



TOWER HAMLETS

LOCAL PLAN

MANAGING DEVELOPMENT DOCUMENT DEVELOPMENT PLAN DOCUMENT

Adopted April 2013





Content, design and graphics by:
Strategic Planning - Plan Making and Development Management Teams
Planning & Building Control Service
Development & Renewal Directorate

Ordnance Survey mapping is provided by London Borough of Tower Hamlets under licence from the Ordnance Survey in order to fulfil its public function to act as a Planning Authority.

Maps in this document are based upon Ordnance Survey material with the permission of Her Majesty's Stationary Office. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution and/or civil proceedings. Crown Copyright. All Rights Reserved. London Borough of Tower Hamlets 100019288 2013

Foreword

Tower Hamlets' Core Strategy sets out the ambitious long-term spatial vision for our borough. The Managing Development Document provides the planning policies and site allocations we need to achieve this vision and get the best from future development proposals.

By building on the Core Strategy's policies and objectives, the Managing Development Document is the planning tool help meet the Mayor's priorities and to support delivery of affordable and family housing, jobs, new parks, schools and other important services. It also provides guidance on how the places within the borough will be shaped to accommodate change whilst enhancing local identity.

Tower Hamlets needs to respond positively to the challenging economic climate and take advantage of the once in a generation opportunity of the Olympic Games legacy. It is more important than ever to ensure the Council has a robust, yet flexible, local planning framework to support economic growth and meet the needs of local people whether they live, work or visit our borough.

The Managing Development Document, has emerged through extensive consultation and engagement with our local communities, local businesses and landowners. I offer my sincerest thanks to everyone who contributed towards the development of this document to help us build a better, more sustainable Tower Hamlets.



Councillor Rabina Khan
Lead Member for Housing

Table of contents

	How to use this document	6	
1	Setting the scene	8	
2	Development Management	16	
	What is Development Management?	18	
Development Management	DM0	Delivering sustainable development	19
	DM1	Development within the town centre hierarchy	20
	DM2	Protecting local shops	24
	DM3	Delivering homes	26
	DM4	Housing standards and amenity space	30
	DM5	Specialist housing	32
	DM6	Student accommodation	34
	DM7	Short stay accommodation	35
	DM8	Community infrastructure	36
	DM9	Improving air quality	38
	DM10	Delivering open space	40
	DM11	Living buildings and biodiversity	41
	DM12	Water spaces	42
	DM13	Sustainable drainage	43
	DM14	Managing waste	44
	DM15	Local job creation and investment	46
	DM16	Office locations	48
	DM17	Local Industrial Locations	50
	DM18	Delivering schools and early learning	52
	DM19	Further and higher education	54
DM20	Supporting a sustainable transport network	56	
DM21	Sustainable transportation of freight	58	
DM22	Parking	60	
DM23	Streets and the public realm	62	
DM24	Place-sensitive design	66	

	DM25	Amenity	68
	DM26	Building heights	70
	DM27	Heritage and the historic environment	74
	DM28	World Heritage Sites	76
	DM29	Achieving a zero-carbon borough and addressing climate change	78
	DM30	Contaminated land	80
3	Site allocations		82
	What are site allocations?		84
	Where are the site allocations?		86
Site allocations	Shoreditch		88
	1	Bishopsgate Goods Yard	90
	Bethnal Green		92
	2	Marian Place Gas Works and The Oval	94
	Aldgate		96
	3	Goodman's Fields	98
	Wapping		100
	4	London Dock	102
	Mile End		104
	5	Southern Grove Lodge	106
Bromley-by-Bow		108	
6	Bow Locks	110	
7	Bromley-by-Bow North East Quadrant	112	
Bow Common		114	
8	Bow Common Gas works	116	
Poplar		118	
9	Chrip Street town centre	120	
10	Poplar Baths	122	

Site allocations	Poplar Riverside		124	
	11	Ailsa Street	126	
	12	Leven Road Gas Works	128	
	Leamouth		130	
	13	Leamouth Peninsula	132	
	Blackwall		134	
	14	Blackwall Reach	136	
	Canary Wharf		138	
	15	Billingsgate Market	140	
	16	Wood Wharf	142	
	Millwall		144	
	17	Millennium Quarter	146	
	18	Westferry Printworks	148	
	Cubitt Town		150	
	19	Crossharbour town centre	152	
	20	Marsh Wall East	154	
	4	Monitoring and Delivery		156
	5	Appendices		164
		1	Glossary of key terms and acronyms	166
		2	Standards	170
	1	Parking	170	
	2	Noise	180	
	3	Waste	184	
	3	Evidence base	188	
	4	Links with the Core Strategy	190	
	5	Site allocations summary matrix	192	
	6	Site allocations and the Infrastructure Delivery Plan	196	
	7	Planning application checklist	206	

How to use this document

The Managing Development Document (MDD) should be used alongside national planning policy guidance, the London Plan, the borough's Core Strategy, Neighbourhood Plans and supplementary guidance.

The MDD provides guidance for managing development across the borough and strategic guidance for key sites. The chapters follow the same structure of the Core Strategy based on the five spatial themes:

Core Strategy spatial theme	Chapter
Refocusing on our town centres	Development management
Strengthening neighbourhood well-being	
Enabling prosperous communities	
Designing a high-quality city	
Delivering placemaking	Site allocations

The development management chapter consists of policies and supplementary information for the implementation, justification and definition of the policies. Graphics and diagrams have been used where it has been viewed as appropriate to help explain the policy.

The site allocations chapter is structured by the places of the borough. Each site allocation is shown within the context of its place, as depicted on the separate Adopted Policies Map, which is followed by strategic guidance specific to individual sites.

The site allocation maps show indicative proposals for the site and where appropriate surrounding areas.

Setting the scene

This chapter outlines the story so far, describes the document's development process and sets out its role.

Development Management policies

This chapter sets out the development management policies to help manage development across the borough.

The screenshot shows a policy page with the following callouts:

- Policy name:** Points to the top header of the policy.
- Policy number:** Points to the policy identifier.
- Policy text:** Points to the main body of text.
- Policy graphic (indicative):** Points to a circular diagram with yellow and red elements.
- Text providing additional information for the policy regarding definition, implementation and justification:** Points to a text block on the right side of the page.
- Key Local Plan policy links:** Points to a green box at the bottom right.
- Key evidence base supporting the policy:** Points to a red box at the bottom right.

Site allocations

This chapter provides information for strategic housing sites and/or sites for social, community and green infrastructure. The site allocations are presented within the context of the places as stated within the Core Strategy.

Site name

Site information

Site allocation

Site allocation map showing indicative proposals

Map key

A description of the existing context of the site and surrounding area

Key implementation considerations

High level design principles

Key evidence base supporting the site allocation

Delivery and monitoring

This chapter sets out how the Managing Development Document will be delivered and monitored.

Appendices

Provides additional and background information to the the development management and site allocations chapters.

1

Setting the
scene

What forms Tower Hamlets' planning guidance?

S.1 Development within Tower Hamlets is managed by the following guidance.

National Planning Policy Framework

S.2 The National Planning Policy Framework (NPPF) sets out the nationwide strategic policies for development and growth within England.

London Plan

S.3 The London Plan is the strategic spatial plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. It is produced by the Mayor of London.

Local Plan

S.4 The Local Plan contains the Core Strategy and Managing Development Document (shown in figure 1). These two documents provide locally specific guidance to assist in the regeneration and sustainable development of the borough. The Local Plan contains the borough's Strategic Policies in the form of Spatial Policies, Development Management Policies and site allocations.

Neighbourhood Plans

S.5 A Neighbourhood Plan is a planning policy document developed by a Neighbourhood Planning Forum and forms part of the borough's Development Plan. Its content needs to be in general conformity with the Local Plan, London Plan and NPPF.

Supplementary guidance

S.6 Supplementary guidance provides further thematic or location specific guidance to supplement the Strategic Policies in the Local Plan. This may take the form of Supplementary Planning Documents (SPDs) or any other relevant form of documentation.

What is the Development Plan?

S.7 The borough's Development Plan is the formal set of documents used to determine planning applications. It is comprised of the London Plan, the Local Plan (Core Strategy and Managing Development Document) and Neighbourhood Plans. It is

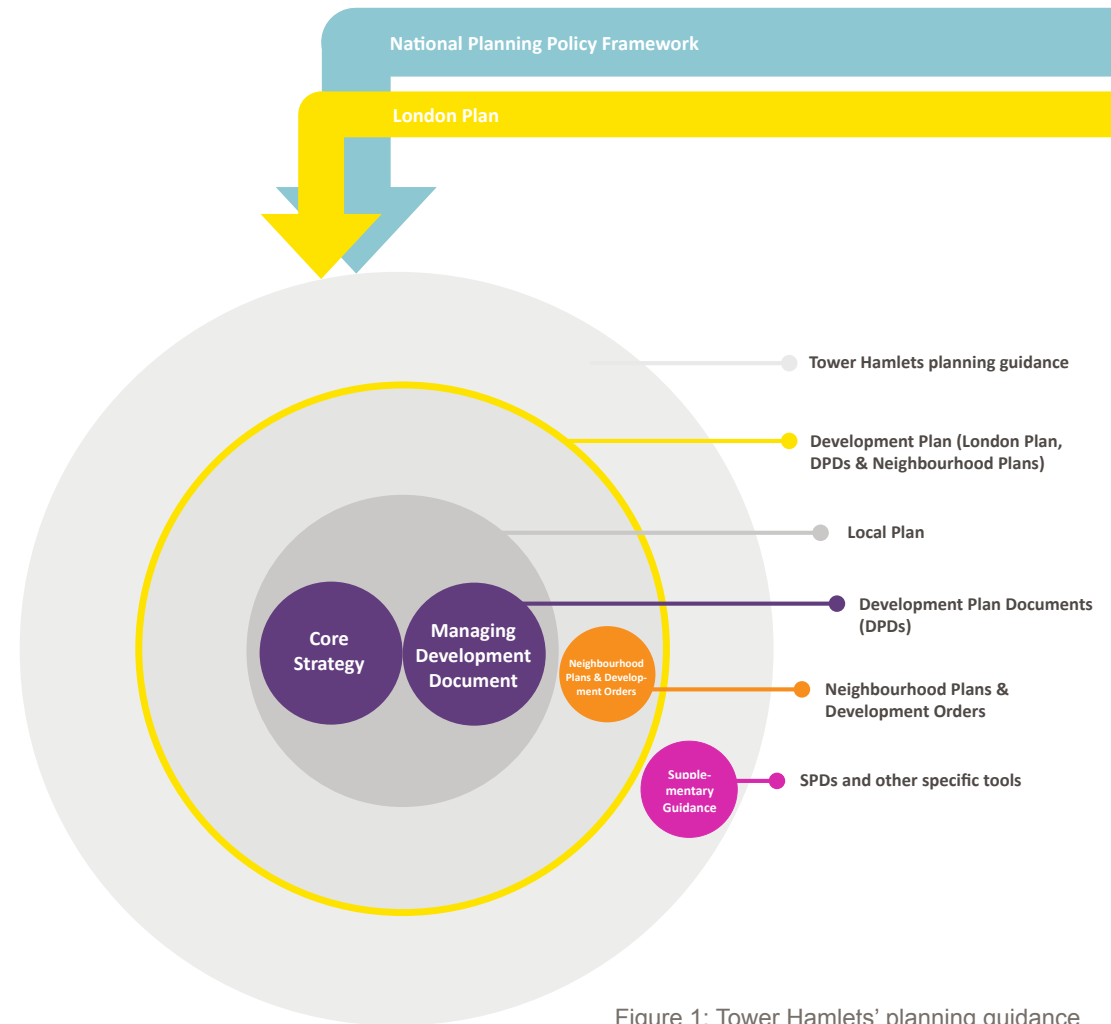


Figure 1: Tower Hamlets' planning guidance

guided by national guidance and supported by supplementary guidance.

Managing Development Document

S.8 The MDD is a Development Plan Document that provides the detail which the Core Strategy is not able to deliver (e.g. paragraph 1.2 of the Core Strategy). It helps to manage development across the borough through development management policies and provides strategic guidance for key development sites within site allocations.

S.9 The Core Strategy (2010) refers to a Development Management DPD and a Sites and Placemaking DPD, these have been combined to form the Managing Development Document (MDD) to help streamline local planning guidance (figure 2).

S.10 The development management policies are required to help ensure the delivery of sustainable development, in terms of sustainable communities, supporting the local and regional economy and protecting and enhancing the borough's environment.

S.11 Site allocations have been identified to plan for strategic housing developments (i.e. sites that can provide over 500 new net-additional homes) which will help the borough meet its housing targets and for key regeneration sites. They have also been identified to ensure the borough has the adequate space and capacity for physical, social and green infrastructure to meet the needs of existing and new communities.

S.12 The MDD has been prepared using a proportionate evidence base to ensure it plans positively to meet the development and infrastructure needs of communities, as set out in the Core Strategy.



Figure 2: Merging the Development Management DPD and the Sites and Placemaking DPD to form the Managing Development Document

Spatial scales

S.13 The borough’s planning guidance operates at different spatial scales, ranging from individual guidance for individual buildings and flats to strategic guidance covering the whole of London.

S.14 Figure 3 aims to provide an illustration of which documents could provide guidance for different scales.

London Legacy Development Corporation

S.15 The London Legacy Development Corporation (LLDC) is the local planning authority for the place of Fish Island and parts of Bromley-by-Bow (east of the A12 and north of the railway line) within the borough.

S.16 Planning guidance adopted by the Council before the LLDC took over plan making powers will continue to help manage development within the LLDC area until the LLDC has adopted its own Local Plan or the LLDC decides otherwise. This includes the Fish Island Area Action Plan (2012) and the Bromley-by-Bow Masterplan SPD (2012).

S.17 The MDD was adopted after the LLDC took over plan making powers, therefore the MDD does not have development plan status their area within Tower Hamlets. As such, site allocation 7 (Bromley-by-Bow North East Quadrant) does not have development plan status.

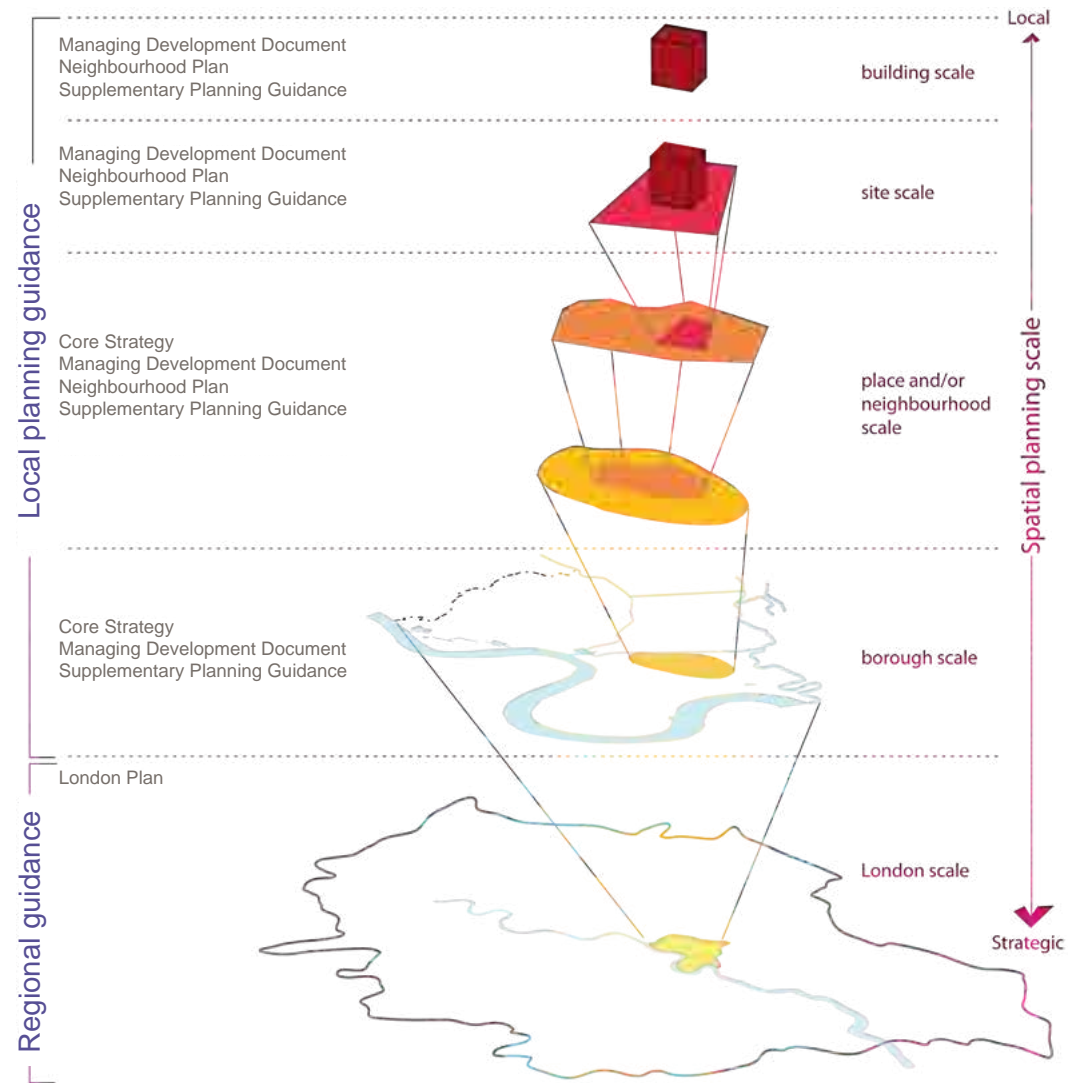


Figure 3: Spatial scales of the borough’s planning guidance

Producing the Managing Development Document

Document stages

S.18 The Managing Development Document has been informed by:

- Engaging with local people and stakeholders
- Sustainability Appraisal
- Equalities Analysis
- Habitat Regulation Assessment
- National and regional legislation and guidance
- Using appropriate and proportionate evidence base

Engaging with local people and stakeholders

S.19 The MDD is being produced using information from extensive stakeholder and community engagement, adhering to the principles set out in the Council's Statement of Community Involvement. Information provided for Core Strategy consultations has been used in addition to five specific periods of consultation and engagement have been carried out and are defined in figure 4.

S.20 The engagement versions of the DPDs provided information for comments relating to the potential approach to developing the development management policies and suggestions for sites and potential uses on those sites.

National legislation and regional guidance

S.21 The Managing Development Document has been prepared in accordance with:

- National Planning Policy Framework (2012);
- Local Planning Regulations (2012);
- Localism Act (2011);
- London Plan (2011);
- Planning Act (2008); and
- Planning and Compulsory Purchase Act (2004).

Call for sites consultation (March to April 2010)	Asked local people and stakeholders to identify sites they wanted to see developed
Sustainability Appraisal scoping report consultation (Aug to Sept 2010)	Asked local people and stakeholders to comment on the structure to be used in the Sustainability Appraisal to assess the DPDs
Consulting on engagement (Nov to Dec 2010)	Asked local people in targeted workshops about how they would like to be engaged with the DPDs during the April to June engagement period
Consultation on DPD Engagement Documents (April to June 2011)	Asked local people and stakeholders to comment on the DPD Engagement Documents regarding the policy approach, suggested sites and boundaries
Call for Representations (January to March 2012)	The period for local people and stakeholders to provide formal comments on the Proposed Submission Version regarding soundness and meeting legal requirements
Submission to Secretary of State (May 2012)	Submitted the MDD and associated documents to the Secretary of State for the independent Examination in Public.

Figure 4: Consultation and engagement stages

S.22 The document seeks to interpret this guidance and legislation locally, shaping it to the particular needs and characteristics of Tower Hamlets and the people who live, work and visit the borough.

Using appropriate and proportionate evidence base

S.23 The MDD has been informed by a number of specific evidence base documents produced by and for the Council. For a full list, please see appendix 5.



2

Development Management

What is Development Management?

D.1 Development management (DM) is the term used to include the range of activities and interactions that together transform the control of development and use of land into a more positive and proactive process which fits better with the ethos of spatial planning and better supports local authorities in their role as place shapers. The Council has long been embedding these principles to best manage challenges and opportunities arising from development.

D.2 The Council has already changed the way we approach the assessment of development proposals, focussing on resolving issues at the pre-application stage and through use of Masterplans and development briefs to guide future development.

D.3 The DM policies are an important part of implementing this positive and proactive approach. The MDD aims to set out the DM policies in a way that ensures pro-active engagement with less of a focus on prescriptive development control policy.

D.4 The DM policies provide guidance to help inform a development proposal as well as help to assess and support decisions on planning applications. They aim to help ensure that change within each of the Places within Tower Hamlets is positively and sustainably managed and that it contributes positively to placemaking. This includes elements that relate to land use, design and access but also gives consideration to matters of management (from housing letting to licensing), social issues (health and well-being) and investment (both public and private). These are new to the realm of planning's material considerations but are critical to placemaking.

D.5 The DM policies should be applied alongside the strategic guidance of Spatial Policies (SP) set out in the Core Strategy, policies set out in the London Plan, the site allocations in chapter 3 of this document and national guidance.

D.6 Although there will be cross-referencing of other policies and corpo-

rate strategies in the supporting text, all DM policies are interdependent and need to be considered together. The DM policies will ensure individual development proposals positively contribute to implementing and delivering the Core Strategy Big Spatial Vision and Strategic Objectives.

D.7 The DM policies have been prepared to reflect and address the specific challenges and opportunities of Tower Hamlets as well as ensure that development responds appropriately to its immediate surroundings. They are set out to follow the spatial theme sections of the Core Strategy and help ensure easy linkages are made:

- **Refocusing on our Town Centres;**
- **Strengthening Neighbourhood Well-Being;**
- **Enabling Prosperous Communities; and**
- **Designing a High-Quality City.**

D.8 The DM policies are structured so that they address and provide more detailed guidance on each part of the Spatial Policies of the Core Strategy where it is considered appropriate and relevant. The accompanying supporting text provides further explanation and guidance where necessary, specifically with regard to terminology and implementation of the policy.

D.9 There are a number of key differences between the DM policies and Council's previous planning policies in the Unitary Development Plan (1998):

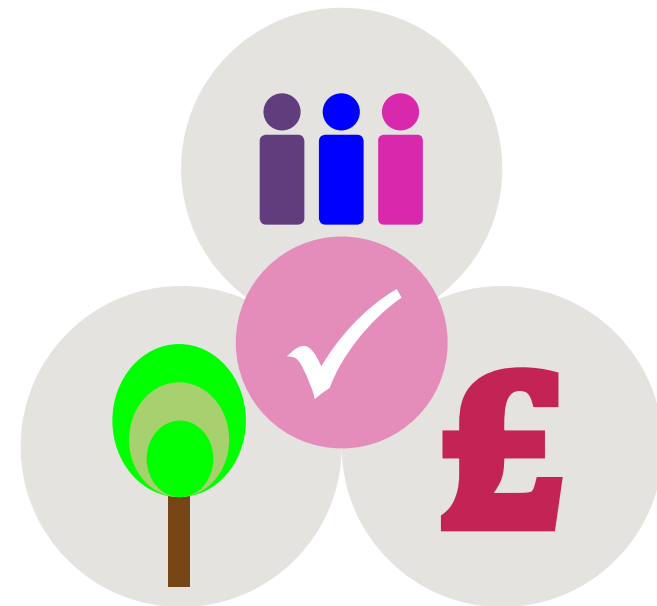
- there are fewer policies;
- policies are based on desired outcomes rather than setting rigid and detailed assessment criteria;
- there is no repetition of policies that are already set out in national guidance, the London Plan or the Core Strategy unless guidance needs to be reinforced or respond to local circumstances; and
- policies are more consistent with the aim to resolve issues at pre-application stage.

Delivering sustainable development

How this will be managed

DM0

1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
2. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
 - a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - b. Specific policies in that Framework indicate that development should be restricted.



Development within the town centre hierarchy

How this will be managed

DM1

1. The continued enhancement and promotion of the Central Activity Zone (CAZ) will be supported, including the potential for residential development on upper floors, subject to the Preferred Office Locations (POL) within the CAZ and Canary Wharf.
2. Within the Tower Hamlets Activity Areas (THAA), a mix of uses will be supported. Development in these areas should provide a transition between the scale, activity and character of the CAZ and Canary Wharf major centre and their surrounding places. Development proposals should be mixed use schemes with active uses at ground floor level with residential or office space on upper floors. Key anchor uses, such as supermarkets and civic uses, will only be allowed within the town centre boundaries of the Activity Areas.
3. The vitality and viability of the borough's major, district and neighbourhood centres will be promoted by:
 - a. protecting A1 uses as a priority, unless it can be demonstrated that:
 - i. the loss of A1 would not undermine the town centre's position within the town centre hierarchy;
 - ii. the loss of A1 would not result in the overall level of A1 falling below 50% within the town centre;
 - iii. the shop has been vacant for a period of more than 12 months and robust evidence is provided of efforts made to market the shop over that period at an appropriate rent (providing three comparable shop unit rents within the town centre); and
 - iv. the new use supports the function of the town centre.

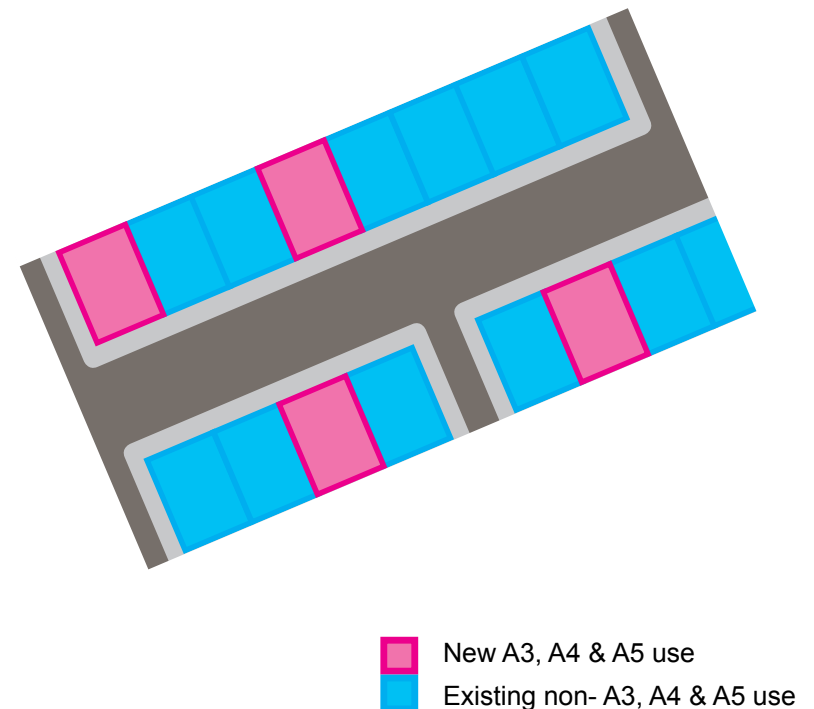


- b. ensuring development does not result in the overconcentration of non-A1 uses; and
 - c. supporting development that strengthens the mix and diversity of town centre uses (including employment and social / community uses).
4. To further support the vitality and viability of town centres, restaurants, public houses and hot food takeaways (Use Class A3, A4 and A5) will be directed to the CAZ, THAA and town centres provided that:
- a. they do not result in an overconcentration of such uses; and
 - b. in all town centres there are at least two non-A3, A4 and A5 units between every new A3, A4 and A5 unit.
5. Furthermore where A5 uses are supported in town centres:
- a. in district centres, the total percentage of A5 uses must not exceed 5% of the total number of units; and
 - b. the proximity of an existing (or proposed) school and/or local authority leisure centre will be taken into consideration.
6. In recognising the distinct roles and functions of Canary Wharf and Brick Lane town centres:
- a. A3, A4 and A5 uses in Canary Wharf major centre will be considered on the merits of individual applications; and
 - b. A3, A4 and A5 uses in Brick Lane district centre will be supported where they do not exceed 25% of the total number of units.
7. Development within a town centre will be supported where it does not have an adverse impact upon the function of a town centre use. Town centre development will need to demonstrate

that:

- a. adequate width and depth of floorspace has been provided for the town centre uses;
- b. a shop front has been implemented in the first phase of development; and
- c. appropriate servicing arrangements have been provided.

Figure 6: Diagrammatic illustration of a town centre and distribution of A3, A4 & A5 uses (DM1 (4b))



1.1 The Core Strategy Spatial Policy 01 defines the town centre hierarchy within the borough and provides guidance on the type, scale and intensity of uses in different centres. Policy DM1 provides further guidance to support the town centre hierarchy by seeking to maintain an appropriate balance of shops and other town centre uses such as banks, offices, cafes and takeaways. This balance reflects the role of town centres within the hierarchy as well as the needs of the community. The policy will be applied to proposals for town centre uses, whether they are located within, at the edge of, or outside of a town centre.

1.2 National planning policy guidance states that proposals for main town centres uses should, as far as is possible, be located in existing town centres as a priority, then edge of centre and lastly out of centre locations. The boundaries of these designations have been developed through the “Tower Hamlets Town Centre Town Policy Development” (2011) document and are depicted on the Adopted Policies Map.

1.3 Town centre uses include shops and markets (A1), financial and professional services (A2), cafes and restaurants (A3), drinking establishments (including public houses) (A4), hot food takeaways (A5), offices (B1a), community and leisure uses (D1 and D2) and certain others uses not within a Use Class, such as theatres and laundrettes.

1.4 Parts (1) and (2) of the policy provide guidance for the designations of the CAZ and Tower Hamlets Activity Area (THAA), at the top of the hierarchy, to consolidate their London-wide importance as locations for a vibrant mix of uses, including retail. With the major centre of Canary Wharf, they will be enhanced and maintained with appropriate levels of retail and other town centre uses directed to them. Within the POL, the delivery of larger floorplate offices will be sought.

1.5 Part (3) of the policy aims to ensure the vitality and viability of our major, district and neighbourhood centres. As part of this, it provides strong protection of A1 uses to support and secure their retail func-



tions within the hierarchy. The Annual Monitoring Report 2010/2011 (2011) identifies the mix of uses within our town centres, including the level of A1 uses. This has helped to inform the policy's position that A1 uses should not fall below approximately 50% of town centre uses.

1.6 Furthermore, to ensure the local shopping needs of communities are met, town centres should provide a mix and balance of uses; a component being that there is no overconcentration of non-A1 use. An overconcentration of uses is defined as being where more than three of the same uses exist adjacent to each other.

1.7 A survey of town centre uses in Tower Hamlets has demonstrated that concentrations of A1 uses and other town centre uses, are equally present in both primary and secondary frontages. Accessibility levels of primary and secondary frontages are also similar. As such, it is not considered relevant to define primary and secondary frontages for the borough's town centres.

1.8 Part (4) of the policy provides guidance for the location of A3, A4 and A5 uses within the town centre hierarchy. This policy recognises the role that these uses have in the CAZ and THAA and town centres, where a dynamic mix of uses is beneficial to the character of these areas.

1.9 Part (5) provides further guidance for the management of A5 uses. The "Tackling the Takeaways" report (2011) demonstrates the need for the Council to provide this guidance. Without part (5) there may be too many, or an 'over-concentration', of uses in one location, which may have impacts such as litter, noise and detrimental affects on health and well-being. These are concerns the local community raised during consultation and engagement.

1.10 In part (6) the Council acknowledges the contribution that the evening and night-time economy (A3, A4 and A5 uses) can make to ensure a vibrant and economically viable town centre. It also recog-

nises that without appropriate management of these uses, they can be to the detriment of the town centre's enjoyment and usability. As such, part (6) has identified ways to manage any over-concentration of these uses. It has done this specifically for Canary Wharf and Brick Lane in recognition of their additional functions as tourist and leisure destinations.

1.11 In Brick Lane district centre A3, A4 and A5 uses will be carefully monitored given that historically these uses have resulted in adverse effects on the amenity of residents.

1.12 Part (7) provides guidance for the physical attributes of town centre development. In particular, shop fronts should be implemented in the first stage of development after permission has been granted. This is to reduce the appearance of dereliction and to enhance the attractiveness of a town centre use for potential leaseholders. Marketing of town centre uses which have not had an implemented shop front for 12 months will not be considered as evidence for a change of use.

Key policy links

SP01 Refocusing on our town centres
DM2 Local shops
DM24 Place-sensitive design
DM25 Amenity

Key evidence base

LBTH Town Centre Policy Development Report (2011)
LBTH Town Centres Boundaries and Uses Review (2011)
LBTH Tackling the Takeaways Report (2011)

Local shops

How this will be managed

DM2

1. To ensure the existing level of local shop provision throughout the borough is maintained and complements the town centre network, development resulting in the loss of A1 shops outside designated town centres will only be supported where:
 - a. the shop is within a 300m walking distance of the nearest alternative local shops (as illustrated in figure 7);
 - b. the shop has been vacant for a period of more than 12 months and robust evidence is provided of efforts made to market the shop unit over that period at an appropriate rent (providing examples of 3 comparable shop unit rents within the vicinity);
 - c. there is no viable prospect of a retail use on the site taking into consideration projected residential growth in the vicinity and future need for provision of local shops as part of a sustainable neighbourhood.

2. Development of local shops outside of town centres will only be supported where:
 - a. there is demonstrable local need that cannot be met within an existing town centre;
 - b. they are of an appropriate scale to their locality;
 - c. they do not affect amenity or detract from the character of the area; and
 - d. they do not form part of, or encourage, a concentration of uses that would undermine nearby town centres.

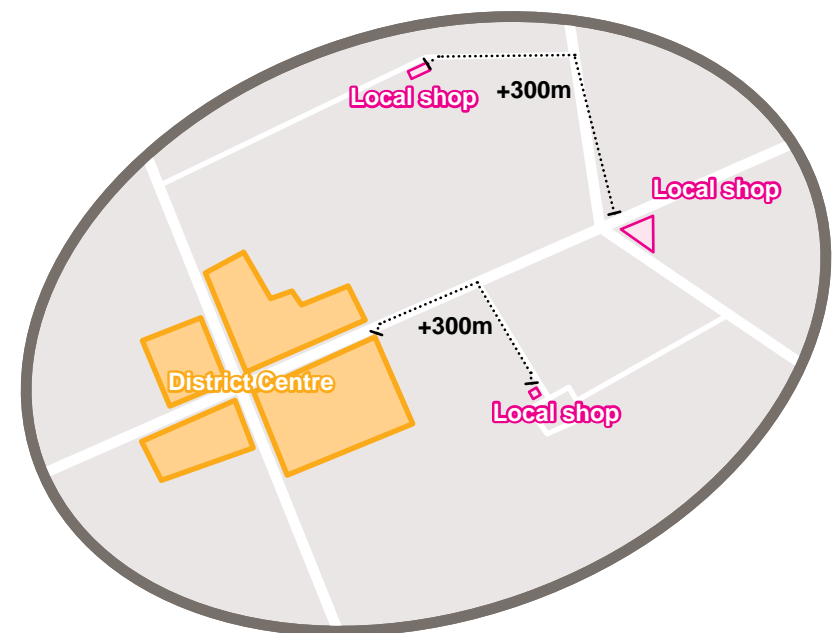


Figure 7: Local shops in relation to town centres

2.1 Core Strategy Spatial Policy 01 sets out the policy framework for the town centre hierarchy. Further guidance is required for local shops which are not located within a town centre. These shops serve a local retail need and are especially important for people with mobility issues. They play an important social role in the community as well as contributing to the character and function of the local area.

2.2 Part (1) seeks to manage the amount of local shops to ensure they are not replaced by other uses which would result in the need to travel further for basic goods and services. Development resulting in the loss of local shops will be required to provide robust evidence, in the form of a marketing exercise, in support of their proposal, demonstrating that the loss will not have a detrimental impact on the ability of local people to access basic goods and services. The distance of 300m represents a walk of less than 5 minutes and is considered the maximum distance a person would reasonably expect to walk to access a local shop in an inner London borough such as Tower Hamlets.

2.3 Part (2) seeks to manage the risk of larger retail shops coming forward outside of designated centres. This could not only threaten the vitality and viability of the borough's town centres but could also have a negative impact on existing local shops (often local independent businesses) which are serving the needs of the local community. The introduction of larger shops may also be unsuitable to the local area in terms of size and the activity they may generate, for example with regards to congestion, parking and noise. For the purposes of part (2) of this policy, a shop which is local in nature is considered to have a gross floorspace of no more than 100 sqm (which is the equivalent of two small shop units). In assessing the need for new local shops the Council will take into consideration vacancy rates in nearby town centres.



Key policy links

SP01 Refocusing on our town centres
DM1 Development within the town centre hierarchy
DM24 Place-sensitive design

Key evidence base

LBTH Town Centre Policy Development Report (2011)

Delivering homes

How this will be managed

DM3

1. Development will be required to maximise affordable housing in accordance with the Council's tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in the Core Strategy.
2. Affordable housing should be built to the same standards and should share the same level of amenities as private housing.
3. Development should maximise the delivery of affordable housing on-site.
 - a. Any off-site affordable housing will only be considered in circumstances where it can be demonstrated that:
 - i. it is not practical to provide affordable housing on-site;
 - ii. to ensure mixed and balanced communities it does not result in too much of any one type of housing in one local area;
 - iii. it can provide a minimum of 50% affordable housing overall;
 - iv. it can provide a better outcome for all of the sites including a higher level of Social Rent family homes; and
 - v. future residents living on all sites use and benefit from the same level and quality of local services.
 - b. If a suitable site cannot be found, as stated in parts i to v, in exceptional circumstances the Council will consider payments in-lieu ring fenced for additional affordable housing output.
4. Affordable housing provision will be calculated:
 - a. by using habitable rooms as a primary measure to allow for the most suitable mix of affordable housing; and
 - b. based on the total housing existing or permitted as part of a development, where a scheme proposes additional housing.



5. Development that would involve a net loss of residential floor-space, residential units or any family housing will be resisted. Except if it accords with part 6 below.
6. Estate regeneration development that proposes a net loss of affordable housing will only be allowed in exceptional circumstances where:
 - a. development demonstrates that a limited loss of affordable housing is required to improve the tenure mix on site; or
 - b. public open space or a non-residential use will benefit the overall estate regeneration scheme.
7. Development should provide a balance of housing types, including family homes, in accordance with the breakdown of unit types set out within the most up-to-date housing needs assessment, as shown in table 1:

Tenure	1-bed %	2-bed %	3-bed %	4+ bed %
Market Sector	50	30	20	
Intermediate	25	50	25	0
Social/Affordable Rented	30	25	30	15

Table 1 (SHMA (2009), based on table 13-2 "Future Delivery by Tenure")

3.1 Core Strategy Spatial Policy 02 (1), (3) and (5) sets out the borough's overall target for new homes, including affordable housing, and provides guidance for how new housing can be provided. Policy DM3 provides further detailed guidance for how development can help to deliver new homes to meet the full range of needs of existing and future residents of the borough.

3.2 A key component of this policy is to provide guidance for development to help maximise the delivery of affordable homes. The definition of affordable homes has been amended following alterations to the National Planning Policy Framework (2012) to include Affordable Rent.

3.3 The Council recognises the new financial arrangements put in place by the Homes & Communities Agency that Registered Providers need to work within. The Council is committed to working with Registered Providers to maximise the delivery of new affordable homes in the borough. The Council will give favourable consideration to proposals which exceed its strategic target of 50% affordable housing. The Council will also explore other mechanisms to assist with the delivery of new affordable housing.

3.4 Part (2) provides guidance regarding the design of all new homes, such that affordable housing should be designed to the same high standards of private housing. Different tenures should be mixed throughout a development, although it is recognised that separate cores may be required to enable effective management arrangements. The standards referred to are provided within policy DM4 and the London Plan (2011).

3.5 In some circumstances, site constraints may lead to development proposing to provide affordable housing off-site or through payments in-lieu in order to be able to contribute to the delivery of affordable housing and in particular Social Rent family housing. Part (3) of this policy provides guidance for such proposals.

3.6 The Council considers that in the majority of cases, it is feasible for affordable housing to be delivered on-site. This is important in promoting

mixed and balanced communities. If affordable housing is proposed to be provided off-site there should be no over-concentration of one type of housing in any one place both off-site and on-site and a minimum of 50% affordable housing must be provided overall (subject to viability). Furthermore, the design of the off-site development, the living environment for residents and other elements of the scheme, must all be demonstrably better than if affordable housing was provided on-site. All residents must be able to access the same level of local services such as local shops, public transport interchanges and public open space.

3.7 If no suitable sites are available for off-site affordable housing and payment in-lieu is to be acceptable then the developer must demonstrate that the payment will result in the equivalent of a minimum of 50% affordable housing. The Council may use these resources to enable the provision of new affordable housing or to support regeneration on existing housing estates.

3.8 Affordable housing is calculated using habitable rooms as it ensures the provision of a range of housing sizes more likely to achieve the requirements as identified within the latest housing needs assessment. Part (4) is also needed to ensure that a housing development taking place on different sites and/or within different phases contributes and delivers its appropriate level of affordable housing. In applying Part 4, where a housing development has been permitted and the permission is subsequently amended (e.g. by means of a variation of the extant planning permission or a new planning application) to the extent that the development would provide 10 new units or more, affordable housing policies will be applied to the whole development and not restricted to the additional number of dwellings in the amended or new proposal.

3.9 Given the high targets for the provision of new housing in the borough, part (5) is a critical development management tool, ensuring housing is not lost through development, thereby having a detrimental impact on reaching these targets. To manage the current shortage of family homes, the Council will resist proposals to convert family homes into



smaller self contained flats. This includes residential uses identified as hostels or other forms of shared accommodation. Delivery of new family homes is a priority of the Core Strategy.

3.10 Part (6) seeks to ensure a better overall outcome for development within estate regeneration schemes, which leads to the net loss of affordable housing. Specifically, it looks to secure mixed and sustainable communities and high-quality housing, public open space, community infrastructure and services. Within estate regeneration schemes, the level of affordable housing provided within a new development may be varied to facilitate the delivery of market housing where this is demonstrated to be necessary to cross-subsidise improvements to the quality of existing affordable housing.

3.11 Part (7) provides additional detail on the breakdown of required property sizes across different tenures, including the need for larger family homes (4+ beds). This is to ensure development reflects the needs of the borough as set out in the most up to date housing needs assessment. The Social Rent and Affordable Rent homes considered together should provide 45% family housing.

Key policy links

SP02 Urban living for everyone
DM4 Housing standards and amenity space
DM24 Place-sensitive design
DM25 Amenity

Key evidence base

LBTH Affordable Rent Programme 2011-15. Tower Hamlets Affordable Case Studies and Mapping (2011)
LBTH Affordable Housing Viability Assessment (2011)
LBTH Strategic Housing Market Assessment (2009)

Housing standards and amenity space

How this will be managed

DM4

- All housing developments should have adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet the most up-to-date internal space standards as stated in table 2.

	Dwelling type	GIA (sq m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
2 storey houses	4b6p	99
	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
3 storey houses	4b6p	107
	3b5p	102
	4b5p	106
	4b6p	113

Table 2: Minimum space standards for new development
(London Plan (2011), Policy 3.5)

NB: b = bedroom

p = person

- Amenity space and child play space will be protected and any new provision should be provided in accordance with the standards set in table 3 below:

Minimum private amenity space provision

(e.g. gardens, balconies and winter gardens)

Apply the London Plan Housing SPG, Standard 4.10.1 (1) and (3) which specify:

- a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant.
- balconies and other private external spaces should have a minimum width of 1500mm.

Minimum communal amenity space provision

(does not include circulation areas, access routes, waste or bike storage)

All developments with 10 or more residential dwellings.

50 sq m for the first 10 units, plus a further 1 sq m for every additional unit thereafter.

Child play space

Apply LB Tower Hamlets child yields and the London Plan 'Shaping Neighbourhoods: Play & Informal Recreation SPG', which specifies 10 sq m of playspace should be provided for each child.

Table 3: Amenity space and child play space standards

4.1 Core Strategy Spatial Policy 02 provides the basis to support the delivery of high quality and well designed housing within the borough which meets the needs of residents. Policy DM4 provides guidance regarding setting housing design standards and the provision of housing amenity space for new homes. This policy aims to ensure that the provision for indoor and outdoor space is carefully planned for.

4.2 The aim of part (1) of this policy is to provide homes that are suitable for residents in terms of their specific needs. For example, we know that local families need sufficient space for their children to play, for drying clothes and many prefer separate rooms for preparing meals.

4.3 To meet the specific needs of residents and accord with Core Strategy SP02, development will be required to comply with the most up to date standards set out in the 'Lifetime Homes design criteria' and GLA's 'Wheelchair Accessible Housing Best Practice Guidance'. The London Plan requires that 10% of new housing is designed to be accessible or 'easily adaptable' (see appendix 1 Glossary of Key terms) for residents who are wheelchair users. Tower Hamlets has a particular need for wheelchair accessible family sized homes in the affordable tenures.

4.4 The measure of 10% of new housing will normally be 10% of all new units, but on individual schemes where a better outcome is provided in terms of provision of larger units, it may be agreed to measure this as 10% of habitable rooms. Wheelchair accessible units above the ground floor must be provided with access to a second lift for use when the primary lift is not functioning.

4.5 Through implementing part (2) of this policy the Council aims to ensure that all existing amenity space is protected. It will also seek the provision of new outdoor amenity space to be well-located, well-designed and functional, including private amenity space, communal amenity space and child play space to provide opportunities for residents to lead healthy and active lifestyles.

