



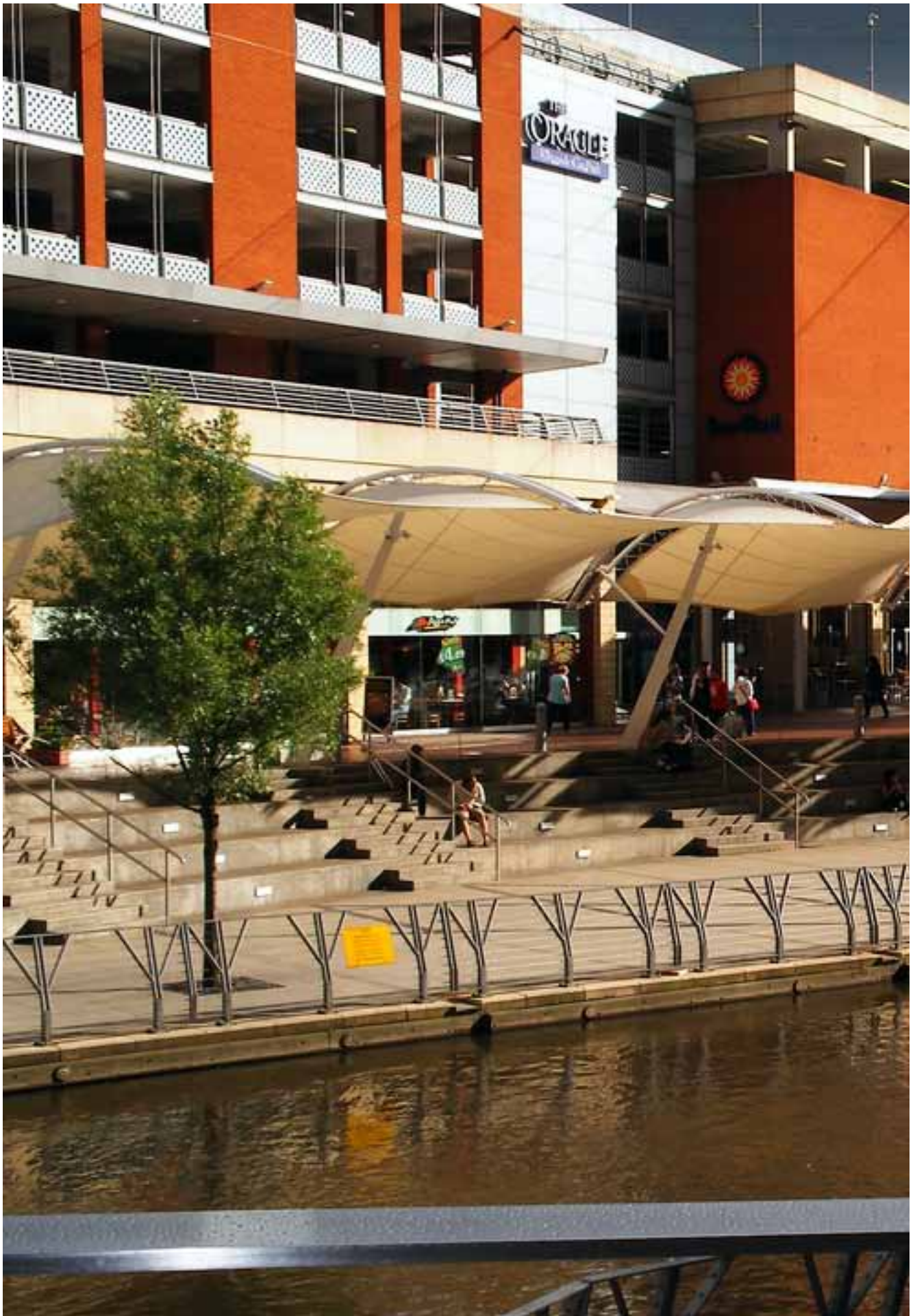
ACTIVE WATERFRONTS

Development opportunities are limited in the character area due to the constrained nature of the canals. The main opportunities are for further community-based or small leisure-based activities, either on or beside the canals. The ongoing regeneration of the area, including Victoria Park, will continue to add increasing footfall.

