Tower Hamlets Draft Local Plan

2031

Managing growth and sharing the benefits

Regultation 18 Consultation
November 2016

TOWER HAMLETS

Overview

The "Tower Hamlets Draft Local Plan 2031: Managing Growth and Sharing the Benefits" (from here on, the "Draft Local Plan") is being consulted upon under Regulation 18 of the Town and Country Planning Act (Local Plan (England) Regulations (2012).

The Draft Local Plan presents, for your consideration and comment, the Council's draft spatial vision and objectives for development in the borough to 2031. They are followed by detailed draft planning policies and site allocations.

Comments on the Draft Local Plan are invited from all those with an interest in the future of Tower Hamlets. All comments received will be taken into account and will inform the amended version called the Proposed Submission Local Plan, which will be published in Spring 2017.

You will be able to find all information relating to this consultation, including the Draft Local Plan and supporting documents, on the Council's website www.towerhamlets.gov.uk/localplan. Hard copies of the Draft Local Plan are also available at the Council Office at Mulberry Place and in all Tower Hamlets libraries and Idea Stores.

When and How to Respond

Public consultation on the Draft Local Plan will run from **Friday 11 November 2016 to Monday 2 January 2017.**

Comments must be made in writing and received no later than 2 January 2017. In line with national regulations, please note that all comments received will be made available to the public and that anonymous responses cannot be considered.

The Council encourages the use of our **online consultation portal** (http://towerhamlets-consult.objective.co.uk/portal) for electronic responses. This will the Council to better process and acknowledge your feedback.

Any written representations should be sent to the following freepost address:
FREEPOST
Local Plan Consultation
D&R Strategic Planning
London Borough of Tower Hamlets
PO BOX 55739
London E14 1BY

For any help please contact the Plan Making Team via email: localplan@towerhamlets.gov.uk,or telephone 0207 364 5009 or via Twitter: @TowerHamletsNow

During the consultation period there will also be a series of consultation eventsat various locations around the borough to further inform you about the content of the Draft Local Plan. Please see overpage for a list of the drop in sessions and workshops currently scheduled.

Public Consultation Events

Consultation Drop-ins

Date	Time	Event	Venue
Thursday 24/11	12:30pm – 3:30pm	Drop-in	Idea Store Chrisp Street, 15 Market Square, E14, 6AQ
Saturday 26/11	10am – 1pm	Drop-in	Idea Store, Bow 1 Gladstone Place, Roman Road, E3 5ES
Saturday 03/12	10am – 1pm	Drop-in	V & A Museum of Childhood (Bethnal Green), Cambridge Heath Road, E2 9PA
Wednesday 07/12	5.30pm – 8.30pm	Drop-in	Alpha Grove Community Centre (Isle of Dogs), Alpha Grove, E14 8LH
Wednesday 14/12	5.30pm – 8.30pm	Drop-in	Idea Store, Whitechapel, 321 Whitechapel Road, E1 1BU

Consultation Workshops

Please note that the workshop numbers are limited and to secure your place in advance, please book. For those who are unable to attend the events, all information will be made available on the website.

Date	Time	Event	Venue
PLEASE CHECK THE WEBSITE	PLEASE CHECK THE WEBSITE	Workshop 1: Sub Areas – Central and City Fringe	Please book via the Tower Hamlets website: www.towerhamlets.gov.uk/localplan
PLEASE CHECK THE WEBSITE	PLEASE CHECK THE WEBSITE	Workshop 2: Sub Areas – Isle of Dogs and Lower Lea Valley	Please book by via the Tower Hamlets website: www.towerhamlets.gov.uk/localplan

Mayor's Foreword

At the end of last year, we consulted on 'Our Borough, Our Plan: A New Local Plan First Steps'. This document provided an overview of the challenges and opportunities facing the borough, now, and as envisaged over the next 15 years. It also outlined an initial approach as to how to address these challenges and maximise our opportunities, through our planning approach.

We received over 1,00 individual comments from a wide range of stakeholders including residents, community groups, businesses, developers and organisations. I would like to take this opportunity to thank you for engaging with us during the consultation events and providing us with such useful feedback.

The key concern raised, which I also share, is the scale and pace of development and how the planning process can ensure that Tower Hamlets can accommodate this level of growth and remain a liveable and thriving borough. Another concern was ensuring that all our residents benefit from the opportunities growth brings to the borough, through accessing housing, training or employment.

'Tower Hamlets Draft Local Plan 2031: Managing Growth and Sharing the Benefits', has been informed by these consultation responses and our emerging evidence base to take the development of our Local Plan one step further. This document contains our preferred spatial vision, planning strategy and policies.

Within national and regional policy frameworks, we have sought to address our local challenges, whilst maximising our opportunities to the benefit of all our residents. This draft plan contains policies to ensure that new developments are accompanied by the required additional infrastructure and services, policies that protect and enhance the unique elements of our borough and policies which provide a wide range of employment space and homes.

While this document looks more like a Local Plan, it is not the final document, and changes will be made to it, in rsponse to feedback we receive during this consultation. I would therefore encourage everyone interested in the future of Tower Hamlets to again let us know your views on the content of this document, so that we can ensure that the Council develops the best possible Local Plan, to help guide and manage future growth and development in our borough, to 2031.

John Biggs
Mayor of Tower Hamlets

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1.1 The Local Plan

1.1.1   The Local Plan is the borough's own planning framework for development that the Council prepares in consultation with local residents, businesses, landowners, neighbouring boroughs, regional government, statutory bodies and other interested stakeholders.

1.1.2   The purpose of a Local Plan is to positively plan for and manage future development in the borough. It does this by setting out the vision for the future of Tower Hamlets and how it can be implemented. To help deliver this vision, new developments need to meet the requirements of a range of strategic and development management policies, including site allocation policies. This will help ensure that development is sustainable – balancing competing requirements to meet the needs of the local community and delivering the right level and type of development in the right locations.

1.1.3   The role of the Local Plan is to also demonstrate how the Council is responsibly planning for the growth demands of the current and future population of the Borough, in line with Government requirements. In doing so, the Local Plan must respond positively to the minimum development targets for housing and jobs set out in the London Plan to 2025.

1.1.4   Together, the adopted Local Plan and the London Plan (2015), form the Development Plan for the London Borough of Tower Hamlets. The Development Plan is used to help determine planning applications for new development in the Borough. In principle, where planning applications positively address the policies in the Development Plan they are recommended for approval and where they do not meet the requirements of these policies they are recommended for refusal. In making its decisions, the Council must also consider other planning 'material considerations' such as the policies in the National Planning Policy Framework (NPPF), which also need to be taken into account.

1.1.5   Figure 1 below illustrates the current Development Plan for the London Borough of Tower Hamlets.

Figure 1.1 Policy framework
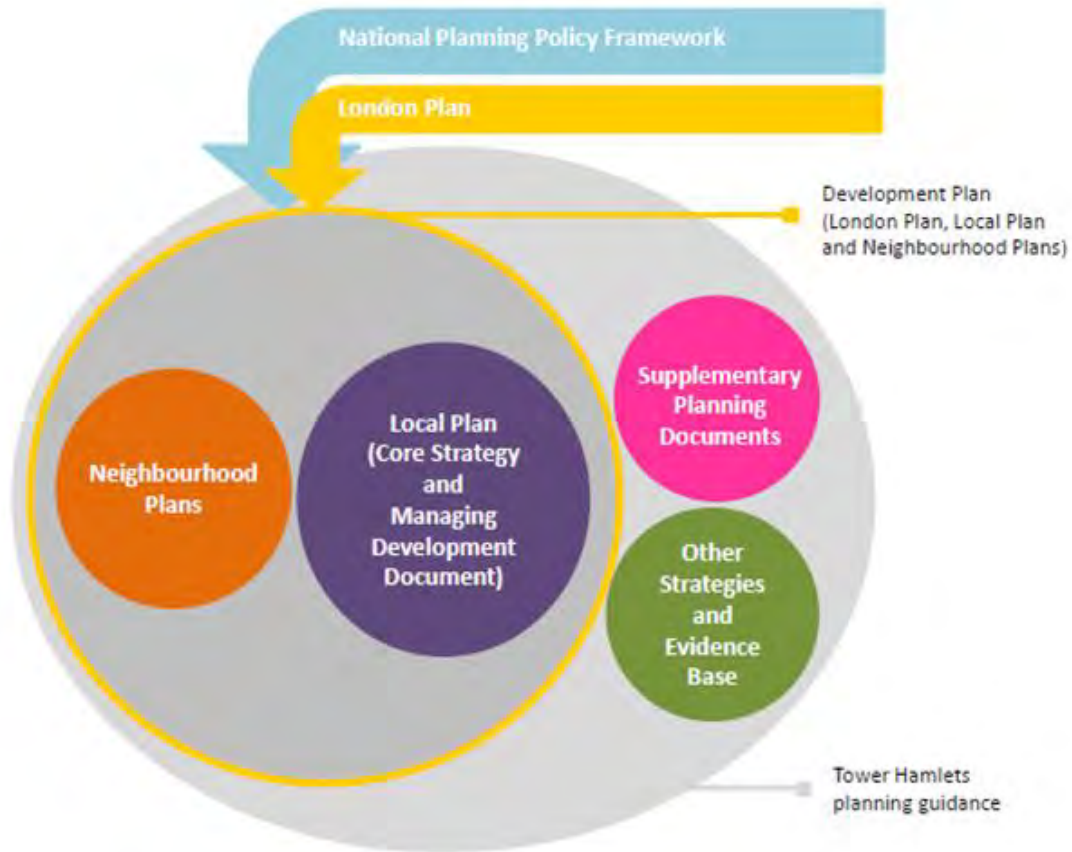
Figure 1.1 The planning policy framework for London Borough of Tower Hamlets

1.2 A new Local Plan for Tower Hamlets

1.2.1   The current Tower Hamlets Local Plan is comprised of the Core Strategy (2010) and the Managing Development Document (2013). Since 2010, the borough has undergone significant change, and experienced a high level of growth and development. This has been influenced by national, regional and local trends and policy changes positively. Managing and responding to change both now and in the future requires a new Local Plan for the borough.

National Drivers

Trends

1.2.2   There is a national housing shortage and resulting increasing affordability gap is a significant national trend. This is particularly acute in London and the South East. It is estimated that England needs to build an additional 232,000 to 300,000 new units per year, to meet current shortfalls and future expected need, a level of house building not reached since the late 1970s and two to three times current supply (Parliament, 2015).

1.2.3 The full economic impact of the recent EU referendum result is still to emerge. The economic consequences of this and the role of London as a financial service hub for Europe are unknown. The outcome of this may have considerable impacts on London and locally. Through the Plan-Monitor-Manage approach, the Local Plan will respond to any changes in economic circumstances. The City Fringe and Canary Wharf are strategically important employment locations for London and are the location of the headquarters for a large number of multinational businesses. As such the businesses in Tower Hamlets play a major role in both London and the UK's Economy and are influenced by national and international factors.

Policy

1.2.4 The Managing Development Document was produced in accordance with the National Planning Policy Framework 2012, however subsequently a number of changes have been made to the Planning Practice Guidance, which supports the National Planning Policy Framework, including to affordable housing provision, gypsies and travellers accommodation and waste management, which this new Local Plan will have to address.

1.2.5 It is worth noting that the government has proposed changes to the NPPF in the document "Consultation on Proposed Changes to National Planning Policy (December 2015)". The proposed changes include:

- Amendments to the definition of affordable housing, to include other products such as Starter Homes
- Support for permission in principle for brownfield sites,[1] with an emphasis on delivering Starter Homes
- Increases to residential density around commuter hubs
- Enabling the building of Starter Homes, by lowering the levels of protection on industrial and commercial land, and sites currently occupied by retail and infrastructure

1.2.6 These changes are not a material planning consideration and the Draft Local Plan has therefore not responded to these proposals.

1.2.7 In addition, the government approved the Housing and Planning Act in May 2016. Much of most Local Plan relevant detail is yet to emerge, however it is likely that this will have implications on regional and local planning policies and in particular on affordable housing policies.

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1   One of the proposals was for Councils, through the development of new Local Plans, to provide planning in principle outlines. This Local Plan has not taken this approach, instead retaining Site Allocations, as Tower Hamlets does not consider it locally appropriate, due to the nature of development in this borough

1.2.8 The policies in the Draft Local Plan have been prepared to be adaptive and flexible where appropriate and possible, to respond to changes that may come forward. Any legislative detail and measures that emerge in advance of the next iteration of the new Local Plan will be addressed appropriately.

Regional Drivers

Trends

1.2.9 London's expanding population, driven by internal and external immigration, is a key regional trend. By 2041 London's population is set to increase to approximately 10.5 million inhabitants. Alongside this growth in population is a large growth in employment. Total London jobs are projected to increase to from 4.9 million in 2011 to 6.3 million in 2050. Accommodating and supporting this level of growth, through housing, employment and infrastructure, within London's defined boundaries is a key challenge.

1.2.10 Following the May 2016 election of Sadiq Khan as the new Mayor of London, a number of key planning priorities for London have emerged. These include addressing London's acute housing affordability gap by delivering a greater amount of affordable housing and introducing new types of affordable products. Other key priorities include improving London's air quality and promoting London as an open and thriving centre for business and culture.

Policy

1.2.11 The London Plan 2015 sets out a new housing target for the borough of a minimum of 3,931 new homes each year. This requires London Borough of Tower Hamlets to deliver a minimum of 39,314 additional new homes over a ten year period from 2015 to 2025.

1.2.12 The London Plan also allocates three Opportunity Areas in the borough: City Fringe, Isle of Dogs and South Poplar and Lower Lea Valley (which also includes part of London Borough of Hackney and Newham) (see Figure 1.2) and are areas that the Greater London Authority (GLA) have identified as a focus for future growth to help meet London's housing and employment needs. These areas cover more than 50% of the borough.

1.2.13 The GLA have committed to producing a new London Plan for adoption by 2019.

1.2.14 The GLA has recently published a consultation paper to help set a new vision for London: A City for All Londoners [2]. This paper provides on outline of London's top challenges and opportunities across priority policy area such as housing, employment,

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2   This is considered the initial stage of consultation of the new London Plan. Full details of this paper can be found on the GLA's website:
https://www.london.gov.uk/get-involved/have-your-say/all-consultations/city-all-londoners

transport and environment etc. This will inform the future vision for a new London Plan and the content of the Draft London Plan which is anticipated to be published in Autumn 2017.

1.2.15 London Borough of Tower Hamlets is working closely with the GLA to ensure the policies in the Draft Local Plan takes account of emerging evidence and the new policy direction and is flexibly worded where necessary to adapt to change. Following the publication of the new London Plan in 2019, the Council will consider whether a Local Plan refresh or new Local Plan is required to respond. This will be reported in the Council's Annual Monitoring Report (AMR).

Figure 1.2 Map of London Plan Opportunity Areas
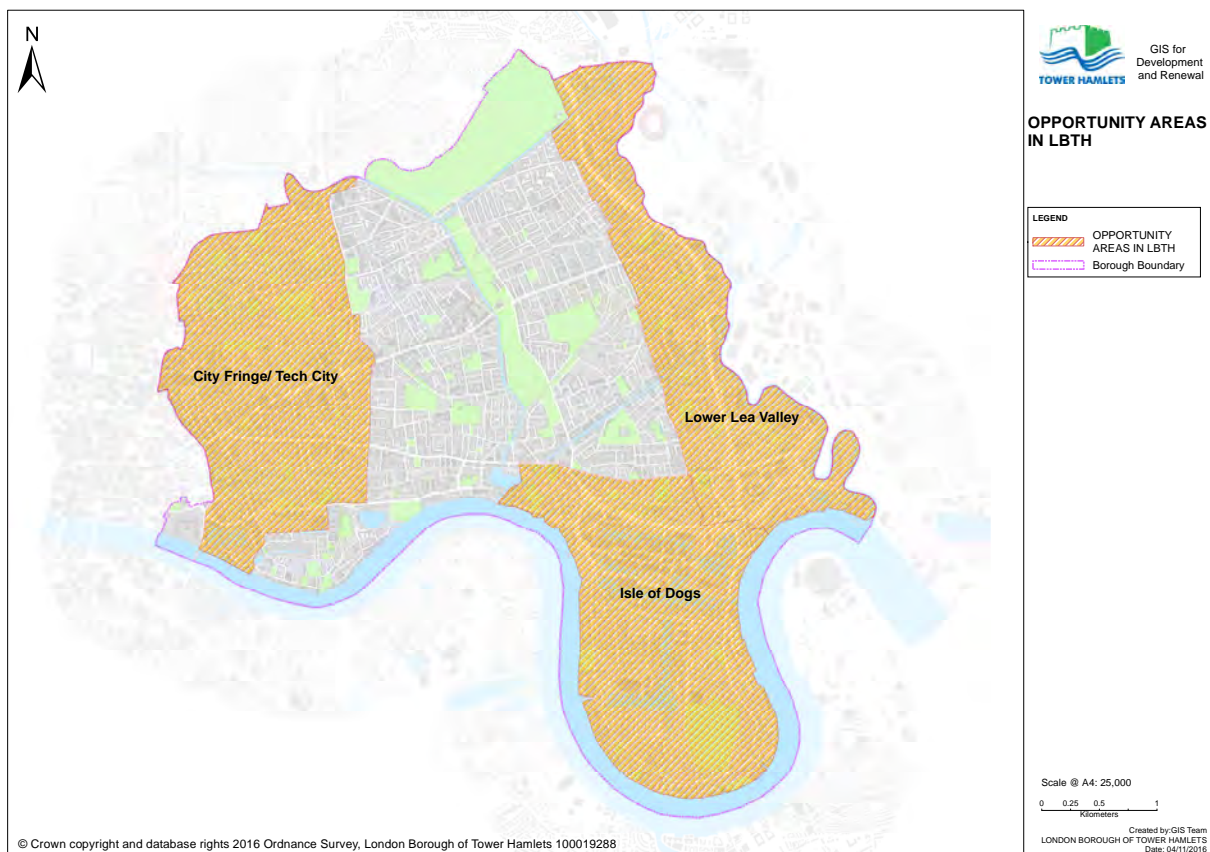
Local Drivers

Trends

1.2.16 The borough's population has grown significantly since the last Local Plan. Tower Hamlets has recorded the fastest growing population in the country in recent years, growing almost 30% between the 2001 and 2011 Census. This growth is expected to continue and is projected to increase from 296,300 in 2016 to 374,000 in 2026, a 26% increase. This has resulted in a huge growth in demand for transport infrastructure, local services and pressure on the local environment.

1.2.17 The borough has also seen high economic growth. At the start of this millennium, total jobs in the borough totalled 160,000, but by 2015 the total had risen to 302,000. This represents a a 90% increase in just 15 years. This compares to 20% growth in London. Whilst the high level of average employment growth has brought a number of benefits to the borough including regeneration, high deprivation levels remain in parts of the borough. This indicates that the benefits have not been spread across the borough or felt by all residents.

Policy

1.2.18 The Tower Hamlets partnership Communtity Plan was adopted by the Council in 2015. It idenitfies the key challeges, opportunities and priorties for the Council and its partners. Its role is to ensure there is a coordinated approach to addressing these inthe future. This informs the direction of the new Local Plan.

1.2.19 The Local Plan will contribute towards delivering the Community Plan objectives, focusing in particular on the new Cross-cutting priorities of 'Empowering residents and building resilience' 'Promoting healthier lives', 'Increasing employment' and 'Responding to population growth'. It will also contribute to the commitment to "One Tower Hamlets", which is:

- Reducing inequality
- Promoting community cohesion
- Enable community leadership and engagement

1.3 Scope of the New Local Plan: Area and timeframe

Timeframe

1.3.1 The new Local Plan covers a fifteen year period 2016 to 2031. It is expected that the new Local Plan will be adopted in winter 2017 or early 2018, at which point it will supersede the existing Local Plan (Core Strategy, 2010 and Managing Development Document, 2013).

Planning Area

1.3.2 The new Local Plan provides planning policies for the majority of the borough. There are areas that need to be considered using other planning guidance:

London Legacy Development Corporation (LLDC)

1.3.3 The LLDC was established in 2012 as one of the Mayoral Development Corporation. It has a Local Plan (2015) that provides planning policies for all development within its area including Hackney Wick/Fish Island and Bromley-by-Bow (Figure 1.3 below).

Figure 1.3 London Borough of Tower Hamlets Planning Area
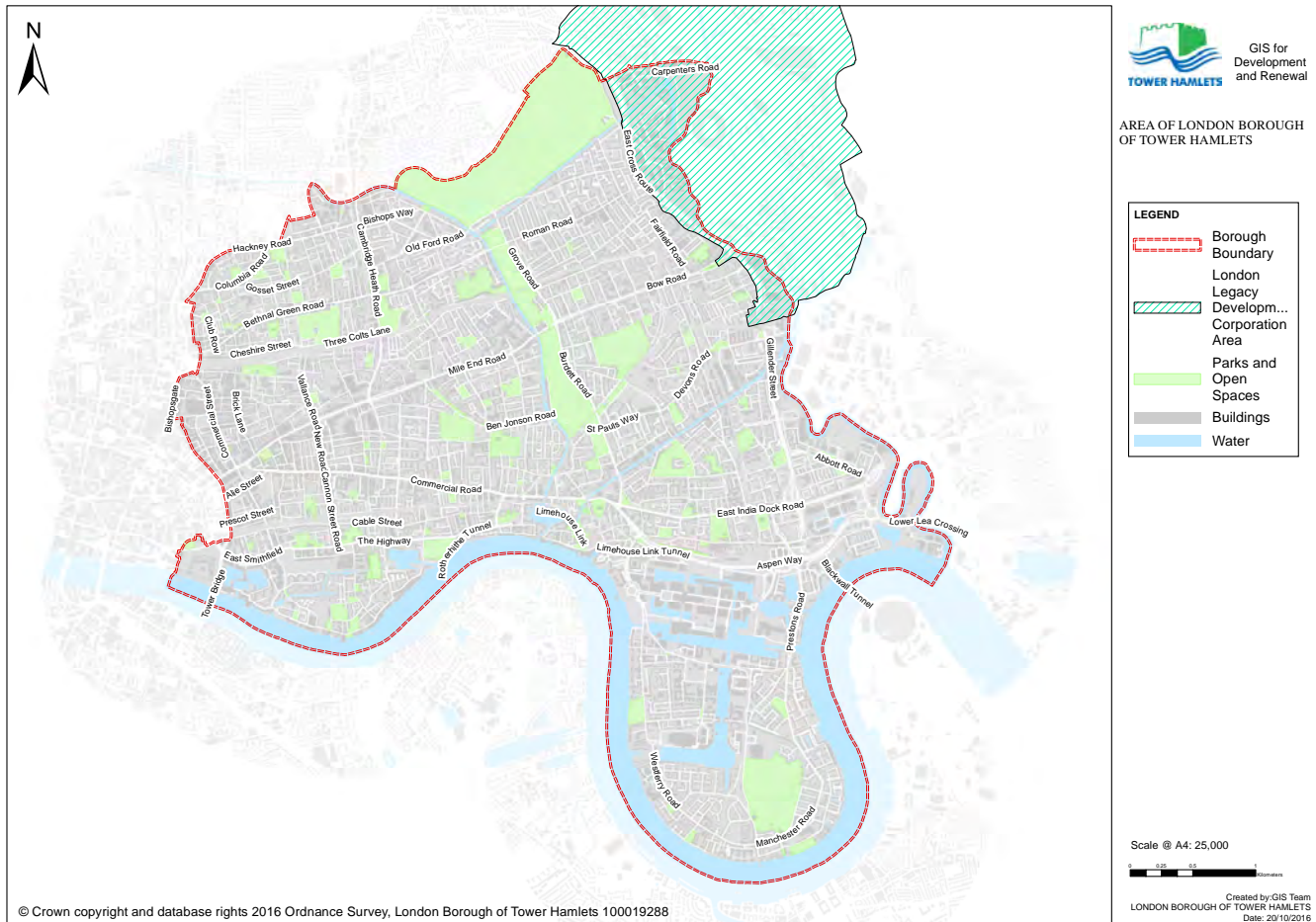
Neighbourhood Plans

1.3.4 Neighbourhood Planning provides an opportunity for local communities to introduces a new layer of spatial plan making and planning policies to complement the Council's Local Plan. A Neighbourhood Plan is a community-led document, produced by a Neighbourhood Forum, which enables local communities to directly shape and promote development in their area. Once a Neighbourhood Plan is 'made' or approved it forms part of the Development Plan and is used to help guide future development and help in the determination of planning applications for that area.

1.3.5 The polices in Neighbourhood Plans need to be in general conformity with the strategic policies in the Local Plan and the Development Plan. For the purposes of Neighbourhood Planning all policies in the Council's Local Plan are strategic policies.

1.3.6 The Council positively supports groups interested in developing Neighbourhood Plans. The Council has to date designated Neighbourhood Forums in East Shoreditch, Spitalfields, Isle of Dogs and Limehouse. These local groups hope to have approved or 'made' Neighbourhood Plan's in their areas either in advance of or shortly after the adoption of the new Local Plan in Spring 2017/18.

1.3.7 The Council has engaged with the designated Neighbourhood Forums in advance of the publication of the Draft Local Plan and will continue to do so as the new Local Plan develops.