4.6 In considering the design of private amenity space it is important the space meets the minimum standards set out in table 3 in order to ensure that residents have sufficient space to carry out activities such as enjoying a meal outside and drying clothes. Private outdoor space provides

an important opportunity for people to enjoy their homes and this should be designed to provide sufficient privacy.

4.7 In considering the design and layout of communal space it is important that this space is integrated into the overall design of the development and the wider public realm. Communal space should be overlooked and support a range of activities including space for relaxation, gardening, urban agriculture and opportunities to promote biodiversity and ecology.

4.8 In considering the design and layout of child play space it is important to ensure that this responds to the needs of local children within the development taking consideration of existing provision in the area. As a requirement, playspace for children under 5 should always be on site. This space should be well-integrated into development as well as a consideration in the design of the communal space provision. However, it is important to note that the standard for play provision is in addition to other quantitative standards such as open space provision and communal space provision.

4.9 Variations to the provision of adequate communal amenity space will be considered where the Council accepts that the provision of high quality, useable and publicly accessible open space within 300 metres of the site (including as a provision on site) would justify a reduction of communal amenity space. In this instance, the Council will seek contributions towards the improvements of open space through planning obligations.

Key policy links

SP02 Urban living for everyone
DM24 Place-sensitive design
DM25 Amenity

Key evidence base

GLA Shaping Neighbourhoods: Play & Informal Recreation SPG (2012)
GLA Housing SPG (2012)

Specialist housing

How this will be managed

DM5

1. Existing specialist and supported housing, including sheltered housing and care homes will be protected where it is considered suitable for its use and meets relevant standards for this form of accommodation.
2. The redevelopment of any site which includes specialist and supported housing should re-provide the existing specialist and supported housing as part of the redevelopment unless it can be demonstrated that there is no longer an identified need for its retention in the current format.
3. New specialist and supported housing will be supported where it meets relevant guidance for this form of accommodation and it can be demonstrated that there is a need for its use.



5.1 Core Strategy Spatial Policy 02 provides guidance about the provision of specialist and supported housing to cater for the homeless, disabled, vulnerable, the elderly and staff accommodation ancillary to a relevant use. DM5 sets out how the Council will protect existing accommodation and support new provision where necessary.

5.2 Specialist and supported housing provides accommodation for many different vulnerable groups within the borough in differing forms including hostels, sheltered housing, gypsies and traveller sites and care homes and it is important to ensure we can help meet the range of specialist housing needs. The relevant guidance referred to in part (1) includes the HAPPI Report (2009) and National Minimum Standards for Care Homes for Older People (2003).

5.3 In implementing the above, development will need to demonstrate an assessment relating to need for any new accommodation or conversely lack of need for the loss of accommodation.

5.4 All proposals for specialist and supported housing will be referred to the Council's Adults Health and Well Being Directorate to consider the approach to safeguarding and to ensure that a good quality service can be provided to vulnerable people.

5.5 Core Strategy SP02 safeguards existing Gypsies & Travellers accommodation. The site allocations chapter does not identify new sites for Gypsies and Travellers accommodation following the process stated within the Council's Managing Travellers Accommodation Report (2011). Any proposals for new accommodation will be assessed against the criteria within the Core Strategy SP02 and other policies within the Core Strategy and Managing Development Document.

Key policy links

SP02 Urban living for everyone
DM4 Housing standards and amenity space
DM24 Place-sensitive design
DM25 Amenity

Key evidence base

LBTH Managing Travellers Accommodation Report (2011)
HAPPI Report (2009)
National Minimum Standards for Care Homes for Older People (2003)

Student accommodation

How this will be managed

DM6

1. The provision of purpose-built student accommodation will only be supported in locations identified within the Core Strategy and where:
 - a. it does not compromise the supply of land for new homes and the Council's ability to meet its housing targets;
 - b. it contributes to the provision of affordable housing if not providing accommodation specifically for accredited colleges and universities;
 - c. it does not create an over-concentration of student accommodation in the local area or cause harm to residential amenity; and
 - d. it does not place excessive pressure on existing social and physical infrastructure.

6.1 Core Strategy Spatial Policy 02 (7) sets out how the Council will work with the borough's universities to enable the appropriate provision of student accommodation that meets identified need. Policy DM6 seeks to ensure the supply of student housing is managed to meet identified need without compromising the delivery of other important uses, in particular housing.

6.2 According to the London Development Database, between 2008 and 2011 approximately 2800 bed spaces have been approved in the borough. During the same period approximately 2000 bed spaces were completed. At this rate of delivery, the target of 2700 bed spaces, to be achieved by 2014, (LBTH Student Accommodation Report, 2009) will be reached earlier than expected. This level of delivery could compromise the Council's ability to achieve other priorities, specifically delivering affordable housing and community infrastructure. In light of this, the delivery of student housing adopts a more managed approach.

6.3 Meeting the needs of students should not compromise the ability to

provide housing (Use Class C3) for our local community. Part (a) of the Policy seeks to ensure that sites that are more appropriate for meeting the general and affordable housing needs of the borough are protected.

6.4 Following this, in implementing part (b) new student housing developments will be required to contribute to the provision of affordable housing, whether through off-site provision or a payment in lieu, if they are not providing accommodation exclusively for accredited colleges or universities. This will be calculated taking into consideration Core Strategy SP06, policy DM3 and the Planning Obligations SPD.

6.5 The Core Strategy seeks to locate purpose built student housing adjacent to existing university campuses and in areas of good public transport accessibility. These areas are traditionally of a dense urban grain where the introduction of student housing could potentially complement the existing mix of uses and are well catered by local services. Nevertheless, there are still concerns of the 'studentification' (an overconcentration of student housing) of these areas which may have an impact on the amenity of existing residents. Parts (c) and (d) of the policy seek to address these concerns.

Key policy links

SP02 Urban living for everyone
 DM3 Delivering homes
 DM8 Community infrastructure
 DM24 Place-sensitive design
 DM25 Amenity

Key evidence base

LBTH Student Accommodation Report (2009)

Short stay accommodation

How this will be managed

DM7

1. Development of visitor accommodation will be supported in the locations identified in the Core Strategy and where:
 - a. the size is proportionate to its location within the town centre hierarchy;
 - b. there is a need for such accommodation to serve visitors and the borough's economy;
 - c. it does not compromise the supply of land for new homes and the Council's ability to meet its housing targets;
 - d. it does not create an over-concentration of such accommodation or cause harm to residential amenity; and
 - e. there is adequate road access and servicing for coaches and other vehicles undertaking setting down and picking up movements.
2. Applications for serviced apartments must demonstrate that they meet the criteria stated in part (1) and will be managed appropriately as short-term accommodation (up to 90 days).
3. The loss of hotels or serviced apartments to non-employment uses within Preferred Office Locations will not be supported.

7.1 Core Strategy Spatial Policy 06 (4) seeks to concentrate hotels and serviced apartments in town centre locations to attract visitors and support tourism. DM7 provides additional guidance to ensure these uses, including hostels, are appropriately located and managed.

7.2 In recent years there has been an increase in the number of applications for hotels and serviced apartments within the borough as stated in the Council's Annual Monitoring Reports. The Council does not want to miss out on the opportunities that are presented by such uses in terms of the creation of jobs, supporting local businesses and encouraging tourism and related activity. However, these opportunities need to be

balanced with providing space for homes to meet the borough's housing requirements and ensuring they do not have a negative impact on residential amenity and highway safety.

7.3 Development of short stay accommodation should be of a size that reflects the function of the town centres in which it is located within. For example a large-scale hotel that is appropriate in the major centre of Canary Wharf may not be suitable for a smaller district centre.

7.4 For serviced apartments, in order to comply with part (2), development will be required to provide the following details:

- management will ensure rooms will not be occupied for periods of 90 days or more;
- management will provide twenty-four hour servicing;
- telephone lines will be provided in the rooms with no opportunity for personal lines installed by the occupier;
- management will ensure rooms will be charged out at a maximum at weekly rates;
- the use will be secured in the form of a licence, not a lease;
- the occupants of the room will not have exclusive possession of the room; and
- management will have access to the room for the provision of substantial services, including room cleaning.

7.5 Through applying part (3), we would seek to prevent any undermining of the long-term economic potential of Preferred Office Locations where residential uses are not supported.

Key policy links

SP01 Refocusing on our town centres
 SP06 Delivering successful employment hubs
 DM3 Delivering homes
 DM20 Supporting a sustainable transport network
 DM24 Place-sensitive design
 DM25 Amenity

Community Infrastructure

How this will be managed

DM8

1. Health, leisure and social and community facilities will be protected where they meet an identified local need and the buildings are considered suitable for their use.
2. Where development proposals are likely to adversely impact on existing health, leisure and social and community facilities, the re-provision of the existing facility will be required as part of the redevelopment unless it can be demonstrated that a new off site location would better meet the needs of existing users and complies with part (3) of this policy.
3. The loss of a facility will only be considered if it can be demonstrated that there is no longer a need for the facility within the local community and the building is no longer suitable, or the facility is being adequately reprovided elsewhere in the borough.
4. New health, leisure and social and community facilities should be located in or at the edge of town centres. The provision of new health, leisure and social and community facilities or extensions to existing facilities located outside of town centres will only be supported where they are local in nature and scale and where a local need can be demonstrated.



8.1 Core Strategy Spatial Policy 03 sets the framework for delivering healthy and liveable neighbourhoods across the borough through protecting existing and managing the location of new health, leisure, and social and community facilities. DM8 sets out how new development will be required to contribute to delivering such a network of facilities.

8.2 For the purposes of this policy, health facilities can include:

- hospitals;
- walk in health centres;
- local health centres;
- doctors surgeries;
- health and wellbeing centres; and
- community health services.

8.3 For the purposes of this policy, leisure facilities can include:

- leisure centres;
- indoor and outdoor sports facilities; and
- swimming pools.

8.4 For the purposes of this policy, social and community facilities can include:

- policing facilities;
- public houses;
- libraries;
- youth facilities;
- community halls;
- meeting places;
- places of worship;
- public conveniences; and
- other uses in Use Class D1 that provide a service to the local community.

8.5 Through applying part (1) of the policy, the Council will seek to ensure the re-provision of existing facilities as part of the redevelopment of the site. If as part of redeveloping a site it is necessary to relocate existing facilities, in order to comply with part (2) of the policy, it is important to ensure there is no unacceptable disadvantage to existing users in terms of access (within the catchment area) and that the quality and quantity of such facilities is improved. Part (3) refers to the loss of a facility, this will only be considered where evidence is provided to demonstrate there is no longer a need for the facility in the local community.

8.6 Through applying part (4) of the policy, the Council considers that social and community facilities should be located within or at the edge of town centres. These locations are the most accessible and such uses contribute to the vitality and viability of town centres. The Council will only consider the location of such facilities outside of town centres in exceptional circumstances where evidence has been provided to demonstrate that there is a local need not being met elsewhere in the neighbourhood. Facilities provided in these locations need to ensure that their scale respects the surrounding area in terms of design. Furthermore, they will need to demonstrate there is no impact on the amenity of surrounding residents. This includes the impact of people coming and going to the facility and the impact of users within the facility when it is in use. Finally, it will need to be demonstrated that there will be no impact on the surrounding highway network.



Key policy links

SP01 Refocusing on our town centres
 SP03 Creating healthy and liveable neighbourhoods
 SP07 Improving education and skills
 DM1 Development within the town centre hierarchy
 DM10 Delivering open space
 DM24 Place-sensitive design
 DM25 Amenity

Key evidence base

NHS Tower Hamlets Improving Health and Well-being in Tower Hamlets, A Strategy for Primary and Community Care Services 2006-2016 (2006)
 LBTH Leisure Facilities Strategy (Sporting Places) (2009)
 LBTH Idea Store Strategy (2009)

Improving air quality

How this will be managed

DM9

1. Major development will be required to submit an Air Quality Assessment demonstrating how it will prevent or reduce associated air pollution during construction or demolition. Minor development will be required to submit details outlining practices to prevent or reduce associated air pollution during construction or demolition.
2. Development located in the Tower Hamlets Clear Zone will need to demonstrate consideration of the Clear Zone objectives.



9.1 The London Plan recognises the importance of tackling air pollution and improving air quality and sets out a policy requirement to seek reductions in levels of air pollutants. Core Strategy Spatial Policy 03 sets out further direction to achieve improved air quality.

9.2 Air quality testing has identified that the whole of the London Borough of Tower Hamlets qualifies to be an air quality control zone. As such part (1) needs to ensure development does not contribute to and helps to address poor air quality. To do this minor and major development will need to demonstrate how it will mitigate and tackle pollution caused by its construction and operation. Specifically development will need to consider any potential effects on 'European Sites' and measures for mitigating these if necessary.

9.3 The Council will expect development proposals to consider measures including, but not exclusively, reduction of vehicle traffic levels, how construction is carried out, measures to reduce emissions throughout the life time use of the building, reducing emissions from associated plant equipment, improving/greening the public realm, ensuring decentralised energy facilities do not contribute to poor air quality and encouraging sustainable movement patterns.

9.4 Given that emissions from combustion engine vehicles are a significant contributor to poor air quality, development should seek to reduce the number of associated combustion engine vehicle movements and would be encouraged to use alternative vehicles that do not emit, or emit fewer, harmful products, for example, electric vehicles.

9.5 The developer will also be required to minimise air pollution from any associated construction activities. Developers should seek to adopt careful work practices aimed at preventing and reducing emissions. This would be expected to include the use of barge transport where feasible, the latest specifications of particulate filters and catalytic converters on construction equipment and practices for preventing dust emissions. The Air Quality Assessment and construction management plan should

contain details of compliance with European Emissions Standards. This is one way that emissions can be checked and monitored.

9.6 Part (2) requires development to take account of the following objectives for the Clear Zone in order to assist in the implementation and achievement of the Clear Zone Plan (2010). These objectives seek to implement a phased package of sustainable transport interventions to improve the environment within the Clear Zone:

1. Reduce air pollution from transport sources to improve air quality in the Aldgate area and across the Clear Zone;
2. Improve the urban realm and management of the road network to ensure better connections and increased accessibility within the Clear Zone;
3. Reduce noise pollution from transport sources;
4. Reduce greenhouse gas emissions from transport sources to help tackle climate change; and
5. Ensure future development within the Clear Zone contributes to achieving the Council's Clear Zone objectives.

Key policy links

SP03 Creating healthy and liveable neighbourhoods
DM20 Integrating development with a sustainable transport network
DM21 Sustainable transportation of freight

Key evidence base

LBTH Clear Zone Plan 2010-2025 (2010)

Delivering open space

How this will be managed

DM10

1. Development will be required to provide or contribute to the delivery of an improved network of open spaces in accordance with the Council's Green Grid Strategy and Open Space Strategy.
2. Development on areas of open space will only be allowed in exceptional circumstances where:
 - a. it provides essential facilities to ensure the function, use and enjoyment of the open space; or
 - b. as part of a wider development proposal there is an increase of open space and a higher quality open space outcome is achieved.
3. Development should not adversely impact on the public enjoyment of the Lee Valley Regional Park, its openness, ecological and heritage value. Development which affects the Park will be required to enhance recreational value, water based habitats and pedestrian and cycle routes into and through the Park, especially where these aid connectivity between existing and new open spaces.

10.1 Core Strategy Spatial Policy 04 provides the basis to deliver a network of open spaces across the borough through protecting and improving existing open space, creating new open space and improving access to and between open spaces. DM10 sets out how new development will be required to contribute to delivering such a network of open spaces.

10.2 For the purposes of this policy, open space consists of Metropolitan Open Land; major and local parks as well as squares; playgrounds; ecological spaces; housing amenity land; outdoor sports facilities; allotments; and burial grounds. It does not include private amenity space and areas of communal residential amenity space which are not publicly accessible.

10.3 The open spaces, waterways and recreational facilities of the Lee Valley Regional Park form an important part of the borough's green and blue grid networks and connect the borough with the wider Regional Park. The Park is a valuable resource for the borough with potential to contribute to creating healthy and liveable communities, particularly where links into this network can be enhanced and complemented by

new open space delivered as part of development. The Regional Park Authority has a statutory duty to either provide directly or work with partners to provide facilities for sport, recreation, leisure, entertainment and nature conservation throughout the Park. The Council will support and work with the Authority to deliver proposals set out in the Park Plan 2000 and Park Development Framework where they relate to the borough.

10.4 The level and form of contribution the Council will require under (1) will depend on the nature, scale and location of the development. The site allocations chapter of the MDD identifies those sites which will be required to provide new local parks. Wherever possible, developments will be required to provide publicly accessible open space on-site, particularly where sites are of sufficient size and are located adjacent to the Green Grid. Where public open space cannot be provided on-site, then a contribution will be sought to deliver the Council's Open Space and Green Grid Strategies through a planning obligation or as part of the Council's Community Infrastructure Levy.

10.5 The types of development the Council will consider under (2a) include facilities such as changing rooms, play equipment and seating. They should be of a scale and function proportionate to the open space in which they are to be located and should be purely ancillary to it.

10.6 Through applying (2b), the Council recognises there may be instances, for example in housing estate regeneration schemes, where building on fragmented areas of poor quality open space enables the provision of a larger consolidated area of open space, which is more usable for the local community. In all cases the Council will seek an increase in open space. The Council will seek a further increased requirement from any development resulting in an increase in population.

Key policy links

SP04 Creating a green and blue grid
DM11 Living buildings and biodiversity
DM24 Place-sensitive design

Key evidence base

LBTH Open Space Strategy (Mid-term update) (2011)
LBTH Green Grid Strategy (2010)

Living buildings & biodiversity

How this will be managed

DM11

1. Development will be required to provide elements of a 'living building'.
2. Existing elements of biodiversity value should be protected or replaced within the development and additional habitat provision made to increase biodiversity value.
3. Developments which will cause damage to a Site of Importance for Nature Conservation, or significantly harm the population or conservation status of a protected or priority species, will not be supported unless the social or economic benefits of the development clearly outweigh the loss of biodiversity.
4. Major development will need to submit an Ecology Assessment demonstrating biodiversity enhancement in accordance with the Council's Local Biodiversity Action Plan.

11.1 The London Plan (2011) and Core Strategy Spatial Policy 04 (3) requires the protection and enhancement of biodiversity value in the design of open space and buildings. Tower Hamlets has a diverse range of sites of biodiversity value, including areas of open space, waterways and formally designated Sites of Importance for Nature Conservation (SINCs). DM11 sets out how development will be required to protect and enhance these areas and also provide new opportunities for biodiversity.

11.2 The types of 'living building' techniques the Council will consider under (1) include living roofs, walls, terraces and other building greening techniques. Provision of living building features add much needed green spaces to urban areas, increasing habitats and biodiversity, improve the quality of surface water run off and reducing the risk of surface water flooding. Where possible access should be provided to the living building and nature elements for the users of the building, where they do not adversely impact on amenity. Development within the borough's Green

Grid network will be expected to demonstrate how it contributes to the principles of the Council's Green Grid Strategy.

11.3 When assessing whether a development meets part (2) of the policy, consideration will be given to the size and scale of the development and whether relative provision has been made. Even minor developments, such as rear extensions, have the ability to provide biodiversity measures through provisions such as living roofs, walls, and habitat and structures such as bat/bird boxes.

11.4 In implementing part (3), protected species are those identified by European and national legislation while priority species are those identified in the UK, London, or Tower Hamlets Biodiversity Action Plans. Development should not have an adverse effect on the integrity of any designated 'European site'. The social and economic benefits that would be considered as part of the development will be assessed against Strategic Objective 3 in the Core Strategy.

11.5 In order to show compliance with part (4), major developments would be expected to provide an Ecology Assessment to demonstrate accordance with the Council's Local Biodiversity Action Plan. This should include information assessing the situation of the existing site and outlining proposals for the protection, replacement and enhancement of existing biodiversity on the proposed site, including measures for wildlife habitats and features aimed at particular species. Applications should also detail how recommendations are being included in the development proposals.

Key policy links

SP04 Creating a green and blue grid
DM10 Delivering open space
DM24 Place-sensitive design

Key evidence base

LBTH Green Grid Strategy (2010)
LBTH Local Biodiversity Action Plan (2009)

Water spaces

How this will be managed

DM12

1. Development within or adjacent to the Blue Ribbon Network will be required to demonstrate that there is no adverse impact on the Blue Ribbon Network, including navigability, habitat quality, hydrology and water quality.
2. Development will need to provide suitable setbacks, where appropriate, from water space edges. Where appropriate, development will be required to contribute to the restoration of the water space edge.
3. Development within or adjacent to the Blue Ribbon Network will need to identify how it will improve the quality of the water space and provide increased opportunities for access, public use and interaction with the water space.
4. Developments within the Thames Policy Area should consider the guidance provided within the most up to date supplementary guidance for the Thames Policy Area.

12.1 The London Plan (2011) recognises the value and importance of the Blue Ribbon Network and promotes its use for passenger, recreational, tourism and freight uses, as well as requiring consideration of the natural environment, water quality and restoration of water spaces.

12.2 The Core Strategy Spatial Policy 04 (4) seeks to deliver a network of high quality, usable and accessible water spaces throughout the borough and requires the safeguarding of all existing water spaces from inappropriate development. DM12 sets out how development will meet these requirements.

12.3 Water spaces play an important role within the urban area, supporting ecosystems, providing open space, residential moorings and providing transport networks. This Policy requires the provision of detail of how the Blue Ribbon Network is protected and thereby how the various functions that the Blue Ribbon Network offers is maintained.

12.4 The edges of water spaces are an extremely important part of the functioning of water spaces as ecosystems, open space and transport networks. To ensure the protection of this area, development should provide setbacks, where appropriate, from the edges of the water space and where appropriate contribute to its restoration. How this should be undertaken will need to be considered against the functions of the water space and an appropriate balance sought between uses on the water space, access to, interaction with the water space and ecological enhancements. Where appropriate, development should seek to meet the requirements stated within the relevant River Basin Management Plan.

12.5 The Blue Ribbon Network has potential to provide significant opportunities for improvements to the boroughs' recreational facilities, ecology, transport networks, and quality of open space. As such, the permanent mooring of vessels, particularly where it may inhibit access to and use of waterspaces will need to be given careful consideration in the context of other guidance. Development proposals will therefore be required to incorporate provisions seeking to maximise the use, access and quality of the Blue Ribbon Network.

12.6 While still part of the Blue Ribbon Network, the Thames River provides important additional opportunities to that of other water spaces within the borough. The Thames is a transport link of strategic and historical importance and provides significant economic opportunities for the borough. Development in the Thames Policy Area, as identified on the Adopted Policies Map, will be required to take account of the importance of this area and should also address the most up to date guidance on development within the Thames Policy Area, at the time of writing the Thames Strategy East (2008).

Key policy links

SP04 Creating a green and blue grid
DM13 Sustainable drainage
DM24 Place-sensitive design

Key evidence base

Thames Estuary Partnership Thames Strategy East (2008)

Sustainable drainage

How this will be managed

DM13

1. Development will be required to show how it reduces the amount of water usage, runoff and discharge from the site, through the use of appropriate water reuse and Sustainable Urban Drainage (SUD) techniques.

13.1 The London Plan and Core Strategy Spatial Policy 04 (5) seek to reduce the risk of flooding within the borough through identifying areas at risk of flooding and ensuring that development does not impact on the existing flood protection measures. DM13 sets out how development will ensure these risks are minimised.

13.2 Urbanisation and development have significantly changed how natural systems work, particularly in relation to water. The increased density of population and development that comes from the creation of cities has led to an increased risk of damage to property and life from events such as flooding. Water from rainfall events cannot infiltrate through hard surfaces that are created by development and has traditionally been channelled directly to waterways. Increased water use has led to larger amounts of water being discharged from sites. As a result of increased development, and recent climatic changes, the traditional drainage of water runoff and waste water into water bodies can no longer be sustained and is leading to a greater risk of flooding.

13.3 In order to reduce the amount of water being discharged from sites, this policy requires development to both reduce the amount of water being used (an approach may be to measure the reduction in comparison with the London average rates of water consumption of different land uses) and reduce the run-off from hard surfacing. In order to achieve this, development should in the first instance seek to maximise the re-use of water through onsite grey water recycling and reduce the amount of water use through low flow water technologies. Sustainable Urban Drainage (SUD) techniques, which reduce the amount of water run-off

from the site, such as permeable paving, should also be installed within developments to reduce the level of water discharged from the site. Development should demonstrate that surface water will be controlled as near to its source as possible.

13.4 All development should provide details of these provisions and how they will be incorporated. Specifically a Water and Drainage Strategy should be provided for major development.



Key policy links

SP04 Creating a green and blue grid
DM12 Water spaces
DM24 Place-sensitive design

Key evidence base

LBTH Strategic Flood Risk Assessment (2009) (2011)

Managing waste

How this will be managed

DM14

1. The waste apportionment targets set out in the London Plan will be met by:
 - a. safeguarding the capacity of existing waste sites, identified on the Adopted Policies Map, unless it can be demonstrated this capacity can be more efficiently re-provided within London by supporting development which seeks to maximise their operational efficiency;
 - b. supporting other waste management facilities within Strategic Industrial Locations and Local Industrial Locations; and
 - c. working with partners outside of the borough.
2. Development should demonstrate how it will provide appropriate storage facilities for residual waste and recycling as a component element to implement the waste management hierarchy of reduce, reuse and recycle.
3. Major development should provide a Waste Reduction Management Plan for the construction and operation stages.

14.1 To meet London Plan requirements and implement Core Strategy Spatial Policy 05 the Council needs to identify how it will meet its waste apportionment targets and how development will manage the waste it generates.

14.2 Core Strategy Spatial Policy 05 sets out a framework for how we will ensure the borough manages its waste in a sustainable manner; part (1) updates this information by providing further guidance for how we will meet our waste apportionment targets by identifying a prioritised four stage process:

14.3 Part (a) seeks the use of safeguarded waste management sites. There are currently six licensed waste management facilities (table 4) within the borough (Waste Evidence Base Report, 2009) which are required to be safeguarded by the London Plan and Core Strategy:

Licensed waste facility	Size (ha)
Clifford Devlin Ltd (80616)	0.37
Fish Island Mid (80134)	0.025
Ailsa Street(80132)	0.89
Northumberland Wharf (80133)	0.62
Fish Island South (80137)	0.41
McGrath (80614)	2.68
Total	4.995

Table 4: Licensed waste management facilities

14.4 These sites provide 4.99 hectares of land to meet our waste apportionment which requires a range of between approximately 3.6 and 7.3 ha (determined through the comparison of the land required within the Waste Evidence Base Report (2009) and the reduced London Plan waste apportionment target). However, these sites may not be the best long term solution for the sustainable management of waste. The Council is therefore looking to allocate new waste management sites.

14.5 Part (b) guides windfall waste sites to industrial areas. Other non-allocated waste management facilities may be proposed which will also contribute to the apportionment target. Guiding these to Strategic Industrial Locations (Fish Island South and Empson Street) and Local Industrial Locations (Fish Island, Poplar Business Park, The Highway and Gillender Street) will ensure they are in the most appropriate locations for their activities.

14.6 As a final solution, part (c) seeks to manage waste outside of the borough with partners. If the borough's apportionment is unable to be managed within the borough in the long term, the Council will seek to work with partners to manage any residual apportionment in a highly sustainable manner.

14.7 By asking development to demonstrate how it will implement the waste management hierarchy in part (2), we are ensuring it takes into account waste that will be produced by the development and provide the necessary provisions for occupiers to manage their waste. This applies to storage of waste within the building and outside for collection. Further information will be provided within supplementary guidance.

14.8 Part (3) is required to ensure major development demonstrates in detail how it will implement the waste management hierarchy within a Waste Reduction Management Plan. These measures should be localised, providing information relevant to the development and the provisions in the surrounding area. Specifically this information should:

- Identify that waste is expected to be produced by occupants and how this will be managed, stored and collected appropriately; and
- Identify monitoring provisions to ensure compliance with the Waste Reduction Management Plan.



Key policy links

SP05 Dealing with waste
 DM21 Sustainable transportation of freight
 DM24 Place-sensitive design
 DM29 Achieving a zero-carbon borough and addressing climate change
 Site allocation - 11 Ailsa Street

Key evidence base

LBTH Waste Evidence Base Report Supplement (2011)
 LBTH Waste Evidence Base Report (2009)

Local job creation and investment

How this will be managed

DM15

1. The upgrading and redevelopment of employment sites outside of spatial policy areas will be supported. Development should not result in the loss of active and viable employment uses, unless it can be shown, through a marketing exercise, that the site has been actively marketed (for approximately 12 months) or that the site is unsuitable for continued employment use due to its location, viability, accessibility, size and condition.
2. Development which is likely to adversely impact on or displace an existing business must find a suitable replacement accommodation within the borough unless it can be shown that the needs of the business are better met elsewhere.
3. Development of new employment floor space will need to provide a range of flexible units including units less than 250 square metres and less than 100 square metres to meet the needs of Small and Medium Enterprise (SMEs).
4. Development of employment and residential use in the same self-contained unit (i.e. live-work and work-live) will not be supported.



15.1 Core Strategy Spatial Policy 06 provides the basis to support the growth of existing and future businesses across the borough through maximising and delivering investment and job creation. DM15 sets out how new development will contribute to delivering growth in locations outside designated employment policy areas.

15.2 For the purposes of this policy, spatial policy areas refers to designated employment areas including Preferred Office Locations (POL) and Local Office Locations (LOL), Strategic Industrial Locations (SIL) and Local Industrial Locations (LIL). Part (1), (2) and (3) of this policy provides guidance for the development of land outside of these designations. Part (4) of this policy provides guidance for development anywhere in the borough. Employment uses include all uses within the B Use Classes.

15.3 The provision of employment floor space across the borough is supported in suitable locations. In order to demonstrate that sites are no longer suitable for employment use outside of spatial policy areas the Council will require under part (1) of the policy, evidence that the accessibility and location of the site render it unviable for continued employment use. This evidence would need to include how the site has been actively marketed, information as to why the site no longer suits this type of business and evidence that other types of employment uses have been considered for the site and why they would not be viable. Finally, consideration should also be given to the size and condition of the buildings on the site. Reports demonstrating that the buildings are no longer fit for purpose and that the cost of bringing them up to current standards of accommodation would not be viable should also be provided.

15.4 The Council seeks to support employment floor space in suitable locations; however a specific approach is required to help deliver site allocations and their component strategic infrastructure uses. The Council recognises that the nature of uses proposed on site allocations requires a change from the existing uses. As such part (1) of the policy does not apply to site allocations.

15.5 Through applying part (2) of the policy the Council will require infor-

mation about how existing business which would be displaced as a result of development would be accommodated elsewhere in the borough. If the business is to be located in an out of borough location it would be necessary to demonstrate that this is the best option for the business, ensure there is no disadvantage to existing employees in terms of access, that the quality and quantity of such facilities is improved and that a suitable site within the borough could not be found.

15.6 Within the borough there is a need for smaller unit sizes which allow local businesses to grow and generate employment. The Council will require, under part (3) of the policy, that all new employment floor space created outside of the spatial policy areas will provide a range of flexible unit sizes including units less than 250 square metres and 100 square metres to provide for SMEs (including micro-businesses).

15.7 The Council will not support the provision of residential and commercial accommodation within one unit. This is also known as live-work units or work-live units depending on the ratio of residential to commercial accommodation. Through applying part (4) of the policy the Council considers that live-work uses compromise existing employment uses and ultimately result in the loss of the employment use. However, it is important to note that this does not prevent working from home where the employment activity is ancillary to the main residential use of the property and would not result in adverse amenity impacts.

Key policy links

SP06 Delivering successful employment hubs
DM16 Office Locations
DM17 Local Industrial Locations
DM24 Place-sensitive design

Key evidence base

LBTH Spatial Economic Study (2011)

Office locations

How this will be managed

DM16

1. Development resulting in the net loss of office floor space in Preferred Office Locations (POLs) will not be supported.
2. The redevelopment of Local Office Locations (LOLs) to include residential uses will be supported if the existing office floor space is re-provided on-site and where it:
 - a. provides separate access and servicing for commercial uses and residential uses;
 - b. ensures the provision of residential uses does not jeopardise the function and viability of the office uses;
 - c. provides high quality flexible working space which is usable; and
 - d. provides a range of flexible units including units less than 250 square metres and less than 100 square metres to meet the needs of Small and Medium Enterprise (SMEs).
3. Where sites in Local Office Locations are vacant, development resulting in the loss of office floor space will only be considered where there is evidence, in a marketing exercise, that:
 - a. for approximately 12-months, active marketing (at a reasonable value for that area) has been carried out;
 - b. the site is unsuitable (in terms of size and condition) for on-going employment use;
 - c. other employment uses have been considered for the site; and
 - d. the loss of office floorspace does not compromise the operation and viability of the wider Local Office Location.



16.1 Core Strategy Spatial Policy 06 provides the basis to support the growth of existing and future businesses across the borough through maximising and delivering investment and job creation. DM16 sets out how new development will be required to contribute to delivering the growth of office space in POLs and LOLs.

16.2 For the purposes of this policy, POLs and LOLs are depicted on the Adopted Policies Map.

16.3 There are four POLs located at Canary Wharf, Bishopsgate Road Corridor, Aldgate and Tower Gateway with major office development as the focus, with supporting uses such as gyms, hotels, restaurants and retail uses helping to achieve a sustainable office environment. Within POLs, large floor plate offices are to be expected and in order to ensure the continued growth of these areas, the Council requires, under part (1) of the policy, that existing office floor space will be protected. Any development of sites currently used for office floor space will need to re-provide office floor space to meet the demand for offices within these areas .

16.4 There are three LOLs within the borough located at Whitechapel, Mile End and Blackwall. The role of LOLs is to provide secondary office floor space. Within LOLs, sites are suitable for the provision of smaller floor plate offices including units suitable for SMEs, including micro-businesses requiring less than 100 square metres . Through applying part (2) of the policy, the Council requires any redevelopment of sites currently in office use to ensure that the re-provision of a mixed use scheme does not compromise the quality or quantity of the office accommodation. It would be necessary to demonstrate how the development meets all the criteria listed in part (2) and demonstrate that the end user of the commercial space has been fully considered in order to ensure its success.

16.5 Part (3) recognises that there may be occasions where sites last used for office floor space are no longer suitable for office uses. In these

cases, a marketing exercise will be required to demonstrate:

- how long the site has been vacant;
- who has marketed the site;
- what the marketing exercise entailed including evidence that it was carried out; and
- a summary and analysis of the response to the marketing exercise.

16.6 Part (3b) of the policy requires development to demonstrate why the buildings are no longer suitable for continued employment use; depending on the scale of the application a structural report may be required.

16.7 Part (3c) requires development to demonstrate that other employment uses have been considered for the site and to demonstrate why they would not be viable. The level of detail required will depend on the scale of the application, context of the site and how long the buildings have been vacant. Early discussion with planning officers is suggested in order to establish what level of detail is required.

Key policy links

SP06 Delivering successful employment hubs
DM15 Local job creation and investment
DM17 Local Industrial Locations
DM24 Place-sensitive design

Key evidence base

LBTH Spatial Economic Study (2011)

Local Industrial Locations

How this will be managed

DM17

1. Development resulting in the net loss of industrial B Use Class floor space in Local Industrial Locations (LILs) will not be supported.
2. The redevelopment of sites with industrial B Use Class floor space in LILs, to include residential uses, will only be supported if the existing industrial B Use Class floor space is re-provided on-site and where it:
 - a. provides separate access and servicing for commercial uses and residential uses;
 - b. ensures the provision of residential uses does not jeopardise the function and viability of the industrial B Use Class on the site and within the wider LIL;
 - c. provides high quality flexible working space which is usable; and
 - d. provides a range of flexible units including units less than 250 square metres and less than 100 square metres to meet the needs of Small and Medium Enterprise (SMEs).



17.1 Core Strategy Spatial Policy 06 provides the basis for managing industrial land within the borough. DM17 sets out how the Council will safeguard existing LILs and manage their growth and development in order to ensure there is no loss of industrial employment floor space. It is important to remember that the term 'industrial' refers to a wide range of uses, not just traditional heavy industry. For example, in a LIL creative and cultural industries, green industries, transport depots, business parks and research and development are all suitable uses. Industrial use classes are those defined in the most up to date Use Class Order (currently B1c, B2 and B8).

17.2 Given there has been a managed release of 140 ha of protected industrial land since 1998 in Tower Hamlets, it is important that policies protect and support the remaining industrial land in the borough. Strategic Industrial Locations (SILs) and Local Industrial Locations (LILs) have been identified to ensure the remaining industrial land is appropriately located and receives strong protection. Industrial land is required to support the service sector and undertake important functions for everyone in the borough. For example Canary Wharf and local businesses both need packages delivered as well as their commercial and residential rubbish processed. These functions form part of the industrial role and specifically relate to manufacturing and maintenance, waste management and recycling, wholesale and logistics, all of which are an important part of how our businesses and day-to-day lives work. It is also important to ensure that there is sufficient space to accommodate demand for work-space suitable for SMEs and for new and emerging industries within the borough to provide employment for local people.

17.3 Through applying part (1) of this policy, the Council seeks to safeguard the industrial character of the LIL by protecting sites currently providing industrial employment floor space (B1c, B2 and B8 Use Classes).

17.4 Part (2) of this policy provides guidance for the redevelopment of LILs. Full consideration needs to be given to the end users at the design stage in order to ensure the design and layout of the commercial floor

space meets the needs of future users. If a mixed use development is suitable within the LIL, this will be an industrial-led scheme to ensure that the future function of industrial employment uses is protected and is not jeopardised by reverse sensitivity issues.

17.5 Reverse sensitivity refers to the impacts new uses (such as residential) have on existing commercial uses. For example new residents moving into a LIL may complain about noise from the traditional uses which have historically occurred. In order to avoid such issues, careful consideration will be required in designing the layout of redeveloped sites which include residential elements in order to ensure separate access for commercial and residential uses. Furthermore, to prevent future conflicts between different users full consideration of all amenity impacts will need to be considered at an early stage. The aim of this policy is to preserve the industrial character of these areas and only allow residential uses on sites where it would not prejudice the continuation of industrial uses.

Key policy links

SP06 Delivering successful employment hubs
DM15 Local job creation and investment
DM16 Office Locations
DM24 Place-sensitive design

Key evidence base

LBTH Spatial Economic Study (2011)

Delivering schools and early learning

How this will be managed

DM18

1. The Council will deliver a network of schools and Children's Centres by:
 - a. protecting schools and Children's Centres where they are considered suitable for their use and meet relevant standards;
 - b. safeguarding the potential for schools in accordance with site allocations;
 - c. only supporting the redevelopment of an existing school or Children's Centre where there is adequate re-provision on site or in accordance with any site allocation, unless it can be demonstrated that there is no need to retain the school or Children's Centre; and
 - d. supporting the development of schools or Children's Centres or extensions to existing schools or Children's Centres where:
 - i. a site has been identified for this use or a need for this use has been demonstrated;
 - ii. the design and layout take into account the relevant guidance;
 - iii. for existing schools, there is no net loss of school play space; and
 - iv. the location of schools outside of site allocations ensure accessibility and an appropriate location within their catchments.

18.1 London Plan policy 3.18 provides the framework to ensure access to adequate, affordable and high quality education from early year's provision, through to primary and secondary education, higher and further education. Core Strategy Spatial Policy 07 provides the framework through which education, skills and training in the borough will be improved. This will be achieved by increasing the provision of primary and secondary education within the borough. DM18 sets out where new schools and Children's Centres should be located in order to achieve this vision.

18.2 Children's Centres provide early years education from birth to five years. They are places that provide links to childcare and nursery education, family support and health services for children from birth to five years and for their families. For the purposes of this policy schools include both primary and secondary education provided by public and private education providers.

18.3 This policy adds detail to Core Strategy Spatial Policy 07 by providing further guidance for how we will deliver a network of schools and Children's Centres by identifying a prioritised four stage process:

18.4 Part (a) protects schools and Children's Centres in order to ensure adequate provision of education facilities to support life long learning. For the purposes of this policy the relevant standards will be defined by the most up to date standards from the Department for Education which are currently the Department for Education's Building Bulletins 98 and 99. Both documents include guidance on minimum recommended areas for indoor and outdoor space for the development of new schools and the extension of existing schools.

18.5 The borough's existing schools are not able to meet identified future educational demands. The Council is therefore looking to allocate new sites for schools. Part (b) adds to the Core Strategy Spatial Policy 07 which identified seven areas of search for new primary and secondary schools. These seven areas of search were used to focus a borough

wide search for suitable sites for schools in light of standards, population growth and public transport accessibility. This resulted in the sites in table 5 being allocated for primary, secondary and special educational needs schools:

Primary school	Secondary school	Special Educational Needs school
Fish Island	Fish Island	Southern Grove
Bromley-by-Bow North East Quadrant Please see site allocation 7 Bromley-by-Bow North East Quadrant for further information	Bow Locks	
Ailsa Street	Westferry Printworks	
Leven Road Gas Works	London Dock	
Bow Common Lane Gas Works		

Table 5: New schools

18.6 Through applying part (c) of the policy, the Council would expect to see any sites in educational use to be re-provided with educational uses on the site or if the facility is to be moved, the new site will be in accordance with the sites allocated in the Sites chapter of this document or the locational criteria of Core Strategy Spatial Policy 07. The Council will only consider the loss of a school or Children’s Centre if it can be demonstrated that there is no longer the need for the educational facility. Similarly, the Council will only consider the development of an allocated site for a use which did not include an education facility if it could be demonstrated there was no longer a need for additional capacity. For the purposes of this policy, need will be considered in light of evidence from the Council’s Pupil Place Planning process and the Council’s Planning for Population Growth and Change Model.

18.7 The location of new schools and Children’s Centres will be guided by the criteria listed under part (d) of the policy and Core Strategy Spatial Policy 06 (3). This provides a positive approach to the development of state-funded schools including free schools and academies, ensuring they are located where they can be easily accessed and that they provide a high quality teaching environment. All new buildings and extensions should aim to achieve BREEAM excellent standard as well as all current applicable standards published by the Department for Education, including Building Bulletins 98 and 99, and Independent Schools Standards and regulations

18.8 Through applying part (diii) of the policy, the Council will ensure that there is no net loss of child play space as a result of redevelopment of the site or expansion of the school. It is recognised that this can be a difficult task however there are innovative design solutions and ideas which can ensure that this can be achieved.

Key policy links

SP07 Improving education and skills
DM19 Further and higher education
DM24 Place-sensitive design

Key evidence base

DfE Building Bulletin 99: Briefing Framework for Primary Schools Projects(2009)
DfE Building Bulletin 98: Briefing Framework for Secondary Schools Projects (2009)

Further and higher education

How this will be managed

DM19

1. The expansion of existing further and higher education facilities within the borough will be supported where they are located in accessible locations.
2. New further and higher education facilities will be supported where:
 - a. they are in or at the edge of town centres;
 - b. they will not result in an over-concentration of education facilities within the town centre;
 - c. there is a local need for the facility; and
 - d. additional information to ensure the quality of the facility, such as certification and registration details, are provided by the applicant.



19.1 London Plan policy 3.18 provides the framework to ensure access to adequate, affordable and high quality education from early years provision, through to primary and secondary education, and including higher and further education. Core Strategy Spatial Policy 07 provides the framework through which education, skills and training in the borough will be improved. This will be achieved by supporting the growth and expansion of further and higher education facilities in the borough. DM19 sets out where new higher and further education development should be located in order to achieve this vision.

19.2 Further and higher education for the most part refers to the stage of education after secondary school and includes a wide range of institutions including universities, colleges and Idea Stores which provide life long learning. It is noted that some further education colleges do include sixth form provision.

19.3 Through applying part (1) of the policy, the Council understands that there will be a need to expand existing further and higher educational facilities. The Council will only consider the expansion of institutions located in accessible locations to ensure that expansions enable easy access to sustainable transport modes and would not have an adverse impact on the surrounding highway network. For the purposes of this policy, accessible locations is defined as sites easily accessed on foot and integrated into the public transport network.

19.4 When considering applications for new further and higher education facilities, the Council will require all of the criteria listed under part (2) of the policy to be satisfied. For the purposes of part (2a), new facilities will be supported within or at the edge of town centres (those defined within the town centre hierarchy).

19.5 In applying part (2b), the Council will manage the number and location of further and higher education facilities within town centres. This will ensure there would not be an adverse impact in respect of amenity and highways. In order to satisfy part (2c) of the policy it will be necessary to

demonstrate that the new facility is addressing a local need for life-long learning for the local community.

19.6 Finally, through applying part (2d), it will be necessary to provide evidence of the relevant certification from the Department for Education as well as details regarding student and staff numbers, details of enrolment and curriculum details to demonstrate that the courses provided are Level 4 and above. The aim of this policy is to ensure the provision of high quality further and higher education facilities within the borough to ensure the delivery of life long learning for local residents.

Key policy links

SP07 Improving education and skills

DM18 Delivering schools and early learning

DM24 Place-sensitive design

Supporting a sustainable transport network

How this will be managed

DM20

1. Development should be located appropriately depending on its type and scale, with developments generating a higher number of trips to be located in town centres and/or other areas well served by public transport.
2. Development will need to demonstrate it is properly integrated with the transport network and has no unacceptable impacts on the capacity and safety of the transport network or on any planned improvements and/or amendments to the transport network.
3. Transport Assessments will be required for all major developments and developments that have a significant impact on the transport network.
4. Where significant transport impacts have been identified in the Transport Assessment, development will be required to provide a Travel Plan.
5. The Council will require the delivery of transport infrastructure and/or improvements identified as necessary through the Transport Assessment.