Proposals	Benefits
Promote temporary / permanent canal side arts and exhibition space along both spurs	Local economy and amenity
Temporary commercial moorings at Victoria Park and promote dedicated commercial mooring adjacent to Chisenhale Gallery	Local economy and amenity
Delivery of Victoria Park regeneration scheme	Local economy and amenity
Improve access to towpath along Limehouse Cut	Local economy, amenity and health
Promote visitor and commercial moorings at Bartlett Park	Local economy and amenity
Promote mooring basins and online linear moorings	Local economy and amenity



FLOATING RESTAURANT, AMSTERDAM



PHOTOGRAPH © CHLOE

THE ORACLE, READING

DELIVERY FRAMEWORK

Strategic Context

The London Plan provides a broad planning framework for development within the Lower Lea Valley Opportunity Area. It identifies the Valley as the main focus and location of significant development, including the London 2012 Olympic and Paralympic Games, the legacy development from this and surrounding developments in Stratford, Hackney Wick and Bromley by Bow.

The area has a number of major development advantages:

Excellent transport connections

- City Airport is minutes away, with business flights to New York, connections to 30 European destinations and every major UK city
- Stratford International, with St Pancras only 7 minutes away with direct access from there to Europe
- Stratford is also a major transport interchange, with C2C lines to the east coast and the Central, Overground and Jubilee lines into central London, Canary Wharf or the suburbs
- The DLR providing fast access around the area, with the DLR extension now open to Stratford International and the High Street
- The A11 and A12 intersect in the Valley, providing easy access north, south, east or west by car
- An excellent bus network around the area, with the number 25 bus even providing a direct route to the West End
- A network of cycleways, including the famous Greenway

Existing business activity

- Stratford is a rapidly developing business location. The opening of Westfield's Stratford City will create Europe's largest shopping centre with 170,000 sq m of space, over 300 brands including John Lewis, Marks & Spencer and Waitrose. It will also have a 17 screen Vue cinema, and 3 hotels with over 600 beds in total. Just outside the Valley is Canary Wharf, 1,300,000 sq m of office space providing principally financial and business services for global markets. Canary Wharf is 11 minutes from Stratford on the Jubilee line, is the workplace for just under 100,000

people and supports a further 150,000 people in employment. A further 1,670,000 sq m of development has received planning permission, increasing the total employment base to an estimated 200,000

- Again, just outside the Valley are the Royal Docks, currently London's only Enterprise Zone and only 4 minutes on the DLR from Canning Town. Amongst the businesses there is ExCeL London (Exhibition Centre London), an exhibitions and conference centre consisting of two sub-divisible halls each of approximately 44,500 sq m either side of a central boulevard containing catering facilities and information points. In 2010 ICC London opened, an international conference centre, comprising the ICC Auditorium which can accommodate 5,000 delegates, the ICC Capital Hall, a banqueting hall that can accommodate 3,000 diners (or 5,000 standing guests for a reception), and the ICC Capital Suite, a conferencing facility for up to 2,500 delegates. Excel is served by 4,000 on site car parking spaces and immediate access to the DLR
- Just across the Thames is Greenwich Peninsula, just 3 minutes on the Jubilee Line from Canning Town. Greenwich Peninsula totals 77 ha with 1.6 miles of river frontage and includes the O2. The peninsula is in the process of being redeveloped to include 10,000 homes, 325,000 sq m of office space in 14 buildings and 22,800 sq m of retail space and 11,000 sq m of cafes, bars and restaurants. The first two office buildings totalling 30,000 sq m are complete with Transport for London as a major occupier of one

Major sites currently in progress

- The Olympic site is an internationally renowned development site, which will produce over 100 hectares of green space in legacy. The Press Centre, Broadcast Centre and surrounding area in the north west of the Park offer an unparalleled opportunity to create a new East London commercial district. The Press Centre comprises 29,000 sq m of office space over 5 floors. The Broadcast Centre is an adaptable building with 9,000 sq m of office space over 5 floors and 53,000 sq m of commercial space over 2 floors together with a multi storey car park for up to 1,200 cars
- In addition to Stratford City, Stratford International Quarter is also in the pipeline which will provide 375,000 sq m of flexible, highly sustainable, top class but competitively

priced offices within a 9 hectare site, providing a new and vibrant metropolitan hub for London. Work on the £1.3 billion scheme can start in 2013, following the completion of the London 2012 Games, with the first plots ready to be occupied from the end of 2014

