

Subject: Vittoria Wharf
Meeting Date:
Report to: EMT
Report of: [REDACTED] Senior Asset & Estates Manager, POV and [REDACTED]
 [REDACTED] Development Assistant, Real Estate

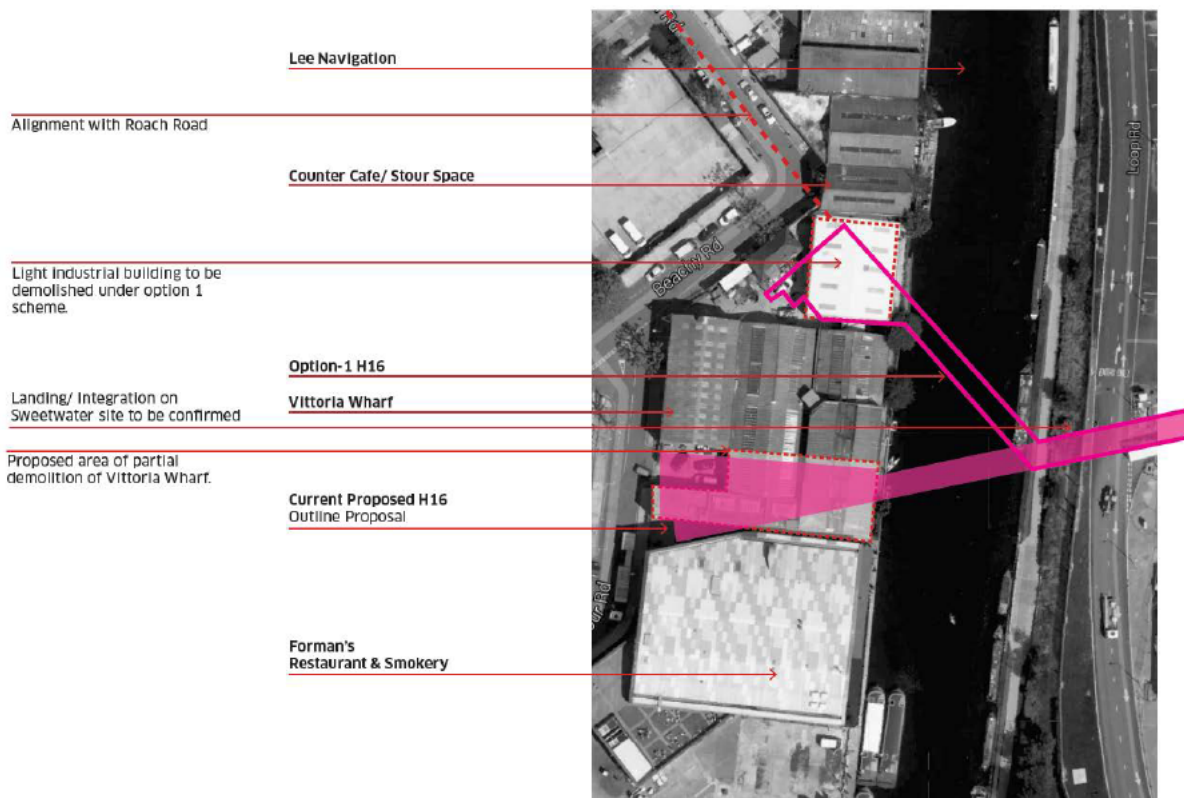
TO APPROVE

[Extract starts]

6.2 New alignment for bridge

An alternative layout has been scoped out for the H16 bridge which connects the two sides of the canal and retains the landing at Sweetwater in the current position. This layout relocates the proposed bridge North to land in between Vittoria Wharf and Stour Space and would retain both Vittoria Wharf in its entirety and allow the existing 'gatehouse' structure to be retained and potentially converted into a public amenity. It would require the demolition of an existing light industrial building.

The new bridge alignment would further provide opportunities for expansion to Stour Space and encourage increased integration into the public realm and it also improves the bridge's visibility from Roach Road which provides a major pedestrian route from Hackney Wick.



The new alignment is shown below.

6.3



- 6.4 The purpose of this report is merely to note the valuations received as there is currently no budget or funding to make the acquisition.
- 6.5 The location of Vittoria Wharf is key due to its canal side presence in that it will eventually be a key pedestrian access into the Queen Elizabeth Olympic Park onto the Sweetwater Development Platform once bridge H16 is constructed.
- 6.6 The redevelopment of the area of the Wharf not required for the construction of the bridge and currently owned by Palm Lane Estates has the opportunity to create a tie of the built form between Hackney Wick Fish Island and the QEOP if correctly developed and will also impact on the views across the canal from Sweetwater.
- 6.7 The current approved outline design for the pedestrian bridge H16 has a somewhat awkward relationship with local route networks and the layout of the site. Currently the integration of the bridge with the redevelopment of Vittoria Wharf is not possible due to separate ownerships and timescales and a poor quality environment on the western side is likely. By bringing the ownership together, there is an opportunity to consider the redevelopment of the site and the bridge as a whole to facilitate a more legible connection to the Park, better support the strong street pattern and corners at Beachy/Stour Rd, and offer the opportunity to create new buildings that can accommodate the bridge levels required for a new crossing over the Lee Navigation and respond appropriately to the new Sweetwater development on the eastern side of the water.

[Extract ends]