20.1 A key objective of the London Plan is to ensure everyone has safe and convenient access to jobs, services and facilities. Core Strategy Spatial Policy 08 provides the overarching policy to realise this objective by seeking to create a hierarchy of transport interchanges across the borough, ensuring capacity of public transport networks meets current and future demand and improving public transport in identified growth areas. DM20 requires new development to demonstrate that it is integrated with the transport network and to contribute towards new transport infrastructure and improvements where necessary.

20.2 The Council will expect Transport Assessments for all major development applications, however the level of detail required will be dependent on the type and scale of the development. For smaller scale development the Council may ask for a Transport Statement. Early discussions with planning officers should be carried out.

20.3 A significant impact may be caused by a development on its own or cumulatively with other developments in the local area.

20.4 A Transport Assessment is required to set out the measures to avoid, remedy or mitigate identified impacts of the development. Such measures should:

- prioritise movement by walking, cycling and public transport;
- ensure road user safety on both the public highway and on the development-site;
- set out how pedestrian and cycle networks will be improved;
- identify how safe and secure transport interchanges will be delivered; and
- confirm how the need for road transport has been minimised through the design of the development

20.5 Transport Assessments should include a Construction Management and Logistics Plan, and a Delivery and Servicing Plan. They may also be

required to include a Car Parking Management Plan. Transport Assessments must also take into account:

- anticipated movements to, from and within the site and measures to ensure the highest achievable levels of accessibility and connectivity to the public transport network, road network and walking and cycling networks;
- stress on the local transport network and requirements for additional transport capacity where existing or proposed levels of transport infrastructure would be rendered insufficient as a result of the development and measures to increase deficiencies in capacity;
- highway safety, community and security considerations associated with the development, including safe pick-up and drop-off zones and waiting areas; and
- servicing demand and respective servicing vehicle arrangement including loading bay provision where appropriate.

20.6 A Transport Statement (TS) will be required to demonstrate how minor developments have taken account of any impact on the transport network. A TS will need to detail the mode, type and frequency of all trips associated with the development and how these can be accommodated by walking, cycling and public transport as well as provide an overview of the servicing requirements of the development and the provisions made to accommodate this.

20.7 Travel Plans should give a long term strategy to meet sustainable transport objectives at a development and should contain a package of measures that aid in minimising the number of trips taken by car, encourage use of sustainable transport and reduce the need to travel to and from the development. Travel Plans should set targets, objectives and detail how the Travel Plan will be implemented, funded and monitored.

20.8 Transport Assessments and Transport Plans will need to be prepared in accordance with the most up-to-date guidance provided by Transport for London and the Council.

20.9 Mitigation measures proposed for new developments must comply with the borough's transport objectives contained in the Council's Local Implementation Plan (LIP) and should have regard to the actions set out in the Council's transport planning documents.

Key policy links

SP08 Making connected places
DM21 Sustainable transportation of freight
DM22 Parking

Key evidence base

LBTH Transport Planning Strategy 2011-2031 (2011)
LBTH Cycling Connections (2009)
LBTH Walking Connections (2011)
LBTH Road Safety Plan (2009)

Sustainable transportation of freight

How this will be managed

DM21

1. Development that generates a significant number of vehicle trips for goods or materials during its construction and operational phases will need to demonstrate how:
 - a. the impacts on the transport network and on amenity will be avoided, remedied or mitigated through Transport Assessments, Construction Management and Logistics plans, Travel Plans and Delivery and Servicing plans;
 - b. movement by water and/or rail, the use of low emission vehicles, electric vehicles and bicycles has been prioritised; and
 - c. goods vehicles are accommodated on site.
2. Development adjacent to protected wharfs and rail depots will need to ensure it does not prejudice their operation.
3. The provision of new wharfs or other facilities for freight transfer, or passenger interchange, between road, rail or water, will be supported where these minimise impacts on the environment and neighbouring amenity.



21.1 Core Strategy Spatial Policy 08 promotes the sustainable transportation of freight (including waste). This policy sets out how this will be achieved through development proposals.

21.2 Development that generates a significant number of vehicle trips for goods or materials will be assessed according to its likely impact and with reference to the most up to date guidance set out in the Transport for London's London Freight Plan (2007).

21.3 The Council recognises that the promotion of sustainable freight transport needs to acknowledge and mitigate any potential negative impact on the surrounding environment and road and public transport networks. To enable this, development needs to demonstrate that transport of its construction and operational material and waste is carried out in a sustainable manner.

21.4 The capability of freight movement to be delivered by sustainable modes of transport can be enhanced by provision of facilities for freight such as wharves and consolidation centres.

21.5 Setting up freight consolidation centres can help to reduce the number of vehicle trips and should be considered where feasible. Freight consolidation centres are distribution warehouses, situated close to town centres or construction sites, at which part loads are consolidated and delivered to the target area resulting in fewer lorry journeys.

21.6 The operations of protected wharves and rail depots are sensitive to their surrounding uses. As such, adjacent development needs to recognise their role without negatively impacting on their functions. Conversely, new wharves or other freight transport facilities may also have an impact on adjacent uses which need to be addressed and minimised.



Key policy links

SP08 Making connected places
DM20 Supporting a sustainable transport network
DM22 Parking

Key evidence base

LBTH Transport Planning Strategy 2011-2031 (2011)

Parking

How this will be managed

DM22

1. Development will be required to comply with the parking standards set out in appendix two.
2. Where development is located in areas of good public transport accessibility and/or areas of existing on-street parking stress, the Council will require it to be permit-free.
3. Development will be required to prioritise sustainable approaches to any off-street parking by:
 - a. requiring space for on-site car clubs and pool car schemes;
 - b. securing the provision of electric charging points and parking bays for electric vehicles as part of any car parking provision; and
 - c. ensuring an appropriate allocation of parking spaces for affordable family homes.
4. In order to ensure suitable provision for cyclists, development will be required to:
 - a. meet, and preferably exceed, the minimum standards for cycle parking set out in appendix two; and
 - b. provide, where suitable, land for and/or contributions towards new publicly accessible shared cycle hire scheme docking station(s).



22.1 The London Plan seeks an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. This approach is reiterated in the Core Strategy Spatial Policy 09(4), which promotes car-free development to minimise on-site and off-site car parking provision and help address issues of congestion and air pollution.

22.2 As set out in part (1) of the policy, standards in appendix two are given for the provision of parking for different types of development. The parking standards have taken into account Public Transport Accessibility Levels (PTAL) as well as development of proposed family homes (as stated within the LBTH Review of Car and Cycle Parking Standards (2011)). Locations of Clear Zones, areas of highway congestion and on street parking stress will also be taken into account when considering maximum parking levels.

22.3 With regard to part (2) of the policy, areas of good public transport accessibility are considered to be of level 4 and above on the Public Transport Accessibility Level as per the London Plan (2011).

22.4 Parts (3)(a&b) of the policy provides guidance for sustainable approaches to off-street parking. This includes guidance for car clubs and pool car schemes, which are particularly effective as part of larger developments but may also be an option for smaller developments, as well as the provision of electric charging points and bays. A Car Parking Management Plan may be required in order to demonstrate operation and management of this parking as well as allocation of other off-street parking.

22.5 The Council recognises that residents in affordable housing do not always have a great degree of choice over where they live and this can be especially difficult for families accessing shops and services. Part (3c) of the policy seeks to assign a proportion of off-street parking spaces provided within a new development, to be specifically allocated to affordable family homes. The Council will require a proportionate allocation

of spaces to be made to affordable family homes and the operation and allocation of these spaces will need to be agreed with the relevant registered provider.

22.6 The provision of cycle facilities is a crucial factor in encouraging more sustainable travel to and from the development. Part (4) of the policy seeks to ensure that a sufficient amount of cycle parking should be provided to accommodate current demand and to encourage further use over time. They should be designed and located to be fully accessible, secure, undercover (where possible) and convenient to use. This includes having access to shared cycle-hire schemes and associated facilities such as showers and changing rooms.

Key policy links

SP09 Making connected places
DM20 Supporting a sustainable transport network
DM21 Sustainable transportation of freight

Key evidence base

LBTH Transport Planning Strategy 2011-2031 (2011)
LBTH Parking Stress Study (2011)
LBTH Review of Car and Cycle Parking Standards (2011)

Streets and the public realm

How this will be managed

DM23

- 1.** Development should be well-connected with the surrounding area and should be easily accessible for all people by:
 - a.** improving permeability and legibility, particularly to public transport, town centres, open spaces and social and community facilities;
 - b.** ensuring design of the public realm is integral to development proposals and takes into consideration the design of the surrounding public realm;
 - c.** ensuring development and the public realm are designed at a human scale;
 - d.** providing clear definitions and an appropriate degree of enclosure of the public realm;
 - e.** incorporating the principles of inclusive design; and
 - f.** ensuring development and the public realm are comfortable and useable.
- 2.** Public realm improvements will be sought in Transport Interchange Areas to ensure easy access between different transport-modes.
- 3.** Development will be required to improve safety and security without compromising good design and inclusive environments by:
 - a.** locating entrances in visible, safe and accessible locations;
 - b.** creating opportunities for natural surveillance;
 - c.** avoiding the creation of concealment points;
 - d.** making clear distinctions between public, semi-public and private spaces; and
 - e.** creating clear sightlines and improving legibility of the surrounding area.
- 4.** To improve and maintain the quality of the public realm, it will be necessary for:
 - a.** shopfronts to be of a high-quality design, taking into consideration:
 - i.** the maintenance of active shopfronts at all times;
 - ii.** the relationship between the shopfront and the upper floors;
 - iii.** the relationship with surrounding shopfronts and buildings; and
 - iv.** the use of materials which are appropriate to and enhance the local character.
 - v.** the value of existing architectural and historic features.
 - b.** advertisements and hoardings in the public realm to demonstrate that:
 - i.** they do not harm the character, appearance and visual amenity of the site and the surrounding area;
 - ii.** they do not intrude into the outlook of nearby residents;
 - iii.** they do not have an adverse impact on public or highway safety; and
 - iv.** they enhance the visual amenity of vacant sites and building sites and the surrounding area.
 - c.** telecommunication development to mitigate any impacts on the surrounding area and communities by:
 - i.** demonstrating that it considers any alternative sites, mast sharing and the use of existing buildings; and
 - ii.** including details of frequency modulation, power output and evidence of how the proposal meets the International Commission on Non-Ionising Radiation Protection.

- d. street furniture and structures to support the permeability of an area.
- e. development in close proximity to street markets to take into consideration the function and character of the market(s) and mitigate or remedy any adverse impacts on their function; and
- f. the provision of public art within major developments or, where this is not achievable, appropriately located in the public realm off-site.

23.1 Core Strategy Spatial Policy 09 provides the basis for delivering a well-designed, high-quality and durable public realm. DM23 sets out how development can positively contribute to the borough's streets and public realm. It specifically provides guidance for:

- improving connectivity;
- improving safety and security; and
- specific elements which contribute to the public realm.

23.2 Part (1a) seeks to secure good connectivity by improving permeability and legibility within the development and its surrounding areas (including in adjacent boroughs). Connectivity refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from one point to another, while permeability refers to the variety of pleasant, convenient and safe routes through an area and the capacity of those routes to carry the movement of people (as shown in figure 8). Legibility is the degree to which a place can be easily understood and moved around in and can be called 'way-finding'.

23.3 As such, development that restricts public access and movement, for example gated communities, are not considered to contribute to a well-connected and permeable public realm. They may also have a negative impact on sustainable communities and social cohesion.

23.4 Part (1b) seeks public realm to be a central component to the de-

sign of a development to ensure it is well integrated with the surrounding areas. This will help to produce a coordinated public realm using complementary elements such as materials, finishes, furniture, landscaping, signage and lighting. Part (1c) ensures that development and the public realm is at a human scale. This seeks to put people at the heart of the design process by recognising the importance of how people view and feel about their environment.

23.5 Through part (1d) providing an appropriate sense of enclosure is a key element of delivering development and places at a human scale. It refers to the design and scale of buildings to create a sense of defined space. Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm. It generates natural surveillance which helps to ensure an area is well-used and safe. Enclosure also helps people to navigate an area, supporting wayfinding and legibility. Defining different areas of the public realm also supports wayfinding and encourages different spaces to be used for different functions.

23.6 Part (1e) also establishes the need to incorporate the principles of inclusive design. These seek to:

- improve access to, from and within the site and buildings for all users without undue effort, separation or special treatment;
- prevent the creation of barriers to movement;
- improve way-finding legibility, signage and evacuation routes;
- ensure the layouts create ease of movement and direct pedestrian links; and
- consider aspects such as internal layout and room size to ensure ease of movement within buildings.

23.7 More detailed guidance is provided in the Council's Inclusive Design Guidance Notes.

23.8 Part (1f) recognises the importance of ensuring the public realm is comfortable to use and functional to support the delivery of a successful

and vibrant place.

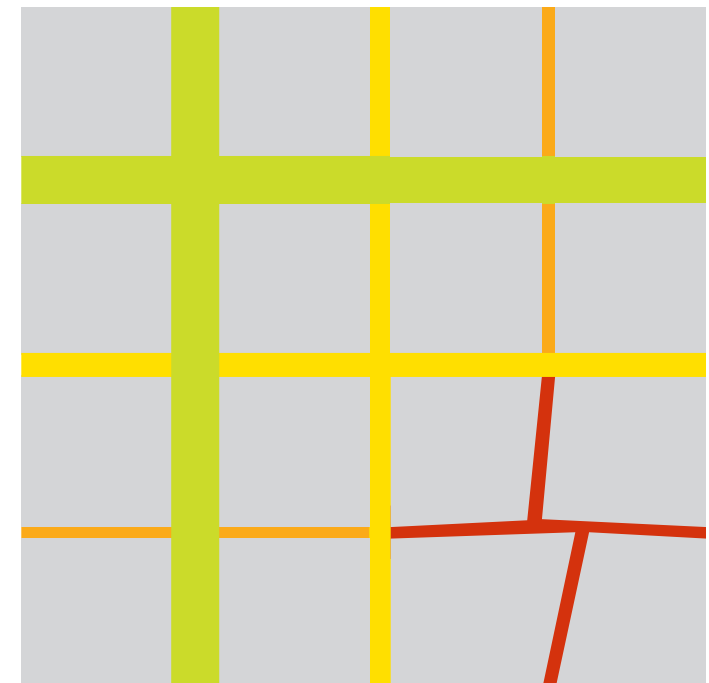
23.9 Part (2) aims to ensure that the connections between different transport modes are improved and supported. This may include clear signage, step-free access and defined routes in accordance with the Legible London approach.

23.10 Part (3) seeks to embed the principles of Secured by Design within developments and surrounding areas. Specifically it acknowledges the role that the built form including building lines and desire lines play in the legibility of an area. With regard to avoiding the creation of concealment points, lighting should be an integral component in ensuring safety and security of the public realm.

23.11 Part (4) provides guidance for specific elements that directly contribute to the quality of the public realm. Part (4a) refers to the high-quality design of shopfronts and their contribution to creating successful places through their design, provision of natural surveillance and supporting the vitality of an area. Shopfront design should be an integral part of the design process with consideration given to how security measures are incorporated. These should include the use of security glass and internal retractable grills rather than the use of closed external roller shutters which result in unwelcoming environments.

23.12 Part (4a) also provides guidance on the relationship of shopfronts with upper floors and adjacent buildings. As such shopfronts should incorporate a well-defined frame, stallriser, door and window units which sit in a defined architectural surround, use appropriate high quality materials and be of a scale which relates to the upper floors of the building and complements the quality and character of surrounding buildings. Shopfront fascias should be within the width of a single building and should not extend above the first floor or obscure architectural features of value.

23.13 Shopfronts which form part of a group of original shopfronts and/or are designated heritage assets should be of a traditional design and incorporate traditional features, character and use traditional materials.



- High permeability
- Medium permeability
- Low permeability
- Very low permeability

Figure 8: Illustration showing different levels of permeability with connectivity remaining the same.

The height of the fascia should be no more than one fifth the overall height of the shopfront or a maximum of 500mm.

23.14 Part (4b) relates to advertisements such as fascia and hanging shop signs, poster panels and free standing advertisements. It recognises that these can make a positive contribution to the public realm and can play an important role in providing local information.

23.15 This policy aims to ensure the appropriate design and location of advertisements so they do not detract from the public realm, or character of a local area and they do not create a safety hazard. In ensuring that advertisements do not adversely impact on the public realm, features of historic, architectural, cultural or scenic importance should be taken into consideration.

23.16 In order to ensure that a proliferation of advertisements does not result in visual clutter, the number, scale and siting of advertisements is important. Advertisements should not obscure historic and architectural features, they should not be located above ground floor level (this includes adverts as part of screens for vacant sites or building sites) and there should be no more than one hanging sign per building.

23.17 In reflecting the character and type of development, advertisements will not be supported on residential buildings above ground floor level or extended outside of the building envelope.

23.18 Illumination is an important consideration in respect of adverts. They should be in keeping with the character of the area and should not negatively affect amenity of surrounding residents or highway safety. One way to enable this is to ensure they are static.

23.19 Part (4c) provides guidance about the siting and design of telecommunications development which include antennae and cabinets. It is important to ensure that any equipment shares existing infrastructure and is of a suitable design taking into consideration heritage assets, height, scale and materials of the site and local area.

23.20 Part (4d) provides guidance for the location of street furniture and

structures which include bins, bollards, telephone exchanges and cycle stands. When introducing street furniture and structures an opportunity may exist to de-clutter the existing streetscape. All furniture and structures should be of a high quality design using materials and colours appropriate to the place.

23.21 Part (4e) refers to the importance of street markets which are in areas of good pedestrian access, such as town centres. As such these have a large impact on people's day-to-day activities and require specific guidance to ensure they provide a positive contribution to the public realm.

23.22 Part (4f) is required as public art is an important component in supporting local character, identity and legibility. It can include functional art, such as signage and street furniture. It also enables local artists to showcase their work and can make art more accessible to the community. Public art should be integrated into the design process at the earliest possible stage with input from the local community.

23.23 Major development will be expected to include an urban design analysis as part of their Design & Access Statement to demonstrate how relevant elements of this policy have been taken into account. Urban design analyses should address all relevant urban design issues in the public realm including paving materials, street illumination design and luminosity type and level, street furniture, trees and planting to absorb CO₂ emissions, provide shade and retain moisture in the atmosphere and ground. They will also be expected to address de-cluttering of existing streetscape as part of an assessment of provision of new public realm improvements, particularly for major development in the vicinity of transport nodes/major transport links and within town centres.

Key policy links

SP10 Creating distinct and durable places

DM24 Place-sensitive design

DM25 Amenity

LBTH Inclusive Design Guidance Notes

Place-sensitive design

How this will be managed

DM24

1. Development will be required to be designed to the highest quality standards, incorporating principles of good design, including:
 - a. ensuring design is sensitive to and enhances the local character and setting of the development, taking into account the surrounding:
 - i. scale, height, mass, bulk and form of development;
 - ii. building plot sizes, plot coverage and street patterns;
 - iii. building lines and setbacks, roof lines, streetscape rhythm and other streetscape elements;
 - iv. design details and elements; and
 - v. natural environment.
 - b. ensuring the use of high quality building materials and finishes;
 - c. ensuring the internal design and layout of development maximises comfort and usability for occupants and maximises sustainability of the development;
 - d. ensuring development is designed to be easily adaptable to different uses and the changing needs of users;
 - e. protecting features of positive value within the site; and
 - f. taking into account impacts on microclimate.



24.1 Core Strategy Spatial Policy 10 sets out the basis for ensuring that buildings promote good design principles to create buildings, spaces and places that are of high quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.

24.2 DM24 provides further details on key elements of good design that should be considered at all scales of development ranging from major development schemes to minor residential extensions.

24.3 Part (1a) recognises the importance of how the design of the development relates to the surrounding character and identity of an area. Development should accord with the Core Strategy Spatial Policy 12 and Annex which provides guidance for each of the twenty-four places. The component parts (i to v) of part (a) provide detailed guidance to ensure all aspects of design are considered in the wider context.

24.4 Parts (b) to (f) relate to the specific design of the development. Features of positive value can include those relating to those of the natural environment, such as biodiversity assets, and the built environment. Development should provide detailed technical information regarding materials and finishes to demonstrate their longevity, quality and relationship to the local context.

24.5 To ensure the long-term sustainability and beneficial re-use of development, development should demonstrate its potential for adapting to different uses. Linked to this, the internal design of development plays a key role in the successful functioning of a building and should provide adequately sized rooms and spaces.

24.6 Development should also ensure the use of climate change mitigation and adaptation design elements, such as the use of passive solar design where appropriate.

24.7 Development will be required to provide a Design & Access Statement to demonstrate how relevant elements of this policy have been taken into account.

Key policy links

SP10 Creating distinct and durable places
DM23 Streets and the public realm
DM25 Amenity
DM26 Building heights
LBTH Inclusive Design Guidance Notes

How this will be managed

DM25

1. Development should seek to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm by:
 - a. not resulting in an unacceptable loss of privacy, nor enable an unreasonable level of overlooking or unacceptable increase in the sense of enclosure;
 - b. not resulting in the unacceptable loss of outlook;
 - c. ensuring adequate levels of daylight and sunlight for new residential developments;
 - d. not resulting in an unacceptable material deterioration of the sunlighting and daylighting conditions of surrounding development including habitable rooms of residential dwellings, schools, community uses and offices and not result in an unacceptable level of overshadowing to surrounding open space; and
 - e. not creating unacceptable levels of noise, vibration, artificial light, odour, fume or dust pollution during the construction and life of the development.

25.1 Core Strategy Spatial Policy 10 sets out the basis for ensuring developments are of high design quality and do not impact on residents' amenity. DM25 provides further details on the amenity requirements that developments need to comply with.

25.2 A habitable room is defined as a room within a dwelling, the primary use of which is for living, sleeping or dining. This definition includes living rooms, dining rooms, bedrooms, studys, home offices and conservatories but excludes halls, corridors, bathrooms and lavatories. For the purposes of this policy, kitchens which provide space for dining and have windows will be considered habitable rooms and should be fully consid-

ered as part of the assessment of amenity impacts.

25.3 Part (1a) requires new developments to be designed to ensure that there is sufficient privacy and that they do not enable an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. The degree of overlooking depends on the distance and the horizontal and vertical angles of view. However, a distance of approximately 18 metres between windows of habitable rooms reduces inter-visibility to a degree acceptable to most people. This figure will be applied as a guideline depending upon the design and layout concerned.

25.4 For the purposes of this policy outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. In applying part (1b), the Council will expect careful consideration of the layout and massing of buildings in order to ensure they do not result in an increased sense of enclosure and loss of outlook (this will not always apply to the loss of views). Single aspect dwellings should be avoided. If dwellings overlook bin stores screening and landscaping should be used to limit the impact.

25.5 In applying parts (1c and d) of the policy, the Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development (including on amenity space and public open space). The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of Building Research Establishment's (BRE) "Site layout planning for daylight and sunlight: A guide to good practice". Depending, on the scale of the development a Daylight and Sunlight Report may be required to fully assess the impacts.

25.6 In addition to having regard to this guidance, the Council will also take account of the sense of enclosure created by the new development. It is important that layout and massing are considered carefully in order to ensure that they do not create an oppressive sense of enclosure for adjoining development.

25.7 For the purposes of this policy light pollution is defined as the adverse effect of artificial lighting and includes glare, light spillage and sky glow. In applying part (1e) of this policy the Council will seek to limit the impact of artificial lighting by ensuring well-designed artificial lighting. Badly designed lighting schemes can be damaging to the environment and result in visual nuisance to residents.

25.8 Odour and fumes from commercial development can have an adverse impact on the amenity of surrounding residents. In particular the siting of flues needs to consider the impact on amenity and design. Best practice guidance should be followed; the current best practice guidance is DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (2005).

25.9 Dust pollution can often be a particular problem during the construction phase of the development. The Council will use conditions to secure Construction Management Plans where necessary and dust pollution should be fully considered along with the impacts on highways.

25.10 The Council will also seek to limit the impact of existing noise and vibration sources on new development and limit the noise and vibration emissions from new developments. The effect of noise and vibration can be minimised by separating uses sensitive to noise from development that generates noise and by taking measures to reduce any impact. For the purposes of this policy, developers should comply with the current best practice standards (British Standards). Where necessary, Acoustic Reports to demonstrate compliance will be required. In respect

of evening and night time uses it is important to remember that while acoustic reports can ensure noise is contained while the venue is operating it does not address noise caused by patrons entering and leaving the premises and patrons smoking outside. Where appropriate the Council will use conditions to control the hours of operation of premises.

25.11 In applying part (1e) of the policy, consideration needs to be given to impacts of new development on microclimate. If this is not carefully considered adverse impacts could include wind turbulence at ground level.

Key policy links

SP10 Creating distinct and durable places
DM9 Improving air quality
DM23 Streets and the public realm
DM24 Place-sensitive design
DM26 Building heights

Key evidence base

DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (2005)
BRE Site layout planning for daylight and sunlight: A guide to good practice (1991)

Building heights

How this will be managed

DM26

1. Building heights will be considered in accordance with the town centre hierarchy (as illustrated in Figure 9) and the criteria stated in part 2.
2. Proposals for tall buildings will be required to satisfy the criteria listed below:
 - a. Be of a height and scale that is proportionate to its location within the town centre hierarchy and sensitive to the context of its surroundings;
 - b. Within the Tower Hamlets Activity Area, development will be required to demonstrate how it responds to the difference in scale of buildings between the CAZ/Canary Wharf Major Centre and the surrounding residential areas.
 - c. Achieve high architectural quality and innovation in the design of the building, including a demonstrated consideration of its scale, form, massing, footprint, proportion and silhouette, facing materials, relationship to other buildings and structures, the street network, public and private open spaces, watercourses and waterbodies, or other townscape elements;
 - d. Provide a positive contribution to the skyline, when perceived from all angles during both the day and night, assisting to consolidate clusters within the skyline;
 - e. Not adversely impact on heritage assets or strategic and local views, including their settings and backdrops;
 - f. Present a human scale of development at the street level;
 - g. Where residential uses are proposed, include high quality and useable private and communal amenity space and ensure an innovative approach to the provision of open space;
 - h. Not adversely impact on the microclimate of the surrounding area, including the proposal site and public spaces;
 - i. Not adversely impact on biodiversity or open spaces, including watercourses and waterbodies and their hydrology, as well as

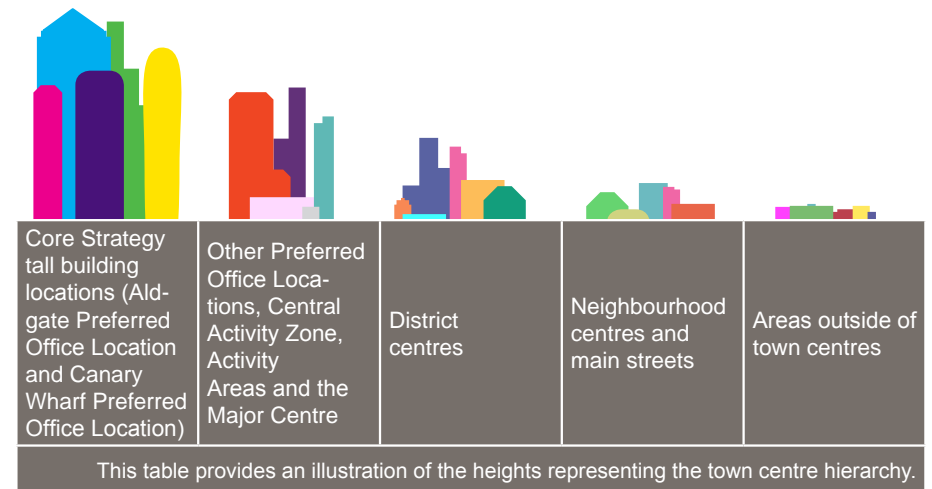


Figure 9: Illustration showing building heights for the Preferred Office Locations and the town centre hierarchy

their settings and views to and from them;

- j.** Provide positive social and economic benefits and contribute to socially balanced and inclusive communities;
 - k.** Comply with Civil Aviation requirements and not interfere, to an unacceptable degree, with telecommunication, television and radio transmission networks; and
 - l.** Demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes.
- 3.** Proposals to replace existing tall buildings will need to be in accordance with part (1).



26.1 Core Strategy Spatial Policy 10 identifies Canary Wharf and Aldgate as appropriate locations for tall buildings. Following the criteria stated in Core Strategy SP10(5), these tall building locations are defined to be the Aldgate and Canary Wharf Preferred Office Locations. The English Heritage/CABE “Guidance on Tall Buildings” (2007) is used to provide the definition of tall buildings. Given the level of housing and employment growth in Tower Hamlets there is pressure for tall buildings in other parts of the borough. This policy provides the basis to manage this pressure by considering tall buildings within the wider Core Strategy objective of refocusing on our town centres and providing detailed criteria to ensure all tall buildings are designed to the highest standards with any negative impacts appropriately mitigated. This is supported by existing supplementary planning guidance; future supplementary planning guidance may also be developed by the Council to provide additional detail.

26.2 Tall buildings are likely to have greater impacts on their surroundings than other building types, due to impacts such as their significant visual impact, their impacts on the transport network, microclimate and surrounding occupants’ access to daylight and sunlight. Town centres generally have a greater intensity of uses and density of development and are better able to sustain these impacts. Tall buildings also offer the potential to regenerate our town centres and contribute to civic functions and identity.

26.3 Canary Wharf and Aldgate are at the top end of the town centre hierarchy, containing Preferred Office Locations which can accommodate large floorplate office developments. The scale of tall buildings will progressively decrease moving down the hierarchy to major, district and neighbourhood town centres. Not all town centres will be appropriate locations for tall buildings. Heritage assets or the scale of existing development may mean that a proposal is unable to meet the criteria set out under (2).

26.4 The criteria under (2) compliment and should be read in conjunction with those set out in London Plan Policy 7.7 and the London View Man-



agement Framework. They provide additional detail which is important for Tower Hamlets' local context. In order to enable assessment against the criteria under (2), the Council will require an Accurate Visual Representation to be submitted, in addition to a Design and Access Statement. This should show the proposal in near, middle and distant views, including the public realm and its appearance at street level. This should include a 360 degree view analysis and a study of relative heights of buildings in the surrounding area. An architectural model may be required to be submitted depending on the scale of the proposal.

26.5 Proposed buildings 90 metres tall and greater must be referred to the Civil Aviation Authority and the London City Airport to ensure the proposal will not be a potential hazard to aviation safety, which is a critical issue to consider in Tower Hamlets, due to the proximity of the London City Airport.

26.6 Where feasible tall buildings should provide publicly accessible areas within the building, including the ground floor, and where there are opportunities to provide viewing platforms at the top floor.

26.7 This policy applies to proposals for tall buildings on existing tall building sites. The presence of an existing tall building on the site will not in itself be regarded by the Council as justification for replacement with another tall building or the commencement of a building cluster.



Key policy links

SP01 Refocusing on our town centres
 SP10 Creating distinct and durable places
 DM23 Streets and the public realm
 DM24 Place-sensitive design
 DM25 Amenity
 DM27 Heritage and the historic environment
 DM28 World Heritage Sites

Key evidence base

LBTH Building Heights Note (2011)
 LBTH Conservation Strategy (2010)
 LBTH Town Centre Spatial Strategy Spatial Baseline (2009)
 LBTH Urban Structure and Characterisation Study (2009)

Heritage and the historic environment

How this will be managed

DM27

1. Development will be required to protect and enhance the borough's heritage assets, their setting and their significance as key elements of developing the sense of place of the borough's distinctive 'Places'.
2. Applications for the alteration, extension, change of use, or development within a heritage asset will only be approved where:
 - a. it does not result in an adverse impact on the character, fabric or identity of the heritage asset or its setting;
 - b. it is appropriate in terms of design, scale, form, detailing and materials in its local context;
 - c. it enhances or better reveals the significance of the asset or its setting;
 - d. opportunities to mitigate or adapt to climate change through the re-use or adaptation are maximised; and
 - e. in the case of a change of use, a thorough assessment should be carried out of the practicability of retaining its existing use and the wider benefits of the proposed use.
3. Proposals for the demolition of a designated heritage asset will only be considered under exceptional circumstances where the public benefit of demolition outweighs the case for retention. Where exceptional circumstances require demolition to be considered, applications will be assessed on:
 - a. the significance of the asset, architecturally, historically and contextually;
 - b. the condition of the asset and estimated costs of its repair and maintenance in relation to its significance and demolition, and to the value derived from its continued use;
 - c. the adequacy of efforts made to retain the asset in use; and
 - d. the merits of any alternative proposal for the site.
4. For proposed development that lies in or adjacent to Archaeological Priority Areas, the Council will require the proposal to include

an Archaeological Evaluation Report and will require any nationally important remains to be preserved permanently in site, subject to consultation with English Heritage.

27.1 Core Strategy Spatial Policy 10 identifies the range of Heritage Assets that exist in the borough and their contribution to the character, history and heritage of Tower Hamlets. This policy provides more detailed assessment criteria to ensure that these assets are protected and enhanced by any development proposal that directly impacts on these or their setting.

27.2 The Council is taking a proactive approach through its Conservation Strategy to protect and enhance Tower Hamlets' heritage resources to ensure that it can be appreciated and enjoyed by current and future generations. Decisions will be based on the nature, extent and level of significance of the heritage asset. To help conserve heritage assets, an appropriate and viable use must be consistent with their conservation. Restrictions on development in the historic environment should not be used to hinder otherwise satisfactory development and the Council is committed to working with applicants and developers to find creative development solutions.

27.3 An application will be required to demonstrate an understanding of the significance of the relevant asset or its setting. As a minimum this should be through reference to the Greater London Historic Environment Record (HER) or by a desk top analysis and reference to other documentation. As part of its Conservation Strategy, the Council is continuing to improve the level of heritage information available on its website. The Adopted Policies Map identifies Conservation Areas and Archaeological Priority Areas.

27.4 Any other research undertaken of the heritage asset affected should describe the significance of the heritage asset in sufficient detail to determine its historic, archaeological, architectural or artistic interest to a level proportionate to its importance.

27.5 Detailed plans will be required to be submitted with applications

as part of Design and Access and Heritage Statements to enable the Council to assess the effect of the proposed development on the heritage asset.

27.6 The Council will use the relevant Conservation Area Character Appraisals and Management Guidelines as the basis to assess any application within a Conservation Area or its setting. Not all elements of a Conservation Area will necessarily contribute to its significance. When considering proposals the Council will take into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

27.7 In implementing Part (2) within Conservation Areas, the Council may allow:

- additional roof storeys to buildings, but not where they would harm the significance, specifically the appearance and character, of terraces or groups of buildings where the existing roof line is of predominantly uniform character.
- a rear extension, provided it does not harm the significance, specifically that it does not extend beyond the general rear building line of the terrace or group; it does not rise above the general height of extensions in the terrace or group; and it does not destroy the uniformity or rhythm of the terrace or group.

27.8 Through applying part (3) of this policy consideration will be given to the significance of the heritage asset and whether a viable use can be found. For example, the demolition of a listed building would only be considered acceptable in exceptional circumstances whereas there are instances where the loss of a building within a conservation area may be considered acceptable when the public benefits of the scheme are considered. An appropriate marketing exercise will be required to demonstrate that a viable use cannot be found in the medium term in proportion to the significance of the asset.

27.9 Where, as a result of implementing a consent, a new heritage asset is discovered, or the significance of an existing asset is increased in

a way that could not reasonably have been foreseen at the application stage, the developer will be expected to work with the Council to seek a solution that protects the significance of the new discovery, so far as is practical, within the existing scheme. Depending on the importance of the discovery, modifications to the scheme being implemented may be required.

27.10 The Council encourages development and inclusive design solutions that enable disabled people to access the historic environment. The Equalities Act 2010 seeks to address the discrimination that many disabled people face. All service providers, including owners and tenants of Listed Buildings and scheduled monuments open to the public, churches and employers, are required to provide information and assistance for disabled persons. These service providers are also required to carry out 'reasonable adjustments' to physical features of their buildings to enable access for disabled people.

27.11 In addition to planning permission, Listed Building Consent may also be required for works that will affect the special character of a Listed Building.

Key policy links

SP10 Creating distinct and durable places
DM24 Place-sensitive design
DM26 Building heights
DM28 World Heritage Sites

Key evidence base

LBTH Conservation Strategy (2010)
English Heritage The Setting of Heritage Assets Consultation draft (2010)
HRP Tower of London World Heritage Site Management Plan (2007)
WHS Tower of London World Heritage Site Local Setting Study (2010)
LBTH Conservation Area Character Appraisals and Management Guidelines (various)

World Heritage Sites

How this will be managed

DM28

1. Development will need to ensure it does not negatively affect the UNESCO World Heritage Site status of the Tower of London or Maritime Greenwich. Development must be tested for its impact on the sites' Outstanding Universal Value (OUV) ensuring and illustrating that the proposal sustains and enhances the OUV of the World Heritage Sites. This also applies to development that would affect the setting of the Tower or Maritime Greenwich, particularly in the environs of Tower Hill and the Isle of Dogs, or would impinge upon strategic or other significant views to or from the sites.
2. Development proposals within the vicinity of the Tower of London will be expected to demonstrate how they will improve local access routes, including signage and way-finding, to the Tower from the development site.



28.1 Core Strategy Spatial Policy 10 sets out the Council's overarching approach to protecting, managing and enhancing heritage assets including World Heritage Sites. This policy provides additional detail to ensure development proposals enhance the World Heritage Sites, their settings and views to and from them.

28.2 United Nations Education, Scientific and Cultural Organisation (UNESCO) World Heritage Sites are both natural features and manmade structures that have been listed by UNESCO as of special cultural or physical significance.

28.3 Proposals in close proximity to the Tower of London or those that are likely to impact on the setting and views of the Tower or Maritime Greenwich need to ensure they comply with all guidance prepared to manage the impacts of developments in and around World Heritage Sites (as stated in the key evidence base box).



Key policy links

SP10 Creating distinct and durable places
DM24 Place-sensitive design
DM26 Building heights
DM27 Heritage and the historic environment

Key evidence base

GLA London World Heritage Sites Guidance on Setting (2012)
English Heritage The Setting of Heritage Assets Consultation draft (2010)
HRP Tower of London World Heritage Site Management Plan (2007)
MG Maritime Greenwich World Heritage Site Management Plan (1998)
WHS Tower of London World Heritage Site Local Setting Study (2010)
LBTH The Tower Conservation Area Appraisal and Management Plan (2008)
LBTH Island Gardens Conservation Area Appraisal and Management Plan (2007)

Achieving a zero carbon borough and addressing climate change

How this will be managed

DM29

1. Development will be required to be accompanied by an Energy Assessment to demonstrate its compliance with the following:

Residential development	
Year	Improvement on 2010 Building Regulations
2011-2013	35% CO ₂ emissions reduction
2013-2016	50% CO ₂ emissions reduction
2016-2031	Zero Carbon

Non-residential development	
Year	Improvement on 2010 Building Regulations
2011-2013	35% CO ₂ emissions reduction
2013-2016	50% CO ₂ emissions reduction
2016-2019	As per building regulations
2019-2031	Zero Carbon

2. Development will be required to connect to or demonstrate a potential connection to a decentralised energy system unless it can be demonstrated that this is not feasible or viable.
3. The sustainable retrofitting of existing development with provisions for the reduction of carbon emissions will be supported.
4. Sustainable design assessment tools will be used to ensure climate change mitigation measures are maximised within development.

29.1 Core Strategy Spatial Policy 11 sets out a requirement to implement a borough wide carbon reduction target of 60% below the 1990 levels by 2025 and ensure that all new developments are built to be zero carbon (in accordance with Government guidance for residential development to be zero carbon by 2016 and non-residential development to be zero-carbon by 2019). This supports the London Plan (2011) policies which seek to reduce the human influence on climate change. The London Plan also presents the energy hierarchy which states that in order of importance we need to be “lean, clean and green”.

29.2 LBTH needs to reduce CO₂ emissions per person significantly more than most of London, as per person LBTH is currently the second worst performing borough within the capital (DECC Local and Regional CO₂ Emissions Estimates for 2005-2009).

29.3 Policy DM29 includes a policy shift away from setting a specific target for renewable energy generation and instead focuses on cumulative steps of the energy hierarchy to deliver CO₂ emission reductions above Building Regulations 2010. However, London Borough of Tower Hamlets Core Strategy Spatial Policy 11 requires all development to provide a reduction of CO₂ emissions through on-site renewable energy generation. Therefore the integration of renewable energy technologies should be maximised on-site to provide the highest achievable CO₂ savings where feasible.

29.4 In order to show compliance with part (1) of the policy, proposals for major developments are expected to submit an Energy Assessment for the development detailing measures integrated and the CO₂ emission savings achieved, at the time of implementing the planning permission. To ensure the Council achieves its sustainability objectives, Energy Assessments for non-major development will be sought. Energy Assessments should demonstrate how the proposals achieve the minimum CO₂ emission reductions above the Building Regulations 2010 through the cumulative steps of the energy hierarchy. Where development demonstrates that it cannot achieve these reductions, other mitigation

measures may be sought to be delivered in accordance with the most up to date supplementary guidance, including those relating to planning obligations and the London Plan having regard to viability and site specific considerations.

29.5 Under part (2), development will need to demonstrate how it will help to deliver a decentralised energy system within the borough by connecting to an existing energy source or network to help lower carbon emissions and ensure a secure supply of power. Where there is currently no decentralised energy system in place the development will need to demonstrate that it has made sufficient provision for any potential future connection. For the purposes of this policy, a decentralised energy facility refers to any local facility used to provide local heat and/or power to a specific site and/or area within the borough. It may be powered by different fuels but with a preference for those taken from a sustainable source (such as renewable or low carbon energy sources which do not contribute to poor air quality).

29.6 The implementation of part (3) will play a major role in contributing to lowering the borough's carbon emissions from existing buildings and will be expected to be demonstrated within an Energy Assessment.

29.7 Part (4) of the policy will ensure that sustainable design assessment tools, such as the Code for Sustainable Homes and BREEAM, are used to ensure the development achieves the highest levels of sustainable design and construction (at the time of writing, this policy will seek to achieve Code for Sustainable Homes Level 4 and an Excellent rating for BREEAM Assessments).

29.8 The Health and Wellbeing credits within the assessment tools should be targeted to demonstrate consideration of health and wellbeing in development to deliver benefits to future occupants. Development will only be acceptable where assessments show that the sustainability measures within the development meet the highest levels.

Key policy links

SP11 Working towards a zero-carbon borough
DM14 Managing waste
DM24 Place-sensitive design

Key evidence base

LBTH London Heat Map Report (2011)

Contaminated land and development and storage of hazardous substances

How this will be managed

DM30

1. Where development is proposed on contaminated land or potentially contaminated land, a site investigation will be required and remediation proposals agreed to deal with the contamination before planning permission is granted.
2. Development will not be supported which involves the storage or use of hazardous substances or new developments in close proximity to hazardous installations where it would cause a significant hazard to health and the environment.

30.1 To add further guidance to London Plan policy 5.21 and 5.22, regarding contaminated land and hazardous substances this policy provides additional guidance around protecting residents' health and the environment from contaminants and hazardous substances.

30.2 For the purposes of this policy contaminated land is land that has been polluted with harmful substances to the point where it now poses an unacceptable risk to health and the environment. Tower Hamlets has a strong industrial heritage, and through the application of part (1) of this policy, the Council wants to ensure the impacts of these past land uses and current land uses do not affect the health of people and the environment. The Council keeps a Contaminated Land Register and any site included in the register or any site which is potentially contaminated will be required to carry out a site investigation and agree a scheme of mitigation with the Council in order to ensure that contaminated land issues are considered at the planning application stage.

30.3 Part (2) relates to the management of hazardous substances. There are a small number of listed hazardous installations in or near to the borough. Hazardous substances are also controlled by the need for a separate Hazardous Substances Consent. Through applying this policy, it will be necessary to demonstrate that any developments which involve hazardous substances would not cause a significant hazard to

the health and wellbeing of local residents or to the local environment.

With regard to parts (1) and (2) of the policy, development should refer to guidance set out in:

- DEFRA & Environment Agency - The Model Procedures for the Management of Land Contamination (CLR11) (2004)
- Sustainable Remediation Forum UK - A Framework for Assessing the Sustainability of Soil and Groundwater Remediation (2010)
- CL:AIRE Development Industry Code of Practice V2 "The Definition of Waste" (2011)

30.4 The Council will apply the Health and Safety Executive's PADHI methodology in the event of a proposal being located near to a hazardous installation. In combination with advice provided by the Health and Safety Executive, consideration will also be given to site specific circumstances and any proposed mitigation measures. If the HSE advise against development, planning permission will only be granted in circumstances where it can be demonstrated that the benefits that would be brought by the proposed development would significantly outweigh the potential risks to health and the local environment.

Key evidence base

Health and Safety Executive PADHI Land Use Planning Methodology (2011)



3

Site
allocations

What are site allocations?

SA.1 Sites have been allocated as part of the positive planning process to make sure the borough has the infrastructure needed to support the anticipated level of growth set out in the Core Strategy, specifically for the strategic housing sites (i.e. sites that can provide over 500 new net-additional homes) and key regeneration sites. For a summary of the site allocations, please see appendix 5.