1.4 Producing the new Local Plan

1.4.1 The preparation of a new Local Plan must follow nationally set legal and procedural requirements that dictate the stages of the plan preparation, who should be consulted and when, and what information is required to support the Local Plan to ensure it is fit for purpose and 'sound'. The Council considers that it has meet these requirements for the purposes of the Draft Local Plan.

1.4.2 The Council's new Local Plan will then be independently examined by a Government appointed Planning Inspector who will consider whether these requirements have been met, and whether it is sound. To be sound the new Local Plan must be:

- **Positively prepared:** for example that it positively seeks to meet their requirements of the London Plan;
- **Justified:** that the policies in the Local Plan are supported by evidence and are reasonably robust;
- **Effective:** that the policies in the plan can be delivered and have been formulated on the basis of effective joint working with partners; and
- **Consistent with national policy:** that it has been prepared in accordance with the National Planning Policy Framework (NPPF).

Figure 1.4 Inputs into the Tower Hamlets Local Plan

Apprisals
- Sustainability Appraisal
- Strategic Environmental Assessment
- Equality Impact Assessment
- Health Impact Assessment
- Habitats Regulations Assessment

Infrastructure Requirements

National, Regional Legislation and Guidance
- National Planning Policy Framework
- National Planning Policy Guidance
- Acts & Regulations
- London Plan and SPGs

Local Plan

Evidence Base

Duty to Co-operate
- Greater London Authority (GLA)
- Transport for London (TFL)
- Neighbouring boroughs
- London Legacy Development Corporation (LLDC)
- Plus many more

Community Involvement
- Tower Hamlets Community Plan
- Statement of Community Involvement (SCI)
- Neighbourhood Planning
- Public and other key stakeholders
- Consultation feedback

1.4.3   In particular, the Tower Hamlets Local Plan must be prepared in accordance with the National Planning Policy Framework and must seek to meet the requirements of the London Plan.

National Planning Policy Framework

1.4.4   The National Planning Policy Framework (NPPF) is one of the most important national planning documents that informs the preparation of the new Local Plan. Council's must have regard to the NPPF when drawing up their plans and it is a material consideration in decision making. The NPPF is supported by more detailed National Planning Practise Guidance, are also a material consideration.

1.4.5   At its core the NPPF is the 'presumption in favour of sustainable development'. This requires that for plan making:

- local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF.

The London Plan

1.4.6　The regional plan for London Borough of Tower Hamlets is the London Plan. This is an integrated strategic planning strategy that covers all London boroughs. It demonstrates how London is meeting the requirements of the National Planning Policy Framework (NPPF) to support sustainable growth and does this through its economic, social and environmental policies that help guide and manage growth in London from 2015 to 2025 and beyond. The preparation of any Local Plan in London is required to be in general conformity with these overarching policies and should help deliver the London Plan vision. The relevant role of the new Local Plan is to show how the vision and policies will be delivered and detailed at a local level.

1.4.7　It also provides an opportunity for the Borough's Local Plan to supplement the London Plan's policies where appropriate.

Evidence Base

1.4.8　The content of the Draft Local Plan is supported by a number of evidence documents, which are listed in Appendix six and are available on the Council's website. Most of these studies are technical in their nature and include Strategic Transport Assessment, the Integrated Impact Assessment (IIA) and the Strategic Flood Risk Assessment (SFRA). Many of these are likely to be amended and updated for the next stage of the development of the new Local Plan. A number of evidence base documents are still under development and will supplement the evidence prepared to date. More information on these is also contained in Appendix six.

1.4.9　It should be noted that the development of the Draft Local Plan also builds on a substantial body of existing work, in particular the content of the Tower Hamlets Partnership Community Plan 2015 and the policies in the existing Local Plan (Managing Development Document, 2013), which are development management focused and was examined, found sound and adopted relatively recently in 2013.

Integrated Impact Assessment (IIA) and Habitat Regulation Assessment

1.4.10　The IIA is an important evidence base that supports the new Local Plan includes the following:

- A Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) (in a manner that incorporates the requirements of the European Union's SEA Directive (2001/42/EU) and the transposing UK Regulations);

- The Health Impact Assessment; and
- The Equalities Impact Assessment;

1.4.11 The statutory stakeholders were consulted on the SA/SEA Scoping Report between November 2015 and January 2016, in accordance with regulation 12(5) of the SEA Regulations. Consultation responses informed the amended the IIA's sustainability objectives.

1.4.12 During the development of the draft Local Plan, each version of the draft policies including site allocations where appraised against the sustainability objectives. This provided recommendations on how the sustainability of the Draft Local Plan could be improved. Where a number of policy options were considered (as outlined in appendix three), theses were also assessed against the sustainability objectives.

1.4.13 The IIA also assess the draft Local Plan against the requirements of national and regional policy. Where a decision to take a more local approach and interpretation of London Plan's strategic policies was made, the policies sustainability was appraised as part of the IIA process. The rationale for this is to also explained in the supporting text and reasoned justification.

1.4.14 The IIA has also assessed the draft Local Plan against the requirements and policy directions outlined in National and Regional Policy. Where the Draft Local Plan has made a decision to take a more local approach and interpretation of London Plan's strategic policies in order to meet the Draft Local Plan's objectives, the rationale for this is explained in the supporting text and reasoned justification for the policy and the sustainability of this approach has also been appraised as part of the IIA process.

1.4.15 A Habitats Regulation Assessment (HRA) screening exercise was also carried out in accordance with European Council Directive 92/43/EEC on the Conservation of natural habitats and of wild flora and fauna (the 'Habitats Directive'). This was to determine whether the content of the draft Local Plan has the potential to cause a likely significant effect on the integrity of any European Sites. It is concluded that a full HRA is not required e required for the next version of the new Local Plan.

Duty to Co-operate

1.4.16 The legal and procedural requirements require local planning authorities and identified public bodies to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation to address strategic cross boundary matters.

1.4.17 The Council engaged positively a wide range of public bodies and neighbouring authorities in the preparation of the Draft Local Plan, including the Greater London Authority (GLA), Transport for London (TfL), London Legacy Development Corporation (LLDC) and neighbouring boroughs on cross-boundary planning issues. This constructive dialogue over the course of the plan preparation has led to an improved overall content and policy detail.

Viability

1.4.18   In accordance to the NPPF, Local Planning authorities should assess in viability terms the cumulative impacts of proposed policies. This is to ensure that the new Local Plan is deliverable.

1.4.19   The Draft Local Plan is also supported by a Viability Statement that sets out the Council's approach to satisfying the NPPF requirements. It also includes information on the testing that has been carried out to date to support this stage of the new Local Plan's production.

1.4.20   Tower Hamlets il has an approved CIL Charging Schedule 2015. In line with best practise, the Council is reviewing this alongside the preparation of the new Local Plan. The Council is in the process of developing more detailed and comprehensive viability evidence base to support public consultation on Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule in spring/summer 2017. This will help form evidence for the new stage of the new Local Plan's preparation.

1.4.21   It should be noted that national legislation on viability, allows for negotiation during the development management process where viability is a demonstrable constraint on development coming forward. This Councils Section 106 and Developer Contribution SPD (2016) provides supplementary information on how this is treated by the Council.

Public Consultation

1.4.22   The Council is committed to involving the public in the decision-making process. It does so in line with the Council's adopted Statement of Community Involvement (SCI). This sets out how the public should be involved in the formal stage of the preparation of the new Local Plan, amongst other planning related matters.

1.4.23   The Draft Local Plan has been informed by from the feedback received from informal consultation on "Our Borough, Our Plan - A New Local Plan First Steps", which ran from December 2015 to February 2016 and other subsequent informal engagement exercises with stakeholders. Through this process, the Council has exceeded its commitment under the approved SCI and has undertaken a considerable amount of public engagement on the potential content of the Draft Local Plan in advance of this Regulation 18 formal public consultation. A consultation report that summarises the key outputs from this engagement to date can be found on the Council's website.

1.4.24   The Council is committed to working positively with the borough's designated Neighbourhood Forums responsible for the following Neighbourhood Plan Areas: East Shoreditch, Spitalfields Neighbourhood Business Area, Isle of Dogs and Limehouse. The Council arnd has hosted focused engagement with these forums to inform the content of the Draft Local Plan. The Council looks forward to continuing this positive relationship as the new Local Plan progresses to adoption.

1.5 The structure of the Draft Local Plan

1.5.1   This Draft Local Plan has been written as succinctly as possible and it's does not look to re-iterate national or regional policy. The policies in the new Local Plan should be read in conjunction with the National Planning Policy Framework (NPPF) associated National Planning Practice Guidance (NPPG), the London Plan (2015) and any other relevant material considerations including adopted Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD).

1.5.2   The structure of the Draft Local Plan is set out below.

Figure 1.5

Introduction

Setting the Scene

Vision, Objectives and Spatial Strategy

Draft Policies
- Sustainable Growth in Tower Hamlets Policies
- Design and Historic Environment Policies
- Housing Policies
- Economy and Jobs Policies
- Town Centres Policies
- Community, Culture and Social Facilities Policies
- Open Space & Water Spaces Policies
- Enivironmental Sustainability Policies
- Transport and Connectivity Policies
- Developer Contributions Policy

Delivering the Spatial Strategy - Sub Area approach
- Introduction and Placemaking Policy
- City Fringe
- Central Area
- Lower Lea Valley
- Isle of Dogs and South Poplar

Draft Policies Map

Appendices
- Appendix 1: Glossary
- Appendix 2: Links with the Core Strategy and Managing Development Document
- Appendix 3: Policy Options Matrix
- Appendix 4: Housing Pipeline and Trajectory 2016-31
- Appendix 5: List of Evidence Base
- Appendix 6: List of Site Allocations
- Appendix 7: Parking, Noise and Waste Standards
- Appendix 8: Planning Application Checklist
- Appendix 9: Maps
  - Proposed Town Centre Boundaries and Frontages
  - Proposed Employment Designations
  - Open Space Strategy Map

1.6 Status of the Draft Local Plan

1.6.1   According to the National Planning Policy Framework (2012) (NPPF), from the day of publication, the Council may give weight to policies in emerging plans.

1.6.2   At this stage the Council does not intend to apply any weight to the emerging policies in the Draft Local Plan as it will continue to evolve in response to the public consultation.

1.6.3   The Council will therefore continue to give full weight to policies in the existing Local Plan (Core Strategy (2010) and Managing Development Document (2013)).

1.7 Monitoring the Draft Local Plan

1.7.1   In order to ensure the policies in the new Local Plan are effective, the Council will develop new monitoring indicators against which it can measure the success of its policies. This will help to identify any potential need to review part or all of the Local Plan. The baseline for the future indictors has already been set out in the identified in the Sustainability Appraisal Scoping Report (2015), which informed the content of the IIA. Monitoring of these indicators will be reported through the Tower Hamlets' Annual Monitoring Report (AMR).

1.8 Next Steps

1.8.1   The Draft Local Plan is not a final Local Plan. The Council will take into account all representations made during this public consultation stage and prepare an improved version of the new Local Plan, called the Proposed Submission Local Plan.

1.8.2   The Proposed Submission Local Plan will be published in spring/summer 2017. The content of the document will represent what the Council considers to be appropriate for submission to the Government's Planning Inspectorate for examination. At this point, the public will be asked for their final thoughts on the content of the new Local Plan and in particular on whether or not it has been soundly prepared. The Council is then responsible for gathering these representations together and preparing a summary of the main comments made. This new Local Plan alongside with an updated Submission Local Plan, will then be sent to the Government's Planning Inspectorate.

1.8.3   The Planning Inspectorate will appoint an independent planning inspector who will examine the Submission Local Plan to determine whether it satisfies the relevant statutory requirements and whether it is sound. Following the public examination the Inspector will issue a report making recommendations as to the soundness of the Local Plan which the Council must publish. Upon on the receipt of the report the authority will look to formally adopt the Local Plan in line with the Inspector's recommendations at Full Council. This process is illustrated below.

Table 1 Indicative timetable for the Local Plan Preparation

Dec 15 - Feb 16	Nov 16 - Jan 17	April 16 - May 17	June 17	Autumn 17	Winter 2017/18
Initial Engagement	Draft Local Plan consultation	Proposed Submission Local Plan consultation	Submission Local Plan	Local Plan Examination In Public	Local Plan Adoption

2.1 The Borough Context

2.1.1 Tower Hamlets is a borough of diverse people and distinct places, and both the borough's population and landscapes are changing rapidly. The section that follows summaries the key characteristics of the Borough. These key changes taking place and their impacts, and the planning considerations that shape this plan for the future of the borough.

2.2 Place

Tower Hamlets in London

2.2.1 Tower Hamlets is an inner London borough and sits in an important strategic location for London, linking central London with the rest of the Thames Gateway growth corridor.

2.2.2 The Borough shares its boundaries north of the river with the City of London and the London Borough of Newham and London Borough of Hackney. The River Thames flows along the south of the borough separating it from the Royal Borough of Greenwich, the London Borough of Lewisham and the London Borough of Southwark (see Figure 2.1).The east side of Tower Hamlets is bordered by River Lea, and part of the borough is now in the planning authority remit of the London Legacy Development Corporation (LLDC). This part of the Borough and wider area has, and will, continue to benefit from the Olympic Legacy's projects and investment. To the west of the borough is London's Square Mile, the City. This area is also home to a number of London's major tourist attractions including the Tower of London, Brick Lane, Petticoat Lane Market and Spitalfields Market.

Figure 2.1 Tower Hamlets' strategic location in London
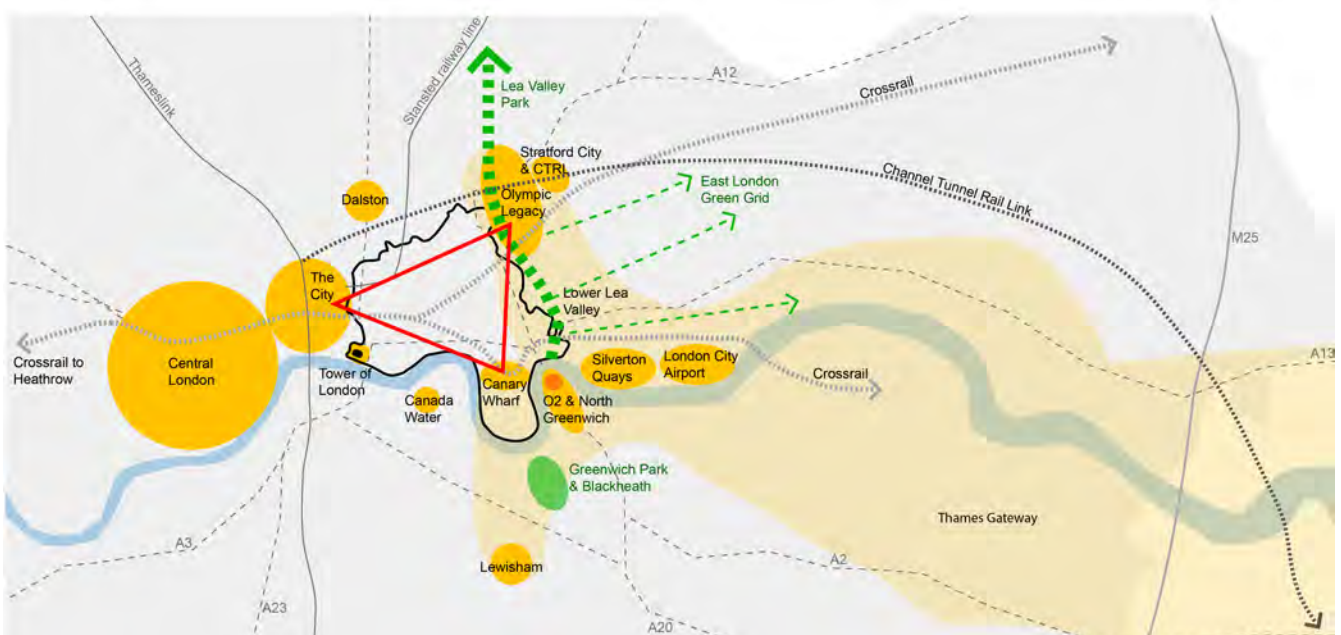
2.2.3 Tower Hamlets has one of the most dynamic economies in the country. Approximately 11,440 local businesses provide approximately 251,000 jobs in the borough. The City Fringe/ Whitechapel and Canary Wharf/Isle of Dogs areas account for the majority of all employment in Tower Hamlets and are strategically important employment locations for London and the area serves as the headquarters for a large number of multinational businesses. The borough also has a strong small enterprise economy. Over 95% of businesses in Tower Hamlets are micro and small businesses employing fewer than 49 employees. The large number of Small Medium-Sized Enterprises (SMEs) is considered an identifiable part of the Borough's economic profile and reflect the entrepreneurial spirit of the community. SMEs are also considered an important source of employment for local people in the Borough. The new Local Plan provides an opportunity to support the on-going growth of these sectors, ensuring they continue to serve their strategic role for the regional and local economy.

A Borough of Distinct and Unique 'Places'

2.2.4 The Draft Local Plan is supported by the Urban Structure and Characteristic Update (2016) and the original study (2009). This identifies spatial structure of the borough as comprising 24 places. Each of these important places have their own distinct identify and character (see Figure 2.2 below), which together make Tower Hamlets unique and special.

2.2.5 These places have evolved from a series of historic hamlets into a densely populated part of inner East London. Each of the Borough's 24 Places are defined by their individual characters, which comprise of recognised Conservation Areas, town centres and assets of historic, environmental and community value including open spaces, waterways, streetscapes and views. The new Local Plan provides an opportunity to continue to protect and enhance these distinct 'places'.

2.2.6 The borough's historic environment plays a key role in the definition of these places. There 58 Conservation Areas in Tower Hamlets that varying enormously in their size and character. These cover approximately 30% of the area. The Borough also includes over 900 Listed Buildings, ranging from the medieval parish church of St Dunstan (which pre-dates the Tower of London) to the High Tech Former Financial Times Print Works (constructed in the late 1980s). Alongside these designated heritage assets, the townscape of the Borough features many high quality developments by internationally renowned architects and emerging design practices.

2.2.7 Tower Hamlets is now the second most densely populated borough in London, and the townscape of the borough is evolving with the increase in density. Many areas have undergone significant change and regeneration, with some buildings being replaced and others being restored, adapted and reused. There has been an increase in the number of tall buildings, particularly residential ones, causing notable changes to the borough's skyline, with positive an d negative implications. This process of change requires careful management particularly over the new Local Plan period, when significant growth is anticipated.

Figure 2.2 Tower Hamlets 24 Places (LBTH, 2010)
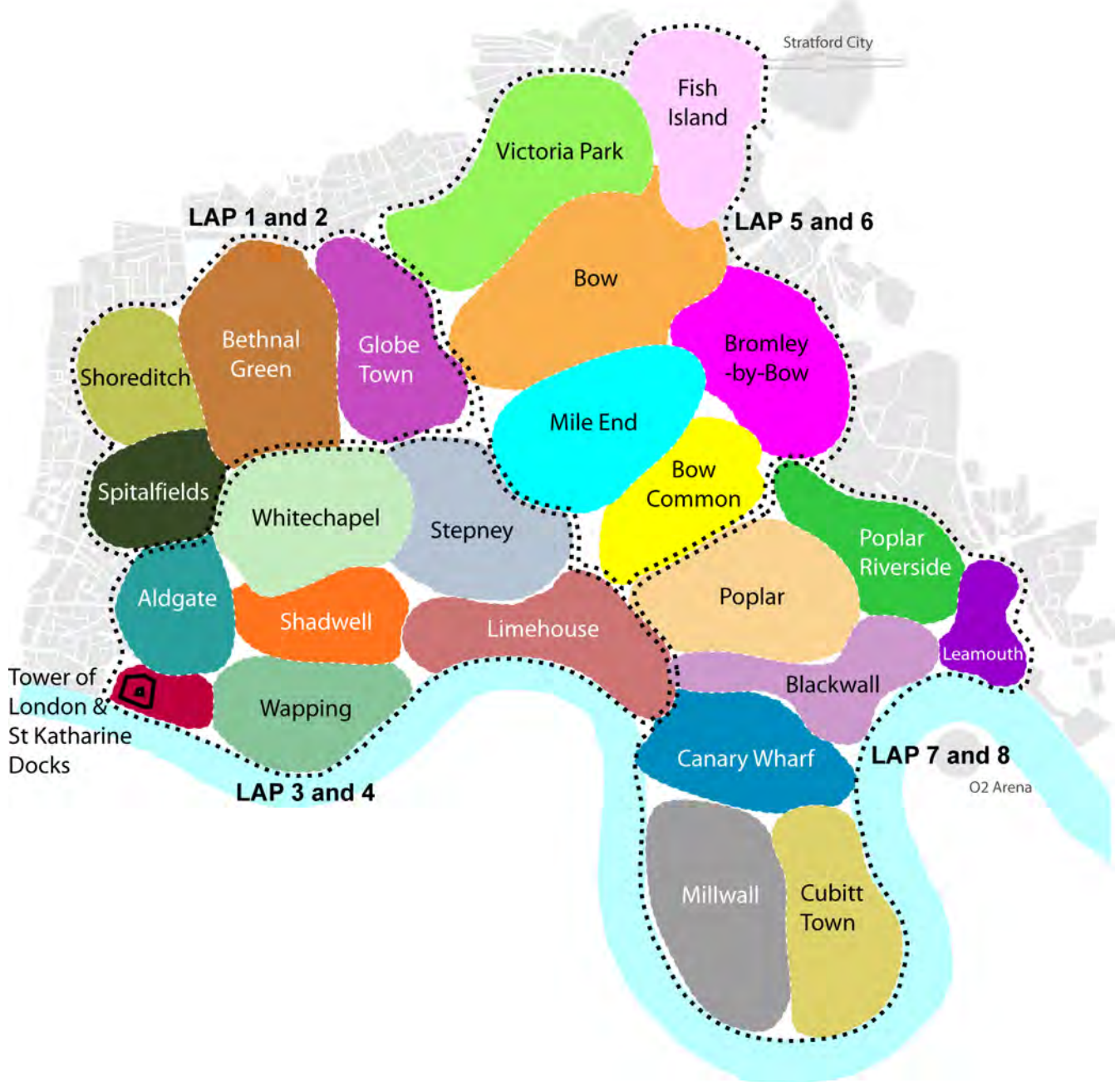
Environment

2.2.8 Tower Hamlets' topography and urban form mean it is vulnerable to the effects of climate change, in particular from flooding and the urban heat island effect. Activities in the borough also a contributor towards climate change and Tower Hamlets, as it is the third highest emitter of CO_2 in London. Both National and Regional Governments have committed to both reducing CO_2 emissions and adapting to and mitigating the effects of Climate Change. The new Local Plan provides an opportunity for Tower Hamlets to contribute towards this national and regional ambition.

2.2.9   While Tower Hamlets has a range of open spaces that contribute to the wider landscape character and biodiversity, the overall provision of publicly accessible open space in the borough is still low compared to some other London boroughs and national standards. Parts of Tower Hamlets, particularly around major roads, have some of the poorest air quality levels in London. Since 2000 the borough has been declared an Air Quality Management Area (AQMA) for both NO_2 (Nitrogen Dioxide) and PM10 (particulate matter). This means that the air quality in Tower Hamlets is constantly monitored to identify the levels of harmful pollutants, which have adverse effects on residents' health and well-being. Since monitoring began, Tower Hamlets continues to exceed Air Quality Objectives. The Local Plan provides an opportunity to build on the improvements made to local biodiversity, as well as to address current environmental issues, including climate change, poor air quality and the deficit of Open Space

2.3 People

Population Growth

2.3.1   The borough's population has grown significantly since the 2010. Tower Hamlets has recorded the fastest growing population in the country in recent years, growing almost 30% between the 2001 and 2011 Census. The Census also shows that Tower Hamlets is the second most densely populated borough in London. In addition, the Borough's daytime population increases by about 60% rising to 428,000, primarily as a result of workers migrating to and from the City Fringe and Canary Wharf employment areas.

Our Diverse Community

2.3.2   One of Tower Hamlets' defining characteristics is the diversity of people who live here. According to the 2011 Census, 69 per cent of the borough's population are from a minority ethnic community. 43 per cent of the borough's population were born outside of the UK. The projection going forward to the new Local Plan period indicates that the proportion of Black and Minority Ethnic (BME) and white residents will change little to 2031.

Employment and Education

2.3.3   Tower Hamlets is the fourth largest employment location in London, however the majority of employment is undertaken by employees commuting from outside the borough (LBTH Employment Strategy, 2011). This is reflected in the estimated daytime population of 428,000 people, despite the resident population being 284,000 for the same period. Conversely, about a fifth of jobs in the borough are filled by residents. Around 20 per cent of all employment in the borough (about 48,000 jobs) is based in the 'low pay' sectors (BRS in LBTH, 2014).

2.3.4   The proportion of economically active residents (67 per cent) is improving but is lower than average for London and Great Britain. Qualification levels of the resident population are changing positively. Residents with Level 4 and above qualifications nearly doubled from 41,500 in 2001 to around 82,000 in 2011 (LBTH, 2014) (see Figure 2.3 below).

The Borough's education, training and skills programmes are considered essential to helping people into employment and able to access the many job opportunities available in the borough.