- Along Stratford High Street are a number of major developments, which include 150 High Street with its main building standing at 43 stories tall currently under construction and the proposed 36 storey development at 'Duncan House'

Emerging areas of talent

- Connected to these major employment sites and large-scale developments there is heritage and creative talent. In addition to House Mill, Three Mills is the location for London's largest film and television studio. This location, and the surrounding area, is blessed with a pool of companies providing creative services locally and in London
- Within this context, Hackney Wick is emerging as a preferred location for small creative companies. Already home to a pioneer colony of artists, creative companies (including media) are moving there given it's ambience, affordability and easy access across London

Within this context, the London Plan rightly recognises that the network of waterways within the Valley create a high quality environment which have and will continue to, attract investment, businesses and new residents to the area.



THREE MILLS

The Public and Private Sector Roles

Much has been achieved in the Lower Lea Valley by the different agencies in the public sector. Working together, they have delivered the masterplans, planning frameworks, large development plots and environmental improvements required for development to take place. There has also been considerable investment from European, national, regional and local public budgets to create the conditions for sustainable and high quality growth in the Valley.

The Localism Bill proposes a Mayoral Development Corporation (MDC) for east London, to be established in 2012. The excellent work of the ODA and LTGDC will be added into that of the OPLC to create the MDC, encompassing the Olympic Park and the surrounding areas of Hackney Wick, Three Mills and parts of Stratford and Bromley by Bow. Some details are still to be resolved at the time of writing, but it is proposed the MDC will have extensive planning and development powers.

As seen above, the private sector has already arrived in east London. Major sites around the Valley will continue to expand with large companies choosing it as a place for HQ locations. The Valley provides an ideal location for smaller companies in supply chains to Canary Wharf, Greenwich Peninsula or elsewhere to set up their businesses.



RIVER LEE NAVIGATION, OLD FORD LOCK

The Waterspace Offer - Key Achievements

The Waterspace strategy for the Lower Lea Valley should be seen within the context of what has already achieved for the area by the various agencies, London Boroughs and local communities, and what is already planned. The proposals and interventions described for the Character Areas combine with the existing fabric to define a fantastic Waterspace Offer as set out in the following pages. The key strands for delivering existing and planned interventions have been broadly defined as **I**nfrastructure, **E**nvironmental and **D**evelopment. Underpinning this will be a **P**romotional and **M**arketing Strategy. The Delivery Framework will set out the broad strategic options for realising the ambitions of the strategy

Infrastructure

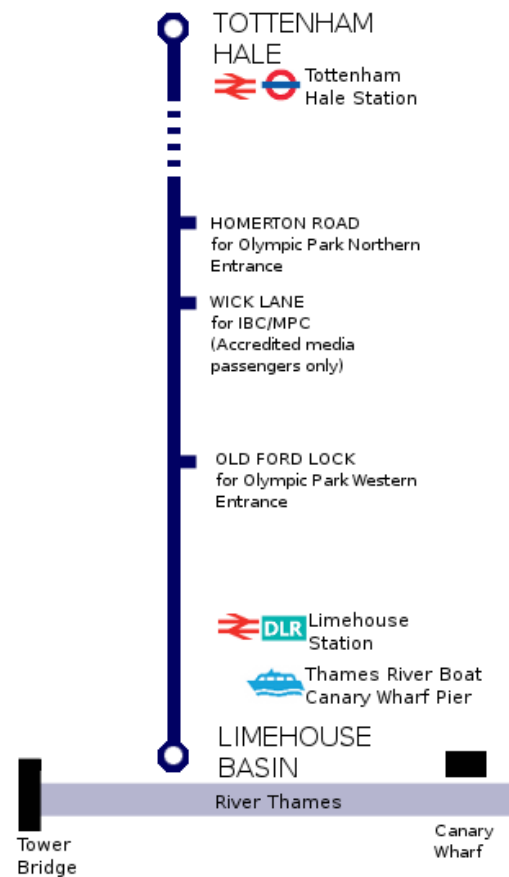
Navigation and Movement

There have been considerable successes in delivering Waterspace infrastructure in the Lower Lea Valley. This has improved the ability of leisure and commercial craft to navigate the waterways, and increased connectivity between places for people to walk, cycle, undertake sporting activities and generate economic activity. The opening up of Bow Back Rivers has transformed navigation for commercial and leisure traffic by the creation of a new cruising loop for boaters at Stadium Island (via the River Lee Navigation – Bow Back River – City Mill River – Old River Lea – River Lee Navigation)

A second cruising loop for boaters will be available once Carpenter’s Road Lock is completely refurbished enabling a loop for the North and South Park, (via the River Lee Navigation – City Mill Lock – Waterworks River – River Lea (North Park) – Carpenters Road Lock – Old River Lea – River Lee Navigation).