SA.2 If these sites were not identified and safeguarded for specific uses, the borough would be at risk of not being able to provide services and facilities for its communities.

SA.3 This chapter does not set out to allocate every available development site within the borough. It only provides guidance for sites of a strategic importance. This provides the opportunity for any forthcoming Neighbourhood Plan to identify and plan for other potential local development sites (illustrated by figure 10).



Site allocations and the Infrastructure Delivery Plan

SA.4 The site allocations have been identified using information provided by the Infrastructure Delivery Plan (IDP) (2009) for the Core Strategy and the IDP Update (2012).

SA.5 The updated IDP takes into account the substantial changes to structures used to plan for, fund and govern various forms of infra-

structure, such as the removal of Primary Care Trusts, that have taken place between 2009 and 2012.

SA.6 In some instances, sites have not been allocated for certain types of infrastructure, such as emergency services facilities, and will be identified and managed using the development management process. For further information please refer to the Site Selection Methodology Report (2011).

Gypsies and Travellers accommodation

SA.7 The adopted Core Strategy (SP02.7b) states that identifying additional sites for Gypsies and Travellers accommodation will be carried out through the Sites and Placemaking DPD. In developing the Managing Development Document, the criteria stated within the Core Strategy and additional evidence base have been used to try to identify potential sites. A number of sites were initially short-listed and stated within the Sites and Placemaking DPD Engagement Document (2011).

SA.8 When assessed against Core Strategy SP12 Annex: Delivering Placemaking these sites did not accord with the visions for each of the places and component areas, or with emerging development proposals. The Managing Development Document continues to not be able to allocate a site. The MDD has taken due consideration of the surrounding densities of the short-listed five potential sites. This continues to preclude the provision of a larger site for Traveller accommodation given the relatively high existing and potential residential densities of available sites (as per policy B 9(d) of the “Planning Policy for Traveller Sites (2012)”. Provision could be delivered on smaller sites or individual pitches within a mix of housing to deliver mixed and sustainable communities. For further information please refer to the LBTH Managing Travellers Accommodation Report (2011).

SA.9 In accordance with Core Strategy SP02(7) the Council will continue to safeguard the existing Gypsy and Traveller site at Eleanor Street.

Multi-faith burial ground

SA.10 The adopted Core Strategy (SP03.6) states that identifying a site for a multi-faith burial ground will be carried out through the Sites

and Placemaking DPD. The Managing Development Document was unable to identify a site using the criteria in the Core Strategy. The Council will continue to work with partners to identify a site for a multi-faith burial ground.

Guidance for all site allocations

SA.11 The site allocations have been identified using evidence base developed by the Council. Key pieces of evidence base that support every site allocation are:

- LBTH Site Selection Methodology Note (2011)
- LBTH Sites Design Appraisal Report (2011)
- LBTH Site Viability Testing Report (2012)
- LBTH Planning for Population Change and Growth Model

SA.12 The development of sites will be subject to the relevant Core Strategy Spatial Policies, Development Management policies, any relevant Neighbourhood Plans, the latest supplementary guidance and national policy guidance, specifically with regard to viability considerations. Specifically strategic housing sites will be required to provide affordable housing (including family-sized housing) onsite in accordance with Core Strategy SP02 and policy DM3.

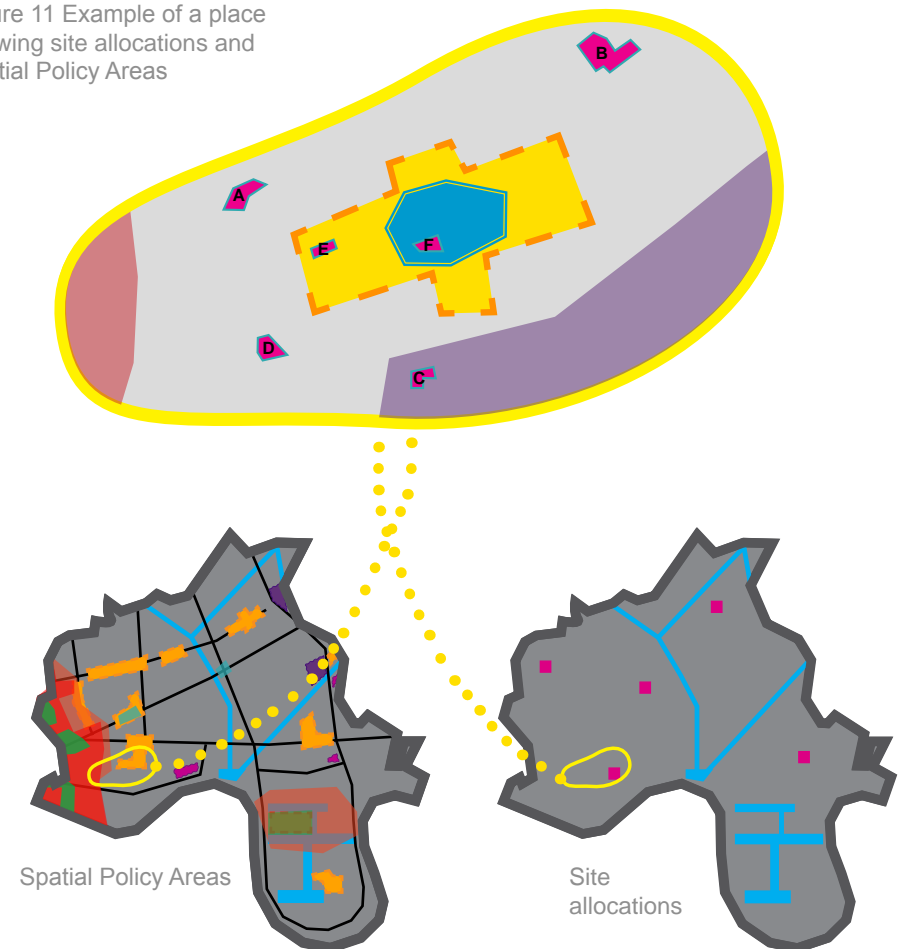
SA.13 All site maps are indicative. These provide strategic guidance for each site which will be used in the development management process, including pre-application discussions, and for the development of further supplementary guidance where required. Further supplementary guidance may take the form of masterplans and/or development briefs, especially for large sites, or those in areas with development pressure.

SA.14 Where the indicative development capacity of the site is known, this has been identified. If it is currently unknown it will be identified within any forthcoming supplementary guidance and/or as part of any pre-application advice. Where planning consents and/or active planning applications are in place on sites, this information has been considered.

Site allocations within their place

SA.15 In line with the placemaking aspirations set out in the Core Strategy (2010), site allocations are viewed within the 'place' they sit in. This enables each site to look beyond its boundaries and recognise its local context (specifically any designations depicted on the Adopted Policies Map) which helps to deliver the Core Strategy's Big Spatial Vision and the visions for the twenty-four places. See figure 11 for an indicative example of this.

Figure 11 Example of a place showing site allocations and Spatial Policy Areas

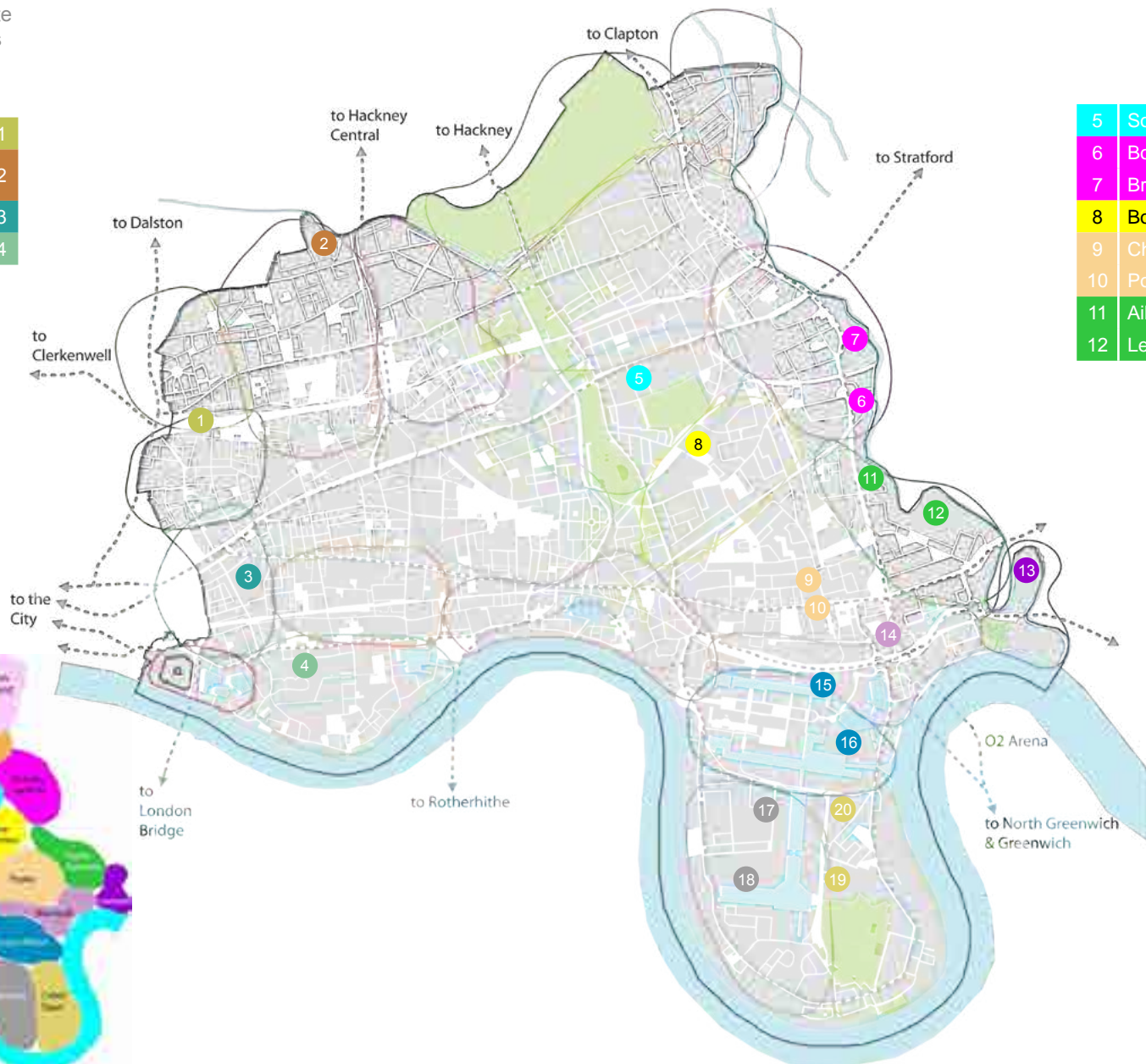


Where are the site allocations?

Figure 12 Location of site allocations within places

Bishopsgate Goods Yard	1
Marian Place Gas Works and The Oval	2
Goodman's Fields	3
London Dock	4

5	Southern Grove Lodge
6	Bow Locks
7	Bromley-by-Bow North East Quadrant
8	Bow Common Gas works
9	Chrip Street town centre
10	Poplar Baths
11	Ailsa Street
12	Leven Road Gas Works



13	Leamouth Peninsula
14	Blackwall Reach
15	Billingsgate Market
16	Wood Wharf
17	Millennium Quarter
18	Westferry Printworks
19	Crossharbour town centre
20	Marsh Wall East







-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  Central Activities Area
-  Activity Areas
-  District Centre
-  Neighbourhood Centre
- Transport**
-  Transport Interchange Area
-  Clear Zone
-  Crossrail Boundary
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  National Rail
-  Overground Station
-  Underground Station
-  DLR Station
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
-  Site of Importance for Nature Conservation
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  London Square
-  London View Management Framework
-  Conservation Area
-  Archaeological Priority Area
-  Listed Parks and Gardens
-  Historic Parks and Gardens



Figure 13: Adopted Policies Map extract - Place of Shoreditch

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

1 Bishopsgate Goods Yard

Address	Shoreditch High Street
Size (ha)	4.24
PTAL rating	5
Flood zone(s)	1
London Plan density matrix classification	Central
Existing use(s)	Shoreditch High Street Overground-Station and vacant land

Site allocation

A comprehensive mixed-use development opportunity required to provide a strategic housing development, a local park, an Idea Store and a district heating facility (where possible). The development will also include commercial floorspace and other compatible uses.

Development should recognise the latest supplementary guidance for the Bishopsgate Goods Yard.

Key

- Site boundary
- Development parcel
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- New public squares and improved public realm
- Borough boundary

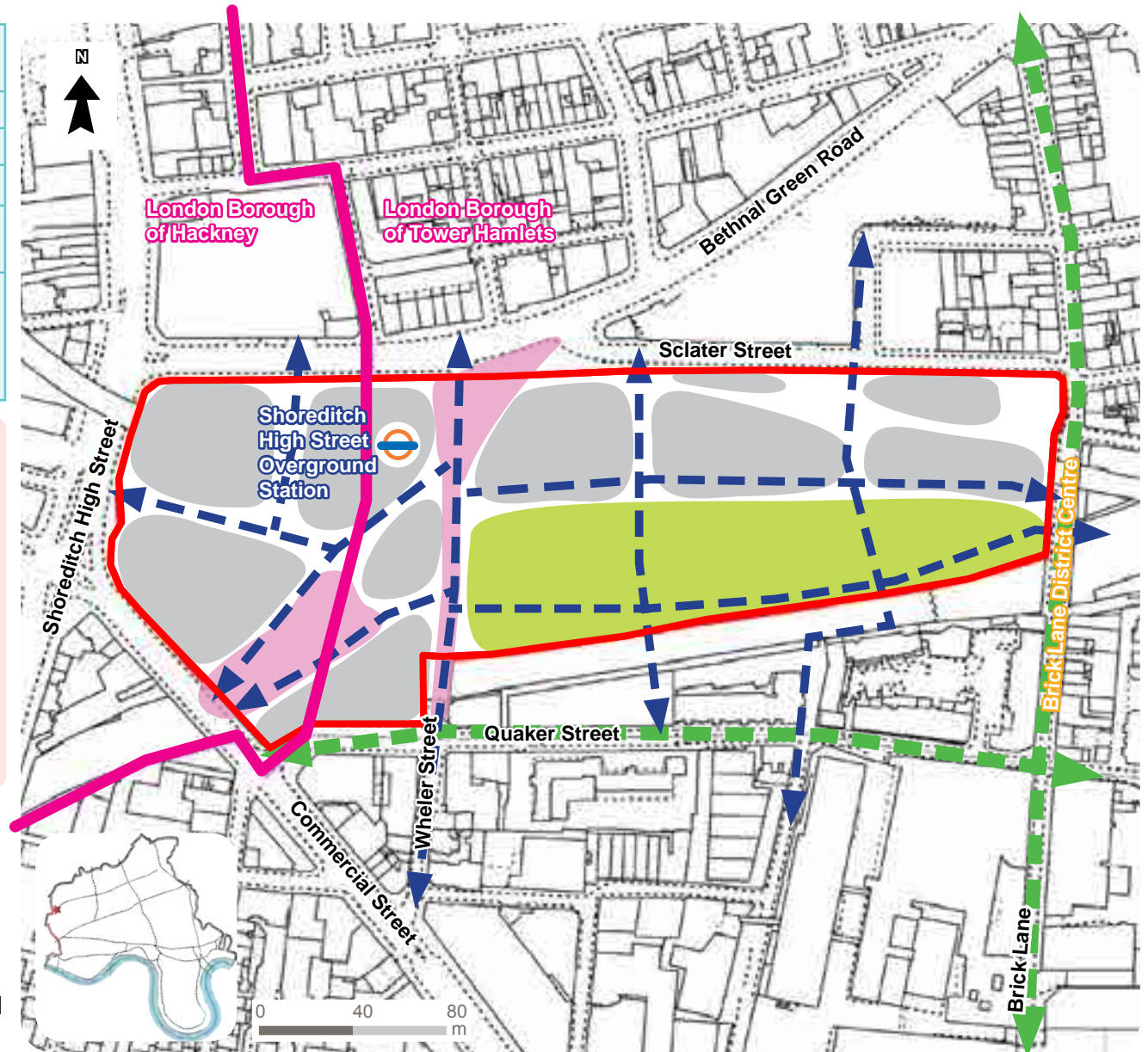


Figure 14: Site allocation map - Bishopsgate Goods Yard

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What's the site and surrounding area like?

Bishopsgate Goods Yard is located on the western edge of the borough, with the portion of the site west of the London Overground Station within the London Borough of Hackney. It is currently a vacant site with the elevated London Overground line running along its centre. Within the southern portion of the site lies the inactive Braithwaite railway viaduct which is Grade II Listed. To the north, the site is bounded by Bethnal Green Road and to the south by active railway lines. The site is surrounded by conservation areas, containing a number of listed buildings of distinctive designs and is adjacent to the vibrant mix of uses within Brick Lane district centre.

What are the design principles for the site?

Development should accord with the design principles set out in the latest supplementary guidance for the Bishopsgate Goods Yard. Specifically any development should:

- Respect and be informed by the existing scale, height, massing and fine urban grain of the surrounding built environment.
- Focus larger scale buildings around Shoreditch High Street Overground Station.
- Walking and cycling routes should be improved to, from and created within the site to establish connections to Shoreditch High Street Overground Station, the new local park and Brick Lane District Centre. These should align with the existing urban grain to support permeability and legibility.
- Integrate with the Green Grid along Quaker Street and Brick Lane.
- Provide a range of new publicly accessible open spaces including a local park above the Braithwaite Viaduct.
- Protect, enhance and integrate heritage assets on site and in the surrounding areas, including within the London Borough of Hackney.
- Focus public realm improvements along Wheler Street and the two new public squares to the east and south of the station.

What's the indicative development capacity?

The amount of development should align with the figures in the latest supplementary guidance for the Bishopsgate Goods Yard. This currently identifies approximately 350,000 sq m of total development for the site comprising:

- Up to 2000 homes
- Approximately 75,000 - 150,000 sq m of employment, retail and community uses
- Approximately 1.8 hectares of publicly accessible open space

What are the implementation considerations?

- Development is envisaged to begin between 2015 and 2020.
- The current supplementary guidance for the Bishopsgate Goods Yard identifies the potential for different phasing approaches to be considered as part of an application.
- The local park, above the Braithwaite Viaduct, should be an integral part of an early phase.
- The Idea Store should be delivered within or adjacent to the Brick Lane district centre.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Central Activities Zone
Brick Lane District Centre

Key evidence base

LBTH Bishopsgate Goods Yard Interim Planning Guidance (2010)
LBTH Town Centre Policy Development Report (2011)
LBTH Open Space Strategy (Mid-term update) (2011)
LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)



-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  District Centre
-  Neighbourhood Centre
- Transport**
-  Transport Interchange Area
-  Clear Zone
-  Crossrail Boundary
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  National Rail
-  National Rail Station
-  Underground Station
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
-  Site of Importance for Nature Conservation
- Water space**
-  Blue Ribbon Network
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  London Square
-  London View Management Framework
-  Conservation Area
-  Archaeological Priority Area
-  Scheduled Ancient Monument
-  Listed Parks and Gardens
-  Historic Parks and Gardens



Figure 15: Adopted Policies Map extract - Place of Bethnal Green
 © Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288








2 Marian Place Gas Works and The Oval

Address	Marian Place / The Oval / Emma Street
Size (ha)	3.75
PTAL rating	4
Flood zone(s)	1
London Plan density matrix classification	Urban
Existing use(s)	Active gas holders and warehousing

Site allocation

A comprehensive mixed-use development required to provide a strategic housing development, a local park and a district heating facility (where possible) with other compatible uses including employment floorspace. This will see The Oval fulfilling its role as a recognised London Square by bringing it back into use as public open space.

Key

-  Site boundary
-  Publicly accessible open space
-  Walking / cycling route
-  Green Grid route
-  Improved public realm
-  Activated waterspace
-  Noise screening

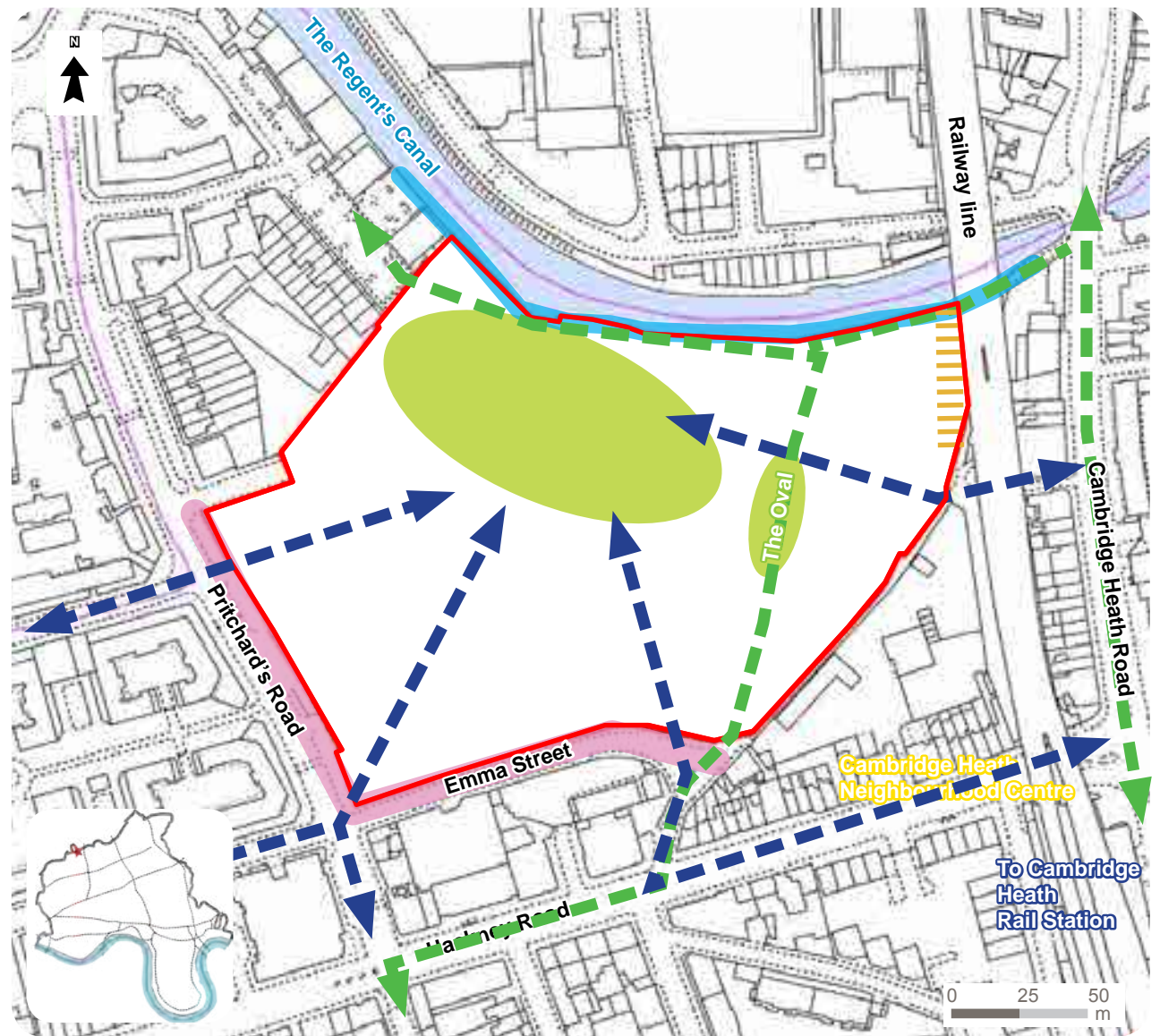


Figure 16: Site allocation map - Marian Place Gas Works and The Oval

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What's the site and surrounding area like?

The site comprises a number of areas home to different employment uses. The predominant feature are the gas holders, lending themselves to the character of the site and wider area. To the east and west of the gas holders, within the site, are 2-3 storey warehouses and further east lies The Oval, a designated London Square. It is bounded to the north by The Regents Canal, to the west by Pritchards Road, Emma Street on the south and railway line and Cambridge Heath Road to the east.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north west and south east.
- Development should be stepped back from the canal and positively frame the local park and The Oval to avoid excessive overshadowing.
- Walking and cycling connections should be improved to, from and created within the site. These should align with the existing urban grain to support permeability and link with Cambridge Heath neighbourhood centre.
- The local park should be a minimum size of 1.2 hectares and of a usable design for sport and recreation.
- The new public open space on The Oval should positively contribute to the surrounding buildings and be well-connected to the local park.
- Family housing should be located facing onto the local park.
- The Green Grid route should be well integrated with the development, helping to improve access to the canal, the local park and The Oval.
- The public realm should be improved at active site edges, specifically along Pritchard's Road and Emma Street.
- Noise screening measures should be implemented in areas bordering the railway line.
- Development should protect, enhance and integrate heritage assets on site and in the surrounding areas within the borough and

London Borough of Hackney. Specifically the industrial heritage presented by the gas holders within the Regents Canal Conservation Area should be acknowledged within the design and layout of the site.

What are the implementation considerations?

- While the gasworks are operational the site will be restricted in accordance with the Health and Safety Executive's PADHI Land Use Planning Methodology (2011).
- Development will need to acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment.
- Development will need to ensure that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Development will need to address any environmental pollution and land contamination caused by the gas works.
- Dependant on phasing and in accordance with policy DM15, development will only be supported if the existing employment uses, including the Royal Mail's operations, can be appropriately re-provided elsewhere.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.
























Key Spatial Policy Area designation(s)

Cambridge Heath Neighbourhood Centre (adjacent)

Key evidence base

Health and Safety Executive PADHI Land Use Planning Methodology (2011)
 LBTH Open Space Strategy (Mid-term update) (2011)
 LBTH Green Grid Strategy (2010)
 LBTH Heat Map Study Report (2011)



-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  Central Activities Area
-  Central Activities Zone Frontage
-  Activity Areas
-  District Centre
-  Neighbourhood Centre
- Employment Areas**
-  Preferred Office Location
-  Local Office Location
- Transport**
-  Transport Interchange Area
-  Clear Zone
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  National Rail
-  National Rail Station
-  Underground Station
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  London View Management Framework
-  Conservation Area
-  Archaeological Priority Area

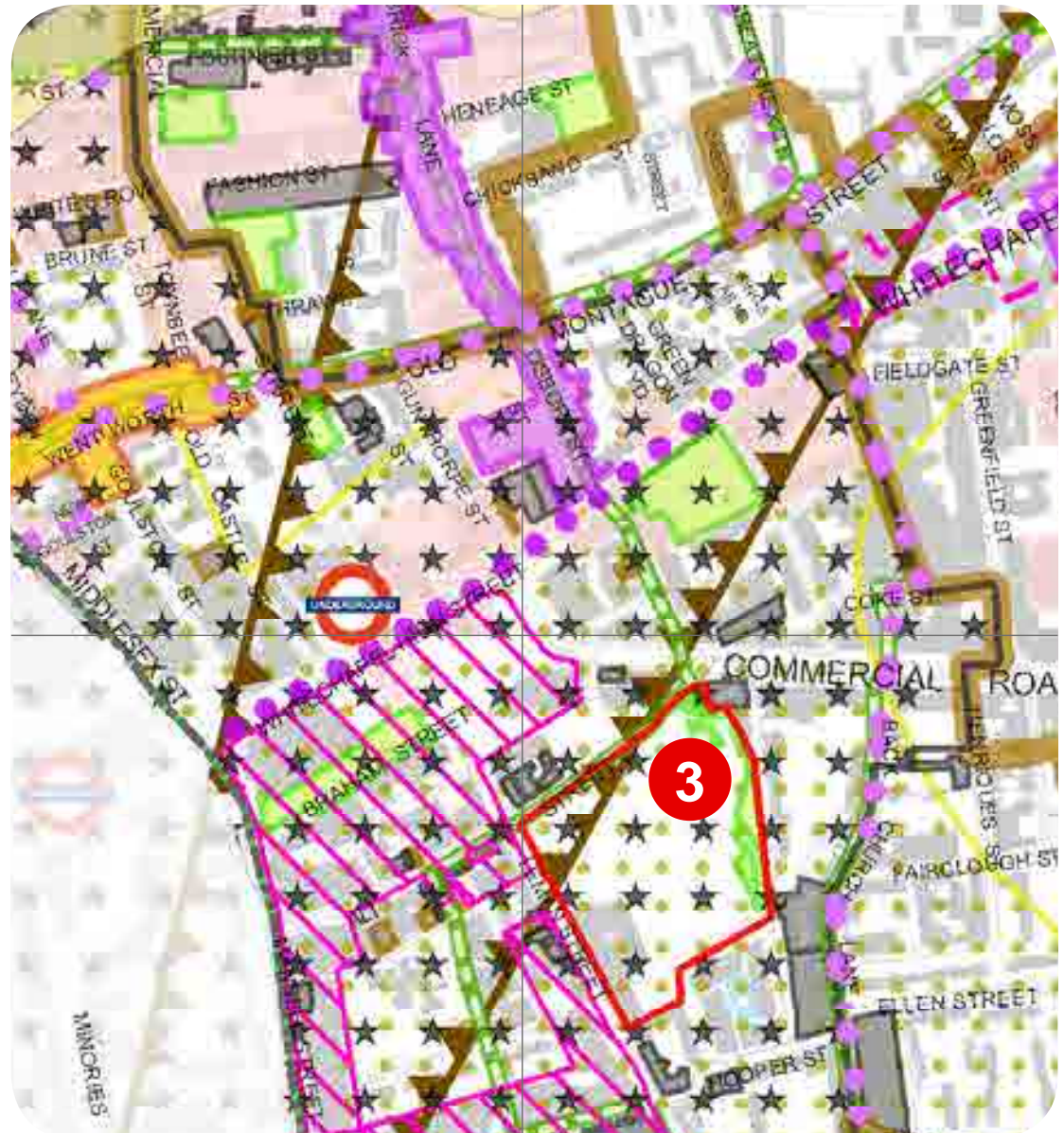


Figure 17: Adopted Policies Map extract - Place of Aldgate

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

3 Goodman's Fields








Address	Alie Street, Gower's Walk, Lemman Street, Hooper Street
Size (ha)	3.65
PTAL rating	6a
Flood zone(s)	1
London Plan density matrix classification	Central
Existing use(s)	Vacant buildings and land

Site allocation

A comprehensive mixed-use development required to provide a strategic housing development, a health facility and a district heating facility (where possible). The development will also include other compatible uses including publicly accessible open space and commercial floorspace.

Development should recognise the latest supplementary guidance for Aldgate and/or Goodman's Fields.

Key

-  Site boundary
-  Development parcel
-  Publicly accessible open space
-  Walking / cycling route
-  Green Grid route
-  Improved public realm
-  Focal point

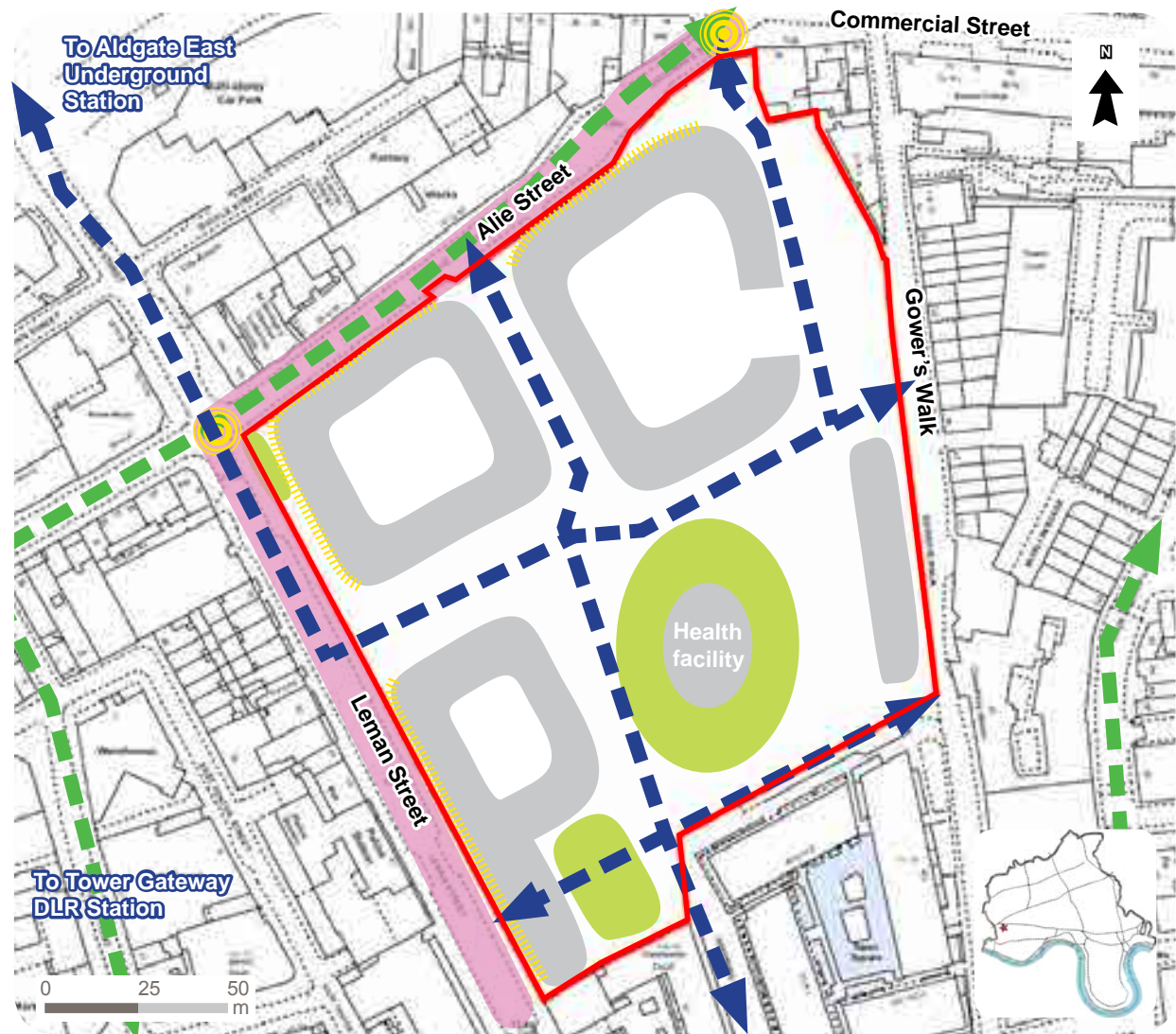


Figure 18: Site allocation map - Goodman's Fields

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What's the site and surrounding area like?

The site is immediately south of Aldgate and lies within the City Fringe. The surrounding area is a mixture of architectural styles, with modern office and residential developments interspersing historic street patterns. The site is bounded to the north by Alie Street, to the west by Lemn Street, to the east by Gower's Walk and to the south by recent housing development. The site is not located within a conservation area but there a number of conservation areas within the surrounding area.

What are the design principles for the site?

Development should accord with the design principles for the place of Aldgate set out in the latest supplementary guidance for Aldgate. Specifically development should:

- Respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built environment, specifically to the east and west where smaller scale development exists.
- Step down in height and decrease in scale moving away from the Aldgate Preferred Office Location.
- Improve walking and cycling routes to, from and create within the site to support east-west and north-south movement. These should align with the existing urban grain to support permeability and access to Braham Park, Aldgate East and Tower Gateway Stations.
- Protect and enhance heritage assets in the surrounding areas, including strategic views from the Tower of London.
- Improve the public realm at active site edges, specifically along Lemn Street and Alie Street.
- Provide family housing adjacent to publicly accessible open space.
- Provide a range of publicly accessible and residents' communal open spaces.
- Deliver spaces for active uses along Lemn Street and Alie Street

- Integrate the Green Grid along Alie Street to support routes to Tower Gateway DLR Station.
- Create focus points at the northern corners of the site of the highest quality materials and design.

What are the implementation considerations?

- Development is envisaged to be completed between 2015 and 2020.
- The current supplementary guidance for Aldgate identifies that the Aldgate Implementation Group (comprised of local stakeholders) will monitor and guide the delivery of projects which will need to be considered in implementing the development of the site.
- The health facility should be located in an accessible location adjacent to the publicly accessible open space.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Central Activities Zone

Aldgate Preferred Office Location (adjacent)

Key evidence base

LBTH Aldgate Connections (2011)

LBTH Aldgate Masterplan (2007)

LBTH Town Centre Policy Development Report (2011)

LBTH Heat Map Study Report (2011)

LBTH Green Grid Strategy (2010)

NHS Tower Hamlets Improving Health and Wellbeing Capital Scheme (2010)


































-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  Central Activities Area
-  Central Activities Zone Frontage
-  Activity Areas
-  District Centre
-  Neighbourhood Centre
- Employment Areas**
-  Preferred Office Location
-  Local Industrial Location
-  Local Office Location
- Transport**
-  Transport Interchange Area
-  Clear Zone
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  National Rail
-  Overground Station
-  DLR Station
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
-  Site of Importance for Nature Conservation
- Water space**
-  Flood Risk Area
-  Thames Policy Area



Figure 19: Adopted Policies Map extract - Place of Wapping

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

-  Blue Ribbon Network
- Heritage and conservation**
-  World Heritage Site and Buffer Area
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  London Square
-  London View Management Framework
-  Conservation Area
-  Archaeological Priority Area
-  Scheduled Ancient Monument



4 London Dock

Address	Pennington Street
Size (ha)	5.78
PTAL rating	2
Flood zone(s)	1-3
London Plan density matrix classification	Central
Existing use(s)	Offices and associated car parking

Site allocation
 A comprehensive mixed-use development required to provide a strategic housing development, a secondary school, publicly accessible open space and other compatible uses including employment floorspace.

New connections will improve the permeability of the site and within Wapping.

- Key**
- Site boundary
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm

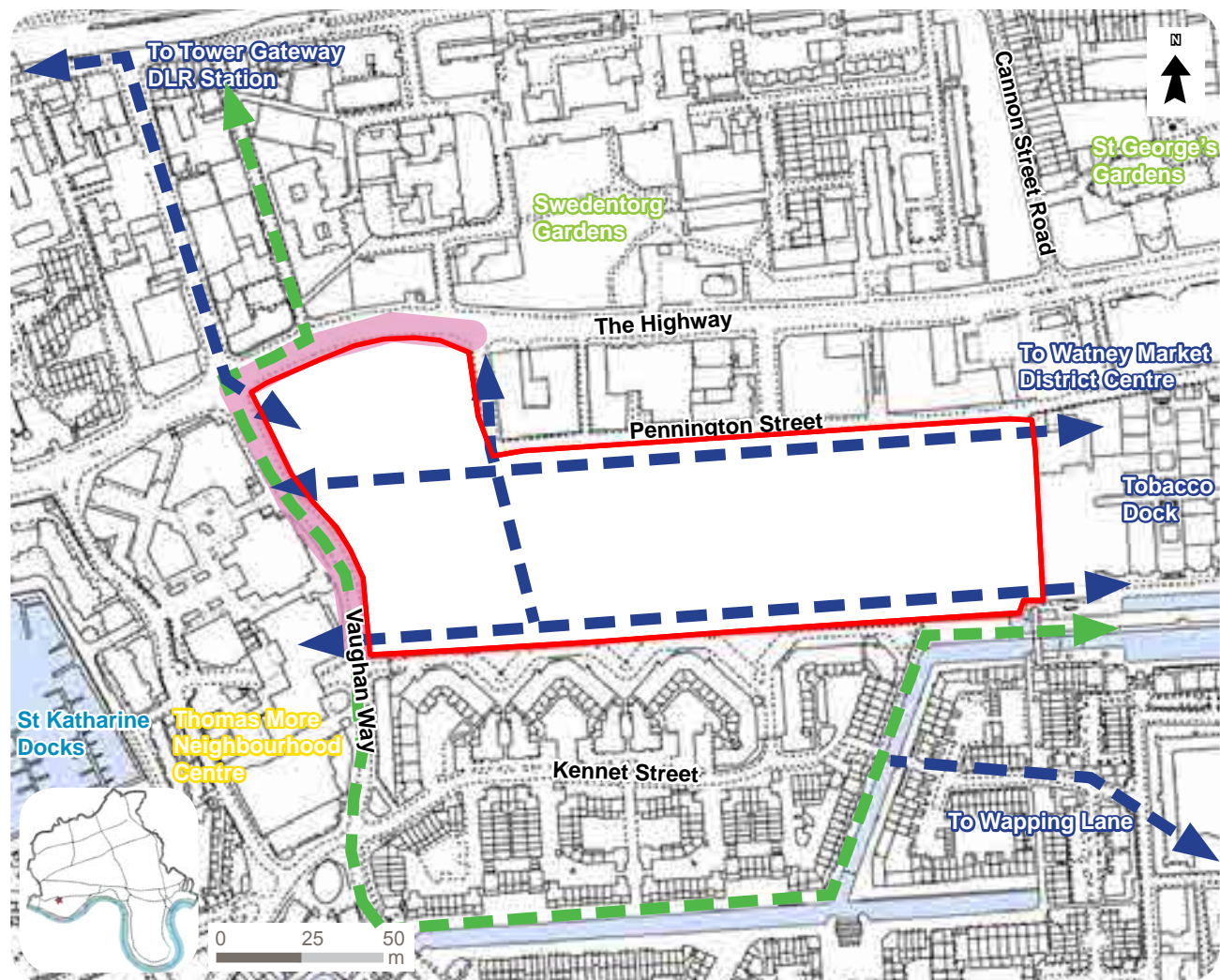


Figure 20: Site allocation map - London Dock

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The key features of the site comprise the print works building and the Grade II listed rum warehouse along the southern side of Pennington Street. The western portion of the site is a car park. The site is within walking distance of Tower Gateway DLR Station.

The buildings and uses surrounding the site are diverse. To the north, between the site and The Highway, are a range of residential and commercial buildings including the Telford Yard residential apartments on the corner of Virginia street and Pennington Street. To the east of Telford Yard is a mix of residential and commercial premises including the Times House building. Grade I listed Tobacco Dock is to the east which was converted into a shopping centre and is currently vacant.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north, south and east.
- Development should protect and enhance heritage assets on site and in the surrounding areas, including the Grade I listed Tobacco Dock.
- The Green Grid route should be integrated within the site along Vaughan Way, The Highway and adjacent to the site along the canal.
- Walking and cycling connections should be improved to, from and created within the site, specifically to address the barrier currently created by the site. These should align with the existing urban grain to support permeability and access to Thomas More neighbourhood centre, St Katharine Docks and Tobacco Dock.
- The public realm should be improved at active site edges, specifically along The Highway and Vaughan Way.

What are the implementation considerations?

- A new secondary school site takes first priority over all other non transport infrastructure requirements including affordable hous-

ing, in relation to the redevelopment of this site, to ensure that it is economically viable and that the new school is provided in a sustainable location to help meet education needs arising across the borough.

- To enable safe access to the secondary school, development will need to deliver improved pedestrian and cycling routes.
- Development will need to consider other development sites within the immediate area. Further information will be provided within supplementary guidance.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.
- Development must examine the potential for a district heating facility.