Inequality and Deprivation

2.3.5   The 2015 Indices of Deprivation (DCLG , 2015) show that while Tower Hamlets has become relatively less deprived that it has been according to the latest indices, deprivation remains widespread and the Borough also continues to have the highest rates of child and pensioner poverty in England (LBTH, 2016). Figure 2.3 below shows that four wards lies in the east of the borough are within the most deprived 5 per cent of the wards in England. They are Lansbury, Bromley South, Mile End and Bromley North. However alongside this high level of deprivation, the borough also contains a number of wards which are within the least deprived in England. This disparity is reflected in the borough's pay ratio which is the largest, reflecting the greatest inequality in London (London Poverty Profile, 2015).

2.3.6   The borough also has significant health inequalities which result in a difference of 3.3 years between the most and least deprived females in the borough, and 6.9 years for males.

Figure 2.3 Index of Multiple Deprivation 2015 (DCLG)

Index of Multiple Deprivation 2015
Tower Hamlets LSOAs - national rankings

most deprived

- in 5% most deprived areas
- in 5-10% most deprived areas
- in 10-20% most deprived areas
- in 20-50% most deprived areas
- in 50% and above

least deprived

- 2014 Ward boundary

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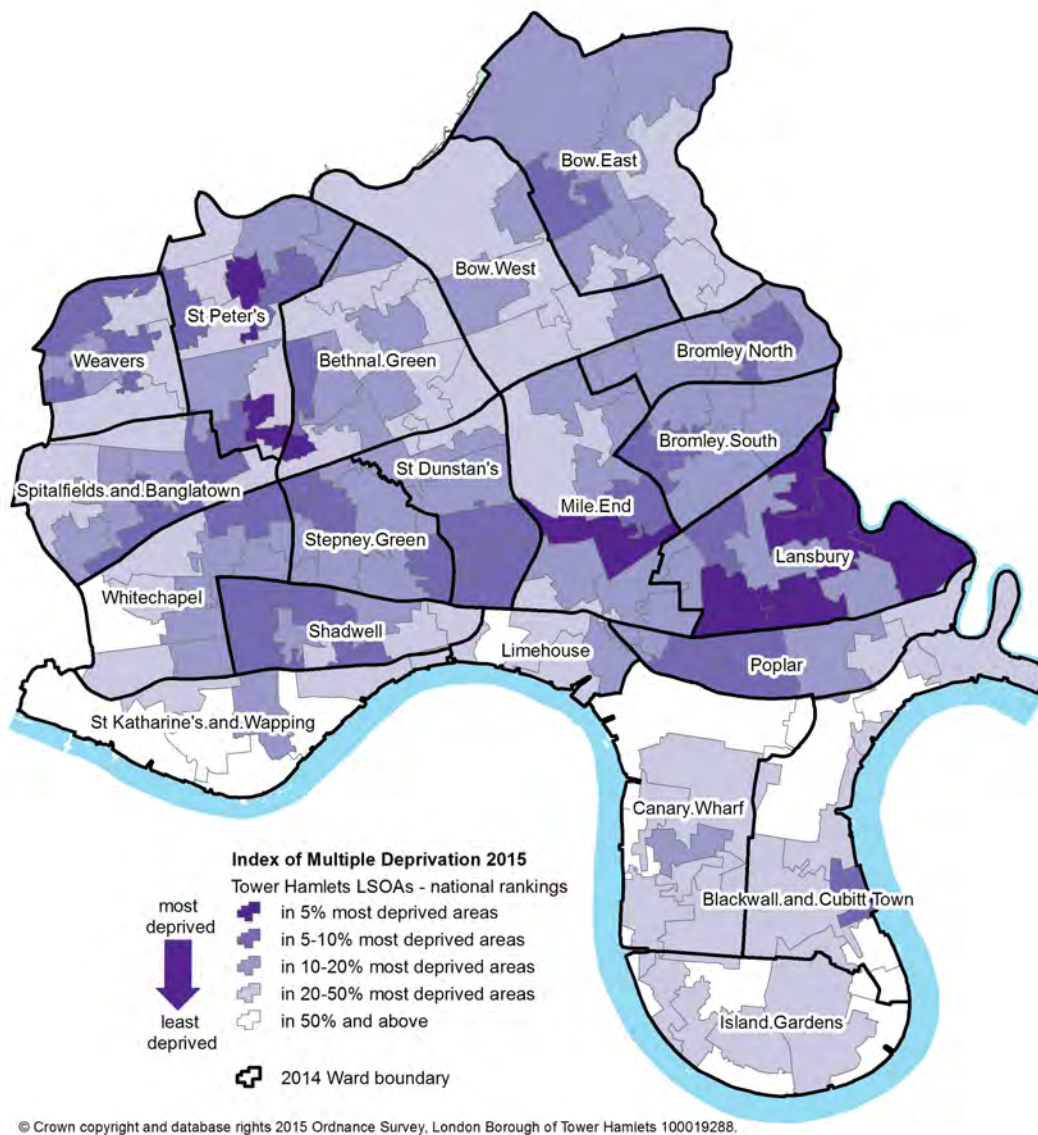
2.4 Planning for the Future

Future Housing Need

2.4.1   The London Plan considers housing need and the delivery of housing need on a strategic London wide basis. The London Strategic Housing Market Assessment (SHMA) (GLA, 2013), which assesses this strategic need, indicates that London

requires between 49,000 (2015-36) and 62,000 (2015-26) more homes a year. Also, highlighted an urgent need to address the housing shortfall in the short term, to address a backlog of unmet need.

2.4.2 The London Plan distributes housing targets to all London authorities to collectively help address this need. Tower Hamlets therefore, is required to not only meet its local need but also to help address London's strategic housing need.

2.4.3 The London Plan (2015) allocates Tower Hamlets the highest target for housing in London. This adds up to a requirement for London Borough of Tower Hamlets to minimum of 39,314 additional new homes in the Borough over a ten year period from 2015 to 2025 and a minimum target is 3,931 new homes each year. This is approximately 3% higher than London Borough of Hackney (6%), 6% higher than LLDC (3%) and 4% higher than London Borough of Newham (5%). This is far greater than DCLG's household projections (2014) and the borough's objectively assessed housing need of 2428,[3], to meet the Borough's own demand for growth.

2.4.4 A challenge for Tower Hamlets new Local Plan is therefore challenged with needing to plan for approximately 9% of Greater London's overall minimum housing target by 2025 within just 1.3% of the capital's geographical land area.

2.4.5 Although the Council has maintained a healthy supply of planning permissions for new homes over the years, the current London Plan ten-year minimum housing target of delivering 39,310 between 2015 and 2025 is ambitious and capacity-driven, and it will require house building to increase to a level not seen since the 1930s. In the Council's view, this is based historical trends of built-out rates for construction and delivery of new homes.

2.4.6 To ensure that the Council can demonstrate it is planning positively to meet its London Plan target, it must work collaboratively with the GLA and other London Boroughs if required, to establish a more realistic local picture of the deliverability of and ability to develop [4]sites for housing. There is scope for the current capacity for housing in Tower Hamlets to be changed subject to the completion of the GLA's forthcoming Strategic Housing Land Availability Assessment (SHLAA) that is anticapted to take place between December 2016 and April 2017.

2.4.7 It should be noted that a Council's priority is to make sure that high quality housing is provided to meet the needs of the borough's existing and future residents. In particular, focusing on:

- Provision of infrastructure required to support the growth and development across the borough - this could include highways, bridges, decking, tunnels and river

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3   The London Borough of Tower Hamlets Strategic Housing Market Assessment (LBTH, 2014), figure 1
4   The National Planning Policy Framework Footnotes 11 and 12 (DCLG, 2012)

crossings, education, health, schools, leisure and community facilities, public realm, utilities, water, public transport; and

- Provision of high quality affordable housing which helps to meet the needs of people from a wide range of income levels – enabling the Council to optimise the delivery of the right type of affordable housing in the right location.

Enabling Economic and Employment Growth

2.4.8   The borough's economy, in particular the economic activity concentrated in Canary Wharf and the City Fringe a significant proportion of London's economic. At a local level, SMEs also support the borough's local economy. Employment projections published by the GLA estimate the number of jobs in the borough are projected to almost double, increasing by 125,000 to [5]. Local evidence [6] indicates that the demand for employment floorspace including offices and industrial is anticipated to be 756,000 sqm and 274,000 sqm in respectively.

2.4.9   Employment growth will be concentrated in specific areas of the borough, each of which is subject to individual drivers and trends. These are summarised below:

2.4.10   City Fringe area of Tower Hamlets, including Tech City, is becoming one of London's most significant areas for economic growth. Technology and creative industry or digital-media related companies have been clustered in the area around Old Street, Shoreditch and Commercial Street, which is now moving towards the third-largest technology start-up cluster in the world after San Francisco and New York City. The GLA has estimated a capacity of 70,000 new jobs in the whole City Fringe area (also including parts of LB Hackney and LB Islington) and has identified a medical research cluster at Whitechapel associated with the Queen Mary University London. Elizabeth Line 1 stations at Whitechapel and Canary Wharf are the most important regeneration catalyst.

2.4.11   The growth success of Canary Wharf is expanding to adjacent areas increasing demands for additional employment floorspace, including employment space suitable for SMEs. There are currently a number of businesses operating from premises in South Quay which complement and support those at Canary Wharf. There is also a retail offer in South Quay which predominantly supports the convenience needs of local people. The GLA has estimated an indicative employment capacity of 110,000 new jobs in this area. Again the Elizabeth Line station at Canary Wharf is acting as a key catalyst enabling this growth.

2.4.12   The Olympic Legacy and resulting development in Stratford and Canning Town has been a catalyst attracting development opportunities and investment in this area. More recently, the designation of the Poplar Riverside Housing Zone is driving forward new

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5   2031GLA Employment Projections, 2016:
     http://data.london.gov.uk/dataset/gla-employment-projections/resource/28282ee1-5555-4524-ab43-a5df725cac43
6   Tower Hamlets Employment Land Review (Draft) (LBTH, 2016)

proposals for redevelopment of former industrial land and the existing social housing estates. New development is bringing forward a number of SME employment spaces with a particular focus on creative industries. The borough's only Strategic Industrial Location and Local Industrial Locations are located in this area, ensuring the maintenance of key industrial uses. The GLA has estimated an indicative employment capacity of 50,000 new jobs in this area.

2.4.13   A balance of uses in town centres is vital to attracting investment, increasing visits and maintaining vitality and vibrancy. In accordance with the local evidence, it has suggested that the borough has the potential to deliver between approximately 9, 000sqm and 17,000sqm of convenience retail floospace across all town centres over the plan period. A map of each town centre is included in Appendix 10.

Supporting the Growth with Infrastructure

2.4.14   The boroughs future housing and economic growth potential cannot be achieved without significant investment provided by the Council and other service partners. It is important that the infrastructure is delivered in the right places at the right time to support growth and ensure the borough functions efficiently, providing opportunities for all. The following summarises the infrastructure need in the borough. A full list of projects which are planned to help meet this need are summarised in the Draft Infrastructure Delivery Plan.

2.4.15   Transport is a key infrastructure requirement for the borough to deliver the level of housing and employment growth currently required and projected. By 2018 the borough will be served by the Elizabeth Line at Whitechapel and Canary Wharf. The Elizabeth Line will shorten journey times between these stations and a number of other major growth areas including Bond Street, Stratford City, City Airport, and Heathrow. This has significant implications for both national and international business, and will attract inward investment, more jobs, and development opportunities in the Whitechapel and Canary Wharf areas.

2.4.16   Given the projected numbed of people living, working and visiting the borough, a significant step change in transport capacity (in particular in relation to public transport, walking and cycling) is required. This needs to take the form of both infrastructure investment and enhanced service provision, but will also require wider operational strategies to promote and encourage sustainable travel.

2.4.17   Transport for London has a programme of measures for developing public transport provision across the borough, with the delivery of Elizabeth Line the most prominent feature. Upgrades to the Central and Jubilee Lines are also scheduled, as well as opportunities to enhance the capacity of the DLR. Additional river crossings, including from Rotherhithe to Canary Wharf, North Greenwich to the Isle of Dogs and the Silvertown Tunnel are at different stages of consideration and development. While

these measures will substantially increase capacity, the analysis has indicated a requirement for additional public transport capacity will outstrip this level of provision and so further measures will be required to support the projected growth [7].

2.4.18   Without the investment and a step change in the boroughs transport infrastructure, it will not be possible to accommodate the significant levels of housing and economic growth set out in the Development Plan. To ensure that growth is matched with the necessary infrastructure, the Council will work in partnership with TfL and neighbouring boroughs to deliver the required investment, particularly in the borough's Opportunity Areas as identified in the London Plan (2015).

2.4.19   To meet the needs of the growing population, the borough needs 7 forms of entry, which is equivalent to 3 to 4 primary schools and a further 8 forms of entry which is equivalent to 1 or 2 and secondary schools up to 2025. For primary schools, the borough's priority is to provide additional primary school places in areas of current and projected under supply, in order to enable pupils to attend schools in close proximity to home.

2.4.20   To support the health and well-being of residents up to 38 additional GPs are required by 2030/31. The Council is working closely with the NHS to understand their requirements for the provision of these services.

2.4.21   To support the health, wellbeing of local residents and providing spaces for socialising and community life, the following leisure facilities are required by 2030/31.

2.4.22   Using Sports England's calculations, technically, the borough requires up to 135 more badminton courts and a further 6 county size swimming pools. The benchmarks used to produce the requirements are aspirational. The Council will help to meet this identified need through wherever possible extending existing and delivering new facilities, however the improvement of the quality and utilisation of existing facilities is an important consideration for the Council.

2.4.23   By 2030/31, between 2 and 4 additional Idea Stores (or equivalent expansions to existing ones) should be delivered. The current Idea Store Strategy (2009) directs that Idea Stores and libraries have a catchment area of 1 mile. The Council should aim to ensure that as much of the borough is within the catchment of one of these facilities.

2.4.24   There is a need for more open space in the borough to serve the growing population (a technical requirement of 2-3 additional open spaces the size of Victoria Park), however there is no land available to deliver a major new park. This will principally be met by identifying strategic sites to deliver publically accessible open space and through the measures set out in the Open Space Strategy and Green Grid Strategy.

3.1 The Proposed New Vision for Tower Hamlets

Introduction

3.1.1   At the heart of a Local Plan is the "Vision"; this is a strong, coherent, spatial and strategic statement that reflects aspirations of the local community for the future development of the borough over the next 15 years and will help guide development and planning decisions up to the year 2031.

3.1.2   The vision establishes the priorities for the new Local Plan and informs the key objectives, principles, strategic policies, development management policies, the sub-area emerging vision and priorities; and site allocations and development requirements.

The Proposed Vision for Tower Hamlets

As the centre of London expands east, Tower Hamlets will embrace its role as the focus for London's growth, making best use of the economic benefits from Canary Wharf, the City and Stratford. The connections between the borough and surrounding areas will be improved whilst maintaining our own distinct East-End identity. This growth will be primarily delivered in the Isle of Dogs and South Poplar, the Lower Lea Valley, the City Fringe and at key locations along transport corridors. The benefits of the transformation of our borough will be shared throughout Tower Hamlets and by all our residents, ensuring no one is left behind.

Tower Hamlets will continue to be home to a wide range of diverse communities. We will support our existing communities and welcome new residents to make their home within liveable, mixed, stable and cohesive neighbourhoods, which provide for a high quality of life. These will contain a wide range of housing types, prioritising family and affordable housing and be served by a range of excellent, shared and accessible services, community and recreation facilities and infrastructure. These will be green, safe and accessible to all, promoting walking and cycling and making best use of our network of parks and waterways including Victoria and Mile End Park; the Thames and Lea river; and our inland dock basins and canals.

Neighbourhoods will be transformed with high quality buildings and well-designed spaces, while protecting the character of the Borough's 24 Places that make Tower Hamlets unique: ensuring a sensitive balance between, and integration of, old and new. High standards of environmental sustainability will result in improvements in air quality, carbon emissions, recycling and mitigation of climate change. Innovative and smart technology will enhance the provision of services. This will ensure the on-going social and environmental sustainability of greater levels and higher densities of development.

Alongside high quality residential neighbourhoods, Tower Hamlets will play a significant role in London's global economy, ensuring it remains an evolving, creative and dynamic borough. The strategic role of Canary Wharf and the City Fringe will be supported, alongside nurturing and developing our thriving SME sectors, properly recognising the need to support

the entrepreneurial and business-focussed dynamism of many of our local residents, preserving our remaining industrial heritage and promoting our historic and distinctive Town Centres, markets and heritage and cultural attractions. This economic growth will be sustained by the enhancement of our public transport network.

The Proposed Vision Key Objectives and Principles

3.1.3   In order to deliver this vision, the Local Plan has been shaped around two key objectives. Each objective is elaborated through principles and implementation.

- **Key Objective 1: Managing Growth and Shaping Change**
- **Key Objective 2: Spreading the Benefits of Growth**

Key Objective 1

Managing the Growth and Shaping Change

Principles:

- Growth must contribute positively to existing, identified, social, economic and environmental needs
- Growth must be supported by social and transport infrastructure, recognising that without provision of adequate infrastructure growth cannot be supported.
- Growth must be balanced, containing employment, retail and community facilities, alongside increasing residential development
- Growth must be well designed and enhance local distinctiveness, ensuring old and new are properly integrated
- Growth must respect, protect and enhance our environment
- Growth must make the best use of the best available technological innovations

Implemented, through:

1. Delivering Tower Hamlets' regional role as a key location for London's housing and employment growth, while calling for adequate recognition of this role through regional and national investment prioritisation.
2. Positively meeting the duties to deliver our strategic housing based on a proper evidenced assessment of infrastructure capacity need for infrastructure investment and delivery.
3. While recognising that transport and community infrastructure is in various parts of the Borough reaching, at, or exceeding capacity, securing the timely provision of sufficient infrastructure to meet current and future requirements, with the cumulative impact of future development being considered.

4. Supporting additional transport infrastructure schemes, such as an Eastern Branch to Elizabeth Line 2, enhanced river crossing capacity and strategic intervention and investment to support growth the Isle of Dogs.
5. Protecting a range of land uses, including a wide range of employment spaces, retail use and community facilities to support a truly mixed-use borough.
6. Making the best use of our available land, through encouraging the co-location of uses, shared facilities, integrated infrastructure, the delivery of pocket parks and ensuring connectivity between places.
7. Strengthening the role of our Town Centres to ensure all residents live within walking distance of a Town Centre which contains a diverse mix of uses, including a range of local services and shops.
8. Protecting the uses, spaces and places, including water spaces, which make the borough unique and delivering successful place making, which preserves heritage assets, enhances local distinctiveness, character and townscapes
9. Encouraging the use of innovative building types and technologies in suitable locations and where they provide sustainable high quality internal and external living environments.
10. Requiring developments to reach the highest standards of environmental sustainability and deliver a robust built environment which is designed to adapt to, and reduce the effects of, climate change
11. Recognising that while Tower Hamlets has some areas of tall buildings it is not by-and-large a high rise borough
12. Achieving a zero carbon borough in the 21st century, with a 60% reduction in carbon emissions by 2025.
13. Recognising that poor air quality is an urgent priority and must be addressed through a range of solutions, including a continuing modal shift away from polluting vehicles including through traffic.

Key Objective 2

Sharing the Benefits of Growth

Principles:

- Growth must help reduce social, economic and environmental inequalities, by enriching the lives of existing residents
- Growth must promote community cohesion, ensuring the accessibility of spaces, places and facilities
- Growth must enable community leadership and engagement
- Growth must bring health benefits and reduce health inequalities

Implemented, through:

14. Reducing existing spatial inequalities and barriers and preventing the future polarisation of areas or communities, through maximising regeneration opportunities, in particular in South Poplar, the Lower Lea Valley and the Isle of Dogs.

15. Ensuring housing contributes to the creation of socially balanced and inclusive communities by offering housing choice reflecting the Council's priorities for genuinely affordable and family homes.
16. Helping to close the current skills gap, through improving access to education and training and increasing the mix of employment sectors.
17. Maximising the economic benefits from the borough's world class visitor attractions and encouraging visitors to explore more of the borough.
18. Creating buildings, streets, spaces and places which promote social interaction and inclusion, which are accessible to all and which people value, enjoy and feel safe and comfortable in.
19. Delivering healthy neighbourhoods that promotes active and healthy lifestyles and recreation and enhances people's wider health and well-being.
20. Enabling all residents to be involved within the planning system, through consultation and by providing support for the process of Neighbourhood Planning.

3.2 A New Spatial Strategy for Tower Hamlets

3.2.1 The proposed new spatial vision and objectives is represented by the Spatial Vision. This summarises the key development aspirations for the Borough to 2031. Underpinning this is the following spatial objectives:

- **24 Distinct Places:** It is important as the Borough grows and develops that the character of the 24 Places in retained and enhanced
- **World Class Employment Hubs:** The City Fringe CAZ and Canary Wharf are finance and business centres, of national and international importance. It is important that future development protects and enhances the potential of these areas in the short, medium and long term.
- **Realising Place Making Visions:** The future development of the London Plan designated Opportunity Areas for growth should be shaped by a local Vision, which coordinates development to help achieve key area priorities. A draft vision and priorities for these areas is proposed for public consultation in Chapter 5: Delivering Place Making.
- **Strategic Urban Amenities and Local Hubs:** Together with the Borough's 24 Places these strategic features help to define the character of the borough. It is important that the integrity of these features is retained and enhanced.
- **Strategic Spatial Connections and Integration:** Future development provides and opportunity to address long standing issues with connectivity and the integration of certain parts of the borough. These are identified and more detail is provided in Chapter 5: Delivering Place Making.

Figure 3.1 Key Diagram
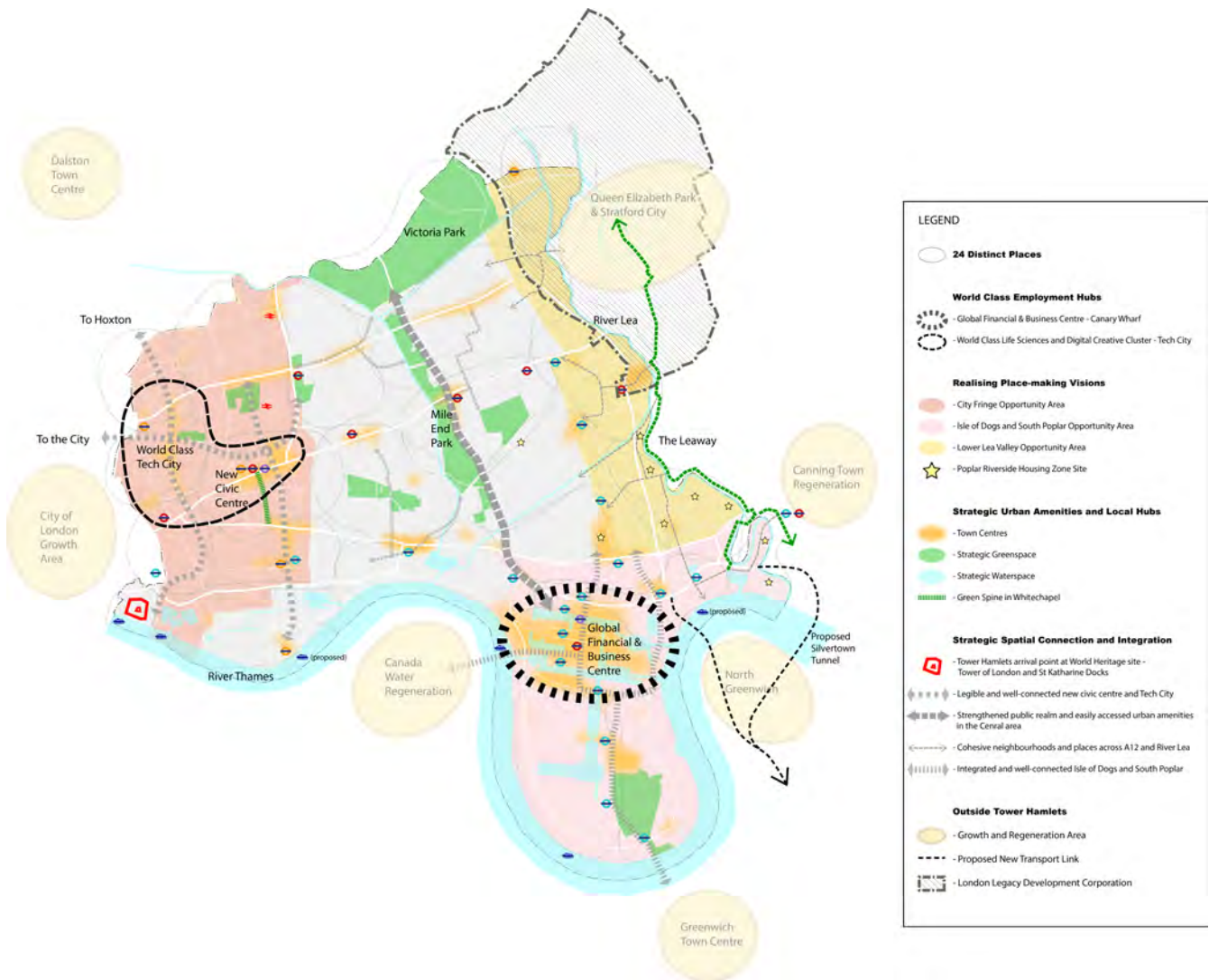
3.3 Delivering the Vision for Tower Hamlets

3.3.1   The Vision and Objectives will be delivered through the strategic and development management policies in the Local Plan. These include: Sub-Area: Vision and Priorities and the site allocations. These are set out in Chapter 4 Draft Policies Part 1, Chapter 5 Draft Policies Part 2 Delivering Place Making and the supporting appendices.