An Olympic waterbus route has also been created from Limehouse Basin to Old Ford Lock, stopping at Three Mills with all three locations now benefiting from either new mooring pontoons and marine infrastructure, or newly landscaped landing points on the towpath.

OLYMPIC WATERBUS ROUTE



THREE MILLS TRIP BOAT MOORING

Improving Connectivity

Over the past three years, more than £2m of investment has helped to make the canal and river towpaths in the Lower Lea Valley more accessible for all customer groups. Informal muddy paths have been widened and resurfaced, ramps have been improved and in some cases new entrance points to the canal have been created. The towpaths form part of two important strategic walking routes in London, the Lea Valley Park Walk and the official Olympic walking & cycling route network. In addition, part of the Lee Navigation is also designated as National Cycle Network Route 1.



TOWPATH IMPROVEMENTS IN HACKNEY

In addition, further towpath improvements alongside City Mill River to the south of the Olympic Stadium will be opened up to provide walkers and cyclists an alternative route into the Olympic Park from Stratford High Street.

Three new river crossings will be provided along the River Lea at Twelve Trees Crescent near Bromley-by-Bow, Poplar Reach between Cody Dock in Newham and Leven Road in Tower Hamlets and the A13 Crossing below the highway bridges near Canning Town. These crossings together with nearly a hectare of new open space will provide a 3km continuous walking and cycling parkland route along the River Lea from just south of the Olympic Park to the Thames. All three projects have full planning permission and the outcome of a Compulsory Purchase Order to acquire all necessary land and rights is awaited.

As part of the Olympic legacy, two new bridges across the Lee Navigation will provide improved connections from Hackney Wick and Fish Island into the Olympic Park. The bridges will be substantially completed before the 2012 Games and will be fully completed as part of the Park transformation.

Completed at the beginning of August 2011 British Waterways and LTGDC are pleased to have re-opened the towpath at Bow Riverside on time for users. The project means that walkers and cyclists can, for the first time, follow a continuous 28-mile waterside route all the way from Limehouse to Ware and Hertford. Following initial work by Leaside Regeneration, this £2.4 million project has been funded and supported by partners LTGDC, British Waterways, the Olympic Delivery Authority, Design for London, Walk London, and TfL.



ARTISTS IMPRESSION OF LEA RIVER PARK WALK

PHOTOGRAPH © 5TH STUDIO



TOWPATH IMPROVEMENTS IN HACKNEY



A11 BOW RIVERSIDE SCHEME

Promoting Sustainability

At its official opening in June 2009, Three Mills Lock was the first palpable delivery of an Olympic legacy to the local community. Its construction has unlocked the potential of the 8.35km of waterways in and around the Olympic Park by creating cleaner waterways with a consistent water level, thereby offering greater opportunities for work, recreation and leisure. It has a multi functional use, being a permanent facility for the movement of construction materials for London's major projects including the Olympics and the Thames Tideway project, helping to remove lorries from London's road network. The project was funded by British Waterways, Defra, the Department for Transport, LTGDC, the ODA and Transport for London.



THREE MILLS LOCK 2011

Planned Improvements

One of the important connections to be completed for navigation is the full refurbishment of Carpenter's Road Lock situated in the Olympic Park. This lock, which is unique in its design, previously connected the Lee Navigation with the Waterworks River and the River Lea. But by the early 1980s it had fallen into a very poor state of decline and disrepair. After the 2012 Games, the intention is to secure the funding necessary to carry out full refurbishment of the lock making it useable again for leisure traffic for the first time in over 30 years and re-establishing an important link to the rest of the Olympic waterways.



CARPENTERS LOCK BEFORE PARTIAL DEMOLITION

Environment

Major events, such as the 2012 Olympic Games, have provided a catalyst to clean up the river and encourage its users, neighbours and guardians to improve and protect this green corridor running through East London. Water quality on the Lee Navigation has been an issue of concern for many years, affecting local residents, wildlife, boaters and other waterway users.