Key Spatial Policy Area designation(s)

City Fringe Activity Area
Thomas More Neighbourhood Centre

Key evidence base

LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)
DfE Building Bulletin 98: Briefing Framework for Secondary School Projects (2009)





-  Site Allocations
-  Safeguarded for Travellers Accommodation
- Town centre hierarchy**
-  District Centre
-  Neighbourhood Centre
- Employment Areas**
-  Local Office Location
- Transport**
-  Transport Interchange Area
-  Crossrail Boundary
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  National Rail
-  Underground Station
- Parks and open space**
-  Metropolitan Open Land
-  Publicly Accessible Open Spaces
-  Green Grid
-  Local Nature Reserves
-  Site of Importance for Nature Conservation
- Water space**
-  Blue Ribbon Network
- Heritage and conservation**
-  Locally Listed Buildings
-  London Square
-  Conservation Area
-  Archaeological Priority Area
-  Listed Parks and Gardens
-  Historic Parks and Gardens



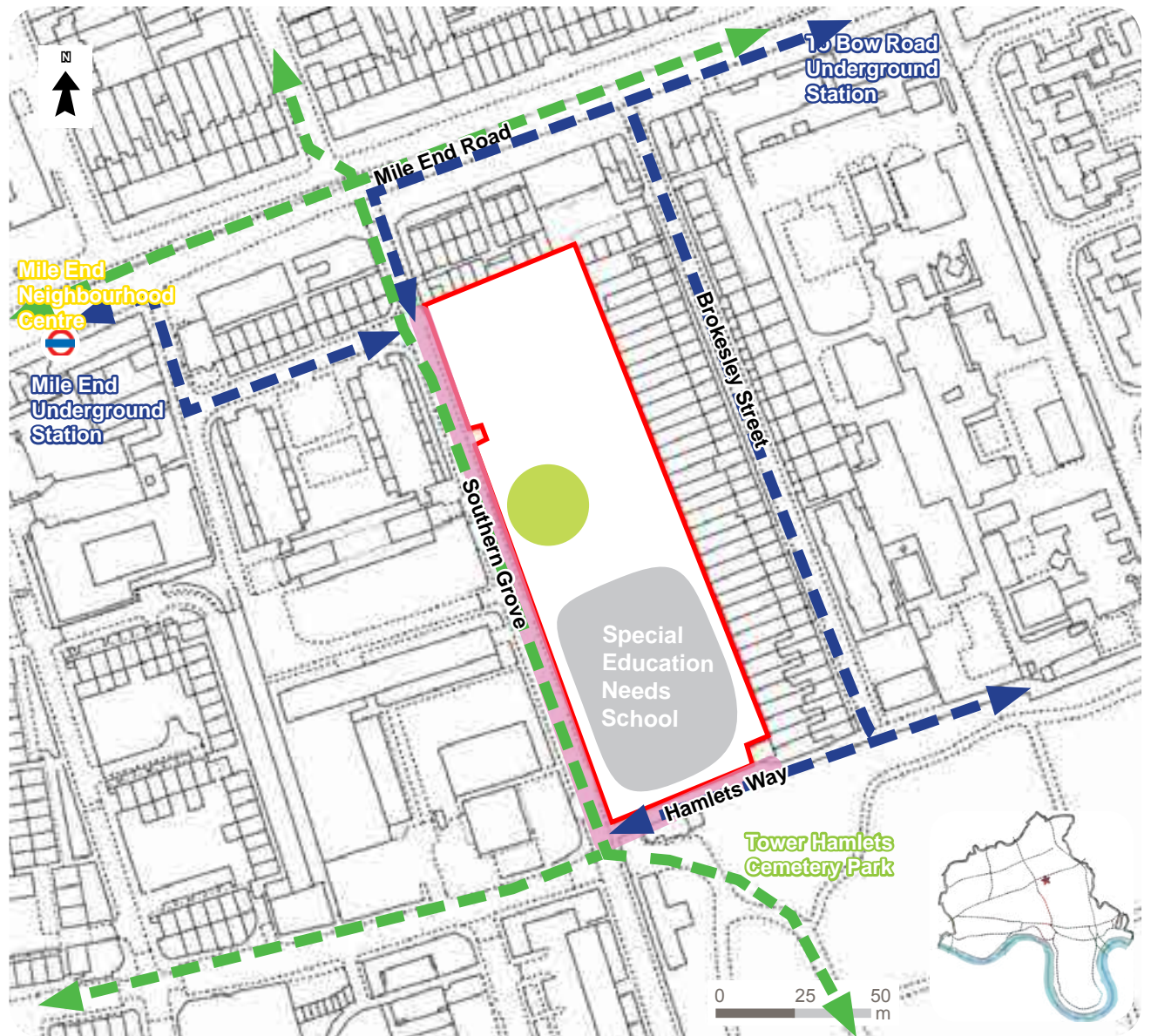
Figure 21: Adopted Policies Map extract - Place of Mile End

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

5 Southern Grove Lodge

Address	40 - 60 Southern Grove
Size (ha)	1.05
PTAL rating	6a
Flood zone(s)	1
London Plan density matrix classification	Urban
Existing use(s)	Vacant buildings and land

Site allocation
 A Special Education Needs School and a district heating facility (where possible) with other compatible uses.



- Key**
- Site boundary
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm
 - Publicly accessible open space

Figure 22: Site allocation map - Southern Grove Lodge

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site, at the south-east corner of Mile End Road, consists of a vacant council office block. To the west of the site are large brick residential blocks of the Eric and Treby Housing Estate, interspersed with large open spaces. The estate is in the process of being regenerated. The site has terraced houses along its eastern edge and access to the site is from Southern Grove on the western edge.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the east and south to Tower Hamlets Cemetery Park.
- Walking and cycling connections should be improved to and from the site, specifically to Mile End neighbourhood centre, through the Eric & Treby Estate and along Hamlets Way.
- The Special Education Needs School should be located in the southern portion of the site to help enable access and visual amenity of the Tower Hamlets Cemetery Park.
- Vehicular access to the site should be able to accommodate the requirements of the school.
- Development should protect and enhance heritage assets on site and in the surrounding areas, including the workhouse building and the Tower Hamlets Cemetery Conservation Area.
- The Green Grid route should be integrated within the site along Southern Grove.
- The public realm should be improved at active site edges, specifically along Southern Grove.

What are the implementation considerations?

- Development is envisaged to begin between 2012 and 2015.
- Any district heating facility should investigate the potential for connections to the decentralised heating facility within the Special Education Needs School in the southern portion of the site.
- Development should accord with any flood mitigation and adapta-

tion measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Mile End Neighbourhood Centre (to the west)
Mile End Local Office Location (to the west)

Key evidence base

LBTH Green Grid Strategy (2010)
DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009)



-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
-  London Legacy Development Corporation Area
-  Safeguarded for Travellers Accommodation
- Town centre hierarchy**
-  District Centre
-  Neighbourhood Centre
- Employment Areas**
-  Strategic Industrial Location
- Transport**
-  Transport Interchange Area
-  Crossrail Boundary
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  National Rail
-  Underground Station
-  DLR Station
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
-  Site of Importance for Nature Conservation
-  Lee Valley Regional Park
- Water space**
-  Flood Risk Area
-  Blue Ribbon Network
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  Conservation Area
-  Archaeological Priority Area



Figure 23: Adopted Policies Map extract - Place of Bromley-by-Bow

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

6 Bow Locks

Address	Twelvetrees Crescent
Size (ha)	1.52
PTAL rating	4
Flood zone(s)	1 - 3
London Plan density matrix classification	Urban
Existing use(s)	Vacant Land

Site allocation
 A secondary school with a district heating facility (where possible) and other compatible uses.

Development should recognise the latest supplementary guidance for Bromley-by-Bow.

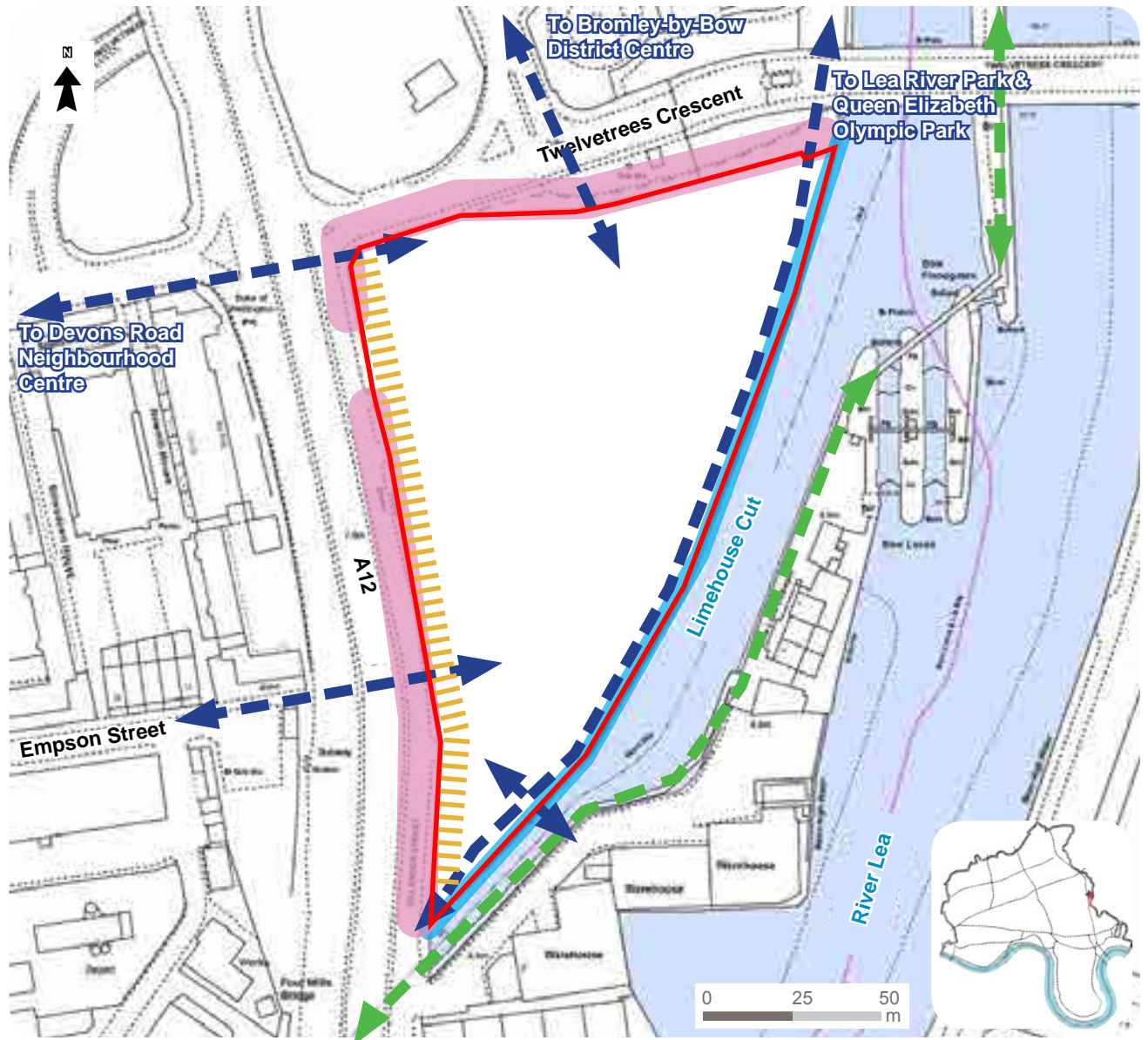


Figure 24: Site allocation map - Bow Locks

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site is currently cleared land bounded by the Limehouse Cut Canal along its south east border, the A12 road on its west and River Lea along its south border. To the north is the Bromley-by-Bow town centre redevelopment which will bring a new district centre, shops, homes, parks and a primary school to the area.

What are the design principles for the site?

- Walking and cycling connections should be improved to, from and created within the site, specifically across the Limehouse Cut Canal and the A12. These should align with the existing urban grain to support permeability and legibility.
- Development should address noise and air pollution generated by the A12 through design mitigation measures.
- The Green Grid route should be linked to the site to improve access to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park.
- Vehicular access to the site should be able to accommodate the requirements of the school.
- The public realm should be improved at active site edges, specifically along Twelvetrees Crescent.
- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built and natural environment.
- Development should be stepped back from the canal to avoid excessive overshadowing and enable activation of the canalside.
- Development should protect and enhance heritage assets within the surrounding areas, specifically within the Limehouse Cut Conservation Area.

What are the implementation considerations?

- Development is envisaged to begin between 2012 and 2015.
- To enable safe access to the school, development will need to deliver pedestrian and cycling routes across the A12 and Limehouse Cut Canal before completion.

- Development will need to deliver connections to Bromley-by-Bow district centre before completion.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Bromley-by-Bow District Centre (adjacent)
Empson Street Strategic Industrial Location (nearby to the west)
Gillender Street Local Industrial Location (nearby to the south)

Key evidence base

LBTH Bromley-by-Bow Masterplan (2011)
LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)
DfE Building Bulletin 98: Briefing Framework for Secondary School Projects (2009)

7 Bromley-by-Bow North East Quadrant

Please note that this site allocation does not have development plan status	
Local Planning Authority	London Legacy Development Corporation
Address	Three Mills Lane / Hancock Road
Size (ha)	7.35
PTAL rating	4
Flood zone(s)	1 - 3
London Plan density matrix classification	Urban
Existing use(s)	Supermarket, warehousing and parking

Site allocation
 A comprehensive new district centre development opportunity required to provide a strategic housing development, a local park, primary school, an Idea Store and a district heating facility (where possible). The development will also include a substantial provision of retail floorspace and other compatible uses.

Development should recognise the latest supplementary guidance for Bromley-by-Bow.

Key

- Site boundary
- Development parcel
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- Improved public realm
- Activated waterspace
- Active frontage
- Noise screening



Figure 25: Site allocation map - Bromley-by-Bow North East Quadrant

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The southern part of the site consists of a supermarket, associated parking and some industrial uses. The north is occupied by low grade industrial uses, warehousing and car parking. The area is mixed in character, changing from a higher quality canal side environment in the east to the west which is negatively impacted by the A12. The site is divided by major north/south severances (the River Lea and A12) and east/west barriers (mainline rail). To the east of the site is the Three Mills studios.

What are the design principles for the site?

Development should accord with the design principles set out in the latest supplementary guidance for Bromley-by-Bow and acknowledge any supplementary guidance for Sugar House Lane and Three Mills within the London Borough of Newham. Specifically any development should:

- Deliver a new high street as a focus for the new district centre with an anchor supermarket and Idea Store to support small shops and leisure uses.
- Improve walking and cycling connections to, from and create new ones within the site, specifically by at grade crossings and improved subways across the A12 and new bridges across the River Lea to Sugar House Lane and Stratford City. These should align with the existing urban grain to support permeability and legibility.
- Address the noise and air pollution generated by the A12.
- Ensure the high street is a pedestrian priority area with access for public transport and service vehicles.
- Ensure safe pedestrian and cycling access to the primary school.
- Respect and be informed by the existing open space and the scale, height, massing and urban grain.
- Ensure that the waterfront is well-designed including a continuous walkway along the towpath.
- Be stepped back from the canal.
- Be well-integrated with the Green Grid routes to improve access to the local park, the wider Lea River Park, Three Mills and further north to Queen Elizabeth Olympic Park.
- Design the local park to be usable for sport and recreation and located adjacent to the River Lea.

- Protect, enhance and integrate heritage assets on site, specifically within the Three Mills Conservation Area and in the surrounding areas within the borough and London Borough of Newham.

What are the implementation considerations?

Development envisaged to begin between 2012 and 2015. It should be implemented in line with the framework stated within latest supplementary guidance for Bromley-by-Bow. Critical implementation considerations are:

- Ensuring that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Delivering pedestrian and cycling routes across the A12 and River Lea as set out in supplementary guidance.
- Upgrading Bromley-by-Bow transport interchange in line with any indicated phasing.
- Ensuring access is provided to existing National Grid sub-surface high-voltage cables.
- Supporting the role and function of Bow Free Wharf.
- Ensuring development accords with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Bromley-by-Bow District Centre

Key evidence base

LBTH Bromley-by-Bow Masterplan (2012)
 LBTH Bromley-by-Bow Land and Use Design Brief (2009)
 LBTH Town Centre Policy Development Report (2011)
 LBTH Heat Map Study Report (2011)
 LBTH Open Space Strategy (Mid-term update) (2011)
 LBTH Green Grid Strategy (2010)
 LBTH Idea Store Strategy (2009)
 DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009)



-  Site Allocations
-  London Legacy Development Corporation Area
-  Safeguarded for Travellers Accommodation
- Town centre hierarchy**
-  Neighbourhood Centre
- Employment Areas**
-  Strategic Industrial Location
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  London Square
-  London View Management Framework
-  Conservation Area
-  Archaeological Priority Area
-  Scheduled Ancient Monument
-  Listed Parks and Gardens
-  Historic Parks and Gardens
- Transport**
-  Transport Interchange Area
-  Crossrail Boundary
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  National Rail
-  DLR Station
-  Crossrail Station (Proposed)
- Parks and open space**
-  Metropolitan Open Land
-  Publicly Accessible Open Spaces
-  Green Grid
-  Local Nature Reserves
-  Site of Importance for Nature Conservation
-  Lea Valley Regional Park
- Water space**
-  Flood Risk Area
-  Blue Ribbon Network



© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

Figure 26: Adopted Policies Map extract - Place of Bow







8 Bow Common Gas Works

Address	Bow Common Lane
Size (ha)	3.94
PTAL rating	2
Flood zone(s)	1
London Plan density matrix classification	Urban
Existing use(s)	Active gas holders, warehousing and car parking

Site allocation

A comprehensive development required to provide a strategic housing development including a significant provision of family housing, a primary school, a district heating facility (where possible) and other compatible uses. The development will also include publicly accessible open space.

Key

-  Site boundary
-  Publicly accessible open space
-  Walking / cycling route
-  Green Grid route
-  Improved public realm
-  Noise screening

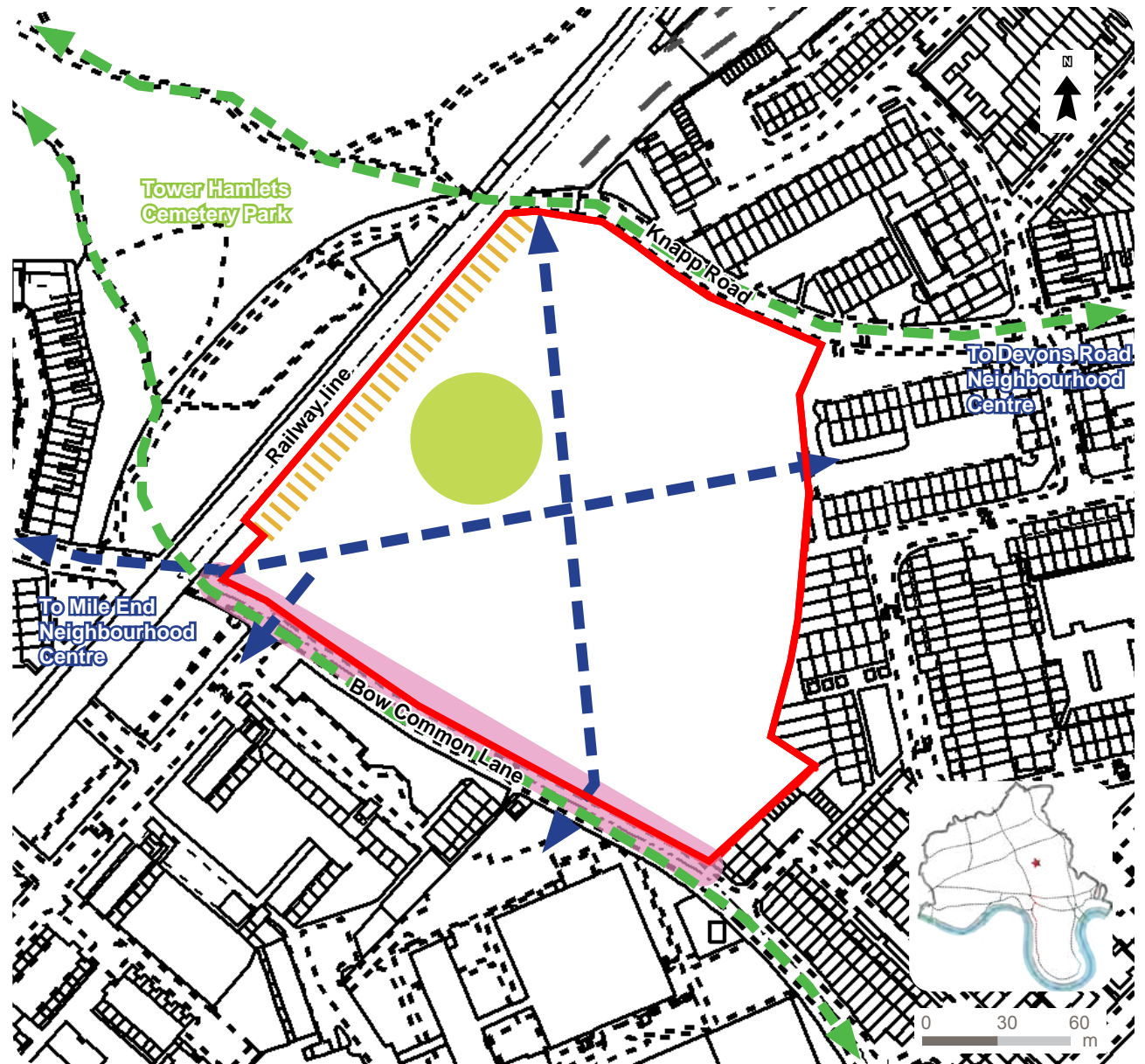


Figure 27: Site allocation map - Bow Common Gas Works

What is the site and surrounding area like?

The site comprises two distinct areas. One area contains gas holders with paved areas and the other contains mainly parking and warehousing. It is located in the place of Bow Common within a predominantly low- to medium-rise residential area. Along its north-west boundary run railway arches, beyond which lies Tower Hamlets Cemetery Park. St. Paul's Way Community School is located to the south of the site.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and fine urban grain of the surrounding built environment and Tower Hamlets Cemetery Park.
- Development should ensure safe pedestrian and cycling access to the primary school.
- Development should protect and enhance heritage assets on site and in the surrounding areas, including within the Tower Hamlets Cemetery Conservation Area.
- Family housing should be located overlooking the publicly accessible open space.
- New publicly accessible open space should be well integrated into the site and with Tower Hamlets Cemetery Park.
- The Green Grid route should be integrated within the site along Knapp Road and Bow Common Lane.
- Walking and cycling connections should be improved to, from and created within the site, specifically to address the barrier currently created by Bow Common Lane. These should align with the existing urban grain to support permeability and legibility, specifically joining Knapp Road to Bow Common Lane, and Tower Hamlets Cemetery Park to the wider area.
- The public realm should be improved at active site edges, specifically along Bow Common Lane.
- Noise screening measures should be implemented in areas bordering the railway line.
- Safe pedestrian and cycling access should be provided to the

primary school.

What are the implementation considerations?

- While the gasworks are operational the site will be restricted in accordance with the Health and Safety Executive's PADHI Land Use Planning Methodology (2011).
- Development will need to acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment.
- Development will need to ensure that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.





















Key evidence base

LBTH Heat Map Study Report (2011)

LBTH Green Grid Strategy (2010)

DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009)



-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  District Centre
-  Neighbourhood Centre
- Employment Areas**
-  Strategic Industrial Location
-  Local Industrial Location
- Transport**
-  Transport Interchange Area
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  DLR Station
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
-  Site of Importance for Nature Conservation
-  Lee Valley Regional Park
- Water space**
-  Flood Risk Area
-  Blue Ribbon Network
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  Conservation Area
-  Archaeological Priority Area

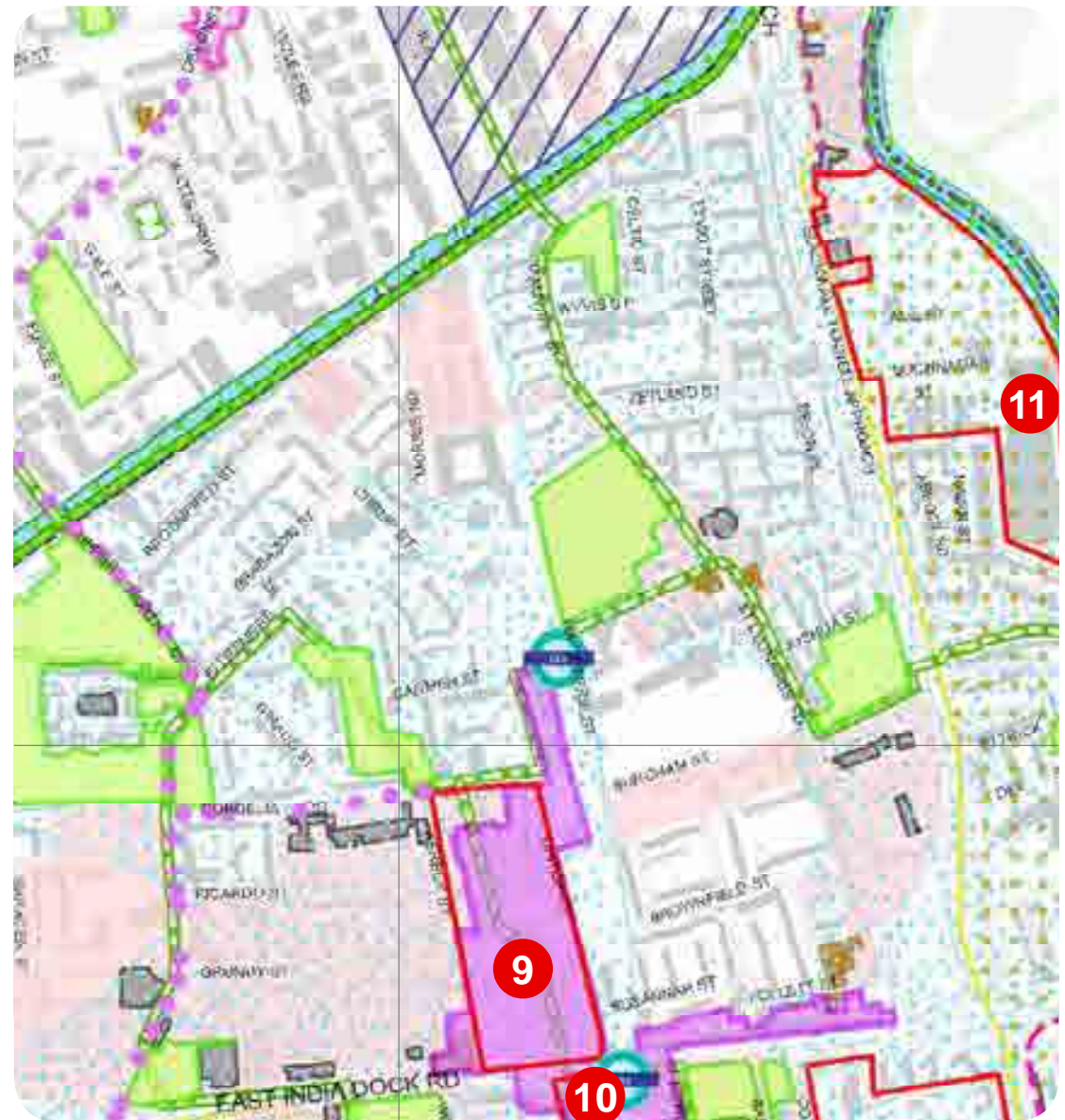


Figure 28: Adopted Policies Map extract - Place of Poplar

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

9 Crisp Street Town Centre

Address	Crisp Street / East India Road / Kerbey Street
Size (ha)	3.62
PTAL rating	4
Flood zone(s)	2
London Plan density matrix classification	Urban
Existing use(s)	Shops, community facilities, Idea Store, public houses, cafes, market and housing

Site allocation
 Regeneration of the district town centre to improve Crisp Street's vitality and viability. The site will be required to provide new homes and a district heating facility (where possible). The development will also include commercial floorspace and other compatible uses.

- Key**
- Site boundary
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm

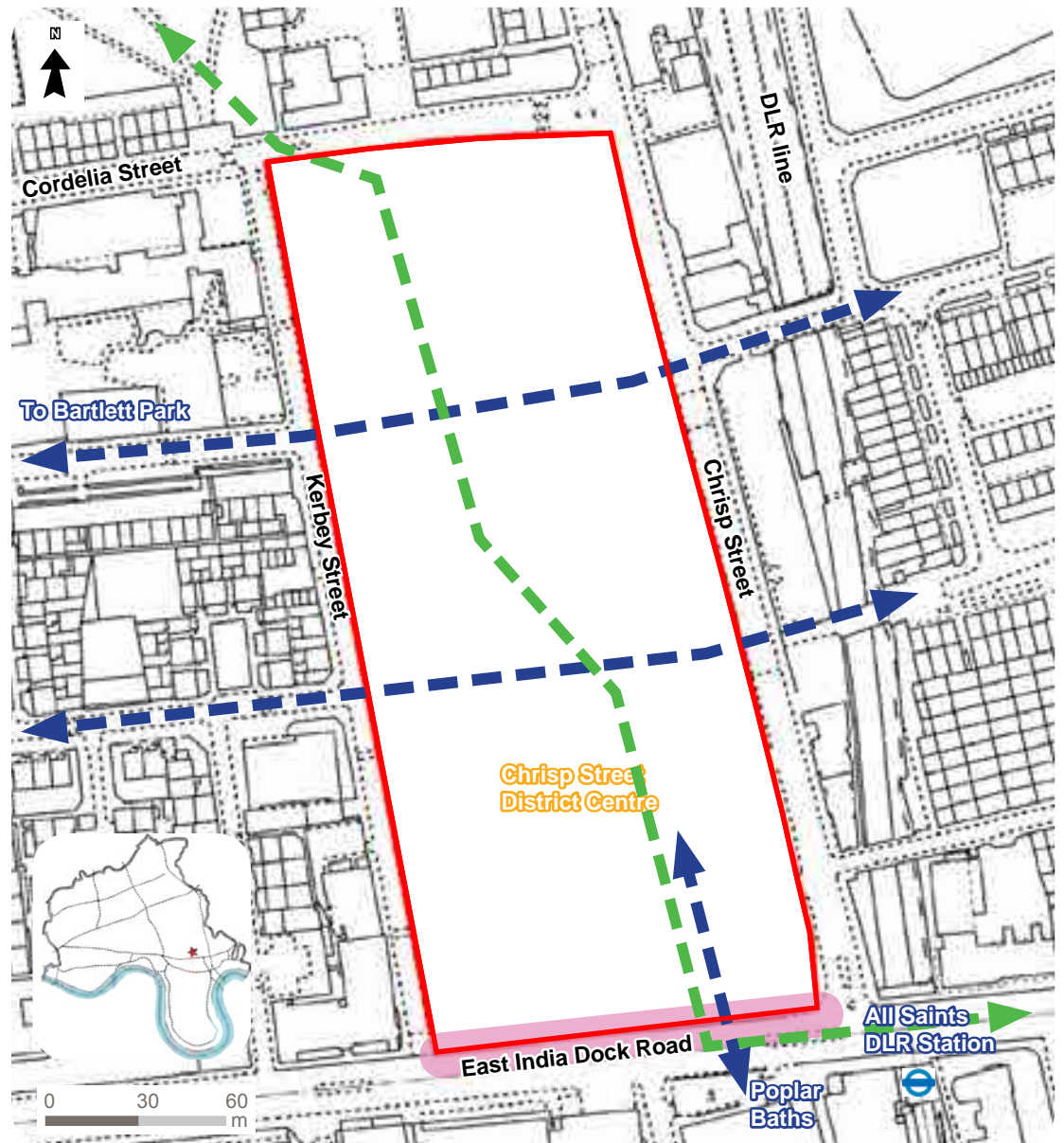


Figure 29: Site allocation map - Crisp Street Town Centre

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site is comprised of a post-war mixed use town centre redevelopment as part of the Lansbury Estate (itself part of the Festival of Britain). It is situated to the north of East India Dock Road and bounded on the east by Chrisp Street, and Kerbey Street on the west. The site lies within the Lansbury Estate and includes a market place, an Idea Store and a Clock Tower which act as gateways to the market square. Further north along Chrisp Street is Langdon Park and the Langdon Park DLR station. To the south, across East India Dock Road, is All Saints DLR station.

What are the design principles for the site?

- Development should deliver a regenerated town centre for Poplar with a range of unit sizes market square and an Idea Store located on East India Dock Road.
- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the post-war architecture and surrounding built environment, specifically the Lansbury Estate to the west and Poplar Baths to the south.
- Development should protect and enhance heritage assets on site and in the surrounding areas, including within the Lansbury Conservation Area and Poplar Baths.
- New walking and cycling connections should be improved to, from and created within the site, specifically to All Saints DLR Station. These should align with the existing urban form and grain to support east-west connectivity and wider permeability.
- The Green Grid route should be well integrated into the development, helping to improve access from East India Dock Road to the north and Bartlett Park.
- The public realm should be improved at active site edges, specifically along East India Dock Road.

What are the implementation considerations?

- Development is envisaged to begin between 2015 and 2020.
- Development should retain the Idea Store and its services and

ensure it is located within a central position.

- Development will need to ensure that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Dependant on phasing and in accordance with policy DM15, development will only be supported if the existing employment uses, including the Royal Mail's operations, can be retained and/or appropriately reprovided elsewhere.
- Development should ensure sufficient and well-integrated access arrangements for highways and servicing.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Chrisp Street District Centre

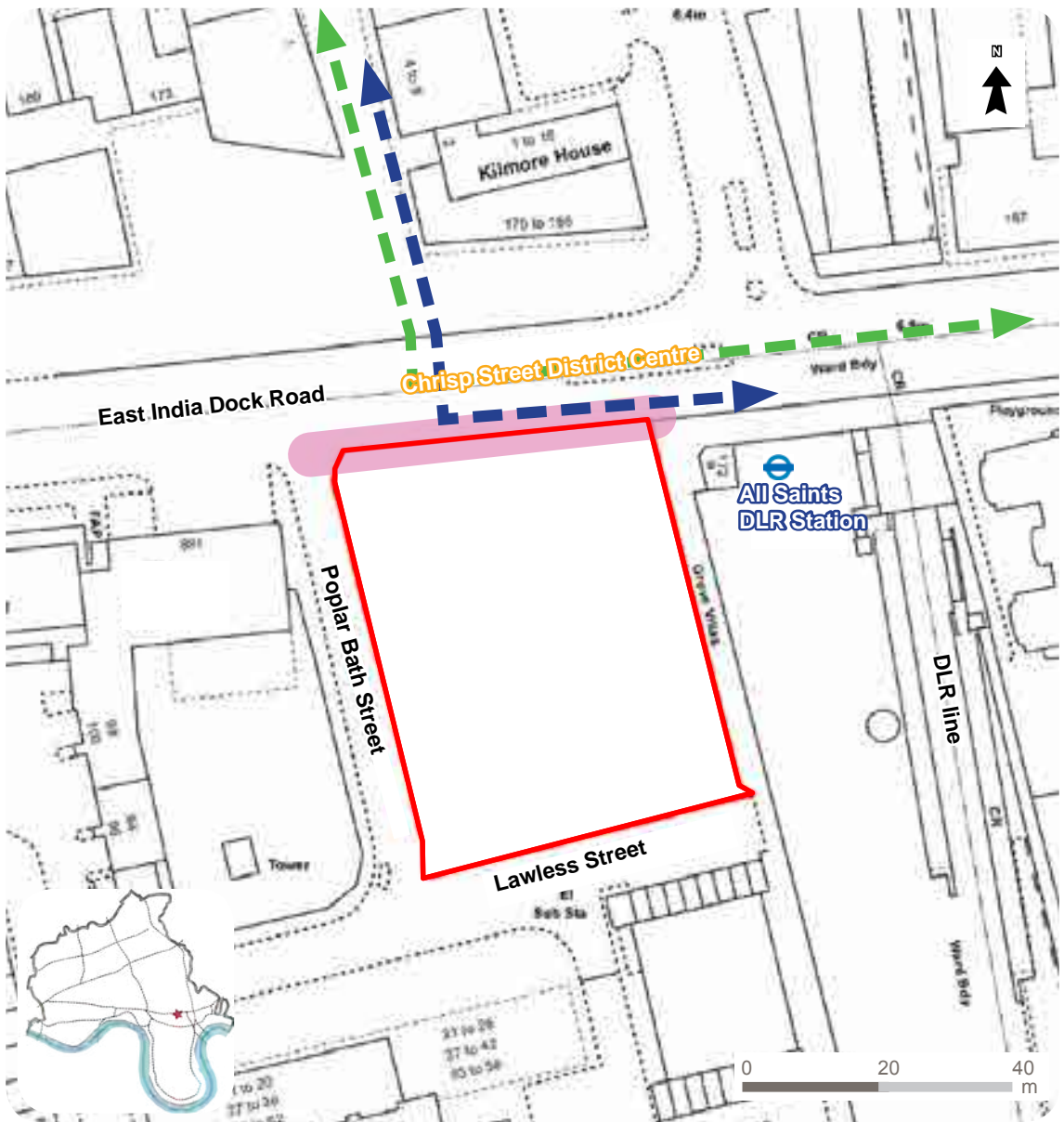
Key evidence base

LBTH Town Centre Policy Development Report (2011)
 LBTH Heat Map Study Report (2011)
 LBTH Green Grid Strategy (2010)

10 Poplar Baths

Address	170-172 East India Dock Road
Size (ha)	0.29
PTAL rating	4
Flood zone(s)	2
London Plan density matrix classification	Urban
Existing use(s)	Vacant building

Site allocation
 A leisure facility with a swimming pool and other compatible uses sensitively bringing this locally cherished building back into use.



- Key**
- Site boundary
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm

Figure 30: Site allocation map - Poplar Baths

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site is a vacant Grade II Listed Building, which is located south of East India Dock Road and west of All Saints DLR Station. The surrounding environment comprises of Chrisp Street town centre to the north and post-war housing estates to the south and west.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and urban grain of existing building and surrounding built environment, specifically the Lansbury Estate and Chrisp Street town centre to the north.
- Development should protect and enhance heritage assets on site and in the surrounding areas, specifically as the Poplar Baths is Grade II listed.
- New walking and cycling connections should be improved to and from the site, specifically to cross the barrier presented by East India Dock Road to Chrisp Street town centre and to connect to All Saints DLR station.
- The Green Grid route should be well integrated into the development, helping to improve access from East India Dock Road to the north and Bartlett Park.
- The public realm should be improved at active site edges, specifically along East India Dock Road.

What are the implementation considerations?

- Development is envisaged to begin between 2012 and 2015.
- Development should align with any proposals for the adjacent Chrisp Street town centre site.
- As part of the leisure facility, development should include a swimming pool and other sport facilities.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Chrisp Street District Centre

Key evidence base

LBTH Town Centre Policy Development Report (2011)

LBTH Green Grid Strategy (2010)

LBTH Leisure Facilities Strategy (Sporting Places) (2009)



Poplar Riverside

-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  District Centre
-  Neighbourhood Centre
- Employment Areas**
-  Local Industrial Location
-  Local Office Location
- Transport**
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
-  Lee Valley Regional Park
- Water space**
-  Flood Risk Area
-  Blue Ribbon Network
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  Conservation Area
-  Archaeological Priority Area



Figure 31: Adopted Policies Map extract - Place of Poplar Riverside

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

11 Ailsa Street

Address	Ailsa Street
Size (ha)	5.76
PTAL rating	1b
Flood zone(s)	3
London Plan density matrix classification	Urban
Existing use(s)	Industrial activities, former primary school and vacant land

Site allocation

A comprehensive mixed use scheme to provide a strategic housing development, a primary school and other compatible uses, including employment floorspace. The existing waste management site is required to be safeguarded in accordance with policy DM14.



Figure 32: Site boundary for the existing safeguarded waste management facility

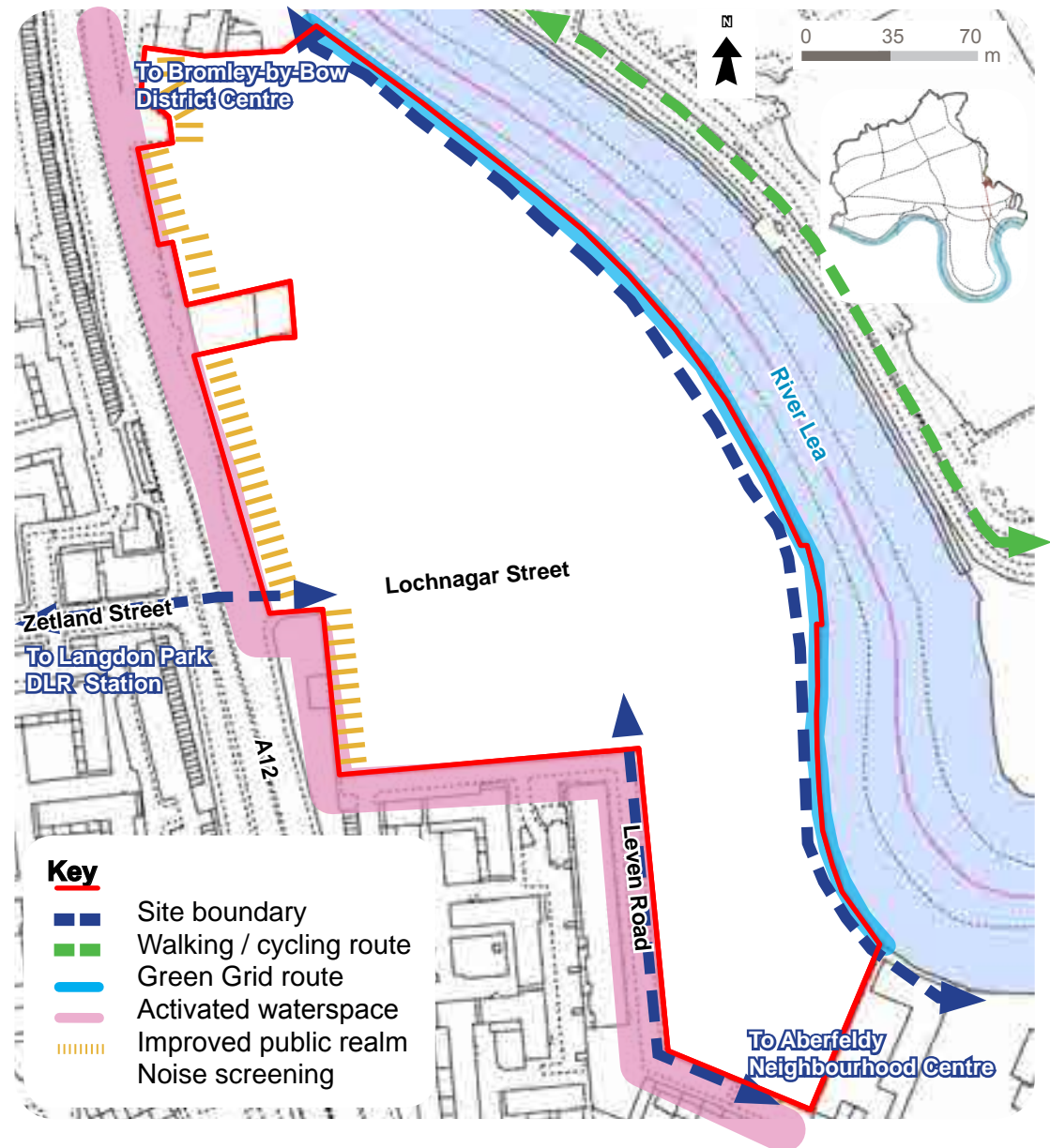


Figure 33: Site allocation map - Ailsa Street

What is the site and surrounding area like?

The site is comprised of two distinct areas, one with employment land uses, largely consisting of industrial storage and processes, waste transfer station and temporary structures with a poor visual quality, the former primary school on Lochnagar Street and warehousing. The site is bounded in the east by the River Lea and the A12 to the west. Bromley Hall School within the site is Grade II listed, with another two Grade II listed buildings adjacent to the site - Bromley House and Poplar Library.

What are the design principles for the site?

- The design of a waste management facility on the safeguarded site will need to accord with Core Strategy Spatial Policy 05(4). This ensures that any new waste management facility on the safeguarded site is integrated into its surroundings and is modern, innovative and well designed. The facility should minimise negative environmental, transport and amenity impacts on the surrounding area (including within neighbouring boroughs). It should be flexible enough to alter its operation and capacity as circumstances change without materially increasing these impacts.
- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built and natural environment.
- Development should protect, enhance and integrate heritage assets on site, including Poplar Public Library and Bromley Hall, and in the surrounding areas within the borough and the London Borough of Newham.
- Address the noise and air pollution generated by the A12.
- Development should be stepped back from the River Lea to avoid excessive overshadowing and enable activation of the riverside.
- Walking and cycling connections should be improved to, from and created within the site, specifically to and along the River Lea, to Bromley-by-Bow district centre, Aberfeldy neighbourhood centre and to Langdon Park DLR station. These should align with the existing urban grain to support permeability and legibility.
- Safe pedestrian and cycling access should be provided to the primary school.
- The public realm should be improved at active site edges, specifically along the A12 and Leven Road.

What are the implementation considerations?

- Development is envisaged to begin between 2015 and 2020.
- The construction and operation of a waste management facility on the safeguarded site will need to accord with Core Strategy Spatial Policy 05(4).
- The site area required for the waste management facility on the safeguarded site will need to align with the site boundary depicted in figure 32.
- Delivery of the different uses should be phased to ensure a coordinated delivery.
- While the gasworks within the vicinity of the site are operational, development will be restricted in accordance with the Health and Safety Executive's PADHI Land Use Planning Methodology (2011).
- Development will need to ensure that land owners and leaseholders are engaged effectively to facilitate potential land assembly.
- Access to public transport will need to be improved in line with development phasing.
- Development will need to deliver pedestrian and cycling routes across the A12 in line with development phasing.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Gillender Street Local Industrial Location (to the north)

Key evidence base

LBTH Heat Map Study Report (2011)
 LBTH Waste Evidence Base Report Supplement (2011)
 LBTH Waste Evidence Base Report (2009)
 DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009)
 LBTH Ailsa Street Development Brief (2003)







12 Leven Road Gas Works

Address	Leven Road
Size (ha)	8.56
PTAL rating	1b
Flood zone(s)	3
London Plan density matrix classification	Urban
Existing use(s)	Active gas holders

Site allocation

A large local park integrated as part of the wider Lea River Park with a strategic housing development, primary school, a district heating facility (where possible) and other compatible uses. The local park will be required to incorporate flood mitigation measures.

