to plot / parking |  | TfL underground station |
| | |  | TfL DLR station |

3.0 SITE & CONTEXT

3.3 LAND USE



SITE CONTEXT - EXISTING LAND USE

LAND USE

Land use within the wider context is largely defined by two significant local features; The River Lea and the A12 Blackwall Tunnel approach road. To the West of the A12 land use is primarily residential, with mid-density housing estates dating from the 1960's comprising the majority of the built form. To the South, commercial uses align the A13 whilst some industrial warehousing remains North of the Limehouse Cut, although the context here is in transition with the sites around Empsom Street scheduled for redevelopment.

East of the River the Lea the built form is primarily industrial with large scale warehousing and distribution centres characterising the Western part of Newham immediately East of Ailsa Wharf.

Poplar Riverside forms a transitional zone between the two areas identified above, with a mix of uses derived from the gradual, unplanned change the area has been subject to in the post-war years.

KEY

- Site Boundary
- Use class A (RETAIL & HOSPITALITY)
- Use class B (INDUSTRIAL & OFFICE)
- Use class C (HOUSING)
- Use class D (LEISURE & EDUCATION)
- Sui Generis

3.0 SITE & CONTEXT

3.4 GREEN SPACE & FLOOD RISK







EXISTING OPEN SPACE NEAR THE SITE

OPEN SPACES

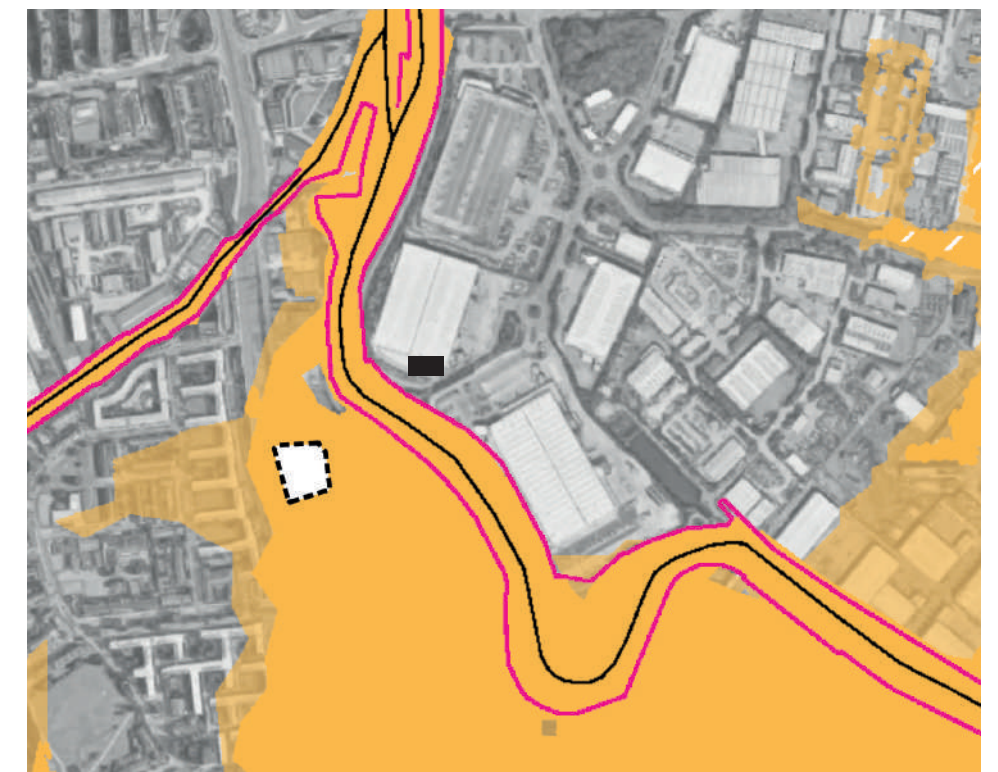
There are a number of open spaces in the vicinity of the site. To the South West are Langdon Park and Jolly's Green; to the South Aberfeldy Millennium Green; and to the North West, but separated by the River Lea, the London Gas Museum Green. Prospect Park is to the north East.

KEY

-  Site Boundary
-  Green
-  Open green spaces
-  Waterways

PUBLIC OPEN SPACES AND PARKS

1. Aberfeldy Millenium Green
2. Aberfeldy playground
3. Aberfeldy square
4. Jolly's Green
5. Langdon Park
6. London Gas Museum Green
7. Prospect Park
8. Residential estate gardens: Alton Street
9. Brock Place Gardens
10. Residential estate gardens: Barchester Street