Historically the river has suffered from years of abuse. Riverside industries have discharged unwanted waste into the waterway. Sewage treatment works have used the river to dispose of effluent. Homes were built which suffered from misconnected pipes and fly-tipping and general littering was common place.

A number of organisations, including British Waterways and the Environment Agency are working together in an effort to improve the water quality of the river.

The first step towards achieving the goal of a clean river which can be used and enjoyed by everyone was a programme of dredging works. The dredging removed 16,000m³ of silt from the river bed, from Tottenham Lock downstream to Old Ford Lock (7.1km length). This has gradually improved the water quality of the river, which in turn has encouraged wildlife to return to the area, enable boats to travel more easily along the river and improve the appearance and even the odour of the waterways.

Further works are required to ensure the water quality of the river continues to improve:

- working with local authorities to minimise, reduce and rectify the number of sewage misconnections
- education and awareness initiatives to prevent fly-tipping and littering
- long term improvements to Deephams Sewage Treatment Works



RIVER LEA DREDGING

Development

From South to North there are a series of active developments sites including:

Tidal waterways

The Arts Trust at Trinity Bouy Wharf continues to bring their commercial skills to rejuvenate this place with artists studios, a school and arts events. The new cable car will run between Greenwich Peninsula and the Royal Docks, adding footfall up the Lower Lea Valley. Revised submissions for the development on Orchard Place are expected in late 2011, providing a new residential location.

Bow, Three Mills and Sugar House Lane

The land at Three Mills is owned by the OPLC, who are keen to build upon the media provision here. Land Prop (a development firm owned by Ikea) have bought land around Sugar House Lane, and have an agreement in principle to buy the majority of the remaining land from the OPLC. They will bring forward a major new residential-led mixed use scheme, with plans for active waterfronts.

Olympic Venues

The investment decisions regarding these assets is major news, and this will continue for some time. Triathlon Homes acquired 1,379 homes in the Athletes Village, with the remaining 1,439 homes and six development plots currently subject to competitive tender. A number of decisions have already taken place regarding the legacy of the venues, for example that the West Ham United consortium will own the Stadium and the Lee Valley Regional Park Authority will run the VeloPark. Others, such as the Broadcast Centre, are still to be determined.

Hackney Wick

An emerging location for creative businesses, with companies such as DIA, the Crewing Company, Transparent Television and SEE Studios all locating there recently. Businesses are also successfully being established to support the new workforce, for example the Stour Place, Counter Café and Pearl café.

Water transit

Water Chariots were appointed by British Waterways to run a commercial hop on and hop-off service from Limehouse Basin to Three Mills, the Olympic Site and then on to Tottenham. The service commenced in August 2011.

The Opportunity

It is clear that the creation of the 'Water City' in the Lower Lea Valley is not only a real opportunity but one already in development. The Waterspace projects and initiatives already delivered will underpin the proposals and interventions identified in each of the Character Areas. These have distinct attributes, but are commonly linked by their biggest asset - the waterways running through them.

Embedding Waterspace principles and delivering the types of interventions proposed in new development will bring economic and commercial benefit to businesses and the community. The significant investments delivered and planned in the Valley - infrastructure, environment and development - are summarised on the facing page. The opportunity to deliver the proposals set out in this strategy around this huge achievement cannot be underestimated or missed.



Delivery Framework

The proposals and interventions identified are summarised by Character Area in the following pages. The strategy in each area provides a framework for short, medium and longer term prioritisation of actions. They are the basis for the private, public and community sectors to develop partnerships for delivery and funding.

In the current economic climate the delivery of new infrastructure is a considerable challenge. However, it is clear that well planned Waterspace interventions can be the value added component of development rather than a cost to be borne.