Key

-  Site boundary
-  Publicly accessible open space
-  Walking / cycling route
-  Green Grid route
-  Improved public realm
-  Activated waterspace

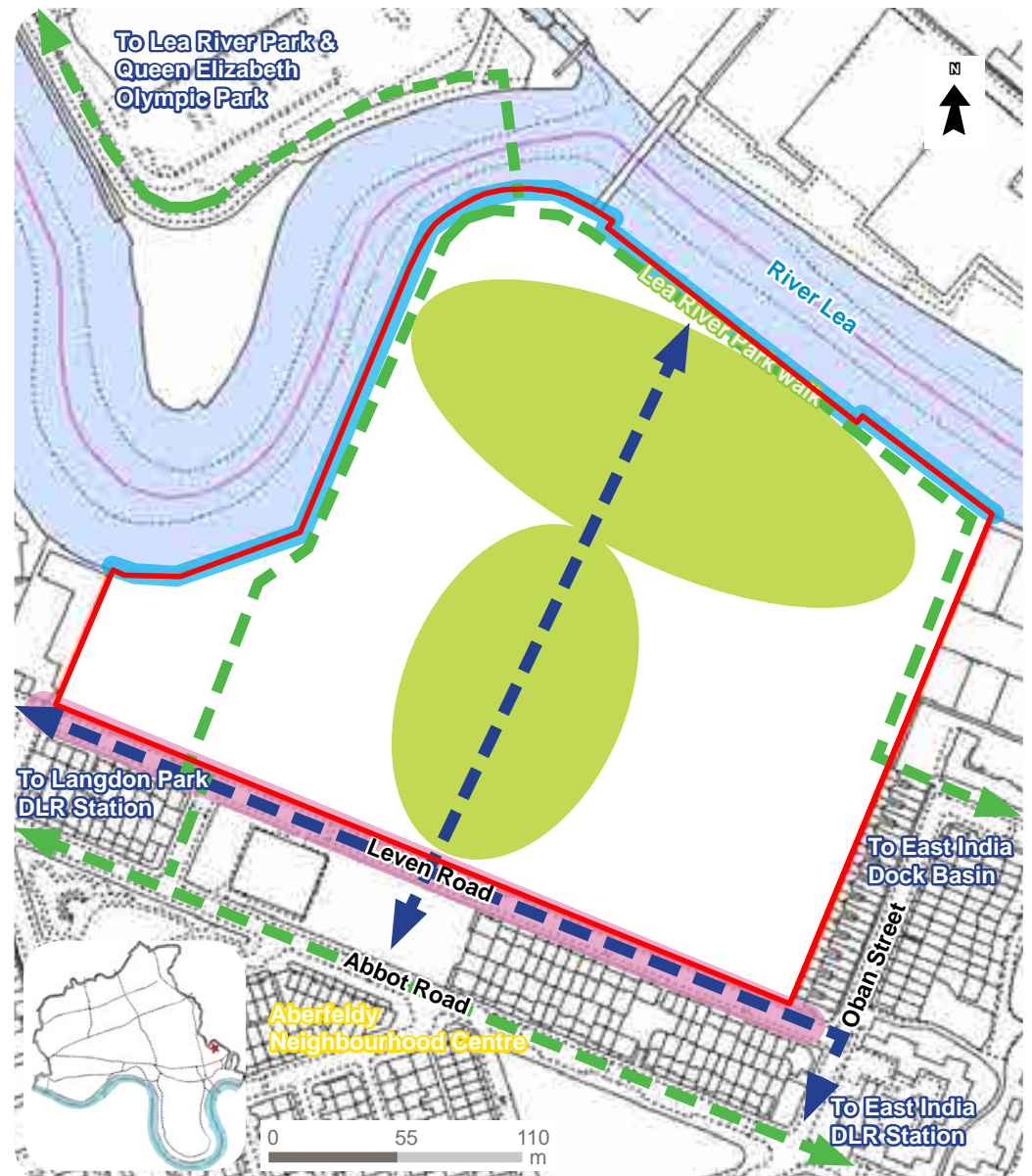


Figure 34: Site allocation map - Leven Road Gas Works

What is the site and surrounding area like?

The site currently houses operational gasholders with vehicular parking, warehousing and vacant land. To the east and west of the site lie other light industrial uses with the River Lea to the north and housing to the south. The site is accessed from Abbot Road and Leven Road.

What are the design principles for the site?

- The large local park should be of a usable design for sport and recreation and located adjacent to the River Lea, incorporating the River Lea Park walk and water spaces. It should meet the minimum size of 1.2 ha.
- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built form and its riverside location.
- Development should be stepped back from the River Lea to avoid excessive overshadowing and enable activation of the riverside.
- Development should successfully include and deliver family homes.
- Walking and cycling connections should be improved to, from and created within the site, specifically to link with the River Lea Park walk, Aberfeldy neighbourhood centre, to Langdon Park DLR station and East India DLR station. These should align with the existing urban grain to support permeability and legibility.
- The public realm should be improved at active site edges, specifically along Leven Road.
- The Green Grid route should be well integrated into the site, helping to activate the riverside and improve access from the local park to the wider Lea River Park, and further north to the Queen Elizabeth Olympic Park.
- Safe pedestrian and cycling access should be provided to the primary school.

What are the implementation considerations?

- While the gasworks are operational the site will be restricted in accordance with the Health and Safety Executive's PADHI Land

Use Planning Methodology (2011).

- Development will need to acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment.
- Development will need to address any environmental pollution caused by the gas works.
- The large local park should be delivered in the earliest phase of development, taking into consideration viability.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Aberfeldy Street Neighbourhood Centre

Key evidence base

LBTH Open Space Strategy (Mid-term update) (2011)

LBTH Heat Map Study Report (2011)

DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009)





















-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Transport**
-  Crossrail Boundary
-  Safeguarded Wharf
-  Cycle Super Highways
-  Underground Station
-  DLR Station
- Parks and open space**
-  Metropolitan Open Land
-  Publicly Accessible Open Spaces
-  Green Grid
-  Local Nature Reserves
-  Site of Importance for Nature Conservation
-  Lee Valley Regional Park
- Water space**
-  Flood Risk Area
-  Thames Policy Area
-  Blue Ribbon Network
- Heritage and conservation**
-  Statutory Listed Buildings
-  Archaeological Priority Area



Figure 35: Adopted Policies Map extract - Place of Leamouth

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

13 Leamouth Peninsula

Address	Orchard Place
Size (ha)	4.64
PTAL rating	1b
Flood zone(s)	2 & 3
London Plan density matrix classification	Urban
Existing use(s)	Vacant land

Site allocation

A comprehensive mixed-use riverside development required to provide a strategic housing development, a district heating facility (where possible), publicly accessible open space and other compatible uses.

Key

- Site boundary
- Walking / cycling route
- Green Grid route
- Improved public realm
- Activated waterspace

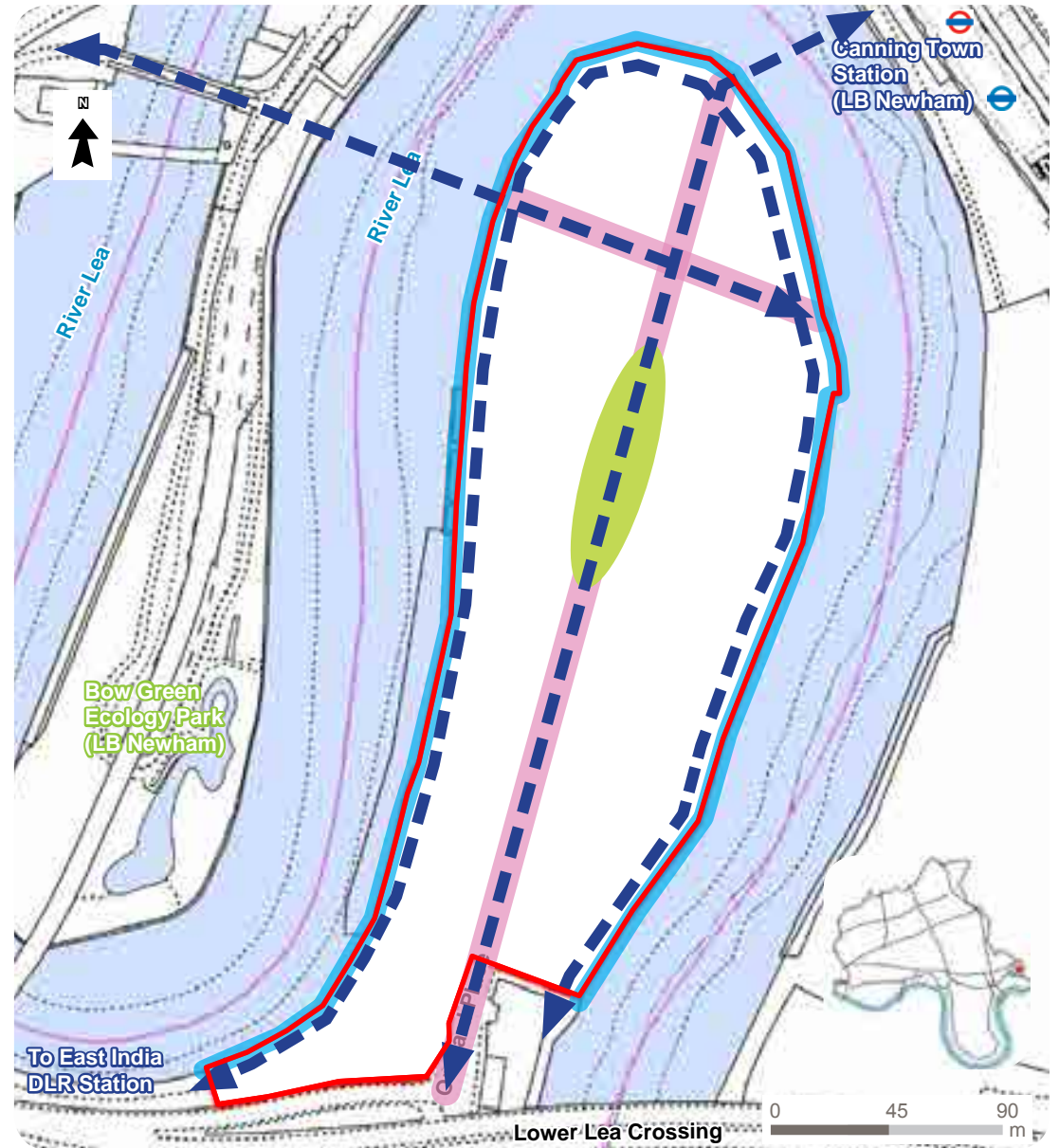


Figure 36: Site allocation map - Leamouth Peninsula

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

Leamouth peninsula is situated on the bend of the River Lea, on the eastern edge of the borough. To the south is the River Thames, the O2 dome and Greenwich peninsula. The roads to the south of the site provide access to the site via Orchard Place. Canning Town town centre and DLR/underground and Bus Station are located across the River Lea.

To the south of the site there are a mixture of uses comprising residential, workshops, live-work units, creative industries at Trinity Buoy Wharf, largely vacant industrial buildings on Castle Wharf, Hercules and Union wharves. The adjoining Orchard Wharf is a Safeguarded Wharf.

What are the design principles for the site?

- Development should respect and be informed by the riverside character of the site and the surrounding areas of Leamouth, Canning Town and Bow Green Ecology Park.
- As a priority, walking and cycling connections should be improved to, from and created within the site. These should be focused on the north-south and east-west routes, and include bridges to Canning Town town centre and Bow Green Ecology Park.
- Development should successfully include and deliver family homes.
- High quality public realm should be focused on the north-south and east-west routes.
- Development should be stepped back from the River Lea to avoid excessive overshadowing and enable access to the riverside.

What are the implementation considerations?

- Development is envisaged to begin between 2012 and 2015.
- Development will need to deliver pedestrian and cycling routes across the River Lea to Canning Town before completion.
- Access to public transport will need to be improved before completion.

- Development should not impact on the operations of the nearby safeguarded Orchard Wharf, in accordance with Core Strategy Spatial Policy 08 and policy DM21.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Canning Town District Centre (to the north east, LB Newham)

Key evidence base

LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)





Figure 37: Adopted Policies Map extract - Place of Blackwall

© Crown copyright and database rights 2012 Ordnance Survey, London Borough of Tower Hamlets 100019288

- | | | | | | |
|------------------------------|---|-----------------------------|---------------------------------|----------------------------------|--|
| | Boundary of London Borough of Tower Hamlets | | Local Office Location | | Green Grid |
| | Site Allocations | Transport | | | Site of Importance for Nature Conservation |
| Town centre hierarchy | | | Crossrail Boundary | Water space | |
| | Central Activities Zone Frontage | | Safeguarded Wharf | | Flood Risk Area |
| | Activity Areas | | Cycle Super Highways | | Thames Policy Area |
| | Major Centre | | Tower Hamlets Cycle Network | | Blue Ribbon Network |
| | District Centre | | Underground Station | Heritage and conservation | |
| | Neighbourhood Centre | | DLR Station | | Statutory Listed Buildings |
| Employment Areas | | | Crossrail Station (Proposed) | | Locally Listed Buildings |
| | Preferred Office Location | Parks and open space | | | Conservation Area |
| | Local Industrial Location | | Publicly Accessible Open Spaces | | |



14 Blackwall Reach

Address	Cotton Street / Robin Hood Lane
Size (ha)	7.2
PTAL rating	4
Flood zone(s)	1-3
London Plan density matrix classification	Central (south of Poplar High Street and Naval Row) / Urban
Existing use(s)	Housing, primary school, community facilities, car parking and warehousing

Site allocation
 A comprehensive mixed-use development required to provide a strategic housing development, an expanded Woolmore primary school and a district heating facility (where possible). The development will also include new publicly accessible open space, commercial floorspace and other compatible uses.

Development should recognise the latest supplementary guidance for Blackwall Reach.

- Key**
- Site boundary
 - Publicly accessible open space
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm
 - ⊙ Public square
 - ||||| Noise screening

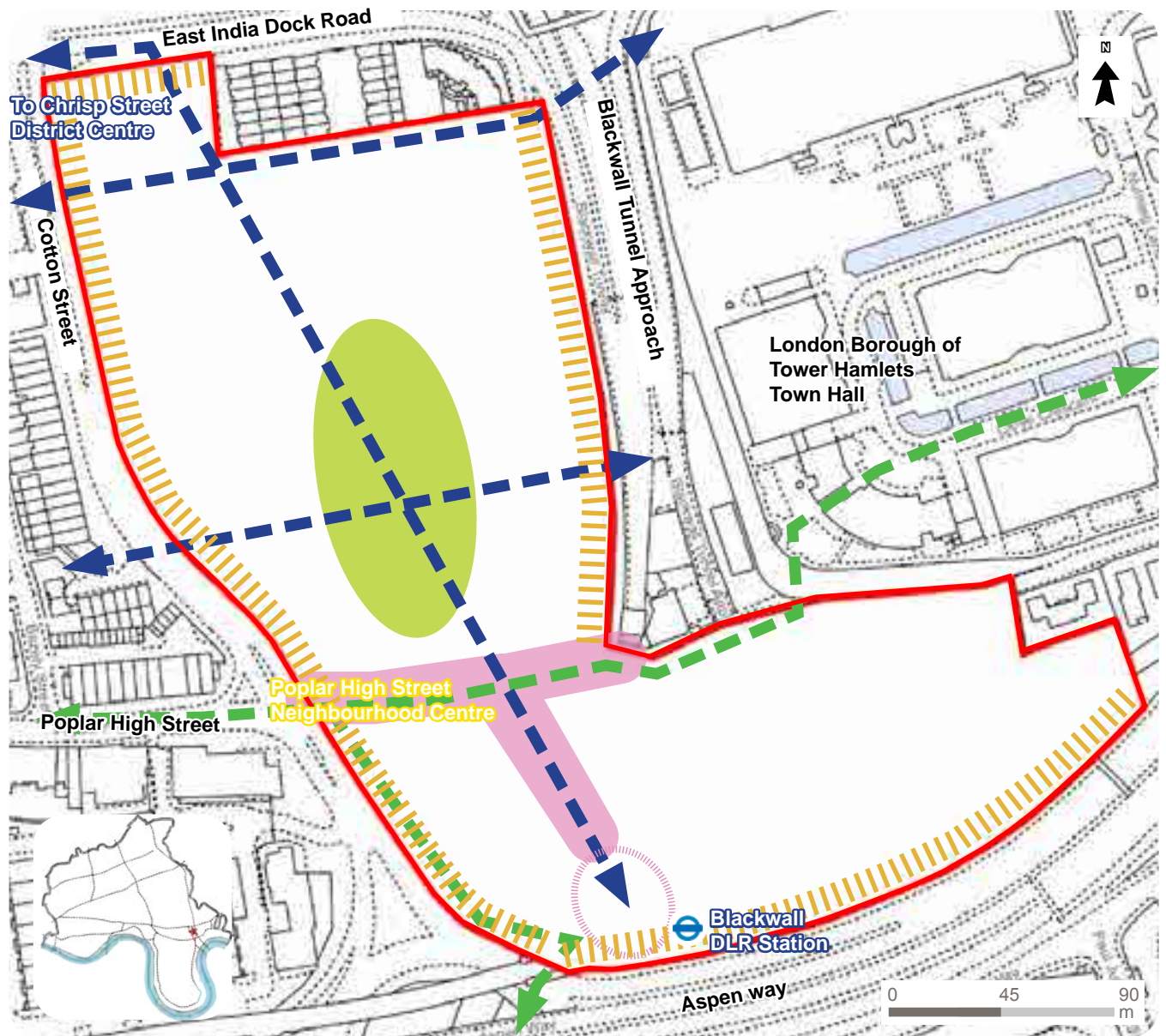


Figure 38: Site allocation map - Blackwall Reach

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site is comprised of two different areas, the Robin Hood Garden Estate, comprising late post-war housing blocks and lower-rise housing; and the other a collection of buildings adjoining Blackwall DLR Station, comprising workshops, garages and car parking. The access to the site is restricted to the east by the Blackwall Tunnel Approach Road, DLR lines and Aspen Way to the south.

What are the design principles for the site?

Development should accord with the objectives set out in the latest supplementary guidance for Blackwall Reach. Specifically any development should:

- Create high-quality public spaces, specifically in front of Blackwall DLR Station and along Poplar High Street.
- Improve and create walking and cycling connections to, from and within the site by addressing barriers and linking public spaces and centres of activity. Specifically connections should link to the River Thames, Poplar High Street, Canary Wharf, north to the Aberfeldy Estate and east to the Town Hall.
- Step down in height and scale from Poplar High Street town centre.
- Deliver family housing overlooking the publicly accessible open space.
- Development should protect, enhance and integrate heritage assets in the adjacent Naval Row and All Saints Church Conservation Assets.
- Provide new publicly accessible open space at the heart of the site.
- Improve the public realm within the neighbourhood centre.
- Address the noise and air pollution generated by Aspen Way, Cotton Street, East India Dock Road and the Blackwall Tunnel Approach.
- Respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built environment,

specifically All Saints Church and its surroundings to the west.

- Integrate the Green Grid route, helping to improve access from Poplar High Street to the Town Hall.

What are the implementation considerations?

- Development is envisaged to begin between 2012 and 2015.
- Development will need to ensure that land owners, leaseholders and tenants are engaged effectively to facilitate potential land assembly, and minimise issues.
- Development will need to provide an expansion of, and ensure the continual functioning, of Woolmore primary school during construction and operational phases.
- Development will need to re-provide bus parking and access near to Blackwall DLR Station.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.






















Key Spatial Policy Area designation(s)

Poplar High Street Neighbourhood Centre
Chrisp Street District Centre (to the north)

Key evidence base

LBTH Blackwall and Poplar Connections and Public Realm Study (2011)
LBTH Blackwall Reach Regeneration Framework (2008)
LBTH Heat Map Study Report (2011)



-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  Central Activities Area
-  Central Activities Zone Frontage
-  Activity Areas
-  Major Centre
-  Neighbourhood Centre
- Employment Areas**
-  Preferred Office Location
-  Local Industrial Location
- Transport**
-  Crossrail Boundary
-  Cycle Super Highways
-  Tower Hamlets Cycle Network
-  Underground Station
-  DLR Station
-  Crossrail Station (Proposed)
- Parks and open space**
-  Publicly Accessible Open Spaces
- Green Grid**
-  Green Grid
- Water space**
-  Flood Risk Area
-  Thames Policy Area
-  Blue Ribbon Network
- Heritage and conservation**
-  Statutory Listed Buildings






-  Locally Listed Buildings
-  Conservation Area
-  Archaeological Priority Area



Figure 39: Adopted Policies Map extract - Place of Canary Wharf

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

15 Billingsgate Market

Address	Trafalgar Way
Size (ha)	5.74
PTAL rating	3
Flood zone(s)	2-3
London Plan density matrix classification	Central
Existing use(s)	Wholesale market and parking

Site allocation
 A comprehensive mixed-use development required to provide a strategic housing development, a district heating facility (where possible) with other compatible uses.

- Key**
- Site boundary
 - - - Walking / cycling route
 - Improved public realm
 - Activated waterspace
 - ||||| Noise screening

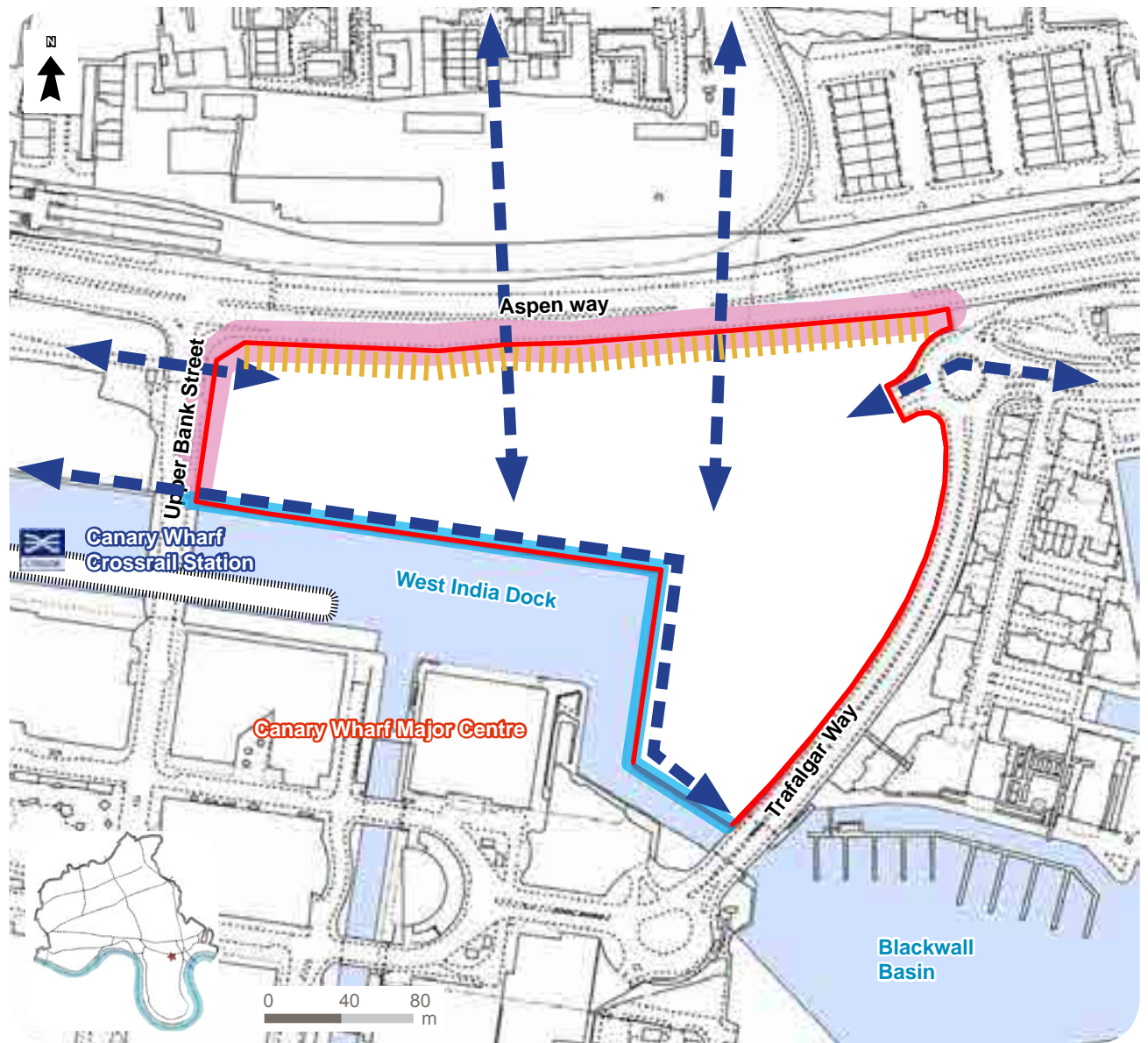


Figure 40: Site allocation map - Billingsgate Market

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site comprises Billingsgate Market and its associated vehicular parking. It is located to the south of Aspen Way and the DLR lines. The site is overlooked by the tall buildings of Canary Wharf to the south of the site.

Trafalgar Way runs along the east of the site, opposite which are a number of residential blocks. To the north east of the site is the Blackwall Reach Regeneration Area.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and dockside location. Specifically it should step down from Canary Wharf to the low-rise nature of Poplar.
- Development should protect and enhance the accumulator tower (Grade II Listed) and its surroundings.
- Walking and cycling connections should be improved to, from and created within the site, specifically to address the barrier of Aspen Way and integrate the site with Poplar to the north, and North Quay and the Canary Wharf Crossrail Station to the south west. These routes should align with the existing urban grain to support permeability and legibility.
- Development should be stepped back from West India Dock to avoid excessive overshadowing and enable activation of the dockside.
- The public realm should be improved at active site edges, specifically along Aspen Way and Upper Bank Street.
- Noise screening measures should be implemented in areas bordering Aspen Way.

What are the implementation considerations?

- Development is envisaged to begin between 2020 and 2025.
- Development will only be supported if the operations of the Billingsgate Market can be appropriately reprovided (within or outside

of the borough).

- Development will need to deliver pedestrian and cycling routes across Aspen Way.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Canary Wharf Activity Area
Canary Wharf Preferred Office Location (partial)

Key evidence base

LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)

16 Wood Wharf

Address	Preston's Road
Size (ha)	7.26
PTAL rating	2
Flood zone(s)	3
London Plan density matrix classification	Central
Existing use(s)	Warehousing, offices, housing and vacant land

Site allocation

A comprehensive mixed-use development opportunity required to provide a strategic housing development, an Idea Store, a health facility and a district heating facility (where possible). The development will also include a substantial amount of commercial floorspace and other compatible uses.

Development should recognise the latest supplementary guidance for Wood Wharf.

Key

- Site boundary
- Development parcel
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- Public realm improvement focus
- Activated waterspace
- Active frontage
- Focal point

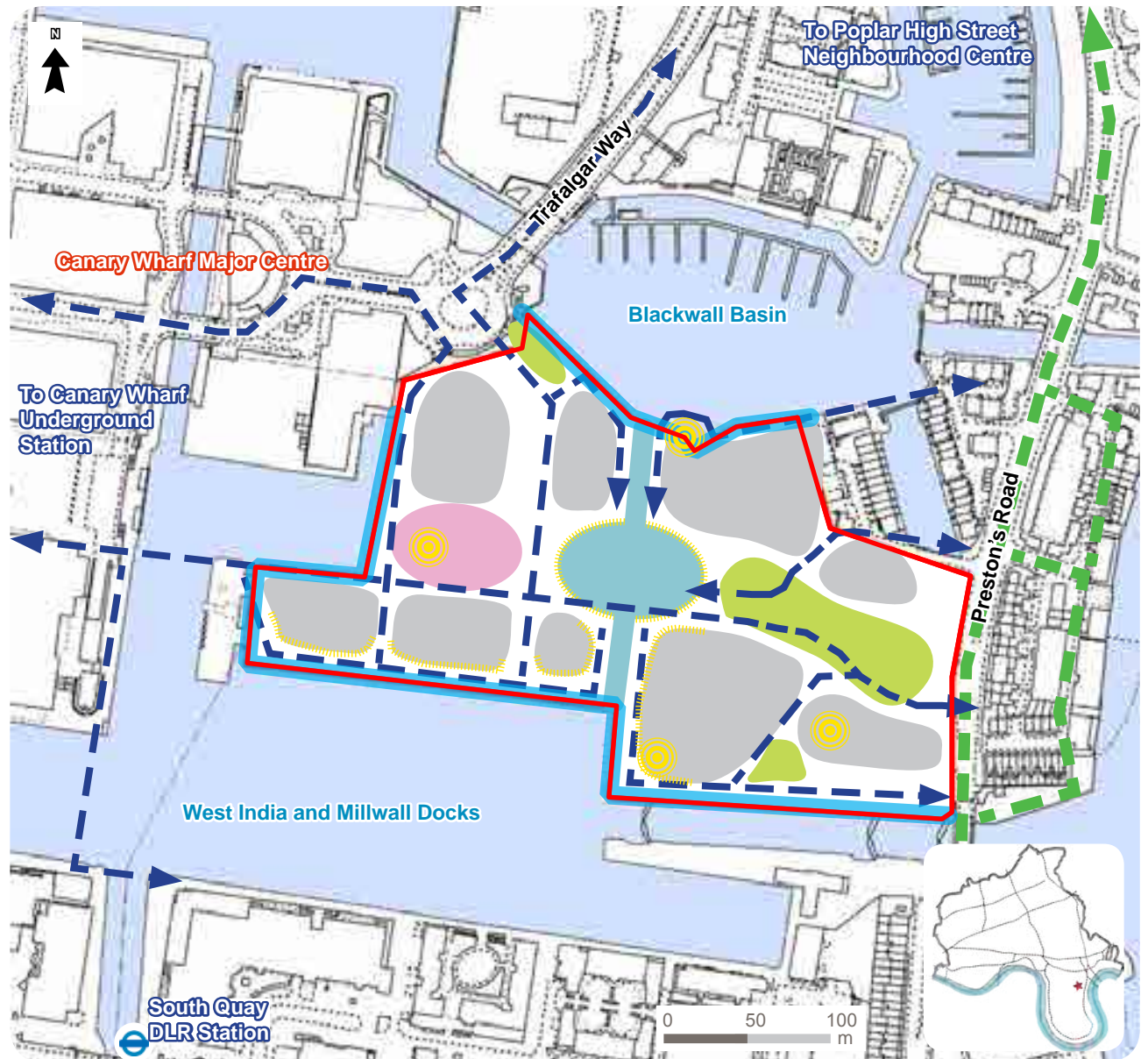


Figure 41: Site allocation map - Wood Wharf

What is the site and surrounding area like?

Wood Wharf is located directly to the east of Canary Wharf and west of Preston's Road. Blackwall Basin defines the northern boundary of the site with the West India Dock and South Quay forming the southern boundary. The site currently has warehousing, some housing and vacant land.

What are the design principles for the site?

Development should accord with the design principles set out in the latest supplementary guidance for Wood Wharf. Specifically any development should:

- Complement the tall building cluster in Canary Wharf through appropriate taller building heights while respecting and being informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location.
- Focus tall buildings in the west of the site, stepping down to the existing lower rise environment in Cubitt Town to the east.
- Protect and enhance the Blackwall Basin and former West India Dock walls and other surrounding heritage assets.
- Create new east-west and north-south walking and cycling routes. These should align with the existing grid geometry of Canary Wharf to support permeability and legibility, specifically connecting to Canary Wharf and Marsh Wall East.
- Provide a range of new publicly accessible open spaces.
- Provide a new canal link to Wood Wharf.
- The Green Grid route should be integrated within the site along Preston's Road.
- Development should be stepped back from the surrounding water-spaces to avoid excessive overshadowing and enable activation of the riverside.
- Incorporate focal points that to help create a sense of place for Wood Wharf.

What are the implementation considerations?

- Development is envisaged to begin between 2015 and 2020.
- The delivery of an Idea Store will need to be monitored alongside the development of the Crossharbour town centre site to ensure the needs of communities are met in the most appropriate manner.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Canary Wharf Major Centre
Canary Wharf Preferred Office Location (partial)

Key evidence base

LBTH Wood Wharf Masterplan (2003)
LBTH Town Centre Policy Development Report (2011)
LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)


















-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  Activity Areas
-  Neighbourhood Centre
- Transport**
-  DLR Station
- Parks and open space**
-  Publicly Accessible Open Spaces
-  Green Grid
- Water space**
-  Flood Risk Area
-  Thames Policy Area
-  Blue Ribbon Network
- Heritage and conservation**
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  London View Management Framework
-  Conservation Area
-  Archaeological Priority Area



Figure 42: Adopted Policies Map extract - Place of Millwall

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

17 Millennium Quarter

Address	Millharbour / Marsh Wall
Size (ha)	22.29
PTAL rating	3
Flood zone(s)	3
London Plan density matrix classification	Central - Urban
Existing use(s)	Housing, shops, restaurants, offices, open space

Site allocation
 A comprehensive mixed-use development opportunity required to provide a strategic housing development and a district heating facility (where possible). The development will also include commercial floorspace, open space and other compatible uses.

Development should recognise the latest supplementary guidance for the Millennium Quarter.

- Key**
- Site boundary
 - Development parcel
 - Publicly accessible open space
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm
 - Activated waterspace

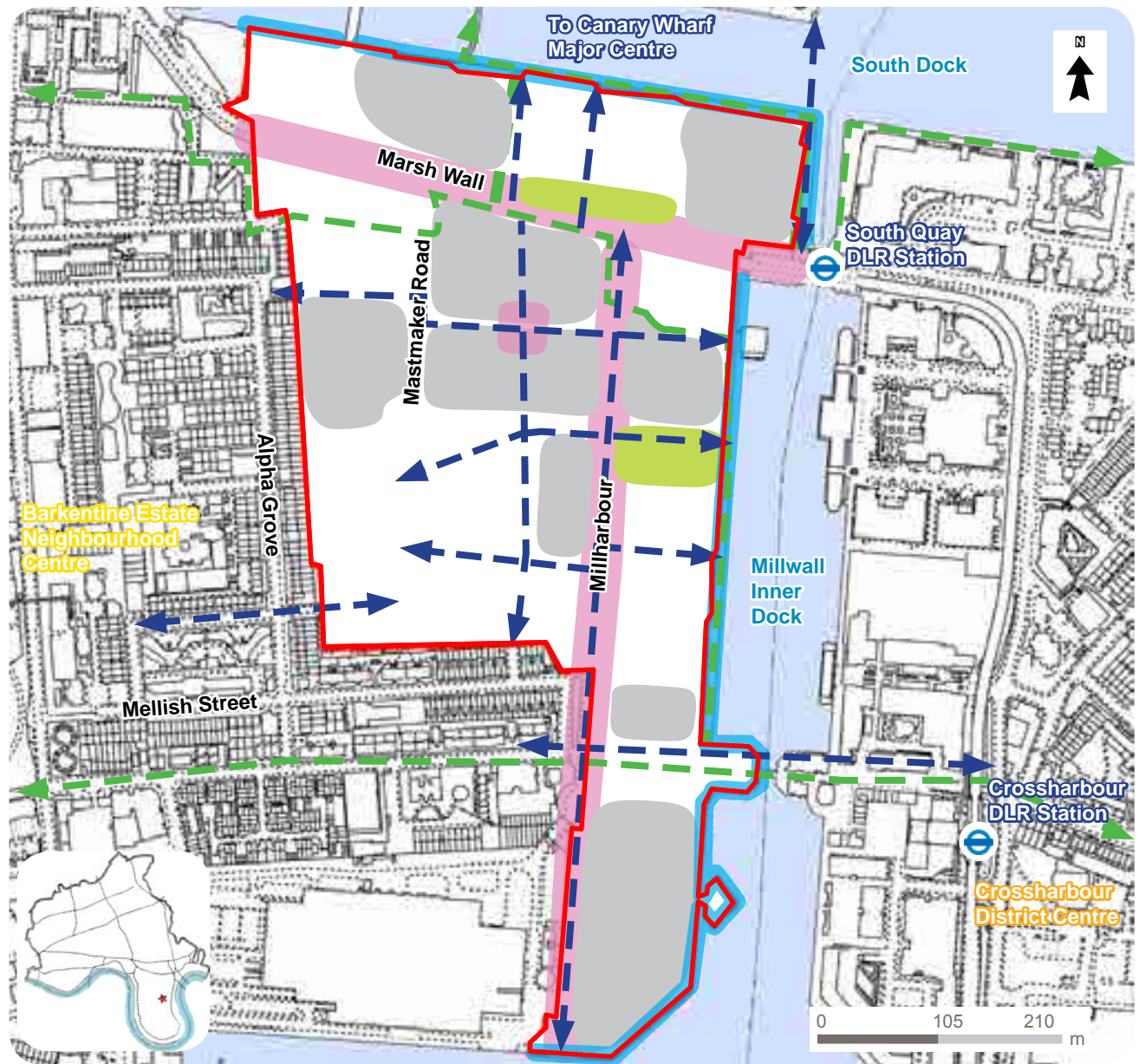


Figure 43: Site allocation map - Millennium Quarter

What is the site and surrounding area like?

As the Millennium Quarter masterplan continues to be delivered, the built form is evolving into high-density tall building residential developments (notably Pan Peninsula) with offices, local shops and open space. The masterplan area is bounded by South Dock to the north, Millwall Outer Dock to the east and the lower rise housing of the Barkentine Estate to south and west.

The Westferry printing works is to the south of the site with the adjacent Barkentine Estate to the west, with Greenwich View Place to the south. The Baltimore Wharf development to the east forms a strong visual barrier. The elevated DLR to the north is another visual barrier with South Quay DLR station being the closest station.

What are the design principles for the site?

Development should accord with the design principles set out in the latest supplementary guidance for the Millennium Quarter. Specifically any development should:

- Respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location; specifically it should step down from Canary Wharf to the smaller scale residential areas south of Millwall Dock.
- Protect and enhance the setting of the Maritime Greenwich World Heritage Site and other surrounding heritage assets including the historic dockside promenade.
- Development should be stepped back from the surrounding water-spaces to avoid excessive overshadowing and enable activation of the riverside.
- The Green Grid route should be integrated within the site along Marsh Wall, Byng Street, Mastmaker's Road, Millharbour and the edges of South Dock and Millwall Inner Dock.
- Create a legible, permeable and well-defined movement network, centred on Millharbour and Marsh Wall.
- Create and deliver two new public open spaces.

What are the implementation considerations?

- Development should connect to, or demonstrate potential to connect to the Barkentine Energy Centre.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Canary Wharf Activity Area (partial)

Key evidence base

LBTH Millennium Quarter Public Realm Guidance Manual (2008)
 LBTH Millennium Quarter Masterplan (2000)
 LBTH Town Centre Policy Development Report (2011)
 LBTH Heat Map Study Report (2011)
 LBTH Green Grid Strategy (2010)

18 Westferry Printworks

Address	Westferry Road
Size (ha)	6.16
PTAL rating	2
Flood zone(s)	3
London Plan density matrix classification	Urban
Existing use(s)	Offices, printworks and car parking

Site allocation
 A comprehensive mixed-use development required to provide a strategic housing development, a secondary school, publicly accessible open space, an expanded leisure facility, a district heating facility (where possible) and other compatible uses.

- Key**
- Site boundary
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm
 - Activated waterspace

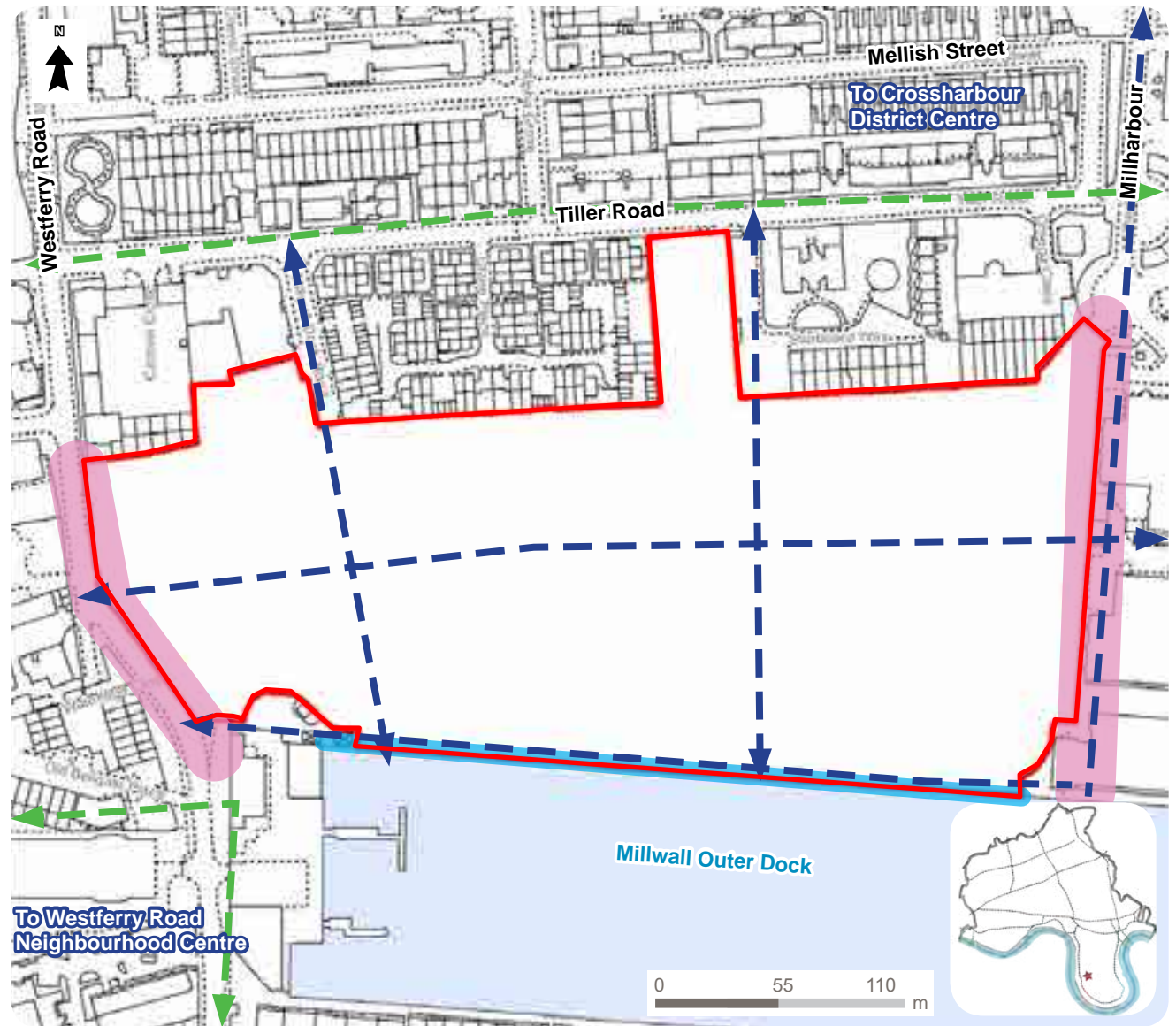


Figure 44: Site allocation map - Westferry Printworks

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

Westferry Printworks is located on the south western edge of the Millennium Quarter. It is a large scale building on the dockside with lower rise housing and Tiller leisure centre in the north of the site.

What are the design principles for the site?

- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location. Specifically it should acknowledge the design of the adjacent Millennium Quarter and continue to step down from Canary Wharf to the smaller scale residential to the north and south.
- Development should protect and enhance the setting of the Maritime Greenwich World Heritage Site and other surrounding heritage assets.
- Development should be stepped back from the surrounding waterspaces to enable activation of the riverside.
- Development should successfully include and deliver family homes.
- Public open space should be located adjacent to the Millwall Outer Dock and of a usable design for sport and recreation.
- Walking and cycling connections should be improved to, from and created within the site, specifically to improve connections to Millwall Outer Dock and to Barkentine Estate centre, Westferry Road centre and Crossharbour centre. These routes should align with the existing urban grain to support permeability and legibility.
- The public realm should be improved at active site edges, specifically along Westferry Road and Millharbour.

What are the implementation considerations?

- Development is envisaged to begin between 2015 and 2020.
- Development should align with any proposals for adjacent sites within the Millennium Quarter masterplan.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood

Risk Assessment (2011) and the sequential test.

- The potential for the co-location of 'dry' sports facilities with the secondary school and the Tiller leisure centre should be explored to ensure the borough meets its leisure needs.
- A new secondary school site takes first priority over all other non transport infrastructure requirements including affordable housing, in relation to the redevelopment of this site, to ensure that it is economically viable and that the new school is provided in a sustainable location to help meet education needs arising across the borough.
- Development must examine the potential for a district heating facility.

Key evidence base

LBTH Heat Map Study Report (2011)

LBTH Green Grid Strategy (2010)

DfE Building Bulletin 98 (2009) Briefing Framework for Secondary School Projects (2009)

Cubitt Town



-  Boundary of London Borough of Tower Hamlets
-  Site Allocations
- Town centre hierarchy**
-  Activity Areas
-  District Centre
-  Neighbourhood Centre
- Transport**
-  Transport Interchange Area
-  Tower Hamlets Cycle Network
-  DLR Station
- Parks and open space**
-  Metropolitan Open Land
-  Publicly Accessible Open Spaces
-  Green Grid
-  Site of Importance for Nature Conservation
- Water space**
-  Flood Risk Area
-  Thames Policy Area
-  Blue Ribbon Network
- Heritage and conservation**
-  World Heritage Site and Buffer Area
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  London View Management Framework
-  Conservation Area
-  Archaeological Priority Area
-  Listed Parks and Gardens

 Historic Parks and Gardens



Figure 45: Adopted Policies Map extract - Place of Cubitt Town

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

19 Crossharbour Town Centre

Address	East Ferry Road
Size (ha)	4.89
PTAL rating	3
Flood zone(s)	3
London Plan density matrix classification	Urban
Existing use(s)	Supermarket, car parking, offices, health facility and Crossharbour DLR Station

Site allocation
 A comprehensive sustainable district centre development opportunity centred on a new public square. It will be required to provide a strategic housing development and an Idea Store. The development will also include retail floorspace and other town centre compatible uses.