FLOOD RISK

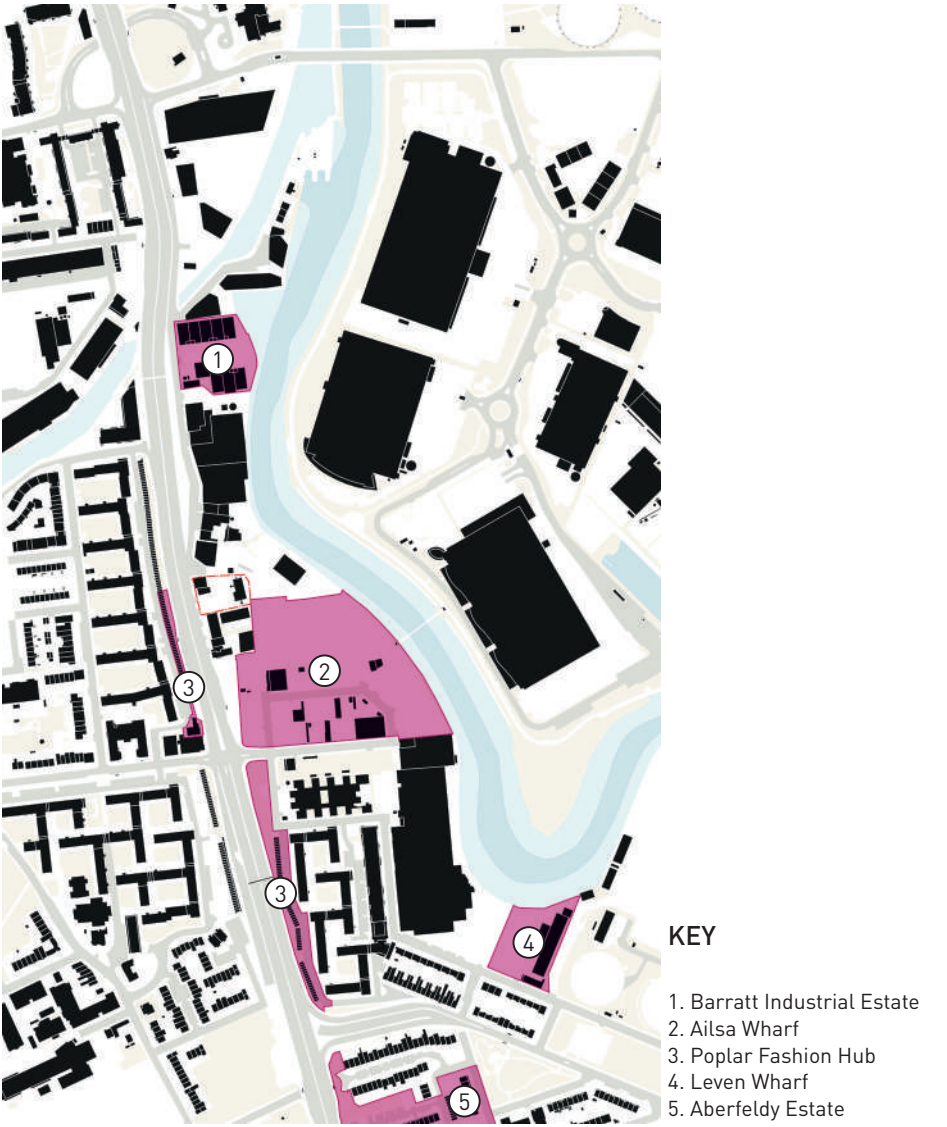
The site lies within a Zone 3 flood risk area meaning that there is a high probability of flooding. A flood risk assessment must be undertaken for the site. Below is an extract from the UK Governments 'Flood Risk for Planning' website.

KEY

-  Zone benefiting from Flood Protection
-  Zone 3 Flood Risk
-  Zone 2 Flood Risk
-  Site
-  Main River
-  Flood Defence

3.0 SITE & CONTEXT

3.5 FUTURE PROPOSALS IN SURROUNDING AREA



A number of proposals at different stages of development are taking place in the area surrounding the site. To the North are two residential developments around Navigation Road along the River Lea. One has been constructed whilst the other is a future proposal. To the South and East of the site is the recently approved Ailsa Wharf development. This will see large swathes of river fronted wasteland redeveloped into a mixed use development providing green space and access to the waterfront.



FUTURE PROPOSALS TO THE NORTH OF THE SITE



NEARBY COMPLETED DEVELOPMENT ON NAVIGATION ROAD

The Limehouse Cut Conservation Area Character Appraisal and Management Guidelines (August 2011) notes that the conservation area is focussed on the historic Limehouse cut and immediate hinterland and is dominated by the waterscape of the canal River Lea and Bow Creek. The Guidance acknowledges the opportunity for appropriate new development to enhance the conservation area and open up access to the canal and encourage waterside activity. The Ailsa Wharf development clearly provides a significant opportunity in this regard.



APPROVED AILSA WHARF DEVELOPMENT (PROXIMITY TO SITE SHOWN)

There is an urgent and recognised need to increase the supply of housing within London and specifically Tower Hamlets. The Ailsa Wharf site is one of part of a series of key emerging developments. The proposed units on this site will make a valuable contribution to strategic and local housing objectives. The new dwellings will contribute to the creation of a vibrant and richly mixed neighbourhood and accord with Core Strategy SP02 to maximise housing. In addition, the development of the site reflects the London Plan’s emphasis on maximising housing on brownfield sites in Opportunity Areas.