3.3.2   It should be noted that Chapter 5 Draft Policies Part 2 Delivering Place Making identifies four Sub Areas to provide more coordinated local and spatial approach to delivering the Vision and Objectives.

3.3.3   These proposed four sub-areas reflect the three existing regional spatial designations of the City Fringe Opportunity Area, the Lower Lea Valley Opportunity Area and Isle of Dogs and South Poplar Opportunity Area, where the greatest growth is expected. By reflecting the existing London Plan designations, the new Local Plan is able to have a greater influence over these key growth areas, as well as provide a greater level of detail to better shape and guide development in these areas.

3.3.4 A Sub-Area for the remaining part of the Borough the 'Central Area' is also included and is so called because of its geographic location in the borough between Opportunity Areas. Though this area is not identified as a particular focus for growth, its inclusion ensures there is full coverage of the Borough.

3.3.5 the proposed spatial strategy approach provide an opportunity to make the most of any opportunities arising from development in the area to address key spatial challenges.

3.3.6 The sub-area guidance continue to acknowledge and seek to protect and enhance the distinctiveness of the existing 24 character 'places' that make up each of the four sub-areas. Together they contribute towards delivering the new Local Plan's emerging Vision and key Objectives.

3.3.7 The policies and detail included Chapter 5 Draft Policies Part 2 Delivering Place Making help to constitute a new Spatial Strategy to help guide and mange future growth in the Borough.

3.3.8 It helps to ensure that the new Local Plan makes the most of opportunities to deliver coordinated placemaking and manage future developments in a coordinated way that generates benefits for all who live in the borough.

CHAPTER 4 . DRAFT POLICIES

4.1 Introduction

4.1.1   Chapter Four contains the majority of the draft policies proposed for inclusion within the new Local Plan. Chapter 5 includes an additional policy on Delivering Placemaking and site allocations.

4.1.2   The policies in the Draft Local Plan should not be considered individually but read as a whole. The policies should also be read alongside national planning policy guidance, the London Plan and supplementary guidance.

4.1.3   The policies include both Strategic Policies and Development Management Policies which are in themes as set out below:

- Sustainable Growth in Tower Hamlets
- Design and Historic Environment
- Housing
- Employment
- Town Centres
- Community Facilities
- Open Space
- Environmental Sustainability
- Transport, Connectivity and Construction
- Developer Contributions

4.1.4   The Strategic Policies provide over-arching guidance for development across the borough. The Development Management Policies provide further detail on how development should be managed and implemented. The policies are supplemented by detailed guidance on Parking, Noise and Waste Standards set out in appendix eight and Site Allocations within appendix seven.

4.2 Sustainable Growth

4.2.1 Introduction

4.2.1.1 The following strategic polices set out a holistic approach to delivering sustainable development and growth in Tower Hamlets. They directly underpins the vision and the two key Strategic Objectives as set out in Chapter Three of this document: **Managing Growth and Shaping Change**; and **Spreading the Benefits of Growth**

4.2.1.2 This section contains:

- Sustainable Growth in Tower Hamlets
- Planning and Construction of New Development

4.2.2 Policy SG1: Sustainable Growth in Tower Hamlets

Strategic Policy SG 1

Sustainable Growth in Tower Hamlets

Managing Growth and Shaping Change

1. Development will be supported where it is sustainable:

   a. well designed;
   b. maximises the potential of its site without over-developing it;
   c. compliments the character and setting of the area; and
   d. does not result in unacceptable impacts on:

      i.   the historic environment and its assets
      ii.   transport accessibility
      iii. infrastructure
      iv.   any other site specific material considerations including amenity

2. Development is required to contribute towards the provision of infrastructure, as identified in the Tower Hamlets' Infrastructure Delivery Plan. The infrastructure requirements resulting from a development should be mitigated on-site and through fulfilling the requirements of the adopted Planning Obligations SPD. Developments which rely on existing over-capacity off-site provision to meet any additional need will not be supported.

3. Development is required to incorporate, sustainable design principles to reduce the development's carbon emissions and maximise climate change adaptation measures. Proposals should demonstrate through a supporting statement that sustainable design standards are integral to the design, construction and operation of the development. Proposals should also be accompanied by a pre-assessment, demonstrating how the following BREEAM standards (or any future replacement standards) will be met:

    a.   all new non-residential development and non-self-contained residential accommodation is expected to meet at least BREEAM 'Excellent' rating

    b.   all major non-residential refurbishment of existing buildings and conversions over 500sqm floorspace (gross) are expected to meet at least BREEAM non-domestic refurbishment 'Excellent' rating

4.   Development is required to employ good standards of sustainable construction, including:

    a.   sustainable construction methods, such as the use of sustainably sourced and recycled materials; and

    b.   the use of demolished material from the development site where practicable, in order to minimise the transportation of waste and reduce carbon dioxide emissions

5.   Major developments and estate regeneration schemes are required to undertake thorough and inclusive public consultations, well in advance of submitting a planning application. This should be evidenced through a Consultation Statement.

Sharing the benefits of growth

6.   Development is required to contribute to creating healthy environments, including encouraging physical activity, promoting good mental and physical wellbeing and reducing environmental factors which can contribute to poor health.

7.   The following development is required to complete a Health Impact Assessment and submit it as part of their planning application:

    a.   major developments;

    b.   developments which contain any of the following uses:

        i.   education facilities
        ii.   health facilities
        iii.   leisure or community facilities
        iv.   A5 uses (hot food takeaways)
        v.   Sui Generis betting shops
        vi.   publicly accessible open space; or
        vii.   is within an area of sub-standard air quality

8.   Development is required to contribute towards the delivery of the 'One Tower Hamlets' principles:

    a.   creating mixed and balanced communities;

    b.   delivering tenure-blind developments;

    c.   maximising the accessibility of community facilities and services ;

d.   incorporating inclusive design principles both within the new development and in how the development connects to its surroundings;
e.   increases opportunities for social interaction;
f.   providing local training or employment opportunities in either, or both, the construction and end use, and
g.   delivering infrastructure and public realm improvements which are accessible to all.

Justification

4.2.2.1   This policy is derived from the cross cutting themes consulted on during the previous initial engagement stage. It is the key thrust of the new Local Plan and will need to be considered together with other policies within the document to ensure individual development positively contribute to implementing and delivering the vision and objectives for Tower Hamlets.

4.2.2.2   The high level of growth taking place in the borough, much of which is taking place alongside, or within areas which are already densely inhabited, requires careful management to limit the impact on existing communities.

4.2.2.3   The emerging Infrastructure Delivery Plan highlights that much of the borough's existing infrastructure is either at, or reaching, full capacity. Development is therefore expected to contribute towards meeting the additional infrastructure needs their development will create.

4.2.2.4   Tower Hamlets emits far higher levels of carbon emissions than the London or National average. Embedding sustainable design principles at an early stage will ensure that all opportunities to reduce carbon emissions and adapt to the impact of climate change, are explored.

4.2.2.5   Tower Hamlets has high levels of poor health, which environmental improvements can help to tackle. The requirement for certain developments to undertake a Health Impact Assessment (HIA) is to enable them to consider the potential health impacts and maximise opportunities to improve health and mitigate any negative health impacts. The inclusion of an HIA policy is recommended in accordance with London Plan Policy 3.2C. This approach limits the number of HIAs to developments where they would have most impact, ensuring they add value.

4.2.2.6   The design of the built environment and the provision of accessible services are able to directly contribute to reducing inequalities and promoting community cohesion. As highlighted by the Tower Hamlets Community Plan, 2015, the rapid pace of change occurring in the borough increases the risk that some groups of residents do not benefit from these changes, and the nature of the new development also means that new groups of residents will also be making the borough their home. These policies address

this risk and help to ensure the continued delivery of One Tower Hamlets. Planning has a particular role to play in ensuring the built environment is accessible to those with physical impairments, addressed in SG1.8c.

Policy Implementation

4.2.2.7   In assessing SG1.1 the Council will consider the application and design in its entirety. In order to address SG1.2, developments will be required to demonstrate how they have met the infrastructure requirements through on site provision and/or through fulfilling the requirements of the adopted Planning Obligations SPD. Where existing infrastructure is expected to be used to fulfil need, evidence will be required that it has the capacity to meet the requirements resulting from the development.

4.2.2.8   To address SG1.3, developments will be expected to implement the minimum standards set out. BREEAM (Building Research Establishment Environmental Assessment Method) applies to non-residential developments and residential development arising from conversions and changes of use. This assessment method enables us to assess the environmental sustainability of a development. The Home Quality Mark, launched 2015, is one way of demonstrating the standard of a new residential dwelling, which includes measures for low CO_2, sustainable materials, good air quality and natural daylight. The Council strongly encourages schemes to use the Home Quality Mark.

4.2.2.9   To address SG1.4, developments are encouraged to consider multifunctional climate change adaptations, such as green infrastructure which can deliver biodiversity, cooling and sustainable drainage benefits.

4.2.2.10 To address SG1.5, the Council's Statement of Community Involvement should be used as best practice guidance to inform the types of consultation methods to be utilised to inform the public of the development proposed. This should be done in advance of submitting a planning application.

4.2.2.11 To address SG1.7, a HIA should be undertaken in consultation with the Council's Public Health department. The existing best practice guidance should also be used, such as the HUDU Health Impact Assessment Matrix. Further guidance on the assessment of health impacts is published in Health Issues in Planning Best Practice Guidance, GLA 2007.

4.2.2.12 In order to address SG1.9, developments will be expected to provide a statement within the Policy Statement, identifying how they have addressed the principles of One Tower Hamlets, as outlined in policies SG1.9 a-g.v

4.2.3 Strategic Policy SG2: Planning and Construction of New Development

Strategic Policy SG 2

Planning and Construction of New Development

1. Development is expected to sign up to the Considerate Constructors Scheme.

2. During construction, development is required to:

   a. to comply with the Non Road Mobile Machinery Low Emission Zone;
   b. not to create nuisance levels of noise, vibration, artificial light, odour, fumes or dust pollution and to follow the GLA's Control of Dust and Emissions Supplementary Planning Guidance (2014);
   c. to consider the routing, timing and frequency of HGV movements to reduce their impact on local amenity and congestion;
   d. to seek to use, where available, Construction and/or Freight Consolidation Centres; and
   e. to consider the impact of construction on the water supply, flood risk and drainage and implement suitable mitigation measures where required.

3. Developments will be expected to consider the cumulative impact of development occurring in the vicinity on levels of noise, vibration, artificial light, odour, fumes or dust pollution, and plan timings of works, delivery timings and routes and location of equipment accordingly to reduce this cumulative impact.

Justification

4.2.3.1 Construction and deconstruction waste forms a significant proportion of waste generated in London. The process of limiting waste must begin early in site development and must include all those involved throughout the planning and construction of the development.

Policy Implementation

4.2.3.2 For further detail on implementing Part (2a) of this policy, see the GLA's Sustainable Design and Construction Supplementary Planning Guidance.

4.2.3.3 In order to demonstrate compliance with part (2c) of this policy, where appropriate, a Construction Logistics Plan should be submitted in line with guidance in the London Freight Plan.

4.2.3.4 In implementing Part (3) of this policy, development will also be required to minimise air pollution from any associated construction activities. Development should seek to adopt careful work practices aimed at minimising or preventing emissions. The use of water-borne transport will be expected where feasible, and the latest specifications of particulate filters and catalytic converters used on construction equipment and practices for preventing dust emissions. Cumulative Impacts arising from other building works within a 1km radius of the proposal site should be assessed and managed appropriately. This should be evidenced through the Construction (Environmental) Management Plan.

4.3 Design and Historic Environment

4.3.1 Introduction

4.3.1.1 Well-designed places are essential for the health and long term happiness of the borough's residents and help ensure that the benefits of developments are shared. The policies in this chapter will aim to contribute to this and to meet the Local Plan Vision and Objectives by including requirements to guide and manage new development in the borough.

4.3.1.2 The borough has countless assets of historic, environmental and architectural value which makes it distinct and special. These assets can together bring improvements to people's quality of life and contribute to a sense of local identity and pride. It is important that future development respects these assets, and through good design, help to celebrate and enhance what we want to preserve in our neighbourhoods. It is also important that new development helps to create new assets and places that help support community cohesion.

4.3.1.3 It is important that all development in the Borough is well designed and helps to contribute to creating great places to live. Being well designed includes careful attention to the design concept and built fabric of the building, but more than this it means being in harmony with its surroundings and making a positive contribution to people's social, economic and environmental outlook. This means building sustainably robust places that mitigate the impacts of noise, air pollution and climate change and ensure developments integrate well to their surrounding areas making the most of opportunities to improve connections and permeability so that people access jobs, service, transport and our green grid. Importantly this also means respecting the defining aspects of the Borough's character.

4.3.1.4 Tower Hamlets is made up of a number of distinctive, diverse, historic and vibrant places whose characteristics together define the borough. These characteristic places have evolved gradually over the years. However, more recently the pace and scale of growth in London and the Borough is in danger of threatening the fabric of this unique and special places. As such, the new Local Plan provides an opportunity to review the effectiveness of the existing design and conservation policies to ensure that future growth is well managed and that the Borough continues to protect and enhance the Borough's historic environment and its assets and ensure that new development complements and enhances the Borough's distinctive place characteristics.

4.3.1.5 The design policies in this section should not be read alone but should be read alongside all relevant planning policies. In particular, there is a number of design policies related specifically to housing in the Housing section.

4.3.1.6 This section contains:

- Strategic Policy DH1 Good Design, Local Character and Historic
- Strategic Policy DH2 Attractive and Safe Streets, Spaces and Public Realm
- Strategic Policy DH3 The Historic Environment
- Policy DH4 World Heritage Sites
- Policy DH5 Building Heights

- Policy DH6 Density
- Policy DH7 Amenity
- Policy DH8 Noise Pollution
- Policy DH9 Overheating
- Policy DH10 Shopfronts
- Policy DH11 Advertisements and Hoardings
- Policy DH12 Telecommunications

4.3.2 Strategic Policy DH1: Good Design and Local Character and Historic Environment

Strategic Policy DH 1

Good Design, Local Character and Historic Environment

1. Development is required to be designed to the highest quality standards, incorporating principles of good design. This will be achieved by:

    a. Protecting and enhancing amenity to promote the mental and physical well-being of occupants/users of both the site and of neighbouring properties;
    b. Positively contributing to the character of the borough's places by delivering the vision, priorities and principles for each place in line with policy SG1; and being sensitive to and responding to the existing character and reflecting this in:

        i.   the scale, height, mass, bulk and form of development, and in particular
        ii.   the building plot sizes, plot coverage and street patterns;
        iii. the building lines and setbacks, roof line and roof forms, streetscape rhythm and other streetscape elements;
        iv.   the architectural language, design details, elements and materials applied on elevations, roof forms and landscapes (including boundary treatment);
        v.   enhancing the natural environment and protecting features of positive value within the site;
        vi.   retaining and respecting the features that contribute to each place's heritage, character and local distinctiveness;
        vii. taking into account impacts on microclimate;
        viii. focusing tall buildings in identified Tall Building Zones.

    c. Ensuring developments are supported by a range and mix of high-quality, publicly accessible green spaces that promote biodiversity, health and well-being;
    d. Creating well connected and well integrated places;
    e. Using high quality building materials and finishes to ensure the building is robust and fit for long term use;
    f. Ensuring developments are designed to be easily adaptable to different uses and the changing needs of user;

g. Using design and construction techniques to reduce and mitigate the impact of noise, overheating and air pollution and optimising energy and waste efficiency in accordance with SG 1 and SG2; and

h. Reusing existing buildings where possible.

2. Development is required to conserve and enhance the Borough historic environment and support the Council's positive strategy for the historic environment set out in the Conservation Strategy and supported by policy DH3.

Justification

4.3.2.1 The Council considers that good design is indivisible from good planning. The purpose of this policy is to set out the key elements of good design that are further supplemented by the remaining policies in this section and in the Draft Local Plan. It aims to promote a borough with well-designed, high quality and sustainable buildings that enrich the local environment, respond and integrate in to the wider London area contributes to quality of life and deliver successful placemaking in Tower Hamlets.

4.3.2.2 Part (1) set out the basis for ensuring that good design principles are incorporated into individual development proposals so that we create buildings, spaces and places that are of high quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds. It provides further details on key elements of good design that should be considered at all scales of development. Includes in this are references to the importance of the Borough's existing character and the identified places in the Borough.

4.3.2.3 Part (1a) recognises the importance of good design to the health and well-being of our Borough's residents. It is important that from the outset, new developments consider how their design and layout will maximise opportunities to improve the health and well-being of user and the wider community, wherever possible.

4.3.2.4 Part 1(e to f) addresses the Council's concern that many of the borough's the materials and the finish of many of our new buildings is not robust enough to accommodate wear and tear, particularly which is associated with family living and supporting the needs of our most vulnerable residents. It is therefore considered important that new developments are built as robustly and durably, as possible to support its users and to reduce the need for further alternations to make useable, where possible.

4.3.2.5 Part (1) (g to h) extends the detail contained in policy SG1 and SG2 regarding development construction and highlights the importance of integrated sustainable solutions to managing climate change and maximising opportunities for waste and energy efficiencies. Included in this is the preference for buildngs to be retained and reused where possible to reduce the developments carbon footprint and meet our London Plan duty to reduce construction waste.

4.3.2.6 Part (2) along with policy DH3 and DH4 help fulfil the Council's duty as set out in the NPPF to conserve and enhance the Borough's historic environment. The Borough has a wealth of historic assets that should be conserved and enhanced as part of new development. The council considers this critical for the future of the Borough, particularly as pressure for new development in some parts threatens the integrity of these assets.

Policy Implementation

4.3.2.7 The character and places in the borough are described in more detail in the Chapter 2 The Borough Context and in Chapter 5 The Borough's Sub-Areas and in the Tower Hamlets Urban Structure and Characterisation Study (2009) and its update (2016).

4.3.2.8 Part (1a), in line with Policy SG1 developments will need to be supported by a Health Impact Assessment to show how this policy requirement has been satisfied. To implement part (1) (e), development will need to provide detailed technical information regarding materials and finishes to demonstrate their longevity, quality and relationship to the local context, as part of the development management process.

4.3.2.9 Part (1) (g to h) should be read in line with Policy SG1 .4, which require good standards of sustainable construction to be employed.

4.3.2.10 Part (2) should be read in conjunction with Policy DH3 and DH4.

4.3.3 Strategic Policy DH2: Attractive and Safe Streets, Spaces and Public Realm

Strategic Policy DH 2

Attractive and Safe Streets, Spaces and Public Realm

1. Development is required to follow a street hierarchy that puts pedestrians and cyclists first and promotes streets as links for movement and as places in their own right to ensure a strategic, accessible and safe street network across the borough. The street hierarchy consists of:

    a. Main Streets – Focusing on movement, and prioritising the safe and convenient flow of buses and cyclists
    b. Secondary Streets – Balancing a movement function, including vehicles, cyclists and pedestrians, with a place function, as attractive and convenient places to gather
    c. Local Streets – Protecting and enhancing the place and social gathering function those local streets provide, alongside their function of providing safe and convenient access to individual properties

2. Development is required to protect, promote and ensure a well-connected, joined-up street network and the wider network of public spaces that is easily accessible for all people by taking steps to improve and enhance connectivity, permeability and legibility:

    a. between Tower Hamlets and neighbouring boroughs;
    b. as identified in the Local Plan's Spatial Vision, Sub-Area Vision, and Site Allocations; the Council's Cycling Strategy; Green Grid Study and in the principles of approved planning policy documents;
    c. linking to public transport, town centres, open spaces and social and community facilities;
    d. by providing public realm improvements in Transport Interchange Areas to ensure easy and pleasant interchange between different transport modes; and
    e. maintaining existing public routes or appropriately re-providing them during the construction phases

3. Development is required to positively contribute to the public realm by:

    a. optimising active frontage towards all public streets and spaces;
    b. providing clear definitions and enclosure of the public realm, through building frontage and massing, and connection and continuity of pedestrian desire lines and street activities;
    c. ensuring development and the public realm are designed at a human scale;
    d. creating a high-quality public realm which provides a range of sizes of public space that can function as places for social gathering;
    e. ensuring design of the public realm is integral to development and improves links and connections to the surrounding public realm;
    f. reducing visual clutter and obstacles to in the public realm of the schemes and adjacent area;
    g. resisting creation of gated communities;
    h. sensitively integrating refuse and recycling facilities within the building envelope;
    i. retaining existing mature trees wherever possible, regardless of protected status;
    j. ensuring development and the public realm are attractive, comfortable and useable, using high quality paving slabs, bricks and pavers for footways, parking spaces and local streets;
    k. ensuring that a suitable soft landscaping strategy is implemented, designed to soften the streetscape, and provide visual and environmental relief from hard landscaping, buildings and traffic; and
    l. ensuring that shopfronts, advertising and hoarding and telecommunications being well-designed and integrating with their context.

4. Development is required to improve safety and perception of safety to pedestrians and users without compromising good design by:

a. incorporating the principles of design that help reduce opportunities for criminal behaviour and contribute to a sense of security without being overbearing and intimidating to help 'Design Out Crime';
b. locating entrances in visible, safe and accessible locations;
c. creating opportunities for natural surveillance, particularly at ground level;
d. ensuring no adverse impact on the safety and capacity of the road network;
e. designing out concealment points and leftover spaces; and
f. creating clear sightlines and improving legibility and lighting of the surrounding area at all times of the day.

Justification

4.3.3.1   The Council aims to deliver a safe, attractive, accessible and well-designed network of streets and spaces that make it easy and enjoyable for people to move around on foot and bicycle and to create streets, spaces and places which promote social interaction and inclusion, and where people value, enjoy and feel safe and comfortable.

4.3.3.2   Part (1) of this policy aims to ensure the hierarchy and the functionality of proposed public spaces is well considered with movement, legibility, street blocks, streetscape and spatial nodes and that the proposed public spaces are well defined with their functionality, street interfaces, pedestrian and vehicle movement, continuity of activity, and adjacent land uses.

4.3.3.3   Part (2) seeks to secure good connectivity by improving permeability and legibility within the development and its surrounding areas (including in adjacent boroughs) for all users. 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 and includes ensuring street furniture and structures support the permeability and accessibility of an area and to avoid visual clutter and barriers to pedestrian movement as much as possible. Legibility is the degree to which a place can be easily understood and moved around in and can be called 'wayfinding'. Part (2e) during a development's construction is important that existing public routes through or adjacent to the sites are maintained or provided to allow continued access.

4.3.3.4   Part (3) places public realm as a central component to the design 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. To ensure 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. Through part (3a and c) 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, through continuous building lines and active frontage. It generates natural surveillance which helps to ensure an area is well-used and safe.

4.3.3.5 Part (3)(f) aims to address visual clutter as well as physical obstacles to movement. As such the removal of unnecessary street furniture and guardrails or sensible assimilation of street furniture, lighting posts or traffic signs should be supported. Part (3)(g) recognises that development that unduly restricts public access and movement including 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 and have a negative effect on perceived safety and security. Part (3f) recognises the importance of ensuring the public realm is comfortable to use and functional to support the delivery of a successful and vibrant place. Part (3)(h) aims to ensure building frontages are active and to minimise visual and physical obstruction, spilling and odour issues from refuse and recycling facilities and to ensure facilities are safe, conveniently located and easily accessible by residents and operatives.

4.3.3.6 Part (4) seeks to embed the principles of Secured by Design that accord with the London Plan policies and the design policies in this Local Plan. 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, external lighting should be an integral development component in ensuring safety and security of the public realm.

Policy Implementation

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

4.3.3.8 As part of the development management process, the Council will expect developments to demonstrate that this policy has been satisfied in the supporting Health Impact Assessment (Policy SG1), where relevant in the Construction Management and Logistics Plan and Delivery and Servicing Plan supporting a transport Assessment (Policy TN2) Considerate Constructors Scheme (Policy TN6).

4.3.3.9 Part (2) may be supported by measures including clear signage, step-free access and defined routes in accordance with the Legible London approach.

4.3.3.10 Part (3a-c) includes designing out blank walls, fences, shutters and garage doors or entry points wherever possible and maximising windows to habitable rooms, shop fronts and front doors.