- Key**
- Site boundary
 - - - Walking / cycling route
 - - - Green Grid route
 - Improved public realm
 - ⊙ Public square

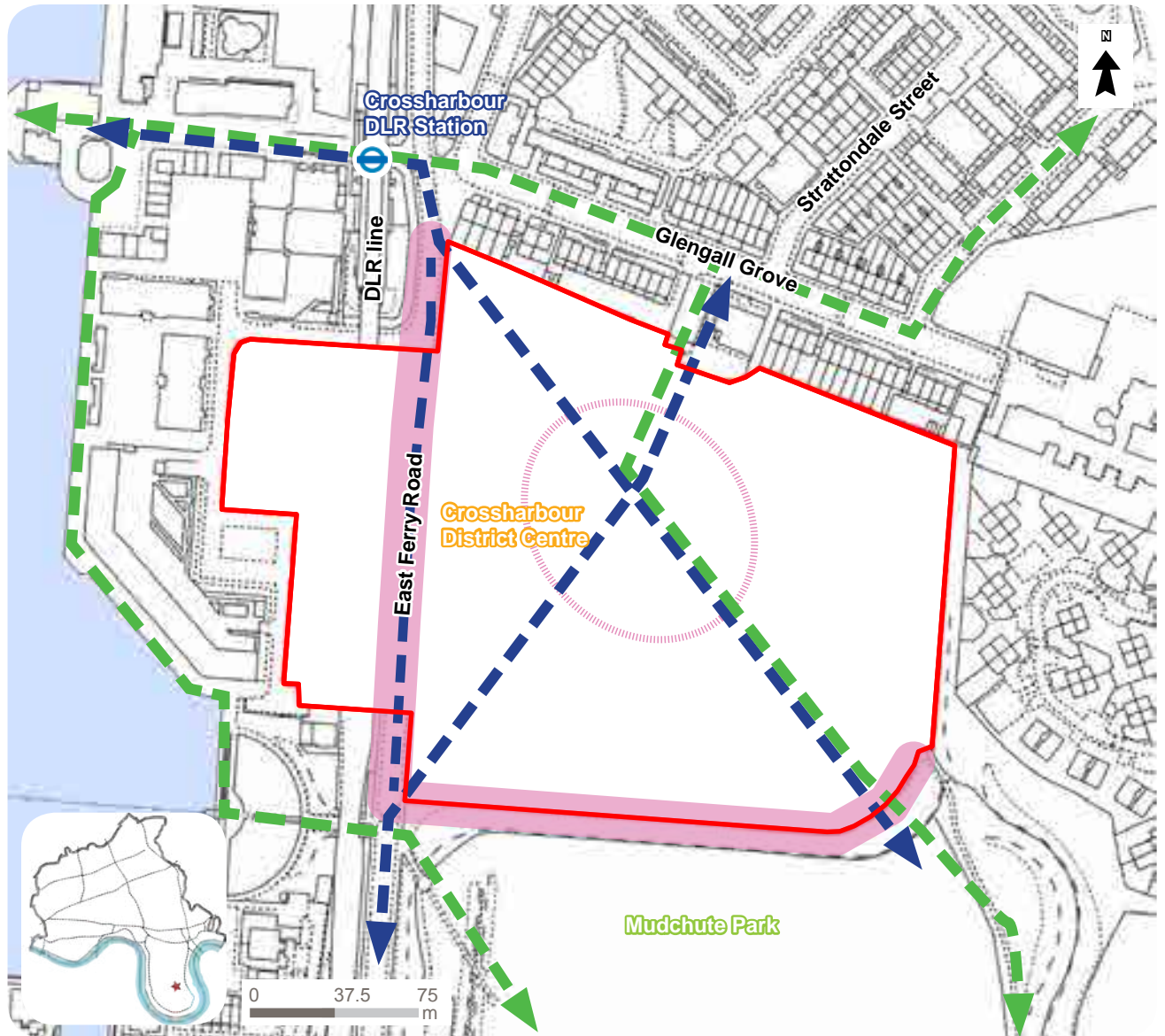


Figure 46: Site allocation map - Crossharbour Town Centre

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site is currently dominated by a supermarket and associated car parking. Alongside these are a health facility, Crossharbour DLR Station and medium-rise offices. It lies to the north of Mudchute Park and south of Canary Wharf. The site itself is bounded by East Ferry Road to the west, Mudchute Park on the south, a low rise residential development on the east and north.

What are the design principles for the site?

- Development should deliver an anchor supermarket with smaller shops and leisure uses.
- Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and Mudchute Park. Specifically it should acknowledge the low rise nature of the immediate residential area to the north.
- Development should be centred around a new public square at the heart of the site.
- Development should protect and enhance the setting of the Maritime Greenwich World Heritage Site and other surrounding heritage assets.
- Walking and cycling connections should be improved to, from and created across the site to establish connections to the new public square, Crossharbour DLR Station and Mudchute Park. These routes should acknowledge the existing urban grain to support permeability and legibility.
- The Green Grid route should be integrated within the site.
- The public realm should be improved at active site edges, specifically along East Ferry Road and adjacent to Mudchute Park.

What are the implementation considerations?

- Development is envisaged to begin between 2015 and 2020.
- The health facility should be reprovided on site in accordance with policy DM8.
- A new supermarket should be provided before the existing super-

market is redeveloped to ensure continued service delivery for local people.

- Delivery of new routes and public square should be an prioritised within phasing timetables.
- Development should connect to, or demonstrate potential to connect to the Barkentine Energy Centre.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.
- The site occupies the majority of the Crossharbour district centre Spatial Policy Area.

Key Spatial Policy Area designation(s)
Crossharbour District Centre

Key evidence base

LBTH Town Centre Policy Development Report (2011)
LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)
LBTH Leisure Facilities Strategy (Sporting Places) (2009)
LBTH Idea Store Strategy (2009)

20 Marsh Wall East

Address	Marsh Wall, Limeharbour
Size (ha)	12.94
PTAL rating	3
Flood zone(s)	3
London Plan density matrix classification	Central - Urban
Existing use(s)	Offices, housing, shops, cafes, restaurants, open space

Site allocation

A comprehensive high-density mixed-use development opportunity required to provide a strategic housing development and a district heating facility (where possible). The development will also include commercial floorspace for Small to Medium Enterprises, open space and other compatible uses in a new urban quarter.

Development should recognise the latest supplementary guidance for Marsh Wall East.

Key

- Site boundary
- Development parcel
- Publicly accessible open space
- Walking / cycling route
- Green Grid route
- Activated waterspace
- Active frontage

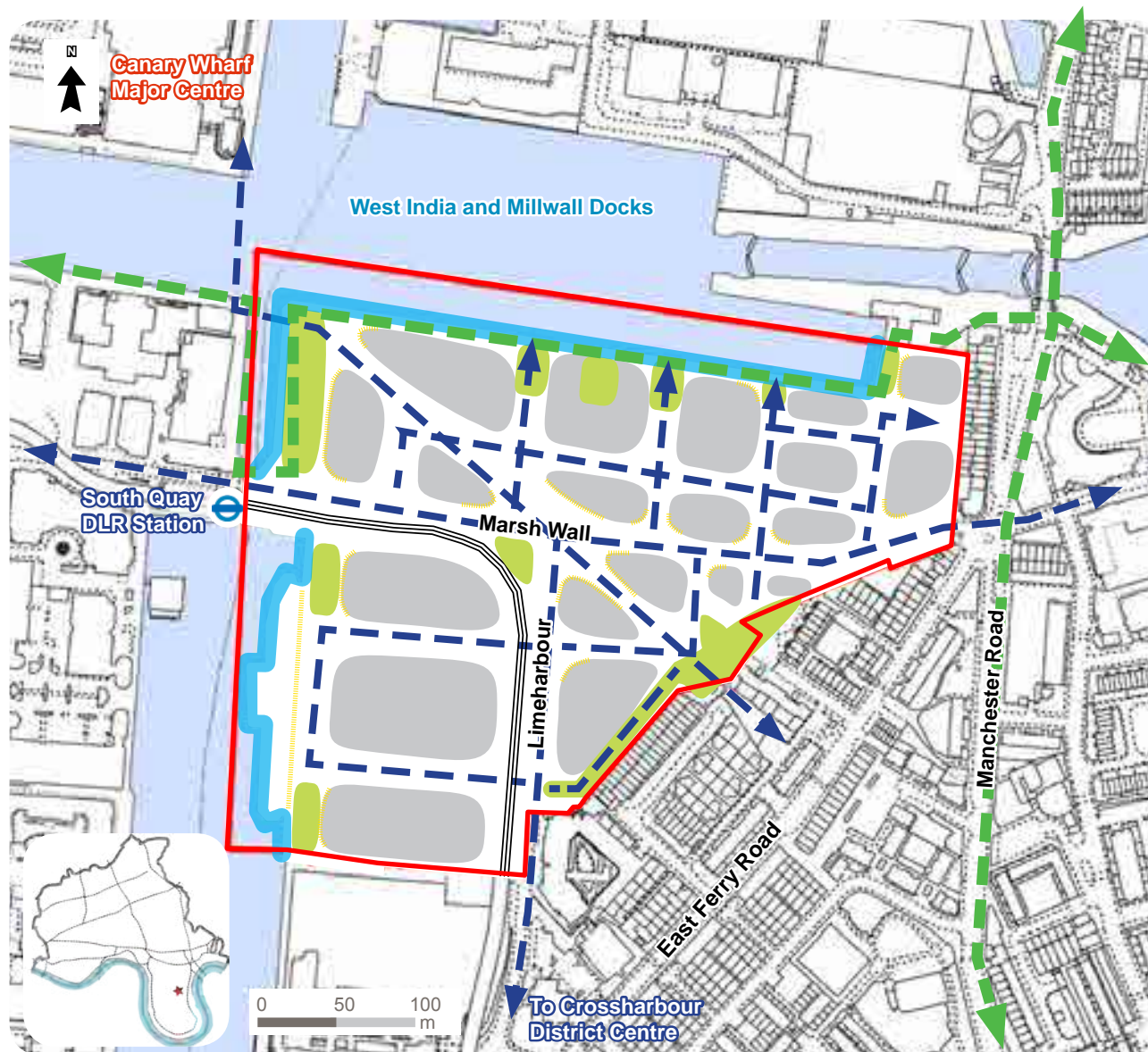


Figure 47: Site allocation map - Marsh Wall East

© Crown copyright and database rights 2013 Ordnance Survey, London Borough of Tower Hamlets 100019288

What is the site and surrounding area like?

The site is located south of the existing tall building cluster of Canary Wharf and proposed large scale development site at Wood Wharf, and east of the tall buildings of the Millennium Quarter. While the site currently comprises mainly commercial and residential developments of small to medium scale, it shares a similar character to these other dockside areas, separated from them by the West India and Millwall Docks. On Millwall Dock are a number of larger scale office and housing developments, whilst to the south-east beyond the site are the significantly lower-rise settled housing estates of Cubitt Town.

What are the design principles for the site?

Development should accord with the design principles set out in the latest supplementary guidance for Marsh Wall East. Specifically any development should:

- Complement the tall building cluster in Canary Wharf through appropriate taller building heights whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly the lower rise buildings of Cubitt Town to the south-east.
- Be developed as a series of tall and medium scale buildings with a well articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall East and Limeharbour.
- Create a legible, permeable and well-defined movement network through the site, centred on Millwall and Marsh Wall connecting to the surrounding existing street network and docksides, with a new bridge crossing to the north.
- Tall buildings should be fully integrated with and facilitate delivery of the new public realm and be stepped back from the docksides to enable these areas to be enhanced by fully accessible active frontages.
- Be stepped back from the docksides to enable these areas to be enhanced by fully accessible active frontages.
- Create a series of inter-connected pocket parks and open spaces to deliver new amenity space and the Green Grid route network in the area, particularly along the waterfronts of West India and Millwall Docks. Additionally, walking and cycling connections should be improved to, from and be created within the site, specifically to the

dock sides, north to Canary Wharf major centre and Mudchute Park. These routes should align with the existing urban grain to support permeability and legibility.

- Protect and enhance the setting of all heritage assets in and around the area, including the historic docks and the setting of the Maritime Greenwich World Heritage Site to the south.
- Improve biodiversity and nature conservation along the water edges and within open spaces.

What are the implementation considerations?

- Development is envisaged to begin between 2012 and 2015.
- Effective engagement by and between landowners and leaseholders will be required to facilitate development. This will potentially require land assembly and bringing forward developments jointly.
- Tall building developments will be required to demonstrate how they relate positively to other proposals for tall buildings and the surrounding townscape, in terms of immediate setting, relationship and cumulative impact.
- Development should seek to deliver over 3000 new net additional homes to help meet the housing target for the place of Millwall.
- In addition to the delivery of a district heating facility within the site, development should be connected to, or demonstrate potential to connect to the Barkentine Energy Centre to help create a local energy network.
- Development should reprovide and intensify existing employment floorspace.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Level 2 Strategic Flood Risk Assessment (2011) and the sequential test.

Key Spatial Policy Area designation(s)

Canary Wharf Activity Area
Crossharbour District Centre (to the south)

Key evidence base

LBTH Town Centre Policy Development Report (2011)
LBTH Heat Map Study Report (2011)
LBTH Green Grid Strategy (2010)

4

Monitoring & Delivery

Monitoring and delivery

M.1 In order to ensure that the policies of this document can be effectively put into action and that sites in the borough (particularly those key sites identified in this document) are developed and delivered according to the Council's spatial vision and strategic objectives, the Council will continue to undertake regular monitoring and adopt the following implementation approaches.

The Development Plan

M.2 The development plan comprises a number of statutory planning documents, including the London Plan, the Local Plan and Neighbourhood Plans. It is the main vehicle for coordinating decision-making for development in the borough on a spatial basis. The development plan provides the policy framework in which the Council will make decisions on planning applications. It also influences major investment decisions regarding infrastructure and services given it provides the spatial context for where these are required.

Development Management and pre-application

M.3 Development management is the term used to "include the range of activities and interactions that together transform the 'control of development and the use of land' into a more positive and proactive process which fits better with the ethos of spatial planning and better supports local authorities in their role as place shapers" (Planning Advisory Service). The Council has long been embedding these principles to best manage challenges and opportunities arising from development and to achieve a transformation into a positive and proactive role for planning.

M.4 'Development Management' as opposed to 'Development Control' is more than just a new name for existing planning practise. While the policies and functions will remain familiar, there are new principles to guide the way that officers should work. Inclusive and responsive pre-application engagement is an integral part of Development Management processes.

M.5 Pre-application discussions are welcomed and encouraged and the

Council operates a comprehensive pre-application service. Planning applicants or agents often request advice on whether a particular proposal is likely to be successful. This is a valuable process because it can identify improvements needed to a scheme prior to submission. While the outcome of an application cannot be guaranteed, a planning application is more likely to succeed if it is well prepared, accords with the development plan and properly addresses and responds to relevant challenges raised at pre-application stage (by planning officers as well as the local community). This should also ensure the speedier delivery of decisions, time and cost savings and higher quality developments.

M.6 Information on the Council's pre-application service can be found on the Tower Hamlets planning pages on the website, which includes a advisory note (prepared July 2011) explaining to customers the details of the various levels of pre-application service available.

Securing comprehensive development

M.7 As a priority the Council aims to promote a coordinated approach to development through the development management process and negotiations with landowners and developers. Where considered necessary, the Council has legal powers to compulsorily purchase land to enable development for land assembly for efficient regeneration aspirations within the borough, but this will always be a last resort.

Partnership working

M.8 The development plan cannot be implemented by the Council alone. It is essential that a range of organisations work together to align priorities and ensure that the objectives and policies in the development plan can be delivered. Joint working with stakeholders enables delivery through securing buy-in and, where possible, gaining funding commitments. Partnership working is key to the delivery process.

M.9 With an ambitious spatial strategy set out in the Core Strategy, the Council has maintained ongoing dialogue with key stakeholders throughout the preparation of this document; one of these groups is the Tower

Hamlets Partnership. The Partnership is responsible for delivering the Community Plan and its vision of One Tower Hamlets which the Core Strategy spatial vision is based on.

M.10 The Council is committed to continue its partnership working with internal stakeholders and external agencies including:

- Greater London Authority
- Development Corporations (LLDC)
- National Health Service
- Neighbouring Local Authorities, including LB Newham, LB Hackney and the Corporation of London
- Homes and Communities Agency
- English Heritage
- Environment Agency
- Transport for London
- Canal and River Trust
- Metropolitan Police Service and other emergency services
- Registered Providers in the borough
- Port of London Authority

M.11 In the event of any of these agencies becoming obsolete, the Council will continue to work with any replacement agencies.

Supplementary guidance and supporting strategies

M.12 To realise the spatial vision of the Core Strategy, the Council is proactive in developing area-specific plans for key sites, spatial designations and areas of growth, in order to promote sustainable development, improvements and regeneration. Mechanisms in place and being developed to help facilitate this include:

- Bromley-by-Bow Master Plan (2012);
- Tower Hamlets Green Grid (2011);
- Open Space Strategy (update) (2011)
- Infrastructure Delivery Plan Update (2012);

- Infrastructure Delivery Plan (2009);
- Town Centre Spatial Strategy (2009);
- Aldgate Master Plan (2007);
- Whitechapel Master Plan (2007);
- Wood Wharf Master Plan (2003);
- Millennium Quarter Master Plan (2000)

M.13 This document adds to the foundation for the development of future masterplans, development briefs and strategies and neighbourhood planning.

Assessments and research

M.14 The development plan has been underpinned by an evidence base which helps to provide the context of the Council's policy position and further assist in the implementation of its strategic vision. Assessments and research studies have been undertaken by or supported by the Council to support and justify the adopted approach. Where necessary, evidence base will be developed to inform future supplementary guidance.

Planning Obligations

M.15 The Council adopted its Planning Obligations Supplementary Planning Document (SPD) in January 2012 which sets out the Council's approach to developer contributions.

M.16 The SPD is supported by robust evidence and has been tested through planning applications. It helps overcome the often protracted process of agreeing appropriate levels of contribution and provides a degree of certainty to both the Council and the developer from the outset. Importantly, the obligations sought will contribute to delivering the policies set out in this document. The document will be valid until 2014, when the Community Infrastructure Levy is introduced by the Council, and will provide the basis upon which a Charging Schedule can be worked up.

Community Infrastructure Levy (CIL)

M.17 The London Mayor approved his CIL Charging Schedule on 29th February 2012, which took effect on the 1st April 2012. The London Mayor's Levy is intended to raise £300 million towards the funding of Crossrail by 2019. The London Mayoral CIL Charging Schedule and his section 106 contributions for Crossrail will work in tandem. The London Borough of Tower Hamlets has an obligation to collect CIL monies on behalf of the London Mayor, for developments in the borough.

M.18 For further details about the London Mayoral CIL and his Cross-rail Supplementary Planning Guidance, please visit the Greater London Authority's web site. The Council is committed to bringing in its own CIL Charging Schedule by 2014.

Use of conditions

M.19 For the Council to deliver the development necessary to achieve the vision set out in the adopted Core Strategy there may be the requirement to impose conditions on development proposals to mitigate negative impacts to make them acceptable.

M.20 Any conditions that the Council imposes on development proposals will be consistent with relevant guidance, including the National Planning Policy Framework. Planning conditions will only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Enforcement

M.21 There are some instances where development that takes place outside planning control. This can undermine the implementation of the Council's vision and policies and cause harm to the public interest. Therefore, when breaches of planning control come to the Council's notice, the Council will investigate each case and, if considered expedient, will take appropriate action to remedy the breach of control with regards to the policies within the development plan's suite of policies and any other material planning considerations.

Monitoring

M.22 It is essential that a process of monitoring is in place to highlight whether local policies and guidance, through delivery, are achieving the Core Strategy (2010) and Community Plan vision. This allows continuity of the Plan-Monitor-Manage approach used by the Council.

M.23 There are a number of borough and regional targets that the Council has to meet and to date the Annual Monitoring Report (AMR) has been the key tool in recording the performance of the Council's policies. Legislation in the Localism Act (2011) has allowed greater flexibility in the Council's monitoring approach; however the Council will continue to record its progress against the commitments in the Core Strategy, through its AMR.

M.24 The MDD has been written in order to be flexible enough to ensure the Council's vision and objectives for Tower Hamlets can be delivered in future years despite changing circumstance, for example, economic fluctuations or shifts in government strategy. Regular monitoring will be important in identifying the impact of changing circumstances on policy effectiveness. It will allow the Council to adjust the nature and application of policies where appropriate and, if necessary, bring forward alternative approaches or guidance.

M.25 The Monitoring and Delivery Framework (Table 6) identifies the indicators which will be used as a basis for monitoring the effectiveness of policies. They are taken from the AMR and many are the same (albeit re-titled) as used to monitor the policies of the Core Strategy. There may be indicators which will be updated in light of reviewing how the Council undertakes its annual monitoring under the new regulations.

M.26 The Monitoring and Delivery Framework also identifies other Council guidance and strategies which will assist in the effective implementation of the development management policies.

Table 6: Monitoring and Delivery Framework

Core Strategy		Managing Development Document	
Strategic Objective	Spatial Policy	Development management policy and site allocation	Monitoring indicator
SO1 SO2 SO3	All	All	All
SO4 SO5 SO6	SP01	DM1 DM2	CS1 Completed floorspace for 'town centre uses' (A1, A2, B1a, and D2) CS2 Town Centre Vacancy Rate CS3 Percentage of A1, A3, and A5 uses in District Centres
SO7 SO8 SO9 SO10 SO11 SO12 SO13 SO14	SP02 SP03 SP04 SP05	DM3 DM4 DM5 DM6 DM7 DM8 DM9 DM10 DM11 DM12 DM13 DM14	CS4 Plan period and housing targets CS5 Net additional dwellings in previous years CS6 Net additional dwellings for the reporting year CS7 Net additional dwellings in future years CS8 Gross affordable housing completions CS9 Percentage of total housing completions that are affordable (calculated by affordable rooms) CS10 Number of affordable housing units secured through planning obligations CS11 Percentage of social rented housing completions for family housing CS12 Percentage of intermediate and market housing completions for family housing CS13 Percentage of affordable housing completions that are intermediate CS14 Wheelchair accessible affordable homes completed CS15 Student accommodation completed CS16 Number of residential dwellings lost CS17 Proportion of local authority homes which were non-decent at 1 April each year CS18 Residential density CS19 Number of general practitioners per 1,000 people CS20 Percentage of population reporting good health, aged under 75 CS21 Life expectancy at birth CS22 Financial contribution for health per residential unit CS23 Number of new or redeveloped primary care facilities CS24 Percentage of people asked who think sports facilities are good, very good, or excellent CS25 Number of physical visits to public library premises per annum CS26 Number of visits to leisure centres CS27 Number of eligible open spaces managed to Green Flag standard CS28 Area of land designated as open space

			<p>CS29 Area of land designated as Green Chain</p> <p>CS30 Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</p> <p>CS31 Percentage of approved planning applications that do not meet the sequential test for managing flood risk</p> <p>CS32 Changes in areas of biodiversity importance</p> <p>CS33 Area of land designated as Local Nature Reserves</p> <p>CS34 Biological river quality</p> <p>CS35 Capacity of new waste management facilities by waste planning authority</p> <p>CS36 Amount of municipal waste arising and managed by waste management authority: by management type</p> <p>CS37 Percentage of household waste which has been sent by the authority for recycling, reuse and composting</p>
<p>SO15</p> <p>SO16</p> <p>SO17</p> <p>SO18</p>	<p>SP06</p> <p>SP07</p>	<p>DM15</p> <p>DM16</p> <p>DM17</p> <p>DM18</p> <p>DM19</p>	<p>CS38 Number of new jobs created</p> <p>CS39 Working age people on out of work benefits</p> <p>CS40 Percentage of residents working outside of the borough</p> <p>CS41 Total amount of additional employment floorspace by type</p> <p>CS42 New business registration rate per 10,000 adults</p> <p>CS43 Number of new hotel rooms</p> <p>CS44 Percentage of population aged 16-74 with no formal qualifications</p> <p>CS45 Percentage of young people aged 16-18 not in education, employment or training</p> <p>CS46 Enrolments on adult education courses per 1,000 adults</p> <p>CS47 Financial contribution for education per residential unit</p> <p>CS48 Percentage of children living in households with relative low income</p>
<p>SO19</p> <p>SO20</p> <p>SO21</p> <p>SO22</p> <p>SO23</p> <p>SO24</p>	<p>SP08</p> <p>SP09</p> <p>SP10</p> <p>SP11</p>	<p>DM20</p> <p>DM21</p> <p>DM22</p> <p>DM23</p> <p>DM24</p> <p>DM25</p> <p>DM26</p> <p>DM27</p> <p>DM28</p> <p>DM29</p> <p>DM30</p>	<p>CS49 Number of Car-free Agreements signed</p> <p>CS50 Number of travel plans submitted</p> <p>CS51 Total distance of cycle and pedestrian networks</p> <p>CS52 Level of satisfaction with public transport</p> <p>CS53 Percentage of major applications with comments from the Council's Access Officer</p> <p>CS54 Number of domestic burglaries per 1,000 households</p> <p>CS55 Number of noise related complaints to Environmental Health</p> <p>CS56 Percentage of residents that feel they can influence decisions affecting their local area</p> <p>CS57 Level of satisfaction with the built environment</p>

			CS58 Housing quality – Building for Life Assessment CS59 Total number of Conservation Areas CS60 Conservation Areas with up to date appraisals and published management guidelines
SO25	SP12	All development management policies and site allocations	Monitoring Report
	SP13	Monitoring and Delivery	Monitoring Report

5

Appendices

Appendix 1 Glossary of key terms and acronyms

The glossary of key terms should be read alongside associated glossaries in the Core Strategy, London Plan, National Planning Policy Framework and other national guidance. It does not seek to repeat terms, however to ensure local circumstances are acknowledged, local definitions have been suggested. Some definitions have also been provided within the supplementary text to the development management policies

Above Ordnance Datum	Height relative to the average sea level at Newlyn, Cornwall UK
Car-free development	Car-free developments do not have parking on-site and there is no entitlement to on-street parking permits for residents.
Development Management	Development management is the term used to “include the range of activities and interactions that together transform the ‘control of development and the use of land’ into a more positive and proactive process which fits better with the ethos of spatial planning and better supports local authorities in their role as place shapers.”
Development Plan	The borough’s Development Plan is comprised of the London Plan (produced by the Mayor of London), the Local Plan (the Core Strategy and Managing Development Document) and any Neighbourhood Plans. This set of documents is used to manage development by helping to assess planning applications. It is guided by national guidance and supported by other supplementary guidance.
District centre	These town centres have been given this designation because they are centres that serve local communities, have a present or future residential and/or employment density to support their designation, have at least one supermarket and a variety of non-retail functions, contain a number of civic functions and are close to major transport nodes and the strategic road network. These centres should be the focus for the future investment in civic functions give their role and accessibility.
District Heating Facility	A district heating facility provides a supply of heat, generated by sustainable energy sources, to a number of buildings within an area through a system of pre-insulated underground pipes.
Easily adaptable	Easily adaptable requires adjustable level kitchen units to be installed to replace the standard units provided; that a level access shower is provided in one bathroom with “wet-room” drainage and that all parts of the dwelling must be suitably sized as defined in the GLA’s “Wheelchair Accessible Housing Guidance” and that walls are strengthened for the installation of additional mobility aids, as required in the Lifetime Homes standard.
Enclosure	Enclosure refers to the design and scale of buildings to create a sense of defined space. Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm.
Health facilities	For the purposes of the MDD, health facilities can include hospitals, walk in health centres, local health centres, doctors surgeries, health and wellbeing centres and community health services.

Leisure facilities	For the purposes of the MDD, leisure facilities can include leisure centres, indoor and outdoor sports facilities and swimming pools.
Local shop	Local shops are not located within a town centre. These shops serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.
Major centre	Canary Wharf has been identified as the onle major centre within the borough because it has over 50,000 sqm of retail space, serves a borough-wide catchment, has a combined residential and employment density (in its catchment) in excess of other centres in the borough, such as Whitechapel, and has a variety of functions and services including a growing leisure economy.
Managing Development Document	The Mangaging Development Document helps to manage development across the borough through development management policies and provides strategic guidance for key development sites within site allocations.
National Planning Policy Framework	The National Planning Policy Framework sets out the national Government's economic, environmental and social planning policies for England.
Neighbourhood Plan	Neighbourhood plans give Neighbourhood Forums direct power to plan for the areas in which they live. These must be in conformity with the strategic priorities of the Local Plan, London Plan and national guidance.
Neighbourhood centre	Neighbourhood contain a number of shops including a range of essential uses such as a pharmacy, post office or 'corner shop'. These town centres serve a very local catchment (in the region of a ten minute walking radius) and are located within walking distance to public transport facilities and a strategic road network.
Parking stress	The availability of parking spaces in an area.
Permit-free	Permit-free development may contain some parking on-site, in accordance with the Parking Standards, however, residents are not entitled to on-street parking permits. Both, car-free and permit-free developments, will need to provide some spaces for disabled residents and for servicing in line with the Parking Standards.
Planning for Population Change and Growth Model	The PPCGM is a dynamic model used to help the Council and its partners to identify where existing infrastructure can support growth and where new infrastructure will be required.
Short stay accommodation	Short stay accommodation is defined as hotels, apart-hotels, serviced apartments and hostels.
Strategic Industrial Location	This Spatial Policy Allocations seeks to ensure that there are sufficient sites, in appropriate locations, to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.
Sites of Interest for Nature Conservation	Local landscape features, both in built up areas and on open land, that are affected by development and will promote conservation and enhancement.

Site allocation	Site allocations have been identified to plan for strategic housing developments (i.e. sites that can provide over 500 new net-additional homes) which will help the borough meet its housing targets and for key regeneration sites.
Social and community facilities	For the purposes of this policy, social and community facilities can include policing facilities, public houses, libraries, youth facilities, community halls, meeting places, places of worship, public conveniences and other uses in Use Class D1 that provide a service to the local community.
Spatial Policy	Spatial Policies are high-level, strategic policies stated within the Core Strategy to help guide development throughout the borough.
Spatial Policy Area	Spatial Policy Areas are geographical areas defined for the implementation of Core Strategy Spatial Policies and development management policies.
Specialist housing	Specialist housing refers to supported housing such as sheltered housing and care homes.
Strategic Objective	Strategic Objectives define the Core Strategy's aspirations to deliver the Big Spatial Vision.
Strategic policies	These are considered to be the Spatial Policies, development management policies and site allocations.
Supplementary guidance	For the purposes of the MDD, supplementary guidance is material that is adopted or approved by the Council to supplement the strategic guidance given in the MDD. This may include Supplementary Planning Documents, Best Practice Guides or Development Briefs.
Supplementary text	Text providing additional information for the policy regarding definition, implementation and justification.
Town centre hierarchy	Tower Hamlet's town centre hierarchy is stated within the Town Centre Spatial Strategy (2009). It helps set out what role and function different town centres in the borough perform in relation to each other and across London. It includes the CAZ, Activity Areas, major centre, district centres and neighbourhood centres.
Transport Interchange Area	Areas centred around transport interchanges which require improvements to the local public realm, connections and way-finding.
Waste apportionment	The amount of London's waste that each borough is required to manage to ensure London is self-sufficient in managing its municipal, commercial and industrial waste that it produces. This requires an amount of land to be safeguarded within the borough.

Acronyms

AMR	Annual Monitoring Report
BRE	Building Research Establishment
BREEAM	Building Research Establishment Environmental Assessment Method
CAZ	Central Activities Zone
CIL	Community Infrastructure Levy
CL:AIRE	Contaminated Land: Applications in Real Environments
DECC	Department for Energy and Climate Change
DEFRA	Department for Environment, Food and Rural Affairs
DFE	Department for Education
DLR	Docklands Light Railway
DM	Development Management
GLA	Greater London Authority
HAPPI	Housing Our Ageing Population: Panel for Innovation
HER	Historic Environment Record
HRP	Historic Royal Palaces
HSE	Health and Safety Executive
IDP	Infrastructure Delivery Plan
LDF	Local Development Framework
LIL	Local Industrial Location
LIP	Local Implementation Plan (transport)
LOL	Local Office Location
LTGDC	London Thames Gateway Development Corporation
MDD	Managing Development Document
LLDC	London Legacy Development Corporation
NHS	National Health Service
NPPF	National Planning Policy Framework

ODA	Olympic Delivery Authority
OUV	Outstanding Universal Value
PADHI	Planning Advice for Developments near Hazardous Installations
POL	Preferred Office Location
PTAL	Public Transport Accessibility Level
SIL	Strategic Industrial Location
SME	Small / Medium Enterprise
SP	Spatial Policy
SPD	Supplementary Planning Document
SUD	Sustainable Urban Drainage
THAA	Tower Hamlets Activity Area
TS	Transport Statement
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WHS	World Heritage Site

Appendix 2 Standards

1. Parking

Use Class	Maximum Car* / motorcycle parking**	Minimum Cycle parking (minimum 2 spaces)	Other Parking
A1 Retail uses			
Shops (non food/ non warehouse)	No car parking	1/125 sq m	
Smaller food store (up to 500sq m gfa*)	No car parking	1/125 sq m	
Food supermarket (over 500 sq m)	No car parking unless a Transport Assessment can demonstrate that walking, cycling, public transport and home delivery cannot cater for demand, that there are not unacceptable impacts on the highway network and a travel plan can be secured.	1/125 sq m	Service parking is required above 1000 sq m and a servicing agreement must be agreed as part of Travel Plan.
A2 Financial and professional services			
Financial and professional services	No car parking	1/125sq m	Service parking is required above 1000sq m and a servicing agreement must be agreed as part of Travel Plan.
A3 - A5 Restaurants, Cafes and Drinking Establishments			
Restaurants and cafes (A3)	No parking	1/20 seats staff 1/20 seats for visitors.	Service parking is required above 1000 sq m and a servicing agreement is secured as part of a Travel Plan.
Drinking establishments (A4)	No parking	1/100 sq m	
Hot food takeaways (A5)	No parking	1/50 sq m	
B1 Business uses			
Business offices (B1a)	CAZ	1/1000-1500 sq m	Service parking is required above 1250 sq m and a servicing agreement is secured as part of a Travel Plan.
	Other areas	1/600-1000 sq m	

B1b, B1c	1 space per 1250 sq m gfa (commercial vehicles only)	1/250 sq m	Servicing parking is required above 1250 sq m and a servicing agreement is secured as part of a Travel Plan.
B2 General industrial			
Industrial	1 space per 1250 sq m gfa (commercial vehicles only)	1/250 sq m	1 lorry/ HGV space per 1250 sq m gfa with additional lorry/ HGV spaces based on a Transport Assessment.
B8 Storage and distribution			
B8 Storage and distribution	1 space per 1250 (commercial vehicles only) sq m gfa	1/250 sq m	1 lorry/ HGV space per 1250m2 gfa with additional lorry/ HGV spaces based on a Transport Assessment.
C1 Hotels			
Hotels/hotel suites	In locations with a PTAL of 4-6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with a PTAL of 1-3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.	1/10 staff 1/15 residents	1 coach space per 50 rooms.
C2 Residential Institutions			
Hospital	Spaces will be considered provided they are supported by a Transport Assessment and the need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered.	1/5 staff 1/10 staff or visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles Taxi Pick-up/ set-down bay adequate for 2 required for hospitals.
Nursing home	(as above)	1/3 staff	Taxi Pick-up/ setdown bay adequate for 2 required for nursing home over 100 beds.
Student housing	No parking	1/1 student	
Residential education/ training centre	No parking	1/5 staff 1/10 staff or visitors	

C3 Dwelling Houses			
Residential	* see table A1	1 per 1 or 2 bed unit 2 per 3 or more bed unit	No additional provision for visitor parking, which will be on-street pay and display, or by qualifying for resident visitor temporary permits. Developers will be encouraged to provide on-site car club bays where appropriate in place of individual car parking spaces.
D1 Non-Residential Institutions			
Clinics and health centres	Spaces will be considered provided they are supported by a Transport Assessment and a Travel Plan can be secured.	1/30 staff 1/5 staff or visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles Taxi Pick-up/set-down bay adequate for 2 required for clinics or health centres over 2000 sq m. The need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered.
Schools	(as above)	1/10 staff or students	
Further Education colleges and universities	(as above)	1/8 staff or students	
Non residential training centres	(as above)	1/10 staff 1/5 staff for visitors	
Crèches and day nurseries	(as above)	1/10 staff or students	
Museums	(as above)	1/10 staff 1/5 staff or visitors	
Public libraries	(as above)	1/10 staff 1/5 staff or visitors	
Art galleries and exhibition halls	(as above)	1/10 staff 1/5 staff or visitors	
Places of worship	(as above)	1/10 visitors	

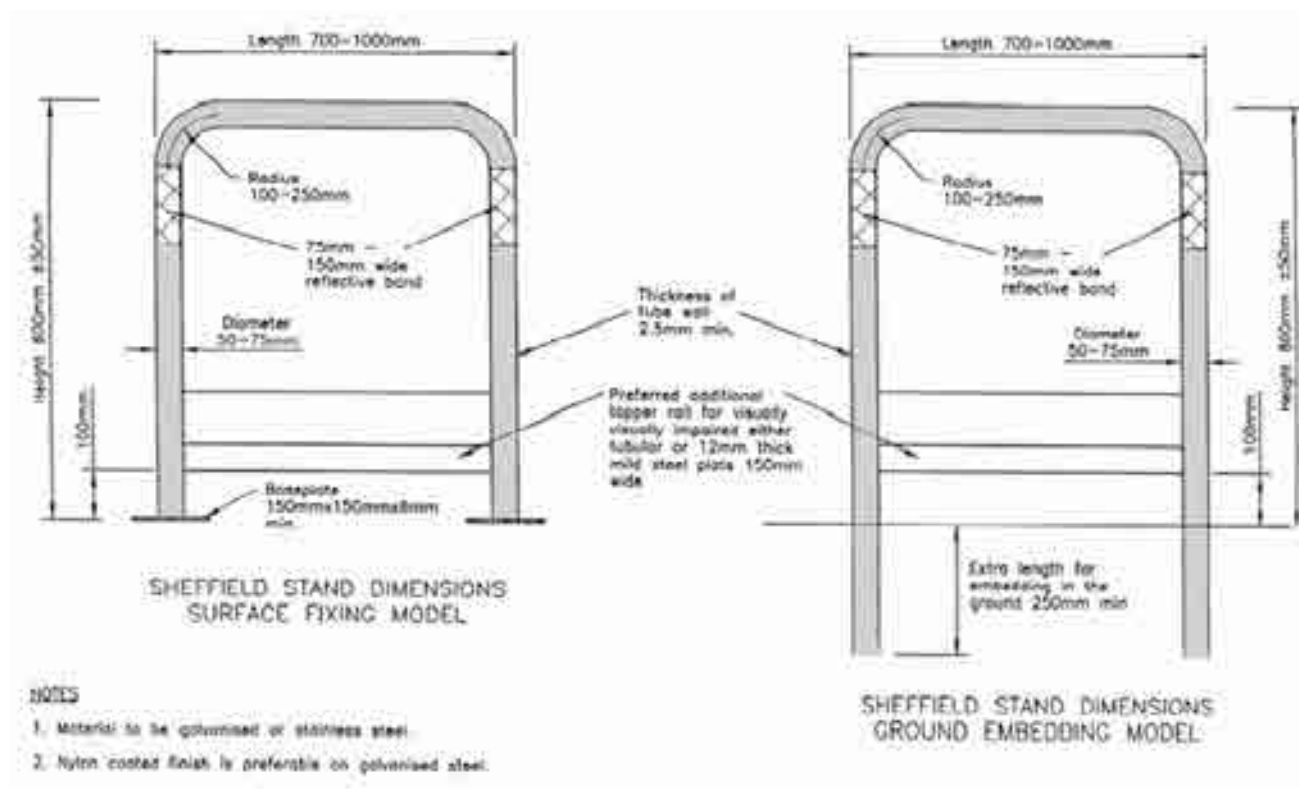
D2 Assembly and Leisure Uses			
Cinemas	No parking	1/10 staff +1/30 seats for visitors	
Bingo hall	No parking	1/10 staff f +1/30 seats for visitors	
Leisure centres/ sports facilities	No parking	1/10 staff +1/20 peak period visitors	Coach/minibus parking
Dance hall	No parking	1/10 staff +1/20 peak period visitors	
Skating rink	No parking	1/10 staff +1/20 peak period visitors	
Sui Generis Uses			
Parking provision for uses considered to be Sui Generis will be considered on a case-by-case basis.			
*20% active provision plus 20% passive provision for electric vehicle charging facilities must be provided in accordance with the London Plan.			
**Motorcycle parking standard			
The Council welcomes provision of motorcycle parking as a substitute for car parking. Motorcycle parking maybe provided within the space allowed by the maximum standards, at a guideline rate of 5 motorcycle spaces in place of each permitted car parking space. Where no car parking provision is allowed, motorcycle parking spaces will only be considered if supported and justified by a Transport Assessment.			

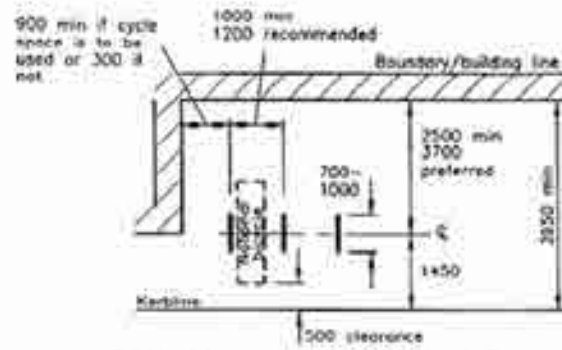
Accessible car parking - minimum requirements for parking for disabled people	
Development with off-street car parking	2 spaces or 10% of the total parking (whichever is greater).
Development without off-street car parking	1 space on-site. Where site constraints mean provision is unfeasible or not safe, development will be required to demonstrate how a disabled person can park to use the development with ease.