Summary of Existing and Planned Improvements

Delivery Strands	2009-11	2011/12	2012/13	2013/4 +
Infrastructure	Three Mills Lock and Water Control Structure (£23m, June 2009)	Bow Riverside Towpath (£2.95m, July 2011)	White Post Lane Bridge	Stratford International Station
	Olympic Walking & Cycling Route Enhancements: Limehouse Cut (£167k, May 2010)	Three Mills waterbus mooring (£238k, July 2011)	Wallis Bridge	University Sq Stratford
	City Mill Lock Mechanisation (£415k, July 2010)	White Post Lane Ramp and Towpath Enhancements (£390k, August 2011)	A12 / A13 pedestrian crossings	Crossrail opens
	Lea Bridge Waterway Wall Refurbishment (£470k, September 2010)	Stratford High Street	Twelve Trees Crescent Lift (£1.2m TBC, June 2012)	Carpenters Road Lock Refurbishment (c£800k)
	Gunmaker's Bridge, Hertford Union Canal, Waterway Wall Improvements (£130k, March 2010)	DRL extension		
		Olympic Walking & Cycling Route Enhancements (OWCRE): White Post Lane towpath to Greenway (£460k, July 2011)		
	Hackney Wick public realm improvements with integral art commissions, £1.69m funded by LTGDC	Towpath, access and safety improvements: Lea Bridge to Homerton Road (£380k, July 2011)		
		Grove Road, Hertford Union Canal, access improvements (£200k, December 2011)		
		Bisson Road, Three Mills Wall River, towpath access improvements (£70k, July 2011)		
		Blaker Road, City Mill River Towpath improvements (£70k, September 2011)		
Limehouse Marina Phase 2 Moorings (c£800k, September 2011 TBC)				
Hackney Wick public realm improvements with integral art commissions, £1.16m (TBC) funded by LTGDC				
Environment	River Lee Navigation Dredging -Tottenham to Lea Bridge Road (£2m, Nov 2009)	Olympics Dredging, Piling & Safety Apparatus (£938k, July 2011)		
		Bow Loop and River Lea (Olympic Park) Dredging £2.2m, November 2011)	2012 Aquatics Centre opens	
Development		Land Prop Sugar House Lane	Bromley-by-Bow North	Hackney Wick Hub phase 1
		Tesco Bromley-by-Bow	Leamouth Peninsula	Aisla Street
		Caspian Wharf, Limehouse Cut		

Tidal Waterways: Delivery Plan

Delivery strands	Key Interventions/ Proposals 2011/12	Key Interventions/ Proposals 2012/13	Key Interventions/ Proposals 2013/14+
Infrastructure			
Pedestrian and Cycle Routes		Connections to future residential and open spaces as part of Lea River Park Walk Connect with other strategic pedestrian and cycle networks as part of wider green infrastructure network	Connections to future residential and open spaces as part of Lea River Park Walk Connect with other strategic pedestrian and cycle networks as part of wider green infrastructure network
Multi Functional Servicing Opportunities	Limmo (Crossrail)	Orchard Place, Trinity Wharf, Leven Road and Crown Wharf	Orchard Place, Trinity Wharf, Leven Road and Crown Wharf
Environment			
Biodiversity	Develop localised interventions to increase marginal vegetation and habitat (eg floating reed beds etc) Explore opportunity to establish environmental study centre at Leamouth	Implement localised interventions to increase marginal vegetation and habitat (eg floating reed beds etc)	Implement localised interventions to increase marginal vegetation and habitat (eg floating reed beds etc)
Renewable Energy Generation	Develop land based energy generation strategy	Promote land based energy generation schemes utilising future development land	Implement land based energy generation schemes utilising future development land
Development / Commercial			
Active Waterfronts	Housing led development in Poplar Riverside to create active frontages	Housing led development in Polar Riverside to create active frontages	Housing led development in Polar Riverside to create active frontages
Waterside Arts Strategy	Develop strategy and proposals Actively explore Trinity Buoy Wharf external spaces	Permanent and temporary external exhibition space	
Urban Renewal	Develop and promote proposals to reflect design and access standards established on the Prologis development	Develop and promote proposals to reflect design and access standards established on the Prologis development	Develop eastern industrial waterfront to reflect design and access standards established by the Prologis Development