4.3.3.11 Part (3i) includes suitable semi-mature street trees wherever technically possible, public planting and private or semi-private front gardens and the provision of meaningful, interactive or useable public art or craft. This should be read in conjunction with policy ES3

4.3.4 Strategic Policy DH3: The Historic Environment

Strategic Policy DH 3

The Historic Environment

1. Development is required to conserve and enhance the Borough's designated and non-designated heritage assets and their settings, this includes:

- World Heritage Sites
- Conservation Areas
- London Squares
- Historic Parks and Gardens
- Archaeological Remains
- Archaeological Priority Areas
- Scheduled Ancient Monuments
- Statutory Listed Buildings
- Locally Listed Buildings
- Local Landmarks
- Strategic and Local Designated Views

2. Development for the alteration, extension, change of use, or development within a designated and non-designated heritage asset or asset of community value will only be permitted where:

   a. they do not result in an adverse impact on the character, fabric or identity of the heritage asset or its setting;
   b. they are appropriate in terms of design, scale, form, detailing and materials in its local context;
   c. they enhance or better reveal the significance of assets or their settings;
   d. opportunities to mitigate or adapt to climate change through the re-use or adaptation are maximised;
   e. in the case of a change of use, a thorough assessment has been carried out of the practicability of retaining existing use and outlining the wider public benefits of the proposed use; and
   f. they preserve views identified in the updated Character Appraisals and Management Guidelines and additional locally important views

3. Proposals for the demolition of a heritage asset will only be considered under exceptional circumstances where substantial public benefit outweighs the substantial harm of demolition. 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 adequacy of efforts made to retain the asset in use; and

c.   the merits of any alternative proposal for the site

4.   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

Justification

4.3.4.1   The supporting text to Policy DH1.3 explains the important role of the borough's historic environment in shaping the character and identify of the Borough. In addition the Council has duties under the Conservation Areas and Listed Building Act and the NPPF conserve and enhance the Borough's historic environment.

4.3.4.2   The Council has a positive strategy to managing its duty to protect and enhance Tower Hamlets' heritage assets and historic environment to ensure that they can be appreciated and enjoyed more by both current and future generations.

4.3.4.3   The Council's positive strategy is set out in the Conservation Strategy 2012. This positive strategy primarily comprises the policies in the Local Plan, the approved Conservation Area Character Appraisals and Management Guidelines and other material considerations and a proactive strategy to reduce the number of identified assets on the Heritage at Risk registered, maintained by Historic England. This is supported by policies in the NPPF and Conservation Areas and Listed Building Act.

4.3.4.4   The Conservation Strategy is being reviewed and a Draft Conservation Strategy 2016 has been published alongside the Draft Local Plan, to ensure the Council's positive strategy is as effective as possible. It is anticipated that the new strategy will be approved by the Council by the summer of 2017.

4.3.4.5   The Draft Conservation Strategy and emerging tall buildings evidence base consider views and important part of the character and historic environment of the borough. For the purposes of the Local Plan, these are defined as follows:

Local Designated View

4.3.4.6   The local designated view consists of Viewing Location(s), Protected Vista and Strategically Important Landmark or Strategically Important Skyline or Local Designated Landmark which can be associated with specific Backdrop. Local Designated Views positively contribute to the identity and local distinctiveness of Places in Tower Hamlets. There are the following different types of local views:

- Linear View - A view in which key landmarks are seen through narrow gaps between buildings or landscaping.

- Townscape View - Designated views which focus on architecturally and culturally important groups of buildings that can be enjoyed from well managed public spaces.
- Panorama - Wide view in which substantial parts of the London Borough of Tower Hamlets are seen, including multiple designated landmarks or skyline
- River Prospect - Short and longer distance visual experiences of the Thames riverscape.

Focus of the view (what we look at, what we see)

- Strategically Important Landmark - A prominent building or structure in the townscape, which has visual prominence, provides a geographical or cultural orientation point and is aesthetically attractive through visibility from a wider area or through contrast with objects or buildings close by. The Strategically Important Landmarks in Tower Hamlets are the Tower of London and 1 Canada Square.
- Local Designated Landmark- Buildings and structures that are visually or culturally prominent in Designated Views, easily recognisable from a distance and positively contribute to the identity and local distinctiveness of Places in Tower Hamlets.
- Backdrop - The backdrop is the background to a Strategically Important Landmark or Local Designated Landmark. It is distinct from a background area that extends away from the foreground or middle ground into the distance. Backdrop and Landmark form a distinct composition which as a whole positively contributes to the identity and local distinctiveness of Places in Tower Hamlets.
- Strategically Important Skyline - Substantial grouping of prominent buildings forming a consistent silhouette in London's strategic views and in multiple Local Designated Views.

Viewing Plane (area between the place we look from and the objects we look at)

- Protected Vista - A geometrically defined corridor between an Assessment Point and a Strategically Important Landmark. The Protected Vista controls the effect of development in the foreground, middle ground and background of a view of a Strategically Important Landmark.

Viewing Place (where we look from)

- Viewing Location - The general part of a Viewing Place from which a particular view may best be appreciated. There may be one or more Viewing Locations in each Viewing Place.
- Viewing Place - A public space from which Designated Views are defined by the London Plan. Within each Viewing Place, one or more Viewing Locations can be defined.

Policy Implementation

4.3.4.7   Part (1) identifies the Borough's Heritage Assets. The significance of the heritage asset is described in more detail in the Conservation Strategy, the NPPF and the Conservation Areas and Listed Building Act.

4.3.4.8   Parts (1-4), as part of the development management process, developments 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. 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. Detailed plans will be required to be submitted with applications as part of Design and Access and Heritage Statements, demonstrating how the heritage assets will be protected or enhanced, to enable the Council to assess the effect of the proposed development on the heritage asset. Decisions will be based on the nature, extent and level of significant impact to the heritage asset.

4.3.4.9   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.

4.3.4.10   Parts (1-4), 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.

4.3.4.11   Parts (1-4) the Draft Policies Map identifies Conservation Areas and Archaeological Priority Areas. For the most up-to-date information interested parties should refer to the Council's website.

4.3.4.12   Parts (1-4) 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.

4.3.4.13   Parts (1-4), the Council maintains the 'Heritage at Risk Register', which is managed by Historic England, and monitors the condition of heritage assets where possible. If deemed appropriate, the Council will exercise its legal powers to ensure that essential maintenance of designated heritage assets is undertaken. The Council will seek to work with partners to secure creative solutions that would contribute positively to local character and vitality

4.3.4.14 Part (3), in applying 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 heritage asset 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 heritage statement will be required to demonstrate which viable use can be found in the medium term in proportion to the significance of the asset.

4.3.4.15 In addition, it should be noted that that in addition to planning permission for development, Listed Building Consent will also be required for works that will affect the special character of a Listed Building.

4.3.5 Policy DH4: World Heritage Sites

Policy DH 4

World Heritage Sites

1. Development is required ensure it does not negatively affect the UNESCO World Heritage Site status of the Tower of London or Maritime Greenwich.

2. Development is required to be tested for its impact on the sites' Outstanding Universal Value (OUV) ensuring 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.

3. Development within the vicinity of the Tower of London is required to positively contribute to improvements to movement and connection, particularly for pedestrians and cyclist and the public realm

Justification

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

4.3.5.2 London Borough of Tower Hamlets includes the Tower of London World Heritage Site and forms a boundary to the south with Greenwich World Heritage Site. The Council has a duty to conserve and enhance these heritage assets.

4.3.5.3 The Tower of London World Heritage Site is one of the Borough's most important landmarks, indeed it contributes to the name London Borough of Tower Hamlets. This is one of London's most popular visitor attractions and the first time many visitors experience the Borough. However, many of the streets and spaces in and around this important heritage asset are dominated by vehicles and the highway and offer a poor

public realm and environmental experience. The Tower of London World Heritage Site Management Plan also identifies this issue. The purpose of this policy part is to positively address this issue.

Policy Implementation

4.3.5.4   DH1 and DH3 sets out the Council's overarching approach to protecting, managing and enhancing heritage assets including World Heritage Sites (WHS). This policy provides additional detail to ensure development enhances the World Heritage Sites, their settings and views to and from them.

4.3.5.5   Part (3), developers 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, including the Tower of London World Heritage Site Management Plan (2016) and demonstrate that this has been satisfied as part of the development management process.

4.3.6 Policy DH5: Building Heights

Policy DH 5

Building Heights

1.   Development of tall buildings is required to satisfy the criteria listed below:

    a.   Tall Buildings are only acceptable within identified Tall Building Zones.
    b.   Height and surroundings:

        i.   Be of a height and scale, mass and volume that are proportionate to its location and in keeping with the positive character of the local context of its surroundings, including the predominant building heights;
        ii.   Integrate with and not adversely impact on the skyline, when perceived from all angles during both the day and night;
        iii. Not harm heritage assets or strategic and local views, including their settings and backdrops;
        iv.   Are required to step down in a linear fashion towards the edge of the specified area.; and
        v.   Should not prejudice future development potential of neighbouring sites.

    c.   Design and use:

        i.   Each side of a tall building above the height of adjacent attached buildings will be treated as facing main facade of equal importance and not prejudice development on adjacent sites

    ii.   Tall buildings will provide a sensitive transformation from the taller section to the lower volume along the street, ensuring a human scale street level experience;

    iii.   Present a human scale of development at the street level by appropriately designed massing, high quality details and materials;

    iv.   Where residential uses are proposed, include high quality and useable private and communal amenity space, which is easy to access and legible; and

    v.   To demonstrate how the design respects the character of its context including 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 water bodies, or other townscape elements

  d. Environment:

    i.   Achieve high architectural quality and use materials that are sustainable and durable;

    ii.   Demonstrate that relevant wind, daylight and sunlight assessments have identified impacts and that theses have been successfully mitigated; Demonstrate that development does not adversely impact on the microclimate of the surrounding area, including the proposal site and public spaces;

    iii.   Demonstrate that development does not adversely impact on biodiversity or open spaces, including watercourses and water bodies and their hydrology, as well as their settings and views to and from them; Developments will provide wind conditions suitable for the intended use at that location. Developments which generate adverse wind conditions that cannot be mitigated will be resisted; and

    iv.   Where roof terraces are proposed as communal open space or play space, appropriate mitigation measures against high winds will be applied to ensure they are useable.

Justification

4.3.6.1   Parts (1)(a to d), a Tall Building is any building that is significantly taller than its surroundings and/or has a significant impact on the skyline. This is defined in the London Plan as being 10 storeys or up to 30 metres. A tall building is also defined by its relationship with its neighbouring buildings, for example it can be two storeys or taller than neighbouring buildings and/or the predominant building heights in the area.

4.3.6.2   The Council acknowledges the role that tall buildings can play in delivering much needed homes and jobs to the Borough. 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.

4.3.6.3   The character of London Borough of Tower Hamlets is not of a tall buildings Borough, but as one that is relatively low rise as associated with the character of our historic places or hamlets. The Council considers it critical that the character of the Borough is respected, protected and enhanced. The Council is concerned that increasingly developments have come forward in the Borough for tall buildings that do not respect their context and have a negative effect on character.

4.3.6.4   In order to manage this and guide development, the Council has introduced Tall Buildings Zones to make it clear where it considers tall buildings appropriate and where they are considered inappropriate.

4.3.6.5   Buildings can affect the flow of air and cause wind tunnels. These effects have the potential to seriously impact amenity in the building and the surrounding area and need to be managed.

Policy Implementation

4.3.6.6   Parts (1)(a to d) Tall Building Zones (TBZ) are identified in the Council's Tall Building Strategy: Part 1 (2016) and are primarily concentrated in areas in the City Fringe CAZ and in Canary Wharf Mayor Centre and Activity Area. The Council's Tall Building Strategy Part 1 sets out the Council's approach to the assessment of suitable locations for tall buildings and the types of heights that are acceptable without significant harm to the existing context. The approach is in line with the London Plan, and considers the best locations for tall buildings in the first instance to be located in town centres within the Opportunity Areas. In principle the higher up the hierarchy the increasing likelihood that it will be considered a suitable location in principle, notwithstanding other constraints and the assessment of impacts. Part 2 of the strategy will examine the suitability in more detail, taking into account and accessing varying impacts. Part 2 will also consider the suitability of Town Centres outside of the Opportunity Areas where they are location along key transport nodes, which for the purposes of the new Local Plan the Council considers to be town centres with good accessibility to the tube network.

4.3.6.7   Part (b)(i) requires that tall buildings respect and reflect their location in terms of level of activity and importance in the town centre hierarchy. The Council's primary tall buildings location is the heart of City Fringe CAZ and in Canary Wharf Mayor Centre and Activity Area. The height of tall buildings in town centre locations outside of this should decrease relatively and with respect to the predominately heights and character of the surrounding area. It should be noted that the suitability of heights in the Council's remaining town centres will be tested in the next phase of the Tall Building Strategy,

it is unlikely that a one size fits all approach will emerge, rather the suitable heights in each area will be a result of the unique set of factors that together help contribute to the character and constraints of that place.

4.3.6.8   Under part (b) Tall Buildings are required to step down towards the edge of the Tall Building Zones (TBZ) and surrounding lower buildings in order to create a sensitive transition between proposed tall buildings and surrounding existing low-rise development. As the boundaries of the TBZs generally correspond with existing streets, buildings on the edge of the TBZ will not be more than two storeys higher than average building height across the street (if representative of the predominant building heights). Further away from the edges, buildings will only go up 1 meter in height for every 2 meters distance (from the buildings within the edge of the TBZ). For example: Buildings just outside the TBZ, on the opposite side of the street, are on average 3 stories (in a street with predominantly 2-4 storey buildings). Then new buildings just within the TBZ boundary could be acceptable up to 5 storeys at that location. A building behind this, an estimated 20 meters away from (potential) 5 storey buildings on the edge, could then be 10 meters higher, so 8 storeys. Stepping up in height may continue until the maximum specified height of the TBZ has been reached, or until higher buildings would break the stepping down (or up) rules when measured from another boundary of the TBZ. The height of existing Tall Buildings should not be used, although they have been taken into account when deciding the maximum height of the TBZ. Figure 4.1 illustrates the principle of stepping down, or up, as driven by the height of the surrounding buildings, rather than by that of existing buildings. The buildings shown on the top illustration with hatched areas should only occur in the TBZ where these are existing Tall Buildings.

Figure 4.1 Stepping down principle
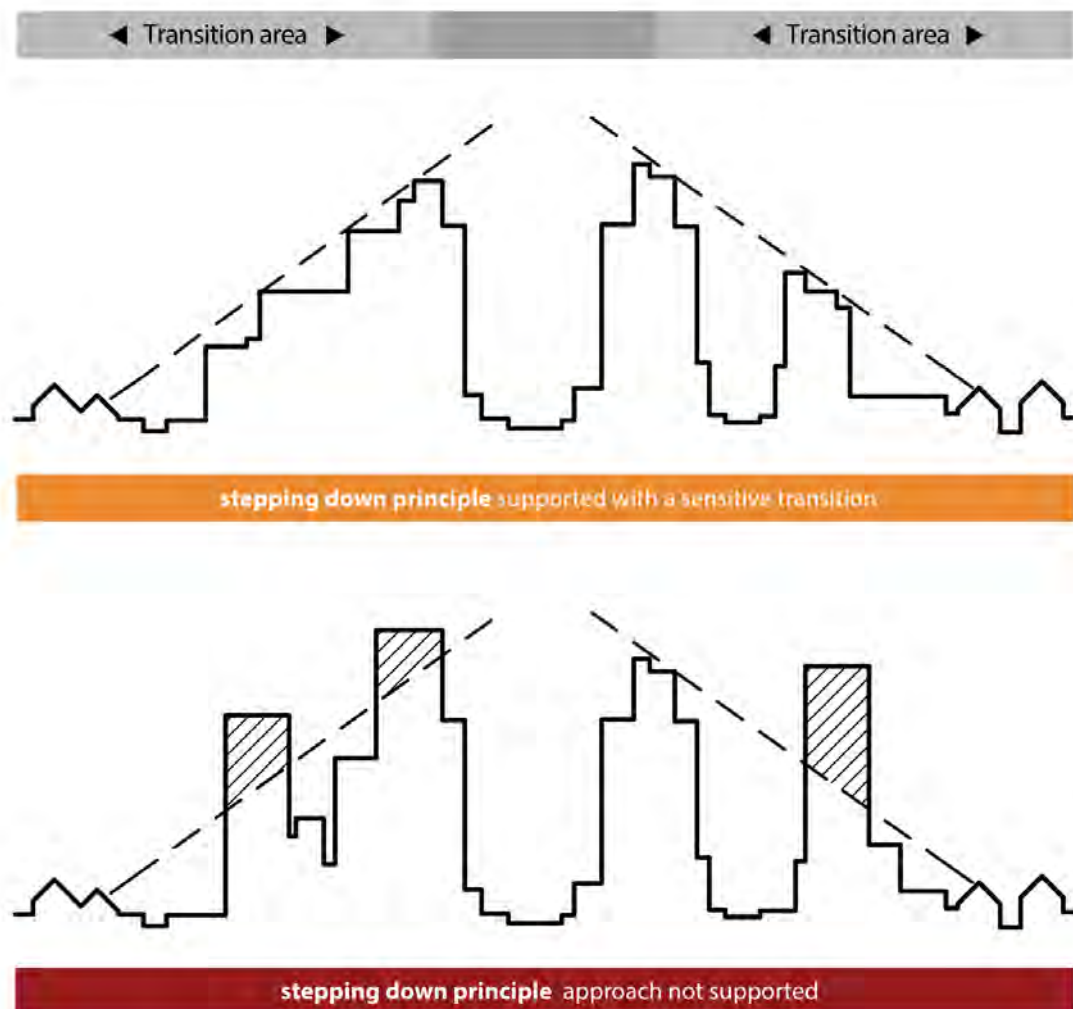
4.3.6.9   Part (b)(iii) should be read in conjunction with those set out in London Plan Policy 7.7, the London View Management Framework and designated landmarks and local views, including their settings and backdrops. They provide additional detail which is important for Tower Hamlets' local context.

4.3.6.10   Parts (b-d), in order to enable assessment against the criteria 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.

4.3.6.11 Part (c), it should be noted that the Council does not support the proposed recommendations of the recent Government paper Consultation on upward Extensions in London. These proposals would allow additions of up to two storeys to buildings in London through permitted development rights. The Council considers that this is not acceptable or appropriate in London Borough of Tower Hamlets. The proposals in the paper do not have a material weight in planning terms and therefore have not been taken into account in the Draft Local Plan. However, should these proposals come forward in advance of the next iteration of the new Local Plan, a policy and supporting evidence will be included to resist.

4.3.6.12 Part (d)(i-vi), the wind assessment must consider the effects on the proposed development, including opens space, balconies, terraces, as well as the surrounding area. As part of the development management process, developments will need to demonstrate that they have tested and mitigated impacts. The testing will be required for all developments over 30m in height and/or substantially taller than the surrounding area and/or over 150 units, with regard to the industry standard Lawson criteria. The test results must be submitted with the planning application. The testing of the following scenarios will be required:

- baseline (situation at the time of submission);
- the proposed development without mitigation/landscaping;
- the development with surrounding cumulative developments, without mitigation/landscaping;
- the development with the inclusion of mitigation /landscaping; and
- the development with surrounding cumulative developments with the inclusion of mitigation/landscaping.

4.3.6.13 Specific details on the required mitigation measures must be provided, including where and how the mitigation measures will be implemented. It is essential that any required mitigation measures are tested as part of the application. This is to ensure that the mitigation is adequate, and can therefore be relied upon. The mitigation must be implemented prior to occupation of any part of the development and retained for the duration of the development.

4.3.6.14 In addition, it should be noted that this policy also applies to development of tall buildings where existing tall building are located, including those outside the TBZ. 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.

4.3.7 Policy DH6: Density

Policy DH 6

Density

1. Where densities in excess of the GLA's recommended residential density range are proposed development is required to:

    a. Seek to positively exceed minimum design standards of the Local Plan and London Plan, where relevant; and,
    b. demonstrate how the development contributes to positive placemaking,
    c. demonstrate how the cumulative impacts of the proposed and approved development has been considered and addressed

Justification

4.3.7.1   As such, density and the mitigation of its impact shall be used to determine the suitability of proposed buildings.

4.3.7.2   Part (1)(a) The Council is aware that many developments proposed seek to exceed the highest density level set out in the London Plan's optimum density range. While in principle, this is allowed as an exception as part of the London Plan's policies, the Council is concerned that in some parts of the Borough these exceptional densities are coming forward in great numbers and in concentrated areas, this includes South Quay and parts of the City Fringe CAZ. Exceptional densities in these areas should not be the norm but should remain exceptions. In order to achieve this, the Council requires that developments in excess of the London Plan density range should seek to exceed the minimum standards set out in the Local plan, London Plan and other relevant material consideration.

4.3.7.3   Part (1)(b) The Council is concerned that cumulative impact of these high density buildings on the character, infrastructure and living environment of the associated areas has not been proactively planned or coordinated, to clearly identify what the character, quality and impacts of all the resulting exceptions creates.

Policy Implementation

4.3.7.4   Parts (1a-b), the optimum residential density ranges can be found in table 3.2 in policy 3.4 of the London Plan (2015). Where residential density guidelines are applied to mixed-use developments, the relevant densities shall be the net residential density. Developers are expected to include in their planning application the relevant optimum density range for their site and the actual net residential density proposed, along with an assessment of the infrastructure capacity and proposed mitigation measures. Tall

and dense developments are required to provide accessible and useable new public open space, including pocket parks, for use by residents and users of the surrounding areas, in line with the Council's policies.

4.3.8 Policy DH7: Amenity

Policy DH 7

Amenity

1. Development is required to protect, enhance and where possible increase the extent of the amenity of new and existing surrounding residents and building occupants, as well as the amenity of the surrounding public realm, by:

    a. maintaining good levels of privacy and avoiding an unreasonable level of overlooking or unacceptable increase in the sense of enclosure;
    b. ensuring new and existing habitable rooms have an acceptable outlook;
    c. ensuring adequate levels of daylight and sunlight for new residential developments, including amenity spaces within the development;
    d. not resulting in an unacceptable material deterioration of the sunlighting and daylighting conditions of surrounding development including habitable rooms of residential dwellings and schools and not result in an unacceptable level of overshadowing to surrounding open space and private outdoor space;
    e. not creating unacceptable levels of noise, vibration, artificial light, odour, fume or dust pollution during the construction and life of the development; and
    f. creating, wherever possible, new attractive and usable open space that is accessible to all, visible and easy to access from the surrounding public realm and clearly public

Justification

4.3.8.1   Policy DH1 explains that in order to be well designed, developments need to appropriately considered and address amenity. This includes considerations of privacy, overlooking, daylight and sunlight, including shadowing and other impacts including odour, fumes and dust as detailed in Parts (1)(a to f) of this policy.

Policy Implementation

4.3.8.2   Parts (1)(a to f) For the purposes of this policy, 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, study's, home offices and conservatories but excludes halls, corridors, bathrooms and lavatories. Kitchens which provide space for dining and have windows will be considered habitable rooms and should be fully considered as part of the assessment of amenity impacts.

4.3.8.3 Part (1)(a) 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.

4.3.8.4 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 (1)(b), 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. Single aspect dwellings should be avoided. If dwellings overlook bin stores screening and landscaping should be used to limit the impact.

4.3.8.5 In applying parts (1)(c to 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.

4.3.8.6 A sunlight and daylight assessment will be required for all major planning applications and/or smaller schemes where adverse effects on daylight and sunlight levels are anticipated, 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" and British Standard 8206:2008, the results of which must be submitted with the planning application.

4.3.8.7 The methods relevant in this assessment of daylight are the Vertical Sky Component (VSC) method, the No Sky Line (NSL) method and Average Daylight Factor (ADF), and for sunlight the Annual Probable Sunlight Hours (APSH). Permanent and transient overshadowing caused by the new development should also be modelled. The assessment of light pollution should also be undertaken in accordance with The Institution of Lighting Professionals document titled Guidance Notes for the Reduction of Obstructive Light.

4.3.8.8 The assessment must also take into consideration the effects from, on and with cumulative developments. The study shall be in accordance with current guidelines.

4.3.8.9 Daylight and Sunlight assessments should also include consideration of the potential redevelopment of adjacent sites, so as not to prejudice their redevelopment.

4.3.8.10 In addition, the Council will 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, including future development.

4.3.8.11 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 (1)(e) of this policy the Council will seek to limit the impact of artificial lighting by ensuring well-designed artificial lighting and appropriate light levels, reflecting the street hierarchy. Badly designed lighting schemes can be damaging to the environment and result in visual nuisance to residents.

4.3.8.12 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; applicants should refer to the most recent version of the DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems.

4.3.8.13 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 actively managed along with the impacts on highways.

4.3.9 Policy DH8: Noise Pollution

Policy DH 8

Noise Pollution

1. Developer is required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. Identified impacts should be mitigated through design. The layout, orientation, design and use of buildings will ensure that operational noise does not adversely affect occupants or neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Where new noise-sensitive land uses such as housing, hospitals and schools are proposed in proximity to existing noise-generating cultural and entertainment venues (such as cinemas, concert halls, live music venues, public houses and theatres), development is required to robustly demonstrate how conflict with existing uses will be avoided, through mitigation measures.

3. Development is required to demonstrate that the level of noise emitted from any new plant will be below the background level by at least 10dBA

Justification

4.3.9.1 Parts (1-3), noise and vibration can have a major effect on amenity. The World Health Organisation (WHO) for example states that excessive noise can seriously harm human health, disturb sleep and have cardiovascular and behavioural effects. The increasingly

high density and mixed use nature of developed in Tower Hamlets means that it is increasingly important that building design and use minimises noise pollution and disturbance.

4.3.9.2   There have been a number of examples across London of long-standing entertainment venues closing or becoming at risk of closure due to a combination of factors including noise complaints from new residents and venues being purchased for redevelopment (particularly for housing). This has implications on the long-term future of London's creative and cultural sector which has an impact not just on residents but also its tourism potential. In response, the Mayor of London has set up a 'London Night Time Commission' and a 'London Music Board'. The latter produced a 'London's Grassroots Music Venues Rescue Plan' in October 2015. This contained recommendations with specific reference to music venues in planning policies due to their economic, cultural and social value. Support for creative arts including art and music in particular came through strongly in representations submitted during the consultation period; therefore part (2) enhances protection for existing venues by setting out guidance for development in proximity to such venues.