Location	Less than 3 bedroom unit	3 bedroom plus units
PTAL 5-6	0.1	0.2
PTAL 3&4	0.3	0.4
PTAL 1&2	0.5	1

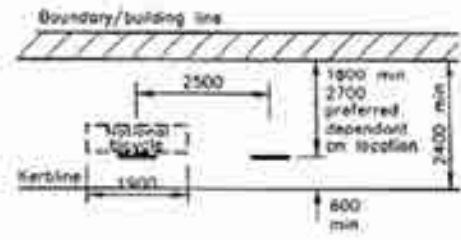
Table A1: Residential parking standards (Review of Car and Cycle Parking Standards, 2011)

Cycle parking design standard

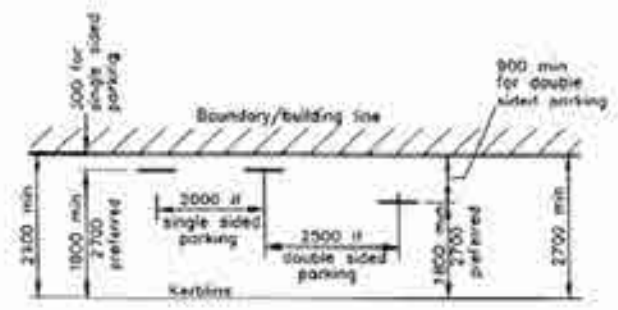




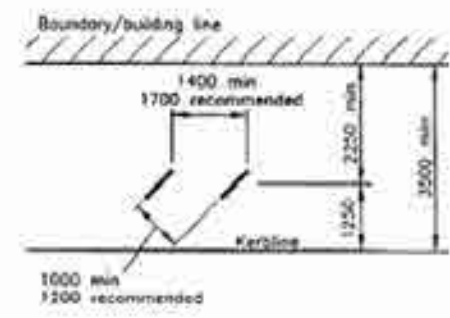
LAYOUT A - PERPENDICULAR



LAYOUT B - ALONG KERB

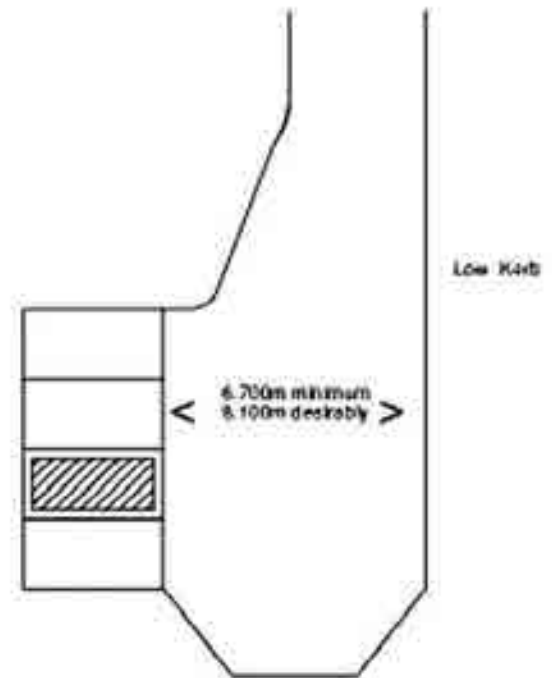
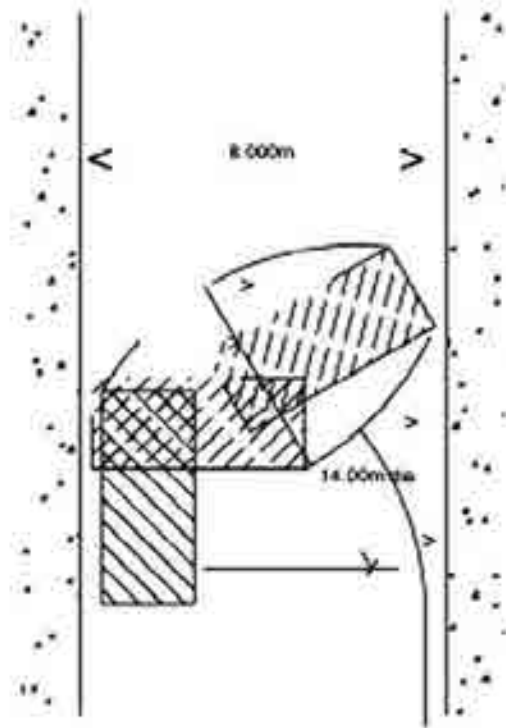
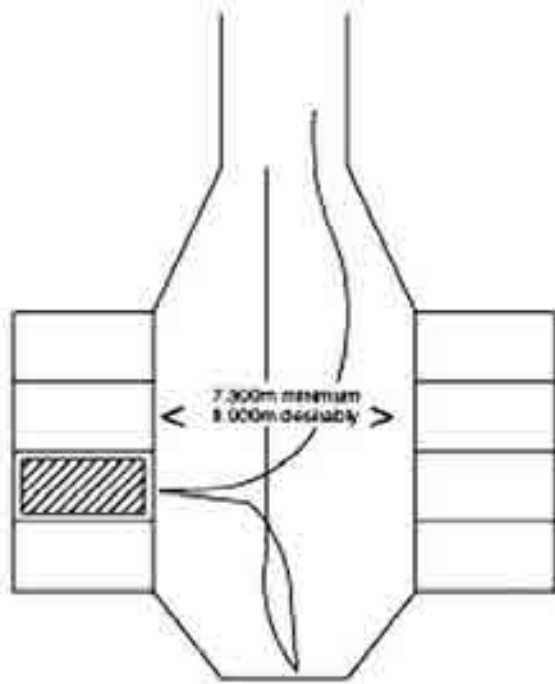


LAYOUT C - ALONG BUILDING LINE

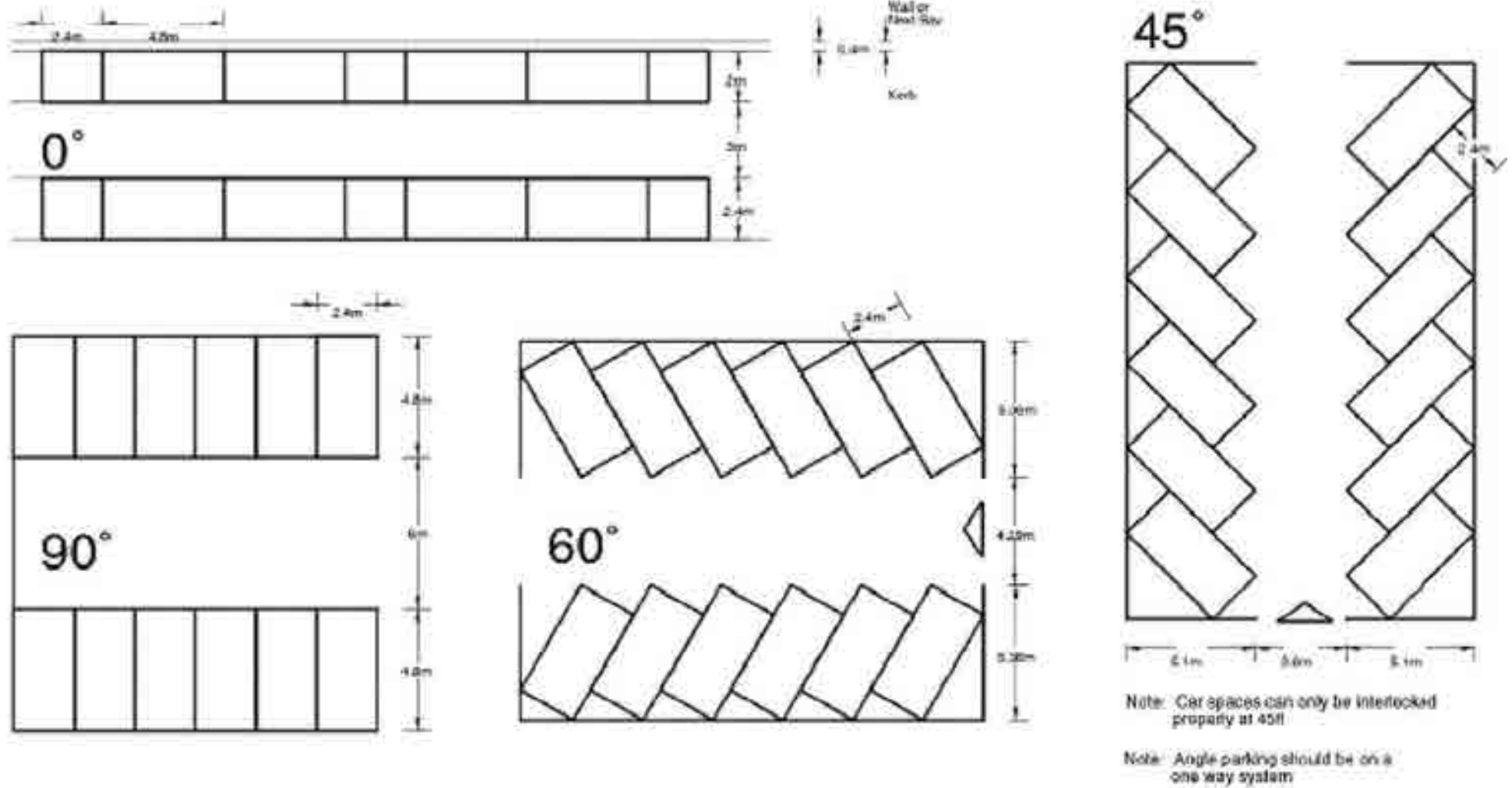


LAYOUT D - ECHELON (45°)

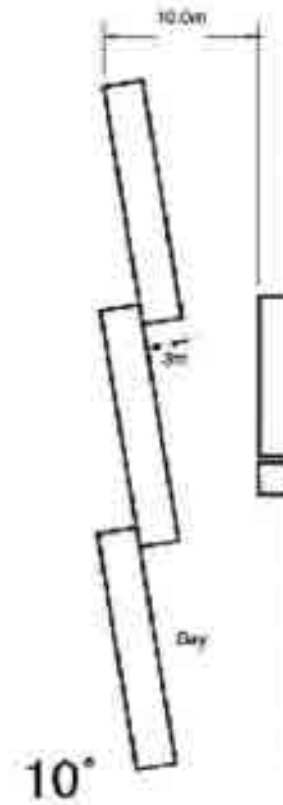
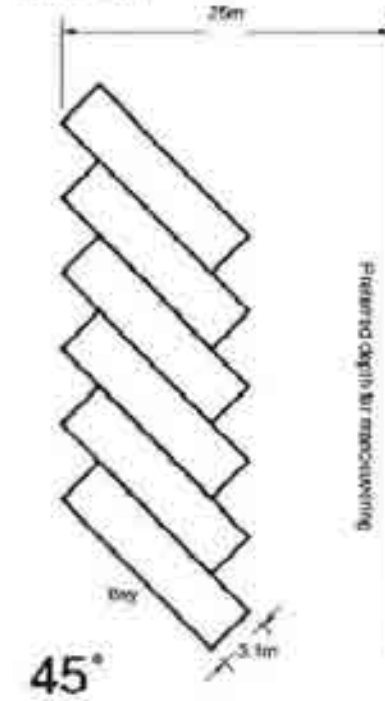
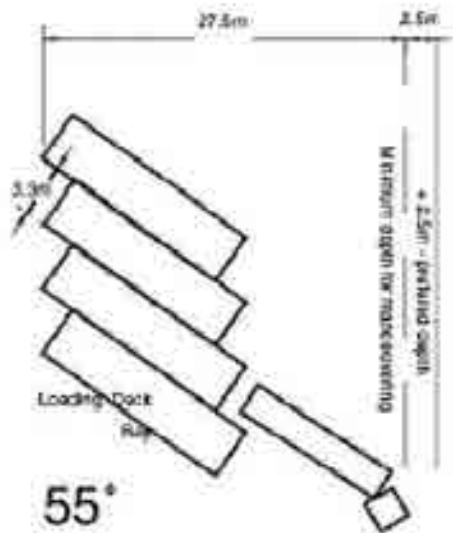
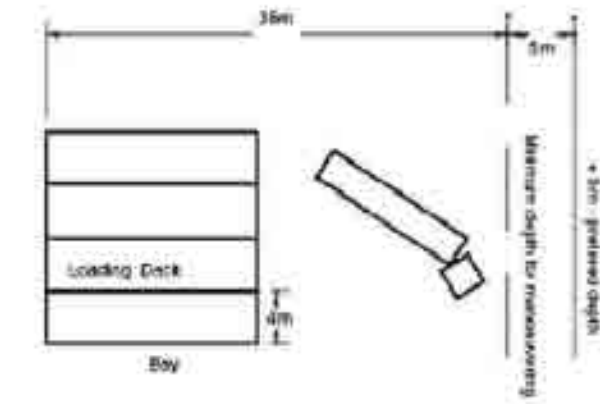
Vehicle parking - forecourt to wall or garage opposite



Vehicle parking bay sizes



Manoeuvring space for lorry parking and loading bays



NOTE - Larger bay spaces needed for loading
Trucks with drawbar trailers require greater depth

This page is intentionally left blank

2. Noise

Noise is the most urban form of pollution. The most significant noise pollution comes from transport (road, rail and air) with other noise issues can occur from industrial and commercial activities. In Tower Hamlets construction activity is another major source of noise pollution, as such the Council has developed a Code of Construction Practice that should be considered.

There are three possible approaches to manage the source of, or exposure to, noise:

1. Good design - minimising the number of sensitive receptors exposed to noise. Lay-out – ensuring adequate distances between the noise source and sensitive receptors or areas, limiting conflict of use in the development both internally and externally; utilising where possible barriers, natural or otherwise, other buildings, or non-critical rooms in a building.
2. Engineering - reduce noise at source, improve the sound insulation internally and externally of exposed receptors and screening by purpose built barriers.
3. Administrative - limiting operation time of source, restricting activities allowed on the site, specifying an acceptable noise limit. Several of these measures may be incorporated into the design of a development proposal. Where development is likely to be affected by, or give rise to, high noise levels, applicants are advised to seek the advice of Environment Health Officers or those with similar expertise.

Further information and guidance can be found in Department of the Environment: Planning Policy Guidance Note: Planning and Noise, the Control of Pollution Act 1974 (S60-61) and the Environmental Protection Act 1990. BS8233 Sound Insulation and Noise Reduction for Buildings, BS4142 Method for rating industrial noise affecting mixed residential and industrial areas and BS5228 Code of practice for noise and vibration control on construction and open sites. DEFRA 2005 The control

of odour and noise from commercial kitchen exhaust systems and for Schools Building Bulletin 93 (BB93).

General principles

When considering applications for development that will be exposed to an existing noise source, the Council will take account the ambient noise level existing at the proposed location at the time of the application and any future likely increase in likely noise impact that may reasonably be anticipated to occur due to development in the foreseeable future.

In the case of applications involving noise sensitive developments, the Council will require an applicant to include information about the noise impact of development, or the assessed effect of an existing noise source, transport, industrial or commercial upon the development proposed.

Where an Environmental Impact Assessment is required for a proposed development it will be required to consider the likely effects of noise both positive and negative on the local amenity and any sensitive receptors, the cumulative noise impact should always be taken into account.

The Council will use planning conditions and enter into planning obligations under Section 106 of the Town and Country Planning Act 1990 (as modified by Section 12 of the Planning and Compensation Act 1991) to control noise levels where they are necessary to the granting of planning permission.

Noise exposure categories

When assessing a proposal for a new, noise sensitive, development near a noise source, it will be considered against the following four noise exposure categories:

- Noise exposure category A - for proposals in this category noise will not normally be considered as a determining factor in granting planning permission, although the noise level at the high end of the cat

egory should not be regarded as a desirable level.

- Noise exposure category B - for proposals in this category noise will increasingly be taken into account when determining planning applications and noise control measures will normally be required.
- Noise exposure category C - for proposals in this category there is a strong presumption against granting planning permission. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions will normally be imposed to ensure an adequate level of insulation against external noise.
- Noise exposure category D - for proposals in this category planning permission will normally be refused.

Recommended limits for each of the noise exposure categories for dwellings and schools exposed to noise from road, air, and rail traffic, and mixed sources are given in Tables 1 and 2 below. The noise exposure categories will not be used for assessing industrial noise because the nature of the noise may necessitate individual assessment; British Standard BS4142/1990 will be applied in these cases. However, at a mixed noise site, when industrial noise is present but not dominant, its contribution will be included in the noise level used to establish the appropriate noise exposure category.

Many other types of building, such as offices, contain noise sensitive rooms. However, because of the diverse activities that take place in these buildings, it is not feasible to use noise exposure categories which determine the need for sound protecting measure for the whole building. Instead, the Council will ensure that sound protection measures are appropriate for the expected use of noise sensitive rooms.

Values in the following Tables refer to noise levels measured at least 10m away from any buildings and 1.2m to 1.5m above the ground. Levels will be rounded to the nearest whole number of decibels. Levels of noise from road and rail traffic are often specified at one metre from a façade, and these façade levels should be assumed to be 3 dB(A) higher

than levels measured away from any buildings. For aircraft, noise levels refer to contour values, you must be aware of local flight paths and airport contours within the borough for aircraft and helicopters; such as the London City Airport and London Hospital Helicopter. The Environmental Noise Directive (END) may apply to new airports or helicopter pads.

Stricter standards than those given below may be required where a new noise source is to be introduced into a location. In such situations individual assessments of both source(s) and receiver(s) will be needed to ascertain appropriate standards, (see note 5 to table A1).

Noise exposure category for dwellings				
Noise source	A	B	C	D
Road traffic (07:00 - 23:00)	<55	55 - 63	63 - 72	>72
Air traffic* (07:00 - 23:00)	<57	57 - 66	66 - 72	>72
Rail traffic (07:00 - 23:00)	<55	55 - 65	65 - 74	>74
Mixed sources (07:00 - 23:00)	<55	55 - 63	63 - 72	>72
All sources** (23:00 - 07:00)	<42	42 - 57	57 - 66	>66

Table A2: Noise exposure categories for dwellings - LAeqTdB Notes

1. *These values accord with the contour levels adopted by the Department of Transport
2. ***'all sources' covers transportation and mixed noise sources.
3. Developments proposed in areas where any regular noise event exceeds an LAeq, 1s of 82 dB in the night period should be treated as being in noise exposure category C (unless already in category D). Developments proposed in areas that are at the boundary zones defined by exposure categories B and C should be taken to be in higher category.
4. For road traffic noise LAeq, 16h is approximately LA10, 18h – 2dB. For military aircraft LAeq, 16h is approximately LAeq, 12h – 1dB
5. For noise-generative developments, the appropriate standards such as BS 4142/1990 or the Council's own guidelines will be applied to assess the impact on existing buildings or amenities. The Council is developing suitable guidelines for a number of noise sources in the form of

Codes of Practice as required by the Council’s Environment Protection Strategy.

Noise exposure category for non-residential uses				
Noise source	A	B	C	D
All sources*	<52	52 - 57	57 - 71	>71

Table A3: Noise Exposure Categories for Schools, Hospitals and other Noise Sensitive Non-residential uses – LAeq, T (T+SCHOOL-DAY)

* For air traffic, the Council will keep in mind the levels recommended for dwellings, and will have regard to the likely pattern of aircraft movements at the aerodrome in question which could cause noise exposure during normal school hours/days to be significantly higher or lower than shown in average noise contours.

Industrial and commercial development

Acceptability will be based on the need to avoid any increase in ambient noise levels affecting residential or other sensitive uses. British Standard BS4142/1990 is the Council’s Guideline for determining whether or not development is acceptable.

Mixed sources

When assessing applications for noise sensitive development on a site exposed to noise from a mixture of sources (e.g. road and rail traffic), the assessment will be based on the dominant source; where there is no dominant source the assessment will be based on the overall sound level and the noise exposure categories for mixed sources given in table A1.

Construction noise

See the Council’s policy statement – Construction Code of Practice.

Vibration

Vibration to which people might normally be exposed to in homes and offices, emitted from external sources, should not exceed vibration levels

indicated in BS 6472 “Evaluation of Human Exposure to Vibration in Buildings”. During construction or demolition activities vibration levels should not exceed 1.0 mms ppv in residential properties and 3.00 mms ppv in commercial properties.

Groundborne noise

Where development is near major roads or railways, the design criteria of 35 dB, LAmax, fast will be required to be met.

Noise insulation

Where the development falls within an area of high noise, the ‘good’ standard of BS8233 should be met, the reasonable standard may only be allowed where other overriding factors have been agreed with environmental health.

Acoustic trickle vents may not be acceptable to the local authority, especially if these are within the window frame themselves and high external maximum noise levels prevail.

This page is intentionally left blank

3. Waste

Capacity Guidelines

The Council operates a weekly collection of refuse and recyclables as standard. New and converted multi-occupancy dwellings must have sufficient storage capacity to allow for all materials for a minimum of eight days worth of waste. Table A3 sets out suggested minimum capacity required for all three waste streams. This is general guidance and requirements may vary.

Number of bedrooms	Suggested minimum capacity per week (litres)			
	Refuse	Dry recyclables (co-mingled)	Compostable waste	
			Without garden	With garden
1	100	60	20	140
2	120	60	20	140
3	180	80	30	140
4	240	100	40	240

Table A4: Capacity Guidelines

Internal storage requirements

All new multi-occupancy properties (including flats, maisonettes and conversions) and any mid-terrace dwelling should be provided with two internal storage bins per dwelling, each with a minimum capacity of 40 litres.

All bins should be in a dedicated, suitably screened position (not to be used for any other purpose than storing the bins) within the structure of the building, preferably within the kitchen. Within this dedicated storage unit there must also be sufficient room for a 30 litre container for compostable waste. The Council will supply this latter container.

Other property types must have sufficient internal storage space, preferably within the kitchen, for three containers as detailed above.

Containers

The Council has no statutory duty to supply containers for the storage of waste. It is Council policy not to supply refuse containers to any properties. In the case of recyclable and compostable materials the Council will supply containers to individual houses for the sake of standardisation and to encourage recycling. However, in the case of new multi-occupancy properties it is the responsibility of the developer or managing agent to provide all collection containers for all waste streams.

Multi-Occupancy Properties

Wheeled bins supplied by developers/managing agents must be of a standard construction, compliant with the British Standard for Mobile Waste Containers, BS EN 840. Waste Management can advise on suitability of containers and suppliers. Underground systems must be compliant with the Council's collection vehicle and proposals should be discussed with Waste Management at an early stage.

At present, the following types of system are acceptable for the storage of refuse, recyclables and compostable waste at new developments:

- Wheeled Eurobins from 240 to 1280 litres capacity
- Wheeled Chamberlain containers
- Underground systems.

Type	Capacity (l)	Height (mm)	Width (mm)	Depth (mm)
Eurobin	240	1070	580	740
Eurobin	360	1100	630	860
Eurobin	770	1400	790	1240
Eurobin	1100	1370	1260	985
Eurobin	1280	1430	1270	990
Chamberlain	720	1410	1010	765
Chamberlain	940	1410	1010	950

NB: sizes are approximate and vary according to manufacturer

Table A5: Dimensions of Standard Wheeled Bin and Paladin Containers Detached, semi-detached and end of terrace houses with side or rear access

Proposals for these housing types must include unobtrusive areas suitable for housing three wheeled bins: 1 x 240 litres and 2 x 140 litres. Such areas must be convenient for use by residents with easy access to the curtilage. The need to manoeuvre the bins up or down steps to the curtilage should be avoided if at all possible. If it cannot be avoided, there should be no more than 3 steps of minimum 715mm width with risers of 190mm maximum. There will be no specific need for screening unless the storage area is prominent in views from the road, a footpath or other public vantage point.

Mid-terrace houses and other property without side or rear access

Proposals for properties without convenient side or rear access direct to the public highway must include an enclosed or screened bin storage area on the frontage of the property able to accommodate three wheeled bins: 1 x 240 litres and 2 x 140 litres. There must be at least 150mm clearance around each bin and the enclosure must be of a minimum height of 1200mm.

Container Storage – Design and Access

Bin storage areas must be within 10 metres wheeling distance of the collection point. The paths between the storage facility and the collection point must be a minimum width of 1.5 metres, be free from kerbs or steps, have a solid foundation and be suitably paved with a smooth continuous finish. The ground should preferably be level and, in any case, must not have a gradient greater than 1 in 20 towards the vehicle.

Doors to bin stores must be fitted with stays or catches so that they can be locked in a fully open position. If bin stores are fitted with locks, then these should be standard FB1 or FB2 Fire Brigade locks. If other locking arrangements are installed, four sets of keys or fobs (and replacement sets as required) must be supplied to the Waste Management section at no cost. When above ground level, bin stores must be close to lifts for easy and safe emptying.

Communal Storage Facilities

All storage chambers/housings and chute systems should be construct-

ed to BS 5906 (1980) and conform to Building Regulations 2000, Part H6. In addition, enclosed bin stores must have internal lighting and there must be enough space and a wide enough doorway for operatives to easily manoeuvre the containers in and out. Access must be step-free. If chutes are being used with more than one container at the bottom then the termination should be by a bifurcated baffle plate or by a swivel chute end.

The facilities must be located at ground level and be easily accessible for all residents including residents with disabilities or mobility difficulties. They must be positioned so that disturbance to residents or neighbours is kept to a minimum. These must be provided off street and should be unobtrusive to neighbouring development. Signage must be provided on or adjacent to the doors of bin stores.

If waste storage containers are proposed at basement area a written statement must be attached to the Planning Application describing the proposed method for transporting the containers to ground level.

Where chute systems are proposed for refuse, provision for collecting recyclables and compostable material must also be by chute system, or by the use of bin stores on each landing.

Bulky Items

Applicants are encouraged to consider the appropriate location for storage or discarded bulky items of furniture or electrical items in the design of new development. In developments of 50 or more units, it may be appropriate to provide covered accommodation for the storage of these items.

Where storage of bulky items is provided, it must be conveniently located at ground level throughout the development, on the basis of one store for every 50-75 units. Each store should be approximately seven square metres in floor area to normal storey height and fitted with double doors giving a clear opening of 1830mm and a height of 1830mm. Vehicle ac-

cess for 7.5t caged or box vans must be provided directly to the storage area. These stores should have internal lighting and stays or catches to enable the doors to be locked in a fully open position.

Access for collection vehicles and operatives

Developers should ensure, in particular, that roads have suitable foundations and surfaces to withstand the maximum payload of vehicles (currently 30 tonnes). Manhole covers, gratings etc. located on the highway must also be strong enough to withstand this weight.

Vehicles should not be expected to reverse. If this is unavoidable, then the maximum reversing distance should be 20m. A safe stopping bay or equivalent should be provided with sufficient turning area and manoeuvring space for the collection vehicle (which may be a six heeled HGV) as specified by the Freight Transport Association's publication 'Designing for Deliveries'.

Compliance and maintenance of facilities

The Council's Waste Management department must be notified of the date of first occupancy.

The maintenance of bin stores, chute systems, containers, underground systems, paths and roadways is the responsibility of the managing agent, residents' board or equivalent, with the exception of containers owned by the Council.

This page is intentionally left blank

Appendix 3 Evidence base

Author	Document	Year
BRE	Site layout planning for daylight and sunlight: A guide to good practice	1991
DEFRA	Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems	2005
DfE	Building Bulletin 98: Briefing Framework for Secondary School Projects	2009
DfE	Building Bulletin 99: Briefing Framework for Primary School Projects	2009
English Heritage	The Setting of Heritage Assets Consultation draft	2010
GLA	Interim London Housing Design Guide	2010
GLA	Providing for Children and Young People's Play and Informal Recreation SPG	2008
HAPPI	HAPPI Report	2009
Health and Safety Executive	PADHI Land Use Planning Methodology	2011
HRP	Tower of London World Heritage Site Management Plan	2007
LBTH	Affordable Housing Viability Assessment	2011
LBTH	Affordable Rent Programme 2011-15. Tower Hamlets Affordable Case Studies and Mapping	2011
LBTH	Ailsa Street Development Brief	2003
LBTH	Aldgate Connections	2011
LBTH	Aldgate Masterplan	2007
LBTH	Bishopsgate Goods Yard Interim Planning Guidance	2010

Author	Document	Year
LBTH	Blackwall and Poplar Connections and Public Realm Study	2011
LBTH	Blackwall Reach Regeneration Framework	2008
LBTH	Bromley-by-Bow Land and Use Design Brief	2009
LBTH	Bromley-by-Bow Masterplan	2012
LBTH	Clear Zone Plan 2010-2025	2010
LBTH	Conservation Area Character Appraisals and Management Guidelines	Various
LBTH	Conservation Strategy	2010
LBTH	Cycling Connections	2009
LBTH	Green Grid Strategy	2010
LBTH	Heat Map Study Report	2011
LBTH	Idea Store Strategy	2009
LBTH	Leisure Facilities Strategy (Sporting Places)	2009
LBTH	Local Biodiversity Action Plan	2009
LBTH	London Heat Map Report	2011
LBTH	Managing Travellers Accommodation Report	2011
LBTH	Millennium Quarter Masterplan	2000
LBTH	Millennium Quarter Public Realm Guidance Manual	2008
LBTH	Open Space Strategy (Mid-term update)	2011
LBTH	Parking Stress Study	2011
LBTH	Planning for Population Change and Growth Model	Ongoing

Author	Document	Year
LBTH	Review of Car and Cycle Parking Standards	2011
LBTH	Road Safety Plan	2009
LBTH	Site Selection Methodology Note	2011
LBTH	Site Viability Testing Report	2012
LBTH	Site Viability Testing Report - Information Note	2012
LBTH	Sites Design Appraisal Report	2011
LBTH	Spatial Economic Study	2011
LBTH	Strategic Flood Risk Assessment (1 &2)	2009 2011
LBTH	Strategic Housing Market Assessment	2009
LBTH	Student Accommodation Report	2009
LBTH	Tackling the Takeaways Report (2011)	2011
LBTH	The Tower Conservation Area Appraisal and Management Plan	2008
LBTH	Town Centre Policy Development Report	2011
LBTH	Town Centres Boundaries and Uses Review	2011
LBTH	Town Centre Spatial Strategy Spatial Baseline	2009
LBTH	Transport Planning Strategy 2011-2031	2011
LBTH	Urban Structure and Characterisation Study	2009
LBTH	Conservation Strategy	2010
LBTH	Walking Connections	2011
LBTH	Waste Evidence Base Report	2009
LBTH	Waste Evidence Base Report Supplement	2011
LBTH	Wood Wharf Masterplan	2003

Author	Document	Year
Maritime Greenwich	Maritime Greenwich World Heritage Site Management Plan	1998
Dept. of Health	National Minimum Standards for Care Homes for Older People	2003
NHS Tower Hamlets	Improving Health and Wellbeing Capital Scheme	2010
NHS Tower Hamlets	Improving Health and Well-being in Tower Hamlets, A Strategy for Primary and Community Care Services 2006 - 2016	2006
Thames Estuary Partnership	Thames Strategy East	2008
HRP	WHS Tower of London World Heritage Site Local Setting Study	2010

Appendix 4 Links with the Core Strategy

How do the policies and sites relate to the Core Strategy?

This table sets out the links between the Core Strategy Strategic Objectives and Spatial Policies with the Development Management Policies and site allocations.

Core Strategy Strategic Objective	Core Strategy Spatial Policy	Development management policy and site allocation
SO1 SO2 SO3	All spatial policies	All development management policies and site allocations
SO4 SO5 SO6	SP01 Refocusing on our town centres	DM1 Development within the town centre hierarchy DM2 Protecting local shops
SO7 SO8 SO9	SP02 Urban living for everyone	DM3 Delivering homes DM4 Housing standards and amenity space DM5 Specialist housing DM6 Student accommodation DM7 Short stay accommodation
SO10 SO11	SP03 Creating healthy and liveable neighbourhoods	DM8 Community infrastructure DM9 Improving air quality
SO12 SO13	SP04 Creating a green and blue grid	DM10 Delivering open space DM11 Living buildings and biodiversity DM12 Water spaces DM13 Sustainable drainage
SO14	SP05 Dealing with waste	DM14 Managing waste
SO15 SO16	SP06 Delivering successful employment hubs	DM15 Local job creation and investment DM16 Office locations DM17 Local Industrial Locations
SO17 SO18	SP07 Improving education and skills	DM18 Delivering schools and early learning DM19 Further and higher education

SO19	SP08 Making connected places	DM20 Supporting a sustainable transport network
		DM21 Sustainable transportation of freight
SO20 SO21	SP09 Creating attractive and safe streets and spaces	DM22 Parking
SO22 SO23	SP10 Creating distinct and durable places	DM23 Streets and the public realm
		DM24 Place-sensitive design
		DM25 Amenity
		DM26 Building heights
		DM27 Heritage and the historic environment
		DM28 World Heritage Sites
SO24	SP11 Working towards a zero-carbon borough	DM29 Achieving a zero-carbon borough and addressing climate change
		DM30 Contaminated land
SO25	SP12 & annex Delivering placemaking	All development management policies and site allocations
	SP13 Planning obligations	Monitoring and Delivery Planning Obligations SPD

Appendix 5 Site allocations summary matrix

#	Place	Site name	Use(s)
1	Shoreditch	Bishopsgate Goods Yard	Strategic housing development
			Local park
			Idea Store
			District heating facility
2	Bethnal Green	Marian Place Gas Works and The Oval	Strategic housing development
			Local park
			District heating facility
3	Aldgate	Goodman's Fields	Strategic housing development
			Health facility
			District heating facility
4	Wapping	London Dock	Strategic housing development
			Secondary school
			District heating facility
5	Mile End	Southern Grove Lodge	Special Education Needs school
			District heating facility
6	Bromley-by-Bow	Bow Locks	Secondary school
District heating facility			
7		Bromley-by-Bow North East Quadrant	Strategic housing development
			Primary school
			Idea Store
8	Bow Common	Bow Common Gas works	Local park
			District heating facility
			Strategic housing development
			Primary school
			District heating facility

#	Place	Site name	Use(s)
9	Poplar	Chrisp Street town centre	Town centre uses
10			District heating facility
10		Poplar Baths	Leisure facility
11	Poplar Riverside	Ailsa Street	Waste management facility (existing)
			Primary school
12		Leven Road Gas Works	Strategic housing development
			Primary school
Local park			
District heating facility			
13	Leamouth	Leamouth Peninsula	Strategic housing development
			District heating facility
14	Blackwall	Blackwall Reach	Strategic housing development
			District heating facility
15	Canary Wharf	Billingsgate Market	Strategic housing development
			District heating facility
16		Wood Wharf	Strategic housing development
			Idea Store
Health facility			
District heating facility			
17	Millwall	Millennium Quarter	Strategic housing development
			District heating facility
18		Westferry Printworks	Strategic housing development
			Secondary school
	District heating facility		

#	Place	Site name	Use(s)
19	Cubitt Town	Crossharbour town centre	Strategic housing development
			Idea Store
			District heating facility
20		Marsh Wall East	Strategic housing development
			District heating facility

This page is intentionally left blank

Appendix 6 Site allocations and the Infrastructure Delivery Plan

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
Education	Up to 8FE of primary school provision by 2017 through expansion or new provision.	Areas of search in Fish Island, Bromley-by-Bow, Poplar Riverside, Cubitt Town / Millwall	Sites list compiled using Call for Sites responses and Planning for Population Change and Growth Model development sites. Criteria for site election developed using DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009) and Pupil Place Planning Process. Suggested sites consulted on within the Engagement document and amended. New evidence requires additional primary school and secondary school provision. Sites identified in Managing Development Document.	Up to 23 Forms of Entry Primary provision by 2021 through expansion and new provision - Primary School projects to be defined in forthcoming School Estate Strategy	Fish Island AAP Bromley-by-Bow North East Quadrant Bow Common Gas Works Ailsa Street Leven Road Gas works Westferry Printworks (Option 2) London Dock (Option 2) Blackwall Reach (expansion)
	8FE or 13FE Secondary School.	Areas of search in Fish Island, Mile End, Bromley-by-Bow	The sites list was compiled using the Call for Sites responses and the Planning for Population Change and Growth Model development sites. Criteria for site election were developed using DfE Building Bulletin 98: Briefing Framework for Secondary School Projects (2009) and the Pupil Place Planning Process. The suggested sites were consulted on within the Engagement document and subsequently amended. The forthcoming evidence base will require additional primary school and secondary school provision. Sites for these are identified in the Managing Development Document.	Bow Locks Secondary School (8FE), 6FE of additional provision, Various and numerous school improvement projects	Bow Locks Fish Island AAP Westferry Printworks (Option 1) London Dock (Option 1)

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
	Post 16 – a required growth in school based provision of 850 places by 2017	n/a	n/a	A required growth in school based provision	n/a
Health	Up to 19 primary and community care schemes.	Areas of search for new health facilities in Cubitt Town / Millwall, three or four facilities in the east of the Borough, two or three facilities in the western part of the Borough. Improved health facilities in Millwall, Bethnal Green, Poplar, Bromley-by-Bow, Bow Common, Mile End	<p>Sites list compiled using Call for Sites responses and Planning for Population Change and Growth Model development sites.</p> <p>Criteria for site selection developed with NHS Tower Hamlets using NHS Tower Hamlets Estates Strategy.</p> <p>Site selection process disrupted following reforms to Primary Care Trusts.</p> <p>Sites identified in Managing Development Document.</p>	New health facilities in the following locations: Goodmans Fields, William Cotton Place, London Dock Site, Wellington Way, Mile End Hospital, Fish Island, Wood Wharf, Crossharbour redevelopment	Fish Island AAP Wood Wharf Goodman's Fields London Dock

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
Open Space	Leven Road	Poplar Riverside	Sites list compiled using Call for Sites responses and Planning for Population Change and Growth Model development sites.	Leven Road	Leven Road Gas Works
	Bethnal Green	Bethnal Green		The Oval, Bethnal Green	Marian Place Gas Works and The Oval
	Fish Island	Fish Island	Criteria for site selection developed using LBTH Open Space Strategy (2009). Suggested sites consulted on within the Engagement document.	Fish Island	Fish Island AAP
	Bromley-by-Bow	Bromley-by-Bow		Bromley-by-Bow	Bromley-by-Bow North East Quadrant
	Spitalfields and Shoreditch	Spitalfields and Shoreditch		Spitalfields and Shoreditch	Bishopsgate Goods Yard
	Millwall Park Draft Master Plan	n/a	LBTH Open Space Strategy (Mid-term update) (2011) identified need for open space in Millwall. Sites identified in Managing Development Document	Millwall / Westferry Printworks	Westferry Printworks (Option 2)
	n/a	n/a	n/a	Bartlett Park Landscape Plan	n/a
	n/a	n/a	n/a	Ocean Estate public realm works	n/a
	Victoria Park Master Plan	n/a	n/a	Victoria Master Plan to be completed	n/a
	Open Space Strategy Improvement Programme	n/a	n/a		n/a

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
Swimming Pools	Swimming Pools: Supply, demand and quality analysis has identified a need for up to 2 additional swimming pools by 2020	Areas of search in Shadwell and Wapping, Poplar, Cubitt Town	The sites list was compiled using the Call for Sites responses and the Planning for Population Change and Growth Model development sites. The criteria for site selection was developed using the LBTH Leisure Strategy (2009). The suggested sites were consulted on within the Engagement document and subsequently amended.	Redevelopment of Poplar Baths, 2 new pools, Investment in St. Georges Pool	Poplar Baths Westferry Printworks (Tiller Leisure Centre)
Leisure Centres	Initial planning to consider 3-4 additional sports halls.	Areas of search in Shadwell and Wapping, Poplar, Cubitt Town	The John Orwell and St Georges Pool sites have been removed as any future provision of sports facilities at John Orwell Sports Centre and St. George's Pools will be managed through the Core Strategy and development management policies.	Poplar Baths - Sports Hall provision, 3-4 Sports Halls	Poplar Baths Westferry Printworks
Idea Stores	Up to 3 Idea Stores Local	Areas of search in Shadwell, Bethnal Green, Crossharbour	The sites list was compiled using the Call for Sites responses and the Planning for Population Change and Growth Model development sites. The criteria for site selection were developed using the LBTH Idea Store Strategy (2009). The suggested sites were consulted on within the Engagement document and subsequently amended. Watney Market Idea Store construction has since commenced, and therefore is not included in the IDP 2012 Update or the MDD. Other sites are identified in Managing Development Document	Bromley-by-Bow - site secured, Proposed Wood Wharf Idea Store, Proposed Bethnal Green Library / Idea Store	Bromley-by-Bow North East Quadrant Wood Wharf or Crossharbour Town Centre Bishopsgate Goods Yard

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
Waste	Waste to energy facility	Areas of search in Fish Island, Poplar Riverside and Bromley-by-Bow, Blackwall	<p>The MDD will allocate suitable sites to manage waste. It seeks the use of safeguarded waste management sites, of which there are currently six in the Borough, which are required to be safeguarded by the London Plan and Core Strategy. These sites provide 4.99 hectares of land to meet our waste apportionment target, which is a range between 3.6 and 7.3ha, determined through the comparison of the land within the Waste Evidence Base Report and the reduced London Plan apportionment target. However, these sites may not be the best long term solution for the sustainable management of waste. The Council is therefore looking to allocate new waste management sites.</p> <p>The Core Strategy provided a starting point by identifying four areas of search that were suitable to accommodate a waste management facility and worked with stakeholders to identify sites within the Sites and Placemaking DPD (now a component part of the Managing Development Document). These were: Fish Island South, Bromley-by-Bow, Blackwall, Poplar Riverside.</p>	Waste to energy facility	Ailsa Street

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
			The site at Ailsa Street (north) has been identified in the MDD for safeguarding. Its size meets the requirement of 3 – 3.5 hectares for a waste management facility and a waste facility already exists on site (operated by Veolia). It is also not safeguarded for other uses. It is expected that the other existing facilities will continue to support the Ailsa Street waste management facility.		
Transport	Crossrail	n/a	n/a		n/a
	Hackney Wick Interchange (Station upgrade and public realm improvements).	Site for District Interchange	n/a	TfL Hackney Wick Interchange (Station upgrade and public realm improvements).	Transport Interchange Area
	High Street 2012 work package	n/a	n/a		n/a
	Fish Island / A12 / River Lea / Poplar Riverside connections	n/a	n/a	Fish Island / A12 / River Lea / Poplar Riverside connections	Fish Island AAP Ailsa Street Bow Locks Bromley-by-Bow North East Quadrant
	Whitechapel Station Interchange project	Site for Sub-Regional Interchange	n/a	Whitechapel Station Interchange project	Transport Interchange Area

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
	Bromley-by-Bow station upgrade	Site for Sub-Regional Interchange	n/a	Bromley-by-Bow station upgrade	Transport Interchange Area
	Bow Interchange crossings	n/a	n/a	Bow Interchange crossings	Transport Interchange Area
	Millenium Quarter transport and infrastructure works	n/a	n/a	Millennium Quarter transport and infrastructure works	n/a
	St. Paul's Way	n/a	n/a		n/a
	Leamouth Pedestrian/Cycle Connection	n/a	n/a	Leamouth Pedestrian/Cycle Connection	n/a
	Aspen Way Connections	n/a	n/a	Aspen Way Connections	n/a
		n/a	n/a	Bus Bridge at Sugar House Lane	n/a
		n/a	n/a	Transport Interchange Areas (TIAs)	Transport Interchange Areas
		n/a	n/a	Improving north south cycling routes	n/a
		n/a	n/a	Cycle parking provision in existing estates	n/a
		n/a	n/a	TfL DLR double-tracking (Bow Church-Stratford)	n/a

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
		n/a	n/a	TfL Chelsea-Hackney Line (Crossrail 2: new NE-SW automatic metro or regional railway) with a potential interchange at Hackney Wick station	n/a
		n/a	n/a	New TfL pedestrian and cycle crossings across the River Thames	n/a
		n/a	n/a	TfL Bus service improvements	n/a
		n/a	n/a	TfL bus route 25 becomes a high capacity transit corridor (Oxford Circus-Whitechapel-Ilford)	n/a
Utilities / flooding	Flood mitigation and adaptation	n/a	n/a	TBC	All sites
	Electricity – substation upgrades in Bow and Isle of Dogs, West Ham	n/a	n/a	TBC	n/a

Type of infrastructure	2009 IDP infrastructure requirement	Core Strategy area of search	2010 - 2011 Site selection process	2012 IDP Update Infrastructure requirement	MDD site allocation and/or Spatial Policy Area
	Gas – local infrastructure work may be needed in Isle of Dogs	n/a	n/a	TBC	n/a
	Water – Thames Tunnel Project, Sewer Improvement Projects, Victorian Mains Replacement and maintenance projects.	n/a	Not a strategic site	Thames Tunnel Project	n/a
	Flooding – Surface water drainage improvements	n/a	n/a	TBC	n/a
Emergency Services			Sites list compiled using Call for Sites responses and Planning for Population Change and Growth Model development sites. Site selection process disrupted following reforms to funding and structural arrangements. Provision of any new facilities to be managed by development management policies.	TBC	n/a
				TBC	n/a
				TBC	n/a

This page is intentionally left blank

Appendix 7 Planning application checklist

The following is a list of matters that planning applications will need to address and a list of supporting information which may be required depending on the scale of the development and the issues which are relevant to the site. This list is subject to regular review. Please refer to the Tower Hamlets website for the “Advice Note 1 - How do I submit my planning application?”.

It is important to note that the scope and degree of detail necessary in assessments, statements or other supporting information will vary according to particular circumstances of each application. Early consultation with planning officers is recommended prior to the submission of a planning application.

To enable the Council to assess planning applications, all applications must be accompanied by two separate assessments, a Design Statement and an Impact Statement. A Design Statement should include the following supporting information and/or detailed reports where relevant:

1.	Amenity Space / Play Space Assessment
2.	Design and Access Statement
3.	Ecology Assessment (including the Biodiversity Survey and Report)
4.	Energy Assessment (including renewable energy statement)
5.	Heritage Statement
6.	Land Contamination Assessment
7.	Landscaping Details
8.	Lifetime Homes and Wheelchair Accessible Statement
9.	Open Space Assessment
10.	Refuse Disposal details (including waste management strategy)
11.	Secure by Design Statement
12.	Sustainability Appraisal
13.	Sustainability Statement
14.	Trees Survey / Arboricultural Report
15.	Utilities Statement
16.	Views Assessment

An Impact Statement should include the following supporting information and/or detailed reports where relevant:

17.	Affordable Housing Statement
18.	Air Quality Assessment
19.	Aviation Impact Assessment
20.	Code of Construction Practice
21.	Construction Management and Logistics Plan
22.	Daylight / Sunlight Assessment
23.	Delivery and Servicing plans
24.	Employment Statement
25.	Environmental Assessment
26.	Flood Risk Assessment
27.	Lighting Assessment
28.	Marketing Exercise (where required)
29.	Microclimate – Wind Assessment
30.	Noise and Vibration Assessment
31.	Planning Obligations - draft heads of terms
32.	Regeneration Statement
33.	Serviced Apartments Statement (where required)
34.	Socio-economic Assessment
35.	Town Centre Uses - Policy Tests Assessment
36.	Town Centre Uses – Impact Assessment
37.	Transport Assessment
38.	Travel Plan
39.	TV and Radio Reception Impact Assessment
40.	Ventilation / Extraction Statement
41.	Waste Management Plan
42.	Waste Reduction Management Plan
43.	Water and Drainage Strategy

Monday - Friday 9.00am - 5.00pm



114774

For free translation phone

Për një përkthim falas telefononi
للترجمة المجانية الرجاء الاتصال هاتفياً
বিনামূল্যে অনুবাদের জন্য টেলিফোন করুন

Za besplatne prevode pozovite
欲索取免費譯本，請致電。

Pour une traduction gratuite, téléphonez
Για δωρεάν μετάφραση, τηλεφωνήστε.
ਮਫ਼ਤ ਅਨੁਵਾਦ ਮਾਫ਼ੇ ਫ਼ੋਨ ਕਰੋ.

निःशुल्क अनुवाद के लिए कृपया फोन कीजिए

بو ته رجومه كردنى به خورابى ته له فون بكه يو
Del nemokamo vertimo skambinkinte
സൗജന്യമായ തർജ്ജമയ്ക്കായി ബന്ധപ്പെടുക
Po bezplatne tlumaczenia prosimy dzwonic

Para uma tradução grátis, telefone.

ਮੁਫ਼ਤ ਅਨੁਵਾਦ ਲਈ ਫ਼ੋਨ ਕਰੋ

Перевод – бесплатно. Звоните.

Para obtener una traducción gratuita llame al:
Turjubaan lacag la'aan ah ka soo wac telefoonka
இலவச மொழிபெயர்ப்புக்கு தொலைபேசி செய்யவும்.

Ücretsiz çeviri için telefon edin.

Điện thoại để được thông dịch miễn phí.

مفت ترجمے کے لیے ٹیلیفون کیجئے۔

For large print or braille phone

020 8430 6291

© Newham Language Shop