Bow, Three Mills and Sugar House Lane: Delivery Plan			
Delivery strands	Key Interventions/ Proposals 2011/12	Key Interventions/ Proposals 2012/13	Key Interventions/ Proposals 2013/14+
Infrastructure			
Visitor Destination	<p>Deliver framework and detailed plans for establishing the Bow Locks/ Three Mills area as a key visitor destination</p> <p>Maximises potential of existing heritage value, creative industries and proposed open space regeneration</p>	<p>Refurbishment of British Waterways facilities building at Bow Locks</p> <p>Residential and commercial moorings at Bow Locks</p>	<p>Refurbishment of British Waterway facilities building at Bow Locks</p> <p>Utilise the 'Dead Lock' – floating restaurant and associated facilities</p> <p>Heritage Boat centre</p> <p>Location for boating and river cruises</p> <p>Opportunity for opening historic basin for commercial moorings as part of Sugar House lane regeneration</p> <p>Waterbus stop at Meggs Dock</p> <p>Permanent visitor moorings at Mill Pool</p>
Active Waterfronts	<p>Bromley by Bow and Sugar House Lane: access solutions to be explored which overcome high freeboard constraints e.g. terraced edges, lowered walkways, floating/ cantilevered towpaths</p>	<p>Maximise pedestrian access to/ along the waterside with links back into adjacent development and to existing strategic pedestrian and cycle routes such as the Greenway and A11 corridor</p>	<p>Aspiration to extend towpath on western bank of the Lee Navigation southwards to improve access between Bow Locks and new district centre</p>
Environment			
	<p>Deliver biodiversity initiatives within SINC (Site of Importance for Nature Conservation) in accordance with LB of Newham/ Tower Hamlets BAP programmes</p>	<p>Opportunity to develop environmental education projects at Abbey Creek with a focus on the waterway</p>	
Development / Commercial			
			<p>Commercial moorings delivered through Sugar House Lane development</p> <p>Residential and commercial moorings at Bow Locks and Meggs basin</p> <p>Floating Conference Facilities</p>

Olympic Venues: Delivery Plan			
Delivery strands	Key Interventions/ Proposals 2011/12	Key Interventions/ Proposals 2012/13	Key Interventions/ Proposals 2013/14+
Infrastructure			
Place Making	Develop Implementation Strategy for future large scale regeneration within the sub areas to deliver high quality waterfront development	<p>Opportunities for operational loading / unloading facilities with public access</p> <p>Residential moorings to form part of the future new community regeneration in Fish Island East</p> <p>Establish offside moorings as part of future 3rd party development schemes within each of the sub areas</p> <p>Recreational water use facilities on City Mill River and the Lee Navigation</p>	A potential marina / mooring basin to be delivered as part of future community regeneration on Fish Island East
Active Waterfronts	Develop a vibrant and diverse waterfront strategy in the heart of the Olympic Park which, post the 2012 Games, will provide a range of commercial opportunities and visitor experiences	<p>Provide short term visitor moorings in close proximity to the principal activity zones within the Park</p> <p>Promote the Bow Back Rivers as a locally and nationally important cruising loop and promote angling facilities</p>	<p>Commercial ventures are likely to benefit from significant footfall generated by the Olympic Park and the neighbouring Stratford City. Opportunities may include:</p> <ul style="list-style-type: none"> • Floating hotel • Floating corporate entertainment • River cruises • Floating retail outlets • Boat hire
Environment			
Biodiversity	Protect and enhance the existing verdant corridor below Old Ford Lock. Establish as appropriate pockets of marginal vegetation (predominantly on offside)	Protect and enhance the existing verdant corridor below Old Ford Lock. Establish as appropriate pockets of marginal vegetation (predominantly on offside)	Protect and enhance the existing verdant corridor below Old Ford Lock. Establish as appropriate pockets of marginal vegetation (predominantly on offside)
Development / Commercial			
	Develop plans for floating commercial ventures which focus on servicing new and revitalised communities (Fish Island East and, Hackney Wick) and the Creative Media City	<p>Waterside development opportunities which could be delivered ahead of longer term area wide regeneration include:</p> <ul style="list-style-type: none"> • Redevelopment of the British Waterways property at Old Ford Lock – to provide a possible food outlet/ visitor centre (boater's facilities retained) • Water taxi / bus or cruise route 	Opportunities to 'reclaim' area beneath A12 flyover e.g. cycle hire/ skate park

Hackney Waterways and Olympic Parklands: Delivery Plan			
Delivery strands	Key Interventions/ Proposals 2011/12	Key Interventions/ Proposals 2012/13	Key Interventions/ Proposals 2013/14+
Infrastructure			
Leisure and Recreation	Interventions on the River Lea to promote/ facilitate non-motorised water-based sporting activity such as canoeing/ punting landing pontoons, angling stages		
Community		Existing short-term moorings at Hackney Marshes to be formalised to establish a fully serviced floating community: <ul style="list-style-type: none"> • Moorings to be predominantly residential • Supporting community business moorings • Recreational water use facility 	
Environment			
	Protect and enhance the biodiversity value of the waterway in partnership with local communities and the Lee Valley Regional Park Authority. Ensure funding is secured for long term maintenance and protection of the natural environment		
Open Space and Access		Facilitate improved visual and physical connections between the canal towpath and Hackney Marshes including, as appropriate, removal of boundary railings and gates, selective thinning of vegetation and improved wayfinding and interpretation	Implement visual and physical connections between the canal towpath and Hackney Marshes