Policy Implementation

4.3.9.3   Part (1) sets out that a noise assessment should include an assessment of the source and absolute level of the noise together with the time of day it occurs; for non-continuous sources of noise, the number of noise events, and the frequency and pattern of occurrence of the noise; the spectral content of the noise: where applicable, the cumulative impacts of more than one source should be taken into account along with the extent to which the source of noise is intermittent and of limited duration; in cases where existing noise sensitive locations already experience high noise levels, a development that is expected to cause even a small increase in the overall noise level may result in a significant adverse effect.

4.3.9.4   For part (1), where the avoidance of noise conflicts is impractical, mitigation measures such as effective sound-proofing for noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

4.3.9.5   To satisfy part (2), applicants must submit detailed noise assessments and demonstrate that noise levels within the proposed development emitted from nearby uses would be at an acceptable level.   Where the Council is not satisfied that the operations of nearby uses would not be compromised, applications will be refused.

4.3.9.6   Part (3) sets out that heating and ventilation plant should be designed so that it does not adversely affect nearby open spaces which are valued for their quiet environment.

4.3.9.7   Applications should be considered alongside Policy SG2 of the plan.

4.3.10 Policy DH9: Overheating

Policy DH 9

Overheating

1. Development is required to ensure that buildings and spaces are designed to avoid overheating and excessive heat generation internally and externally, while minimising the need for internal air conditioning systems, taking into account the guidance within the Mayor of London's Climate Change and Adaptation Strategy.

Justification

4.3.10.1 Climate change is causing increased occurrence of overheating, which can cause significant discomfort to residents and building users. Relying on air-conditioning systems to cool buildings can be very energy intensive, ineffective and can also cause discomfort to building users.

4.3.10.2 Developments, especially when large, can alter the local climate. For example, a light coloured building that reflects heat will stay cool on the inside and the outside, where as a dark building will absorb heat during the day to raise internal temperatures and slowly release this heat as the temperature cools, keeping the local air temperature warmer. Internal air-conditioning systems also produce heat which increases the outside temperature and adds to the heat island effect.

Policy Implementation

4.3.10.3 The Council requires major development schemes to set out within the Design and Access Statement the measures included to avoid overheating (including overheating analysis against a mid-range climate scenario for the 2030s) and excessive heat generation. It should look at not only the physical form of the building but also the operation of the building.

4.3.10.4 This policy should be read alongside London Plan policy 5.9 which provides a cooling hierarchy that indicates the cooling methods to be used in the design process, starting with minimising internal heat generation and the amount of heat entering a building in summer through energy efficient design, including orientation, shading, fenestration, insulation and green roofs and walls. Subsequent methods include thermal mass and high ceilings, passive and mechanical ventilation and low-carbon active cooling systems.

4.3.10.5 Applications should be considered alongside policy SG1 and the relevant environmental sustainability policies included in the Plan.

4.3.11 Policy DH10: Shopfronts

Policy DH 10

Shopfronts

1. Development of shopfronts is required to be well-designed and ensure:

    a. the maintenance of active shopfronts at all times;
    b. the provision of a sense of activity behind the shopfronts: this will be enhanced by a well-considered internal layout, and it will not be blocked due to overly-covered shopfront windows;
    c. a sensitive relationship between the shopfront and the upper floors;
    d. a sensitive relationship with surrounding shopfronts and buildings;
    e. the use of materials which are appropriate to and enhance the local character, and the value and age of existing architectural and historic features;
    f. the provision of sensitive signage location and design, which is not overly dominant to the shopfronts and the buildings; and
    g. avoidance of neon lighting, animated electronic displays and external solid shutters

Justification

4.3.11.1 Part (1)(a to g), attractive and well-designed shopfronts contributes to the creating successful places through the provision of natural surveillance, positive contribution to streets and public realm and supporting the vitality of an area. It is important that new shopfronts are well designed and make a positive contribution streets and spaces and therefore enhances the overall character of the Borough's character and places.

Policy Implementation

4.3.11.2 Part (1a-g), 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.

4.3.11.3 Shopfronts should incorporate a well-defined frame, stall-riser, 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.

4.3.11.4 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.

4.3.12 Policy DH11: Advertisements and Hoardings

Policy DH 11

Advertisements and Hoardings

1. development of advertisements and hoardings is required to be well-designed and integrated by demonstrating that:

    a. they do not harm the character, appearance and visual amenity of the site and the surrounding area;
    b. they do not intrude into the outlook of nearby residents;
    c. they do not have an adverse impact on public or highway safety;
    d. they enhance the visual amenity of vacant sites and building sites and the surrounding area; and
    e. they are not overly prominent or dominant in relation to the streetscape or the buildings that they are attached to.

Justification

4.3.12.1 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.

Policy Implementation

4.3.12.2 This policy supplements the strategic policies DH1 and DH2. This policy 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.

4.3.12.3 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.

4.3.12.4 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. 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.

4.3.13 Policy DH12: Telecommunications

Policy DH 12

Telecommunications

1. Telecommunication development is required to be well-designed and integrated and mitigate any impacts on the surrounding area and communities by:

    a. demonstrating that it considers any alternative sites, mast sharing and the use of existing buildings;
    b. including details of frequency modulation, power output and evidence of how the proposal meets the International Commission on Non-Ionising Radiation Protection; and
    c. using design of the development features to address the impact on the street scene and heritage assets

Justification

4.3.13.1 This policy aims to ensure the appropriate design and location of telecommunications they do not detract from the public realm, or character of a local area and they do not create a safety hazard.

Policy Implementation

4.3.13.2 This policy 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.

4.4 Housing

4.4.1 Introduction

4.4.1.1 The Council is required to maximise housing supply to meet local and strategic need within the parameters of the NPPF definition of sustainable development[8]London Plan targets and the locally specific character and context of the borough.

4.4.1.2 The proposed Vision for Tower Hamlets (chapter three) supports provision of a wide range of housing types with family and affordable housing prioritised, served by a range of excellent, shared and accessible services, community and recreation facilities and infrastructure such as schools, health facilities and parks etc. To achieve this, the Council will need to "**Managing growth and shaping changes**" through:

- Delivering Tower Hamlets' regional role as a key location for London's housing and employment growth, while calling for adequate recognition of this role through regional and national investment prioritisation.
- Positively meeting the duties to deliver our strategic housing based on a proper evidenced assessment of infrastructure capacity, need for infrastructure investment and delivery; and

4.4.1.3 "**Spreading the benefits of growth**" from housing developments through:

- Reducing existing spatial inequalities and barriers and preventing the future polarisation of areas or communities, through maximising regeneration opportunities, in particular in South Poplar, the Lower Lea Valley and the Isle of Dogs.
- Ensuring housing contributes to the creation of socially balanced and inclusive communities by offering housing choice reflecting the Council's priorities for genuinely affordable and family homes.

4.4.1.4 This section contains the following policies:

- Strategic Policy H1 Delivering Housing
- Policy H2 Affordable Housing
- Policy H3 Housing Standards and Quality
- Policy H4 Specialist Housing
- Policy H5 Gypsies and Travellers Accommodation
- Policy H6 Student Housing

8   Paragraph 14 of the National Planning Policy Framework (DCLG, 2012),

Background

The London Plan's Housing Supply Target (2015-25)

4.4.1.5 Policy 3.3 of the adopted London Plan identifies a 10-year minimum housing supply target of 39,314 homes for Tower Hamlets over the period 2015-25. This is equivalent to a minimum requirement of 3,931 homes per annum. Amongst all the London local authority areas Tower Hamlets has the highest target and has been given a target to supply approximately 9% of London's total annual housing target .

4.4.1.6 The London Plan target is informed by GLA's evidence on both the land capacity for housing and the need for housing - the London Strategic Housing Land Availability Assessment 2013 (the London SHLAA) and the London Strategic Housing Market Assessment 2013 (the London SHMA).

4.4.1.7 The London Plan does not set out specific housing targets for Local Plans planning beyond 2025. However, given the imperative to address London's housing need, Policy 3.3 of The London Plan states that:

4.4.1.8 *"… if a target beyond 2025 is required, boroughs should roll forward and seek to exceed that in Table 3.1 until it is replaced by a revised London Plan target. Boroughs should draw on the housing benchmarks in Table 3.1 in developing their Local Development Framework (LDF) housing targets, augmented where possible with housing capacity to close the gap between identified housing need…and supply in line with requirement of the NPPF…Boroughs must identify new, and review existing housing sites for inclusion in LDFs."*

4.4.1.9 Over the plan period of the new Local Plan, a minimum of 54,100 net additional homes is expected to come forward between 2015 and 2031(see table 3 below). In line with the 2015 London Plan target, a minimum of 40,000 of these new homes will be delivered between 2015 and 2025. For the period beyond 2025, the Council will "roll forward" the current minimum annual housing target of 3,931 and seek to exceed this target by working collaboratively with the GLA and its partners to identify additional development capacity. This includes identifying other potential suitable sites for housing and opportunities for redevelopment and intensification in the forthcoming London Strategic Housing Land Availability Assessment and work through the Isle of Dogs Opportunity Area Planning Framework.

The London SHLAA

4.4.1.10 The most recent London SHLAA (2013) [9] identified an overall capacity of 39,314 units for Tower Hamlets over the period 2015-25. The majority of the new housing capacity was identified on "large housing sites (0.25ha+)". This was achieved through working with the Council to identify sites that could be suitable for housing development, including sites with planning permission, assessment of other non-committed sites (submitted or identified by GLA, Tower Hamlets, public), including constraints (e.g.

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9   FALP SHLAA 2013 (GLA, 2014): https://www.london.gov.uk/file/15569/download?token=M9dckY12

designated open space, designated employment land and protected wharfs etc.) and considered the probability of sites that could come forward for housing between 2015 and 2025. Although the methodology applied was fit for purpose at the time, it lacked a comprehensive understanding of local constraints, deliverability and developability of the sites that may come forward over the term of the London Plan.

4.4.1.11 Tower Hamlets' London Plan housing target is greater than the DCLG's household projections. It is considered that the current borough housing target goes beyond providing housing for meeting the local need, but also providing housing for meeting the strategic London need. It is also considered that the current London Plan housing targets are capacity driven which has not taken account for the local circumstances such as how developments coming forward in Tower Hamlets (e.g. build out rates of the industry). It is therefore important for the borough to undertake further research to help understand the delivery of residential development in Tower Hamlets as part of the Local Plan preparation.

4.4.1.12 At the time of writing, a "Call for Sites" is being undertaken by the GLA. Its findings will be used to inform the update and review of the new London SHLAA 2016 and the subsequent evidence for the emerging London Plan. The Council will work with the GLA to inform the sites identified as part of this exercise, which may change the Tower Hamlets housing supply target in the new London Plan. As a result the Council will revise the overall housing supply target for the new Local Plan.

4.4.1.13 The London SHMA [10] (2015 – 2036)

4.4.1.14 The London SHMA (2013) indicates that the capital will require between 48, 841 and 62,088 new homes per annum. The difference is resulted from the timescale applied to clear the backlog over a shorter period and to account for different levels of population change in London.

4.4.1.15 Housing requirement for the new Local Plan

4.4.1.16 Tower Hamlets commissioned its own SHMA (2014) to consider in greater detail of the local context and drivers for housing need in the area. The report identified an Objectively Assessed Need (OAN) [11] of 58,274 additional homes for Tower Hamlets over the period 2011-2035, which is equivalent to a requirement of 2,428 per annum over the 24 years period. It suggested Tower Hamlets, along with London Borough of Hackney should be considered together as part of a sub-market housing area for the purpose of assessing local housing need.

4.4.1.17 To be in conformity with the London Plan; the Local Plan seeks to deliver at least 39,314 homes between 2015 and 2025, and consider exceeding this target based on the GLA's emerging housing land supply evidence.

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10   FALP SHLAA 2013 (GLA, 2014): https://www.london.gov.uk/file/15569/download?token=M9dckY12
11   Refer to guidance published by the Planning Advisory Service:
      http://www.pas.gov.uk/documents/332612/6549918/OANupdatedadvicenote/f1bfb748-11fc-4d93-834c-a32c0d2c984d

Housing growth

4.4.1.18 In order to meet both the local housing needs and the strategic London housing needs, the Council has made a broad assumption on the housing development trajectory over the Draft Local Plan period. Details are set out in the Council's latest five-year land housing **(12)**.

4.4.1.19 The majority of the housing will be provided in the following areas:

- City Fringe Sub Area: Whitechapel, Spitalfields & Banglatown, parts of St Katharine's and Wapping, Weavers and St Peters
- Isle of Dogs & South Poplar Sub Area: Canary Wharf (incl. Island Garden), Blackwall & Cubitt Town and Poplar
- Lower Lea Valley Sub Area: Lansbury, parts of Bromley North & Bromley South
- Central Sub Area: Mile End, parts Bromley North & Bromley South

4.4.1.20 The figures below are based on strategic sites identified for the potential Site Allocations (see appendix seven). The estimated capacity does not include an allowance for emerging opportunities for redevelopment and intensification for housing developments in the Isle of Dogs through the emerging Opportunity Area Planning Framework work and additional sites to be identified through the next London SHLAA 2016. The figures represent a cautious estimate of Tower Hamlets housing land supply position in relation to the London Plan (2015) target and the OAN identified through the Tower Hamlets SHMA (2014).

Table 2 Minimum number of additional homes by Sub Areas (2015 - 2031)

	Minimum Number of Additional Homes between 2015-31
Isle of Dogs & South Poplar	27,550
City Fringe	10,600
Lower Lea Valley	7,200
Central Area	6,300
Smaller sites (less than 10 units)	2,450
LB Tower Hamlet Total	54,100

4.4.1.21 * Note: Site capacity is informed by live planning applications, masterplans and permissions for these sites. Where site capacity is unknown, it was assumed a minimum of 500 homes would come forward on each site over the plan period. Figures have been rounded down to nearest 50 units. Figures are subject to change pending discussion with developers/landowners/site promoters.

12   supplyTower Hamlets Annual Monitoring Report 2014/15 (LBTH, 2016)

4.4.1.22 The following draft policies provide guidance on the borough's overall target for new homes, including affordable housing, and for how new housing can be provided.

4.4.2 Strategic Policy H1: Delivering Housing

Strategic Policy H 1

Delivering Housing

1. The Council seeks to deliver 39,310 new homes (equating to 3,931 per year) between 2015 and 2025 in line with the housing supply targets established in the London Plan and rolling forward a reasonable target as appropriate over the Local Plan period. This will be achieved by:

    a. focusing the majority of new housing, in the following Areas:

        i. City Fringe Sub Area: Whitechapel, Spitalfields & Banglatown, parts of St Katharine's & Wapping and Weavers
        ii. Isle of Dogs & South Poplar Sub Area: Canary Wharf (incl. Island Garden), Blackwall & Cubitt Town and Poplar
        iii. Lower Lea Valley Sub Area: Lansbury, parts of Bromley North & Bromley South
        iv. Central Sub Area: Mile End, parts Bromley North & Bromley South

    b. ensuring development does not undermine the supply of conventional housing and in particular family homes;
    c. resisting development that would involve a net loss of residential floorspace;
    d. working with Registered Providers to support the regeneration of housing estates where open space, existing homes (including affordable and family) are protected, and where homes are brought up to a high quality standard;
    e. and working to return vacant homes back to use

2. The Council supports the creation of mixed and balanced communities that respond to local and strategic need by:

    a. setting an overall strategic target for affordable homes of 50% subject to viability. This will be achieved through:

        i. securing affordable homes from a range of Council led initiatives; and
        ii. requiring 35% - 50% affordable homes on sites providing net additional residential units (subject to viability).

    b. Requiring a mix of housing sizes and tenures on all sites providing new housing.
    c. Supporting a variety of housing products in the market and affordable tenure.

3. The Council seeks to ensure that all new housing contributes positively to the creation of sustainable places by:

a. ensuring new developments optimise the use of land and do not show symptoms of overdevelopment;

b. linking the distribution and density levels of housing to public transport accessibility levels and the setting in accordance with the London Plan as well as the wider accessibility of that location;

c. ensuring the distribution and density levels of housing according to the hierarchy and proximity of the nearby town centres, so that higher densities are promoted in and around town centres that are higher up in the hierarchy, and lower densities in town centres lower down in the hierarchy; and

d. ensuring design takes account of cumulative development.

4. The Council seeks to ensure that all housing is appropriate, high-quality, well-designed, sustainable, and appropriately takes account of cumulative development. This will be achieved by applying relevant space, accessibility and housing amenity standards and encouraging development to apply the Home Quality Mark standards [13].

5. The Council seeks to provide for the specialist housing needs of the borough including students, gypsies and travellers, older, homeless and vulnerable people in appropriate locations.

6. The Council is in favour of developments which encourages a reasonable proportion of sales to UK citizens for owner-occupation.

Justification

4.4.2.1 This policy aims to set out overarching requirements for delivering new homes in Tower Hamlets, in line with the London Plan and NPPF.

Policy Implementation

4.4.2.2 This policy sets out the strategic housing supply requirements for Tower Hamlets, as well as the Council's objectives of ensuring the creation of mixed and balanced communities, sustainable places and quality living environments within the borough. The following text and policies will assist in realising these strategic and Council led priorities.

4.4.2.3 Tower Hamlets housing supply target relates to total net housing supply. The strategic target specified in Part (1) applies to conventional residential units and non-self-contained residential accommodation including specialist housing for students and older people in use class C2, C3, C4 or Sui Generis as identified in Annex 4 of the London Plan (2015). For the purposes of calculating housing supply and monitoring

13 Refer to: http://www.homequalitymark.com/

its delivery, applicants should note that a bedroom in a non-self-contained residential accommodation is classified as a single residential unit and conventional units are classified as self-contained homes from new build, conversions or changes of use.

4.4.2.4   Housing growth detailed in Part (1) will be delivered in the locations specified in part (1a) and via a number of different mechanisms: the regeneration of previously developed land, intensification of the built form in opportunity areas and the delivery of Site Allocations. A smaller proportion of housing will be delivered through town centre intensification, estate regeneration and infill, bringing back long term vacant properties into residential use and windfall sites. Further details can be found in chapter five: Delivering Placemaking.

4.4.2.5   Part (1b) seeks to ensure the supply of conventional housing to meet identified local need as well as strategic targets. Part (b) gives greater priority to conventional units [14] over non-conventional units as it is recognised that some forms of housing do not meet an identified local need such as serviced apartments or student housing. Residential development will be considered accordingly to ensure the availability of land for conventional housing. Part (b) also relates to development that would result in the net loss of residential floorspace or units. It requires that its loss is resisted, particularly where it is family and affordable housing.

4.4.2.6   Part (1c) seeks to protect all housing floorspace where people live long-term.

4.4.2.7   Part (1d) and (1e) will be implemented through partnership working to realise local priorities and need as well as strategic targets. The Council's Housing Strategy will inform this process. Vacant units brought back into residential use contribute towards meeting the housing supply figure.

4.4.2.8   Implementation of Part (2) requires balancing housing need with deliverability. Part (2) seeks to continue to pursue a strategic affordable housing target of 50% through private development as well as Council-led initiatives. On developments that yield net additional residential units, a minimum of 35% affordable housing is expected. Given the Council's need for affordable housing, it is considered necessarily and locally appropriate to seek contributions from sites of less than 10 units. Over the course of the plan period developments on sites have potential to contribute between 600 and 100 new homes over the plan period. Negotiations will be conducted with planning and housing officers and will be subject to viability. The detailed implementation of this policy can be found in Policy H2.

4.4.2.9   Part (2b) expects that all housing developments will contribute to the realisation of mixed and balanced communities. Private student and specialist housing will be required to deliver a mix of affordable and market accommodation and all other housing development will be required to deliver a mix of housing tenures and sizes on site.

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14   Non-self-contained residential accommodation (non-conventional units) including specialist housing for students and older people may count towards housing targets for monitoring purposes (whether in use class C2, C3, C4 or SG) (GLA, 2015).

4.4.2.10 Part (2c) seeks to support housing products such as Build to Rent Private Rented Sector (PRS) housing, and self-build and custom build housing. Housing products will be supported where they are compatible with optimising the use of land and facilitate the delivery of housing to meet needs in each tenure. Where development come forward they will be required to demonstrate how they facilitate this through consideration of household incomes in relevant locations. They will also be required to meet with the criteria specified in 3.51 of the London Housing SPG (2016).

4.4.2.11 Part (3) establishes a link between housing policy and placemaking policy in Chapter 5: Delivery Placemaking. The creation of mixed and balanced communities is an on-going priority for the Council and their creation will be implemented through spatial planning of places and the delivery of a mix of housing typologies and tenures on each site. Part (3a) requires optimisation of land in accordance with the definition given in 1.3.1 of the Mayor of London's Housing SPG. It should also have regard for the effective management of infrastructure and resources on site as well as the benefits of mixed use development in suitable locations to aid the creation of sustainable communities.

4.4.2.12 Part (3b) and (3c) require development to give consideration to density in light of wider accessibility considerations and the site location and its relationship with the town centre hierarchy. Density calculations for mixed use development should be calculated in accordance with the London Plan Housing SPG (2016). High density development will be permitted when it does not show symptoms of overdevelopment and demonstrates how the cumulative impacts of development on the (existing and proposed) environment have mitigated any harmful impacts through providing for infrastructure needs generated by a new development. The Council considers "Overdevelopment" as:

- inadequate access to sunlight and daylight for proposed or neighbouring homes;
- sub-standard dwellings (size and layouts);
- insufficient open space (private, communal and/or publicly accessible);
- unacceptable housing mix;
- unacceptable sense of enclosure or loss of outlook for neighbouring occupiers;
- unacceptable increase in traffic generation;
- detrimental impacts on local social and physical infrastructure; and,
- detrimental impacts on visual amenity, views or character of surrounding area.

4.4.2.13 The London Plan defines density in terms of net residential area; however developments are encouraged to consider density beyond the application site.

4.4.2.14 Part (4) requires development proposals appropriately to respond to the character of the surrounding area and site specific constraints. In high density environments it is appropriate to undertake an assessment of the overall quality of housing. This also requires housing design to meet to the Home Quality Mark (HQM) standards and address the needs of the user. This is a new residential quality design and construction standard, developed by the BRE. The Code for Sustainable Homes was withdrawn by a ministerial statement in March 2015, and the HQM is an optional standard that housebuilders can accord with to demonstrate the quality of their homes in the absence

of the Code for Sustainable Homes. The Council's Housing Department will also expect affordable homes to be delivered in line with the standards set out in the emerging Tower Hamlets Affordable Housing Design Guidance.

4.4.2.15 Part (5) recognises the Council's duty, to provide specialist and supported housing for students, gypsies and travellers, the homeless vulnerable and older people. Part (5) will be achieved through working with partners to facilitate the appropriate quantity and quality of housing as well as through development management.

4.4.2.16 Part (6) aims to prevent distorting housebuilding priorities and encourage developers to provide at least one-third of sales to the UK citizens for owner-occupation.

4.4.3 Policy H2: Mixed and Balanced Communities

Policy H 2

Mixed and Balanced Communities

1.   The Council seeks to maximise affordable housing in accordance with Policy H1 and requires delivery of housing in accordance with a 70% Rent and 30% Intermediate tenure split.

2.   Development is required to demonstrate how the Rent and Intermediate tenures will contribute to the policy objective of maximising affordable housing as further set out in the Council's Housing Strategy to meet the full range of housing needs.

3.   Development is required to 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 Rent family homes; and
        v.   future residents living on all sites should benefit from the same level and quality of local services.

    b.   If a suitable site cannot be found in accordance with parts 3(a), exceptional circumstances may apply and the Council will consider payments in-lieu ring fenced for additional affordable housing output.
    c.   Affordable housing calculations will use habitable rooms as a primary measure to allow for the most suitable mix of affordable housing.

d. Where a housing development has been permitted and the permission is either:

   i. subsequently amended (e.g. by means of a variation of the extant planning permission) to the extent that the amended development would provide 10 new units or more in aggregate, or

   ii. the existing development is extended by the granting of a new permission on an adjoining site where the buildings would be physically or functionally linked (e.g. sharing a common access core, amenity space or other communal facilities) and the linked development would provide 10 new units or more in aggregate

e. the 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.

4. Affordable housing should be built to the same standards as private housing.

5. Development is required to provide a balance of housing types including larger family homes in accordance with housing need. Unit size splits will be calculated by unit numbers and not habitable rooms.

6. The Council will ensure the efficient use and retention of existing family housing by:

   a. resisting conversion of houses of up to and including three storeys suitable for single family use unless there is a local need of smaller units.

   b. resisting conversion of houses of four or five storeys except where a basement flat and three/four storey maisonette is formed or where there is a local need for smaller units. Where suitable the maisonette should have access to a garden.

   c. Resisting development that results in the net loss of residential floorspace or units

7. Developments for estate regeneration is required to:

   a. fully reprovide existing affordable homes and increase additional net affordable housing units, by applying Policy H1 to all new additional units; and

   b. help meet the Council's housing priorities as further set out in the Housing Strategy.

Justification

4.4.3.1 There is an acute need for affordable homes across London and in the borough. There is a shortfall of family housing as identified in the Tower Hamlets Strategic Housing Market Assessment (SHMA), 2014. Like some other London boroughs, the Council faces considerable challenges in delivering homes which are affordable to local people on average incomes. The Mayor of Tower Hamlets recognises the challenge and

considers that delivery of family housing and social rented affordable housing to meet the needs of our community is a top priority for the Council, and therefore for the Local Plan.

4.4.3.2   In terms of tenure split for affordable homes, 70% Rent and 30% intermediate is required as per the Council's emerging Housing Strategy and to meet the Borough's affordable need in line with the LBTH SHMA, 2014. The current Local Plan policy on affordable housing tenure spilt differs from the London Plan. This departure was considered acceptable by the Planning Inspectors who examined the Core Strategy in 2010 and the Development Management Document (2013), as it reflects the local circumstances. In addition, the council has worked closely with the GL's London Plan and emerging Affordable Housing SPG on the drafting of this policy, and this is consistent with the emerging policy.

4.4.3.3   The Council's existing affordable housing policies are consistent with the current NPPF. However, there are a number of proposed governmental changes to national planning legislation and guidance that may influence the content of the affordable housing policies in the next iteration of the Local Plan. These key aspects are outlined below and are addressed in the emerging Housing Strategy (2016).

4.4.3.4   The new proposed changes include: Starter Homes - these are homes will be sold at 80% of market prices for those under 40 years of age, with an upper limit of £450,000 in London. The Starter Homes Regulations – Technical Consultation (March 2016) proposes a minimum requirement of 20% of all homes (over 10 units) to be Starter Homes; and consultation on Proposed Changes to National Planning Policy (December 2015) - this proposes a number of changes including a change to the definition of affordable housing which places greater emphasis on supporting households to access home ownership (such as starter homes) and provision of a range of products as affordable housing including affordable housing to rent or buy (including starter homes), and potentially the tenure split.

4.4.3.5   The Council is opposed to the changes proposed, out of concerned that this will have a negative effect on the amount of genuinely affordable housing products such as Social Rent, Affordable Rent and Intermediate required to meet the Borough's housing needs in the new Local Plan.

4.4.3.6   At this stage, it is not possible due to lack of detail or necessary in planning terms to apply the proposed changes to the policies contained in the Draft Local Plan. However, if the changes come into force in advance of the next iteration of the new Local Plan, the Proposed Submission Local Plan, then the affordable housing policies and any other policies may need to be reviewed as a result.

Policy Implementation

4.4.3.7   Policy H1 sets out the Council's overall target for new homes, including affordable housing, and provides guidance for how new housing should be provided. Policy H2 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.

4.4.3.8 Part (1) details the requirement for proposals to meet an affordable tenure split of 70/30 Rent and 30% Intermediate. Regulations pertaining to Starter Homes are not currently available. Tower Hamlets Council is intended to create its own Tower Hamlets Living Rent which will be a rented product. More details will be set out in the emerging Housing Strategy (2016).

4.4.3.9 In meeting policy objectives for affordable housing policy part (2), the Council will give favourable consideration to proposals which exceed its strategic target of affordable housing and family housing in the social rent tenure. Part (3) provides the basis for the Council to assess development proposals with affordable housing provision on site. Tower Hamlets Affordable Housing Team will provide further guidance when assessing applications.

4.4.3.10 Development with below market Rent products (exclude the GLA London Living Rent) [15] should demonstrate are in compliance with Policy H2. Rent levels are determined as part of the viability assessment of each planning application and undertakings are made to retain similar rent levels at the point of completion; and the ownership of Affordable homes is transferred, on completion, to one of the Council's approved local Registered providers or approved affordable housing providers.

4.4.3.11 Estate regeneration schemes are required to replace existing social rent units, or deliver larger homes, which are prioritised for Social Rent.

4.4.3.12 Part (3) recognises that in some circumstances site constraints may lead to applicants 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. The GLA 's Housing SPG (2016) states: "where the design and layout of the scheme has been agreed, boroughs should take account of the potential practical implications of delivering increased amount of affordable housing on site which may mean a commuted sum would be acceptable."

4.4.3.13 The Council considers that in the majority of cases, it is viable for affordable housing to be delivered on-site. This is important in promoting mixed and balanced communities.

4.4.3.14 If affordable housing is proposed to be provided off-site there should be no over-concentration of one type of housing in any one area 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.

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15 Refer to: https://www.london.gov.uk/what-we-do/housing-and-land/renting/london-living-rent

4.4.3.15 Part (3b) requires that if no suitable sites are available for off-site affordable housing and payment in-lieu is to be acceptable then the development must demonstrate that the payment will enable the construction or purchase of a minimum of 50% affordable housing and there is no financial advantage to the development of not providing affordable housing on-site.

4.4.3.16 Part (3c) will require proposals to calculate affordable housing 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 (LBTH SHAM 2014).

4.4.3.17 Part (3d) refers to Incremental development. This is housing development where permission is subsequently amended (e.g. by means of a variation of the extant planning permission) to the extent that the amended development would provide 10 new units or more in aggregate, or the existing development is extended by the granting of a new permission on an adjoining site where the buildings would be physically or functionally linked (e.g. sharing a common access core, amenity space or other communal facilities) and the linked development would provide 10 new units or more in aggregate.

4.4.3.18 Part (4) will require development to secure the same space and amenity standards and equal quality of design and external appearance for affordable housing as private housing, as well as securing the same access to services and facilities. Different tenures should be mixed throughout a development, although it is recognised that separate cores may be required to enable effective management arrangements.

4.4.3.19 Part (5) requires proposals to meet with local need through delivering housing in accordance with the table below.

Table 3 Tenure mix requirements: Source: LBTH SHMA (2015). Note: Figures set out in the table have been rounded up or down.

Tenure	1-bed %	2-bed %	3-bed %	4+ bed%
Intermediate (London/Tower Hamlets Living Rent)	56%	12%	16%	2%
Social	35%	30%	30%	5%

4.4.3.20 Given the high targets for the provision of new housing in the borough, part (6) is a critical development management tool, ensuring priority affordable and family housing is not lost through development, thereby having a detrimental impact on meeting housing need and housing supply. 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. Exceptional circumstances may include the delivery of new family homes, which is considered as a priority for the Council.

4.4.4 Policy H3: Housing Standards and Quality

Policy H 3

Housing Standards and Quality

1. All housing development is required have an adequate provision of internal space and accessibility arrangements and meet relevant space and amenity standards in order to provide an appropriate living environment. Development is required to demonstrate:

    a. that as a minimum it meets with the most up to date London Plan space and accessibility standards, the Home Quality Mark and affordable housing should aim to meet the standards included in the Borough's emerging Affordable Housing Design Guidance;
    b. that it provides a minimum of 2.5m floor to ceiling heights; and
    c. that provision of 10% of homes to be designed so that are suitable for occupation by a wheelchair user or could easily adapted for occupation by a wheelchair user; where units are above the ground floor must have access to a second lift

2. Development is required to protect existing amenity space (private, communal and child play space). Net loss of existing amenity space will be resisted.

3. Developments are required to have an adequate provision of amenity space (private, communal and child play space) to ensure an appropriate living environment. Developments will need to demonstrate how they will meet the following standards on site as a minimum in accordance with table 4 below:

Table 4 Amenity space and child play space standards

Minimum private amenity space provision (e.g. gardens, balconies and winter gardens)	
Apply the London Plan Housing SPG, Standard 26 and 27 which specify: • a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant • balconies and other private external spaces should have a minimum width and depth of 1500mm	
Minimum communal amenity space provision (does not include circulation areas, access routes, waste or bike storage)	
All development with 10 or more residential dwellings	50sqm for the first 10 units plus a further 1sqm for every additional unit thereafter
Child Play Space	

> **Minimum private amenity space provision (e.g. gardens, balconies and winter gardens)**
>
> - Apply London Plan supporting guidance standards which specifies 10sqm of play space should be provided for each child. ('Shaping Neighbourhoods: Play & Informal Recreation SPG')
> - Apply Tower Hamlets child yields. (LDF Tower Hamlets Planning for Population Change and Growth, Capacity Assessment-Basement Report, Final Report, August 2009)

Justification

4.4.4.1   Currently, Tower Hamlets is London's second densest London borough after Islington. Given the further intensification of land use resulting from accommodating a significant amount of housing and associated infrastructure, an appropriately quality-driven response is required to maintain and improve standards of living in the Borough.

4.4.4.2   High density developments necessitate that development appropriately responds and delivers more than the minimum in terms of standards related to design, space and amenity. The Council considers it is important to focus on design for high quality housing, which appropriately takes account of cumulative development with regards to ensuring adequate opportunity for people to enjoy their homes as places to sleep, relax, cook and work.

4.4.4.3   Tower Hamlets has a particular need for wheelchair accessible family sized homes in the affordable tenures. We also require design which allows for sufficient space for children to play close to home, for clothes to dry, suitable space for people to work from home and for prams, wheelchairs and mobility scooters as well as the preference of many families for separate rooms for preparing meals.

Policy Implementation

4.4.4.4   This policy provides guidance regarding setting the minimum housing design standards and the provision of housing amenity space for new conventional homes. It seeks to ensure the combination of indoor and outdoor space provides homes that are suitable for residents over their lifetime and provides a healthy environment in which to live, work and relax.

4.4.4.5   The aim of part (1a) of this policy is to require development to comply with the most up to date space and accessibility standards set out in the London Plan (2015) and the Mayor of London's Housing SPG (2016) as a minimum and have regard for the particular needs of residents in the borough as well as the increasingly dense character of the built form. This also requires housing design to meet to the Home Quality Mark (HQM) standards and address the needs of the user. This is a new residential quality

design and construction standard, developed by the BRE. The Code for Sustainable Homes was withdrawn by a ministerial statement in March 2015, and the HQM is an optional standard that housebuilders can accord with to demonstrate the quality of their homes in the absence of the Code for Sustainable Homes. The Council's Housing Department will also expect affordable homes to be delivered in line with the standards set out in the emerging Tower Hamlets Affordable Housing Design Guidance. It should be noted the Council is working on affordable homes design guidance and there will be an expectation that applicants meet with this. It should also be noted that negotiations related to standards, in particular local guidance, will take place with housing officers.

4.4.4.6   The implementation of part (1c) will be assessed on a case by case basis. This could include where development cannot meet H3 (1c), the Council may consider using commuted sum. To implement part (1c), 10% of all new units should be wheelchair accessible, but this may be varied to 10% of habitable rooms where a better outcome is provided in terms of provision of larger units. 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.

4.4.4.7   Through implementing part (2) of this policy the Council aims to ensure that all existing amenity space is protected.

4.4.4.8   Part (3) of the policy seeks 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.

4.4.4.9   This policy will also seek the provision of new amenity space to be on-site, well-located, easily accessible to all residents (private amenity space excepted), well-designed and functional. In considering the design of private amenity space it is important the space meets the minimum standards set out in table 8 in order to ensure that residents have sufficient space to carry out activities such as enjoying a meal outside and drying clothes. Due to the positive impacts of access to nature in terms of wellbeing, a significant amount of amenity space should be soft landscape. This also provides greater opportunity to incorporate sustainable urban drainage systems. 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. The design should ensure that communal space is overlooked and support a range of activities including space for relaxation, gardening, urban agriculture and opportunities to promote biodiversity and ecology.

4.4.4.10   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, play space for children under 5 should always be on site. This space should be well-integrated into the 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. Applicants should follow the Council's guidance on child play space.

4.4.5 Policy H4: Specialist Housing

Policy H 4

Specialist Housing

1. Existing specialist and supported housing, including sheltered housing, care homes and accommodation for older people (such as extra care accommodation, assisted living and retirement housing) are protected where it is considered suitable for its use and meets relevant standards for this form of accommodation.

2. The net loss of this form of accommodation is only be supported where it can be demonstrated that:

    a. the needs met by this form of accommodation can be re-provided elsewhere in the Borough; and
    b. re-provision as part of a development proposal would result in improved standards or quality of accommodation.

3. The redevelopment of any site which includes specialist and supported housing is considered acceptable where:

    a. there is no longer an identified need for its retention in the current format;
    b. the needs met by this form of housing can be re-provided elsewhere within the borough;
    c. re-provision as part of a development proposal would result in improved standards and quality of accommodation; and
    d. new accommodation meets criteria in part 4 below.

4. Development for new specialist and supported housing will be supported where it can be demonstrated that the developments meets :

    a. an identified need;
    b. the relevant guidance for this form of accommodation;
    c. is located in close proximity to public transport and local shops and services; and
    d. it provides a mix of housing across tenures where appropriate.

Justification

4.4.5.1 The Council will aim to ensure that there is a sufficient supply of appropriate housing available for older people, homeless people and vulnerable people to live as independently as possible in accordance with its statutory duties. The emerging Housing Strategy (2016-2021) seeks to meet the needs of the various groups of people involved. With regards to older people the Council aims to:

- Provide a range of good quality accommodation and access to home adaptations and improvements that offers older people housing that meets their needs;
- Help older people to continue to remain active, independent and healthy in their homes supported by flexible and affordable services; and
- Develop a specific approach that meets the needs and wishes of older people that will help incentivise households who are under-occupying by giving them a wider range of choice. This aim recognises that there is a large and growing cohort of older people who do not require institutionalised care as well as those who do, often through extra care schemes.

4.4.5.2 The Housing Strategy has been developed and informed by the housing evidence base that supports this document.

Policy Implementation

4.4.5.3 Strategic Policy H1 (5) requires the Council to provide for specialist and supported housing to cater for older people, homeless people, disabled, and vulnerable people to meet the needs of the borough's residents and Council's duties. The Council will work with registered providers and other relevant partners to support provision of specialist and supported housing where there is an identified local need.

4.4.5.4 In implementing Part (2) proposals will need to submit an assessment relating to need for the net loss of accommodation.

4.4.5.5 Part (3) will require proposals for redevelopment to justify the appropriateness of redeveloping the site without specialist and supported housing on site. It should have regard to the suitability of the location and criteria (a-d) of Part (4).

4.4.5.6 Part (4) requires new development to demonstrate that it is accessible in terms of mobility and location. Close proximity to local services is considered to be a walkable distance of no more than 10 to 15 minutes. It has necessary storage for mobility scooters. Older persons housing will be required to be delivered across tenures in accordance with Annex 5 of the London Plan, however it should be noted that older people's housing in the affordable tenure meets an identified need in the Borough.

4.4.5.7 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.

4.4.6 Policy H5: Gypsies and Traveller Accommodation

Policy H 5

Gypsies and Travellers Accommodation

1. The Council safeguards the existing Gypsies and Travellers site at Old Willow Close.

2. The Council will secure any additional pitches that come forward as a result of Elizabeth Line development at Old Willow Close.

3. Development of new site(s) for additional permanent facilities within the borough to meet the long-term needs of gypsies and travellers is required to have regard to:

    a. having been identified as suitable for housing;
    b. being in an accessible and safe location;
    c. employing high quality design and be sympathetic to the local character;
    d. maintaining and enhance the quality of the environment; and
    e. not be located in an area of high flood risk (Flood Zone 3)

Justification

4.4.6.1   The government published a revised Planning Policy for Traveller Sites (PPTS) in August 2015.

4.4.6.2   This document changes the definition of gypsies and travellers and travelling showpeople. For planning purposes, the Council uses the PPTS definitions of gypsies, travellers and travelling showpeople outlined below:

4.4.6.3   Gypsies and travellers

4.4.6.4   "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."

4.4.6.5   Travelling showpeople

4.4.6.6   Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

4.4.6.7 The Council commissioned Tower Hamlets Gypsy and Traveller Accommodation Assessment (GTAA) that uses the new definitions to provide a robust revised assessment of current and future need for Gypsy and Traveller accommodation in the borough (there is no Travelling Showperson provision in Tower Hamlets) for the period 2016-2031.

4.4.6.8 Evidence shows that one household in the borough meets the new definition of a Traveller with additional need from this household for 1 pitch. The evidence base was unable to determine the travelling status of 4 households. Associated need for this entity could range from 0-4 pitches plus any additional need from concealed households [16]. The borough has one public gypsy and traveller site with 19 existing pitches at Old Willow Close, formerly known as Eleanor Street. Thus, the needs can be met through existing provision. It is considered that Old Willow Close has sufficient pitches to meet the need arising from gypsies and travellers in the borough as defined by the new national policy.

4.4.6.9 The Council will continue to safeguard the site at Willow Close and secure any new pitches that arise as a result of the Elizabeth Line redevelopment at Willow Close. This approach will meet need defined by planning policy as well as providing culturally appropriate housing for gypsies and travellers that do not meet the new planning policy definition. The Council recognises that gypsies and travellers within the borough have established connections with local social networks and services. It is therefore important for the Local Plan to continue to address their needs.

Policy Implementation

4.4.6.10 For planning purposes, Tower Hamlets will use the government's definitions of gypsies, travellers and travelling showpeople set out in the 'Planning policy for traveller sites' March 2012 and any subsequent national guidance.

4.4.6.11 Part (1) of this policy safeguards the existing Gypsies & Travellers site within the Borough to meet gyspy and traveller need as defined by the PPTS.

4.4.6.12 Part (2) seeks to secure any new pitches that may arise as a result of the completion of Elizabeth Line development.

4.4.6.13 Part (3) sets out criteria that the Council will use to assess proposals which involve provision for new Gypsies and Travellers site as recommended in the PPTS. This policy aims to ensure the appropriateness of potential sites for use as a gypsy and traveller site and integrate the site into its local environment. The criteria outlined above seek to ensure the suitability of the site for housing in a manner similar to conventional housing. Criteria are also used to ensure the interests of the settled community are respected.

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16   Concealed households' are family units or single adults living within other households, who may be regarded as potential separate households that may wish to form given appropriate opportunity

4.4.7 Policy H6: Student Housing

Policy H 6

Student Housing

1. The Council will support the provision of student housing in close proximity to the borough's higher education intuitions and in the town centre hierarchy provided that the development:

    a. meets an identified need;
    b. does not compromise the supply of land for conventional homes;
    c. provides affordable student accommodation in accordance with the London Plan and supporting guidance documents;
    d. does not create a harmful concentration of student accommodation in the local area or cause harm to residential amenity;
    e. does not place excessive pressure on existing social and physical infrastructure;
    f. complies with contemporary space and amenity standards and meets the needs of students in accordance with the best practice; and
    g. Provides 10% of student rooms which are easily adaptable for occupation by wheelchair users.

2. The net loss of student accommodation will only be supported where:

    a. it can be demonstrated that the accommodation is no longer needed because the needs of the student can be better met elsewhere; or
    b. adequate replacement housing will be provided in accordance with Policy H6 (1) and criteria (a-e).

Justification

4.4.7.1   The Council supports the provision of student accommodation due to the positive impacts it brings to the local economy, our communities and the borough's higher education provision. However the delivery of a significant sum of student housing may comprise the Council's ability to deliver other priorities including conventional housing, employment and infrastructure provision. As such the delivery of student accommodation needs to be managed in accordance with strategic need and local priorities.

4.4.7.2   There is a strategic need for student accommodation across London and that this need should be dispersed across the capital rather than concentrated in central London which is the current trend. The final report of the Mayor's Academic Forum in 2014 estimated the need for additional places in dedicated student housing in London from 2011/12 to 2025/26 at 2,500 to 3,100 per year.

4.4.7.3 The Borough delivers a significant proportion of the strategic need as identified in the Mayor's Academic Forum (Strategic planning issues for student housing in London Recommendations 2014 Paper). The Paper states that since 1999 Tower Hamlets, Camden, Southwark and Islington have consistently delivered more than 50% of London's total provision. For the period 2008 -2012, Tower Hamlets was one of the established boroughs to make greater contributions to the number of student accommodation units amongst some other London Boroughs such as Camden, Southwark and Islington. This has since slowed down due to lower demand in the recent year.

4.4.7.4 According to internal Tower Hamlets data, no additional student bed spaces were completed in the 2014/2015 monitoring period although planning permission was given during the monitoring period for 100 new student rooms. 2013/14, 693 units of student accommodation were completed. 54 student bed spaces were completed in 2012/2013 monitoring period. No student bed spaces were completed in 2011/2012 monitoring period.

4.4.7.5 In line with the Policy 3.8 of the London Plan (2015), Policy H6 seeks to ensure the supply of student housing is continued to be managed to meet identified need without compromising the delivery of other important uses, in particular conventional housing.

Policy Implementation

4.4.7.6 Part (1) of this policy sets out the suitable and appropriate locations for student housing in the borough. It relates to private student accommodation, student accommodation with an undertaking with an institute or accommodation provided by the institute. Appropriate locations 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 for by local services. Close proximity is defined as adjacent to the institute or within walkable distance of 10 to 15 minutes.

4.4.7.7 Part (1a) requires development to demonstrate how it meets local and strategic need.

4.4.7.8 Part (1b) requires development to demonstrate that the development:

i. will not involve the net loss of existing conventional homes;
ii. will not prejudice the Council's ability to meet the target of 3,828 additional self-contained homes per year; and
iii. will not involve land identified for self-contained housing through a current planning permission or a development plan document.

4.4.7.9 Part (1c) of this policy supports the provision of affordable student housing in accordance with the London Plan. Particularly, paragraph 3.53B of the London Plan explains how the policy should be applied:

4.4.7.10 "Student accommodation should be secured as such by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions. Where there is not an undertaking with a specified academic institution(s),

providers should, subject to viability, deliver an element of student accommodation that is affordable for students in the context of average student incomes and rents for broadly comparable accommodation provided by London universities. Information on this will be provided through the Mayor's Academic Forum in the London Plan Annual Monitoring Reports."

4.4.7.11   Through the London Plan and Mayor's Academic Forum, the Council understands that further guidance on how such accommodation should be defined, delivered and retained may be provided in the near future.

4.4.7.12   Part 1 (d-e) and (f-g) seek to ensure the suitability of the accommodation in terms of its relationship with the surrounding environment and in terms of living standards. Development will be required to demonstrate how it meets these criteria. There are concerns regarding the 'studentification' (an over-concentration of student housing) of some areas which may have an impact on the amenity of existing residents. The issues are related to noise disturbance, over-crowding on public transport, or the loss of shops and services that meet the needs of longer term residents. Part (c) and (d) of the policy seek to address these concerns. Council will therefore assess proposals for student housing having regard to any existing concentrations in the area, and the wider housing mix in the community. Where the scale or concentration of student housing proposed is likely to harm the balance and sustainability of the community or otherwise harm local amenity, the Council will seek a range of mitigating measures.

4.4.7.13   Part (2) sets out criteria that the Council will use to assess net loss of student accommodation. The loss of student accommodation should not create additional pressure on the existing housing stock and the supply of new housing. As such the loss of student accommodation will only be supported where it can be demonstrated that it no longer serves a purpose or can be provided elsewhere.

4.5 Economy and Jobs

4.5.1 Introduction

4.5.1.1   Tower Hamlets has a thriving and diverse economy. The majority of businesses in the borough are small companies employing less than ten staff but at the same time some of the largest international financial and business service companies are concentrated in Canary Wharf and the City Fringe. The borough has also seen a growth in 'tech' and creative industries over the last few years, as well as businesses moving from more central areas of London to take advantage of cheaper rents. Current office employment space is concentrated around Canary Wharf and the 'City Fringe' in the western part of the borough, with the latter forming part of the Mayor of London's 'Tech City' and also includes Whitechapel which is part of 'Med City'. Around the Borough are smaller local and secondary offices, creative industries and industrial uses.

4.5.1.2   Employment space in the Borough has come under increasing development pressure though and legislative changes have broadened the scope of permitted development enabling change of use without a full planning application. Alongside this there has been a shift in the type of employment space that employers require. This pressure, along with outward-migration of businesses from more central areas, has meant that it is not just availability but also affordability of employment space that has become an issue for local businesses and start-ups.

4.5.1.3   The number of jobs in the borough is projected to increase significantly in future years – an additional 125,000 by 2031. The majority of this increase is likely to be office-based. Around 88% of the growth is expected to be focused within the Isle of Dogs and South Poplar Opportunity Area but a significant number of jobs are also expected to be delivered around the Borough, particularly the City Fringe. Therefore, supporting economic growth is a key element of the proposed vision for the Borough, and this section supports the provision of new employment space and protection of existing space to ensure that the Borough's needs are met and local people have access to a range of employment and enterprise opportunities.

The London Plan's Employment Projection (2011-36)

4.5.1.4   The London Plan 2015 does not set out a specific employment requirements including job numbers and square metres of floor space for the Borough as a whole. Notwithstanding, the Council's supports the delivery of the London Plan aspirations through the policies including sites allocations in this plan and the Council's emerging Growth Strategy and Town Centre strategies, which are anticipated to be published in late 2016 and early 2017. It should be noted that the London Plan does identity indicate employment capacity figures for the Borough's designated Opportunity Areas: City Fringe, Lower Lea Valley and the isle of Dogs and South Poplar. For the purposes of the new Local Plan the Council seeks to exceed this indicate targets. More information can be read in Chapter 5: Delivering Placemaking: Sub-Areas.

4.5.1.5 The latest London Labour Market Projections (2016) from the GLA concludes that Tower Hamlets is one of the central London Boroughs (such as Camden, City of London and Hackney) which has areas with established employment centres reaping agglomeration economies and so is likely to continue to be attractive to employers as a place in which to locate.