Canal Spurs: Hertford Union Canal: Delivery Plan			
Delivery strands	Key Interventions/ Proposals 2011/12	Key Interventions/ Proposals 2012/13	Key Interventions/ Proposals 2013/14+
Infrastructure			
Open space and Access		Delivery of Victoria Park regeneration scheme and associated access improvements to the canal corridor	Delivery of Victoria Park regeneration scheme and associated access improvements to the canal corridor
Commercial Opportunities	Temporary commercial moorings linked to Victoria Park - opportunities for food outlet, small scale retail (food, second hand books, antiques etc)		
Arts Strategy	Provide temporary / permanent canalside arts exhibition spaces. Public art to act as gateway and way marker features along the corridor	Explore/promote dedicated commercial mooring adjacent to Chisenhale Gallery	

Canal Spurs: Limehouse Cut: Delivery Plan			
Delivery strands	Key Interventions/ Proposals 2011/12	Key Interventions/ Proposals 2012/13	Key Interventions/ Proposals 2013/14+
Infrastructure			
Open space and Access	Improve access to and along the canal towpath as future development schemes come forward	Improve access to and along the canal towpath as future development schemes come forward	Improve access to and along the canal towpath as future development schemes come forward
Commercial Opportunities	Promote opportunities through 3rd party development for mooring basins and online linear moorings	Maximise visitor and commercial mooring opportunities – principally associated with Bartlett Park regeneration	
Arts Strategy	Provide temporary / permanent canalside arts exhibition spaces. Public art to act as gateway and way marker features along the corridor	Provide temporary / permanent canalside arts exhibition spaces. Public art to act as gateway and way marker features along the corridor	Provide temporary / permanent canalside arts exhibition spaces. Public art to act as gateway and way marker features along the corridor

APPENDIX



Consultation and Stakeholder Management

Key Stakeholders

We are grateful to the following for their contributions and support throughout the study:

British Waterways:

Mark Blackwell, Enterprise Manager, Lower Lea Valley and Olympics
 Richard Rutter, Head of Regeneration South
 Ian Runeckles, Strategic Planning Manager South
 Susan Smith, Urban Designer

London Thames Gateway Development Corporation:

John Middleton, Head of Economic Development

Olympic Park Legacy Company:

Duncan Innes, Executive Director of Real Estate
 Sophie Hirsch, Development Manager

Workshop Participants

Workshop stakeholders were divided into 5 area working groups which subsequently formed the basis of the development of the Character Areas. We are grateful for the contributions of the following:



LEAMOUTH GATEWAY	
Rob McCarthy	Environment Agency
Dominic Coath	Natural England
Roger Squires	Inland Waterways Association
Simon Robbins	London Waterways Commission
Angela Law	LTGDC
John Burton	Urban Space Management
Susan Smith	British Waterways
POPLAR RIVERSIDE / LIMEHOUSE	
Debbie Leach	Thames 21
Andrew Cobden	LTGDC
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Russell Robson	Environment Agency
Simone Williams	London Borough of Tower Hamlets
Valli Vanzijl	Southern Housing
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Colin Perkins	British Waterways
THREE MILLS AND SUGAR HOUSE LANE	
Marek Wasniewski	Floating House Productions
Ian Sim	River Lea Tidal Mill Trust
John Middleton	LTGDC
Julia Brion	LTGDC
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Carl Ainley	British Waterways
Rob Cairns	Lee Valley Regional Park Authority
OLYMPIC VENUES AND FISH ISLAND	
Rob Harding	Environment Agency
Alex Thornton	Leaside Regeneration
Andrew Barley	Westfield Shoppingtowns Limited
Alex Savine	ODA Planning Decisions Team
Sophie Hirsch	Olympic Park Legacy Company
Sarah Crago	LTGDC
Fiona Feber	Space Studios
Andy Nicholls	British Waterways
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Hugo Ross-Tatam	Changing Places Programme
Martin Page	Lee Valley Regional Park Authority
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