4.5.1.6 According to the GLA, the latest employment projection data shows that the number of jobs could grow from 285,000 to 410,000 in Tower Hamlets by 2031 [17]. This represents an approximate 30% increase over the new Local Plan period. This is by some way the largest growth figure in London, although it should be noted that jobs in the borough grew by 132,000 between 2000 and 2015 so therefore such projected growth could be considered realistic, so long as sufficient employment space is delivered to accommodate such growth.

Supply and Demand for Employment Sites

Offices

4.5.1.7 The Council's evidence [18] has found fragmented demand in the borough. Local businesses serving a local need, which tend to operate from older and cheaper premises, are finding themselves priced out of newer stock by firms moving from more central areas of London and able to pay more. The supply of older stock is itself coming under pressure from change of use. Meanwhile, around the Isle of Dogs and City Fringe employment space achieves rents beyond the traditional 'local market'. The borough has a pipeline of office land that is capable of meeting demand in terms of total floorspace and that is deliverable, but not necessarily to meet the actual needs of especially more local businesses and those requiring more 'affordable' units.

Industrial

4.5.1.8 There has been significant loss of industrial floorspace in the borough over the previous plan period, with release of such land exceeding benchmarks. Almost no new industrial floorspace is being provided anywhere in the borough, despite a market shortage and evidence of a viable market. There is a lack of supply of industrial land to support the forecast growth in industrial jobs.

4.5.1.9 This section relates to employment uses within the 'B' use classes. While other use classes create employment these are covered by other policy sections within the Local Plan.

4.5.1.10 This section contains the following policies:

- Strategic Policy EMP1 Investment & Job Creation
- Strategic Policy EMP2 Employment Locations
- Strategic Policy EMP3 Providing new employment space

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17 GLA Employment Projections, 2016:
   http://data.london.gov.uk/dataset/gla-employment-projections/resource/28282ee1-5555-4524-ab43-a5df725cac43
18 Draft Tower Hamlets Employment Land Review, 2016

- Policy EMP4 Protecting Employment
- Policy EMP5 Redevelopment within the Borough's Employment Areas
- Policy EMP6 Providing Affordable Workspace

4.5.2 Strategic Policy EMP1: Investment and Job Creation

Strategic Policy EMP 1

Investment and Job Creation

1. Development should seek to maximise and deliver investment and job creation in the borough, by:

    a. supporting and promoting the competitiveness, vibrancy and creativity of the Tower Hamlets economy;
    b. protecting the borough's global, national, regional and local economic roles in delivering jobs and supporting businesses;
    c. ensuring job opportunities are provided throughout the borough, and particularly within designated employment locations and town centres;
    d. ensuring the borough's residents have access to education and skills that will enable them to benefit from employment and enterprise opportunities; and
    e. ensuring that new employment space is completed to a standard conducive to facilitate immediate occupation and minimise long-term vacancy.

2. Development should promote the creation of a sustainable, diverse and balanced economy by:

    a. ensuring availability of a range of workspaces and unit sizes, including 'affordable workspace', start-up space, co-working space and 'grow-on' space as part of planning applications for mixed and employment uses; and
    b. working with affordable and shared workspace managers and providers to bring forward affordable and shared workspace proposals as part of development proposals.

Justification

4.5.2.1   EMP1 (1) describes how development should contribute to meeting the Council's objectives to support investment and job creation in the borough. Tower Hamlets has a diverse economy ranging from the globally-significant financial centre of Canary Wharf and the associated services required to support it (and the neighbouring City

of London) to creative and cultural industries, industrial uses, secondary offices and businesses meeting a very local need. Employment activities are distributed across the borough with specific locations supporting clusters of particular businesses or unit types. In order to protect and maintain the borough's function at different levels and to facilitate investment and job creation in the borough, particular areas of the borough will be designated as specific employment areas.

4.5.2.2 Part (1c) provides spatial guidance for the employment areas, for which locations, characteristics and development principles of designated areas are set out in Strategic Policy EMP2. Part (1c) also highlights that town centres are locations in which the Council supports non-retail employment uses. This is because town centres are located throughout the borough and are able to offer smaller spaces which meet the needs of businesses serving the local community.

4.5.2.3 Part (1d) acknowledges that access to education and skills development is vital for economic development, as it attracts businesses to invest in the borough and enables local people to benefit from opportunities that emerge. The provision of facilities for education and skills development is covered within the Social and Community Facilities section.

4.5.2.4 Part (1e) seeks to promote the provision of employment spaces that meet the needs of potential occupiers. In particular it aims to protect from long-term vacancy caused by new spaces being left as shells for which start-up costs are considerable, thus deterring interest from potential tenants. Such spaces are quite often subsequently converted to other uses having never been occupied, undermining policies which aim to maintain employment space and detracting from the visual appearance of the unit's surroundings.

4.5.2.5 As supported by London Plan policy 4.10, Part (2) of EMP1 supports the provision of a range of workspaces for SMEs and microbusinesses in the borough. This will have the dual benefit of supporting new and emerging economic sectors, and providing additional space for local SMEs and micro-businesses that provide employment for a significant proportion of the population of Tower Hamlets. The policy promotes provision of flexible and shared co-working space for start-up and grow-on businesses. Development incorporating a range of unit types and sizes of small business units will be encouraged, including where these are clustered within a single building and provide shared and networking facilities. Further detail on what constitutes 'affordable' workspace provision in the borough and particular requirements for shared workspaces will be guided by the Council's Economic and Development team.

Policy Implementation

4.5.2.6 To address EMP1(1) the Council will work with applicants through the pre-application process to ensure that proposals are consistent with the needs and character of their locations, while addressing policies set out elsewhere within this section and the wider Local Plan. In particular, new units should be completed to a standard suitable for

immediate occupation by potential users. For example, within office developments, this would include high-speed broadband connectivity whereas industrial units would be expected to provide double-height units with appropriate access.

4.5.2.7   EMP1 (2) acknowledges that employment demand and provision comes in different forms and models, seeking a mixture of employment space to meet different needs. Developments should address the most up-to-date requirements as part of pre-application discussions, which will be informed by the Council's emerging Growth Strategy. The Council will particularly welcome proposals which demonstrate co-operation with recognised workspace providers, for which the Council holds an approved list. Opportunities for the long-term management of new units by a company specialising in flexible and affordable workspace provision should be fully explored as part of the planning application process and may be secured in the long term through planning conditions.

4.5.3 Strategic Policy EMP2: Employment Locations

Strategic Policy EMP 2

Employment Locations

1.   Development is required to respect the following guidance and policies set out for the borough's employment provision, which is categorised below:

a.   Preferred Office Locations (POL)

   i.   POLs are employment areas with high concentrations of economic activity. They predominantly consist of offices, and are most suitable for buildings with large floor-plates. They have high levels of accessibility and provide, or could provide, significant numbers of jobs. They are unsuitable for housing or any other use which could undermine their function.

   ii.   The borough's POLs are located at:

   - Aldgate
   - Bishopsgate Road Corridor
   - Canary Wharf
   - Around Tower Gateway South
   - Around Tower Gateway West

b.   Strategic Industrial Locations (SIL)

   i.   SILs play an important sub-regional industrial, warehousing and waste management role serving not just the Borough but other parts of central London. Housing is not suitable in the SIL due to potential conflict with existing and future industrial uses. The SIL should be safeguarded and intensified.

   ii.   The borough's SIL is located at:

- Empson Street

c. Local Employment Locations (LEL)

   i. LELs are areas of high accessibility that provide or could provide significant capacity for employment accommodation meeting secondary, local or specialist employment needs, and to support the needs of start-ups, SMEs and creative and digital industries.
   ii. The borough's LELs are located at:

- Blackwall, which provides secondary large floorplate offices, smaller units suitable for SMEs and data centres which support the needs of Canary Wharf and the City of London.
- Cambridge Heath, which provides a range of office, industrial and studio workspaces meeting the needs of businesses serving a more local need, start-ups, SMEs and creative industries.
- Tower Gateway East, which provides a variety of units supporting both local need and the needs of businesses within surrounding POLs and the City of London.
- Whitechapel, which provides small office spaces meeting local needs alongside a significant and growing bio-tech and life sciences sector, creative industries and growing demand from an eastwards expansion of the City.

d. Local Industrial Locations (LIL)

   i. LILs provide important areas of light-manufacturing, light-industry and warehousing to meet a more local need and provide local employment opportunities, as well as to support the needs of the global business centres of Canary Wharf and the City of London.
   ii. The borough's existing LILs are located at:
   iii. Blackwall Trading Estate
   iv. Gillender Street
   v. Poplar Business Park
   vi. The Highway
   vii. Thomas Road

e. Designated town centres

   i. The borough's designated town centres provide opportunities for small-scale offices, typically located above retail units, which particularly meet the needs of businesses serving local communities. The Central Activities Zone (CAZ), Tower Hamlets Activity Areas (THAA), District town centres and larger

Neighbourhood town centres also provide opportunities for purpose-built office buildings with ground-floor retail uses.

f. Non-designated employment sites

i. These are sites in employment use throughout the borough, outside the designated employment areas described in parts a to d or designated town centres. They may be located either individually or as part of a small cluster. Cumulatively they provide significant floorspace and jobs across a variety of sectors.

Justification

4.5.3.1 EMP2 (1) sets out the characteristics and development principles of the borough's employment areas. A spatial designation helps to ensure successful and sustainable local and sub-regional economies, promoting and facilitating a range of employment spaces to meet the needs of different types of occupiers. This spatial understanding enables the Council to identify and designate locations suitable for different types of employment. In applying this understanding to the location of primary and large floorplate office space, suitable areas for Preferred Office Locations include Canary Wharf and areas of the City Fringe because of the existing context, infrastructure, and concentration of activity and high levels of accessibility.

4.5.3.2 There is also a particular need to identify and protect industrial land as release of such land in the borough in recent years has been higher than previously planned for, meaning that there is high demand for this type of space. Remaining clusters of industrial floorspace have been identified, at Blackwall Trading Estate and Thomas Road [19] and alongside existing designated sites which would be retained under existing designations.

4.5.3.3 In addition, with an increased demand for secondary office space across the borough, a number of areas have been identified as suitable locations to accommodate this demand, as they have relatively high public transport accessibility levels. These areas can support specialist sectors including the research, medical, innovation and knowledge sectors, as can be seen at Whitechapel. Broadly these proposed designations are aligned with the previous 'Local Office Locations', although it is proposed that these are renamed to Local Employment Locations to reflect that these areas meet employment needs other than simply as offices. A new area has been proposed under that designation at Cambridge Heath [20] with deletion of the existing designation at Mile End.

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19 Paragraphs 6.181 & 6.184, Draft London Borough of Tower Hamlets Employment Land Review (2016),
20 Paragraph 6.130, Draft London Borough of Tower Hamlets Employment Land Review (2016)

4.5.3.4 The previous approach of POLs, as not being appropriate locations for housing is being maintained with the GLA's CAZ SPG (which includes the Isle of Dogs) supporting this approach,

4.5.3.5 The Council is keenly aware of its responsibility to protecting and enhancing the 'world city' finance and business status of the City Fringe CAZ and Canary Wharf. In advance of the new London Plan, the Council considers it critical to adopt a 'hold the line position' in relation to office use. As a result, the Preferred Office Location policy in relation to these areas is retained. Residential use is therefore not considered appropriate within the 'commercial core'.

4.5.3.6 The position on safeguarding the SIL and residential use being unsuitable is maintained due to the potential for residential use to conflict with the core industrial function in the designation and potential reverse sensitivity issues.

Policy Implementation

4.5.3.7 Applicants should ensure that proposals meet the principles set out in this policy, and refer to further more detailed policies for the different employment locations that follow.

4.5.4 Strategic Policy EMP3: Provision of New Employment Space

Strategic Policy EMP 3

Provision of New Employment Space

1. Development of new employment floor space will be encouraged, particularly within the designated employment areas.

    a. Outside of designated employment areas, new employment space will be directed to the following locations:

        i.   the CAZ and Tower Hamlets Activity Areas
        ii. designated town centres, subject to the requirements of TC8.1
        iii. at concentrated nodal points along major routes

    b. New employment space will only be considered at other locations to those specified in part 1(a) if:

        i.   it can be demonstrated that there is a reasonable prospect of occupancy;
        ii. the employment use would contribute towards integrated place making;

      iii.   the area forms part of a cluster of similar employment uses;

      iv.   and/or the employment space is being provided as part of a temporary use.

    c.   Within the Whitechapel LEL, new development should provide high-quality flexible workspace designed to meet the needs of the growing biotech cluster, research and development space, flexible workshop space and units to meet the needs of other SMEs and creative businesses.

2.   Development of employment and residential use in the same self- contained unit (i.e. live-work and work-live) will not be supported.

Justification

4.5.4.1   Policy EMP3 (1) encourages the provision of additional employment floorspace to meet demand and contribute to delivering the proposed vision for Tower Hamlets. Where new provision is proposed it must be located in the most viable locations to avoid long-term vacancy or subsequent conversion. To reduce the likelihood of this situation a spatial approach has been taken as set out in the policy. Part (1a) directs new provision firstly to locations of highest activity, accessibility and visibility, and then only to other locations if the applicant can demonstrate a reasonable prospect of occupancy (part b). Part (1c) recognises the particular demands for different types of spaces unique to the Whitechapel LEL to support its 'Med City' role alongside a growing creative sector and existing local SMEs.

4.5.4.2   It has been found that numerous permissions for live-work units have not been used for that purpose, instead being used entirely for residential use and this often not being officially consented through the planning system. Therefore it is not considered that there is a need for such accommodation and any such proposals would not be supported as articulated by EMP3 (2).

Policy Implementation

4.5.4.3   As a first priority, new employment space should be located within the designated employment areas. To facilitate employment opportunities across the borough, proposals will also be welcomed outside of the designated employment areas, particularly within the CAZ, Activity Areas, town centres and major routes (those locations with the highest level of accessibility and other commercial activity). For the purposes of EMP3(1a)(ii) major routes are considered to include the A11 (Bow Road/Mile End Road), A12, A13 (Commercial Road/East India Dock Road, A107 (Cambridge Heath Road), A1203 (The Highway), A1205 (Burdett Road/Grove Road), A1208 (Hackney Road), A1209 (Bethnal Green Road), A1261 (Aspen Way), or along other non-'A' roads if it can be demonstrated that there is a high level of footfall, accessibility and visibility.

4.5.4.4 Part (1b) of EMP3 is to safeguard from long-term vacancy, therefore proposals outside of the areas referenced in part (1a) would be expected to demonstrate through a detailed marketing strategy that the anticipated asking rents/purchase price for the space would be appropriate to the location (according with indicative figures held by the Council) or that an occupier for the space has been secured. This part of the policy also facilitates temporary employment units which can, for example, activate spaces that would otherwise remain redundant in advance of more permanent development.

4.5.4.5 Part (1c) recognises and supports the Whitechapel Vision (2015), which is to expand the Mayor of London's 'Med City' in Whitechapel Masterplan area, and that the area is increasingly valued by SMEs and creative industries moving away from the City and West End. Applicants should demonstrate that proposed employment space in that area both individually and cumulatively contributes to providing the range of spaces required.

4.5.4.6 Both Part (1b) and (1c) should be considered alongside Chapter 5: Delivering Placemaking.

4.5.5 Policy EMP4: Protecting Employment

Policy EMP 4

Protecting Employment

1. Development resulting in the net loss of office floor space in Preferred Office Locations (POLs) or industrial B Use Class floor space in Local Industrial Locations (LILs) and Strategic Industrial Locations (SILs) will not be supported.

2. Development should not result in the loss of employment floorspace outside of the designated employment areas cited in EMP1 (1a-1d).

    a. Development that results in the loss or reduction of employment floorspace within Local Employment Locations (LELs), within designated town centres and at non-designated employment sites :

        i.   provide evidence of active marketing over a period of at least 24 [21] months at a reasonable market rent which accords with indicative figures held by the Council; or
        ii. satisfy the Council that the site is genuinely unsuitable for continued employment use due to its condition, reasonable options for restoring the site

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21   Paragraph 8.92, Draft London Borough of Tower Hamlets Employment Land Review (2016)

to employment use are unviable, and that alternative use would be beneficial to the location.

b. Development that results in the loss or reduction of employment floorspace within Local Employment Location (LELs) is required to also satisfy the following additional requirements :

    i. alternative employment uses have been considered for the site and it can be demonstrated that these would not be viable; and

    ii. the loss of employment floorspace would not compromise the operation and viability of the wider LEL.

Justification

4.5.5.1   EMP4 (1) and (2) describe the criteria that must be addressed to consider the loss of employment space, which accords Key Objective 1 of the proposed Vision. The previous position of no loss of floorspace within the POLs, SILs and LILs is maintained. This is essential to ensure the viability of those locations for employment, and also in the case of the SILs and LILs to maintain supply of industrial land in the borough as this has come under particular pressure as the Employment Land Review (ELR), 2016 has recognised a shortage of such space, and there are strategic implications on the ability of Canary Wharf and the City of London to function as international business locations without supporting services provided from such locations.

4.5.5.2   EMP4(2a)(i) has sought to increase the previous 12 months marketing period to 24 months in order to prevent additional loss of existing employment space which has a higher demand than supply.

4.5.5.3   Emerging evidence from the London Industrial Land Supply and Economy Study (2016) indicates that the release of industrial land in London has now far exceeded the original targets envisaged in 2012. Therefore, it is considered that the Local Plan will need to put more emphasis on strengthening the protection of the existing industrial land to reflect the evidence base.

Policy Implementation

4.5.5.4   Proposals involving the loss of industrial land that are located outside the SIL or LILs will be considered on a site-by-site basis by applying policy EMP4(2).

4.5.5.5   To satisfy EMP4 (2a) (i) the applicant should outline where and how marketing has been undertaken, with details also provided to demonstrate that the asking rent has been at a realistic rate. Such information should accord with indicative guidance held by the Council and which is regularly updated. It would be expected that the site has been actively marketed including appearing on local and national commercial property websites and visible display boards being displayed at the site. Applicants should

provide the Council with a report detailing the level of interest in the property over the 24 month period, details of any viewings and offers, and details of why any interest had not been taken forward. It is recognised though that in some cases requiring 24 months marketing evidence may be counterproductive to enhancing local character if the condition of the property is such that attempting to let it would be unrealistic. In such cases the applicant should submit a detailed report on the history and condition of the property to robustly justify why marketing evidence should not be required and that reprovided employment space as part of redevelopment would not be viable.

4.5.5.6   For EMP4 (2b)(i), due to the mixed employment nature of the LELs applicants should prove that the site or unit is unsuited to continued employment use in any form, for example that a B1(a) office couldn't be used for light manufacturing or research and development.

4.5.6 Policy EMP5: Redevelopment within the Borough's Employment Areas

Policy EMP 5

Redevelopment within the Borough's Employment Areas

1.   The redevelopment of Local Industrial Locations (LILs) to include non-employment uses will only be supported if the existing industrial B Use Class floor space is re-provided on-site and where:

   a.   the proposed non-employment use is compatible with existing industrial uses at the site;
   b.   the proposed non-employment use does not jeopardise the function and viability of the LIL;
   c.   separate access and servicing is provided for employment and non-employment uses;
   d.   employment units are completed to a standard which would facilitate immediate occupation; and
   e.   a range of high quality flexible working spaces are provided, meeting the needs of Small and Medium Enterprise (SMEs).

2.   The redevelopment of Local Employment Locations (LELs) to include non-employment uses will only be supported if the existing level of employment floor space is re-provided on-site in accordance with Policy EMP2 and where it:

   a.   is compatible with other uses proposed at the site;
   b.   provides separate access and servicing for commercial uses and residential uses;

    c.   provides high-quality flexible workspace designed to meet the needs of the growing biotech cluster, research and development space, flexible workshop space and units to meet the needs of other SMEs and creative businesses within the Whitechapel LEL;

    d.   provides a range of units to meet the needs of SMEs and capable of supporting B8 uses such as data storage within the Blackwall LEL;

    e.   provides a range of units including ground-floor units capable of accommodating 'industrial retail' within the Tower Gateway East LEL; and

    f.   provides a range of units including industrial floorspace, SME space and studios to meet the needs of creative industries within the Cambridge Heath LEL.

3.   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.

Justification

4.5.6.1   EMP5(1) and (2) seeks to strike an appropriate balance between employment and other uses, particularly residential. This is to ensure that the employment function of LELs and LILs is maintained.

Policy Implementation

4.5.6.2   EMP5(2)(c-f) provide guidance as to the types of spaces that are appropriate within each LEL to maintain their function, and should be applied on a case-by-case basis considering other proposals in the area to ensure that a mix of appropriate unit types are provided.

4.5.6.3   EMP5(3) encourages the retention of employers and jobs in the borough, however it is recognised that in some cases it may be beneficial for the business themselves to move to another location. This part of the policy will therefore be applied flexibly on a case-by-case basis, but is applicable to all types of application that may result in business displacement and not exclusively within designated employment areas.

4.5.7 Policy EMP6: Providing Affordable Workspace

Policy EMP 6

Providing Affordable Workspace

1.   Where employment floorspace is to be provided as part of major commercial and mixed-use schemes, 10% of the employment space provided should be affordable workspace.

2.   The redevelopment of existing affordable or low value employment floorspace should re-provide such floorspace at below-market rents with existing businesses given first priority for the re-provided space.

Justification

4.5.7.1   The draft Employment Land Review has identified that rents in the borough have been rising as businesses move further east from the City. This has meant that many businesses, particularly those serving a more local market within the borough, are struggling to access employment space. High rents are also a disincentive for entrepreneurs and start-ups locating in the borough. Along with the London Plan which encourages a range of workspaces in terms of size, type and cost, it is important to ensure that affordable workspace is available within the borough. A definition of affordable workspace will be provided in the Council's emerging Growth Strategy.

Policy Implementation

4.5.7.2   To address EMP6(1), the applicant should submit evidence of agreement to lease at least 10% of the employment floorspace within the proposal, subject to viability, at less-than-market-level rent. Applicants would be encouraged to demonstrate that they are working with a recognised affordable employment space provider.   If on-site provision is not possible, financial contributions for equivalent off-site provision will be sought.

4.5.7.3   To satisfy part (2), should a new occupier be sought the applicant should provide information to justify their approach which might include a statement from the existing business should their needs be better met elsewhere, or provide information as to why it would be inappropriate for the existing business to return following redevelopment.

4.6 Town Centres

4.6.1 Introduction

4.6.1.1   Town centres form an important part of the borough's distinct identity and character, acting as anchors for local areas with a mix of uses and activities that draw our Borough's diverse communities together. The borough's town centres themselves vary in appearance, nature and scale. The proposed Vision for Tower Hamlets seeks to promote the borough's town centres and markets through strengthening their role.

4.6.1.2   As articulated within the GLA's Town Centres Supplementary Planning Guidance, town centres are increasingly being used as hubs for leisure, social and community activities in addition to shopping, and also provide significant opportunities for offices and housing. Additionally, outside of town centres there are other areas of commercial and leisure activity, local shops and individual stand-alone units which have a role in supporting the borough's needs.

4.6.1.3   In recent years changes to the General Permitted Development Order (GPDO) have enabled change of use between town centre uses. The policies within this section have been drafted to ensure that should any Article 4 directions be brought forward to remove such permitted development to respond to local conditions, an appropriate framework would be in place to properly consider any change of use applications that come forward.

4.6.1.4   The policies contained within this section are largely informed by the emerging evidence base studies the Draft Tower Hamlets Town Centre Retail Capacity Study (2016). Further guidance on individual town centres will also be provided by Town Centre Vision Strategies which will be progressed subsequent to publication of this draft Local Plan.

4.6.1.5   This section contains the following policies:

- Strategic Policy TC1 The Town Centre Hierarchy
- Strategic Policy TC2 Protecting and Enhancing Our Town Centres
- Policy TC3 Protecting and Enhancing Retail in Our Town Centres
- Policy TC4 Managing and Supporting Retail Outside Our Town Centres
- Policy TC5 Financial and Professional Services
- Policy TC6 Food, Drink, Entertainment and the Night-time Economy
- Policy TC7 Short-stay Accommodation
- Policy TC8 Offices within the Town Centre
- Policy TC9 Markets

4.6.2 Strategic Policy TC1: The Town Centre Hierarchy

Strategic Policy TC 1

The Town Centre Hierarchy

1. Development is required to support the role and function of the borough's Town Centre Hierarchy and provision of town centre uses in accordance with the principles set out in Table 1.

2. Development is required to respect the principles set out in Table 1 along with the specific guidance and policies set out for each layer:

    a. Central Activities Zone (CAZ)

        i.   The continued enhancement and promotion of the CAZ including the potential for residential development on upper floors outside of the Preferred Office Locations (POL) will be supported.

    b. Major Centre

        i.   The borough's Major town centre is located at Canary Wharf, which is also a key global employment centre and one of the borough's Preferred Office Locations (POL).
        ii. Within the Major Centre the provision of a high proportion of comparison retail compared to convenience is encouraged, as is the provision of leisure and civic functions.
        iii. The important role of Canary Wharf as the borough's major centre and an important public transport interchange will be promoted.
        iv. The improvement of local accessibility to Canary Wharf will be supported.
        v.   The continued growth of Canary Wharf will be promoted to support future re-designation as a Metropolitan Centre.

    c. Tower Hamlets Activity Areas (THAA)

        i.   A mix of uses within the THAA will be supported.
        ii. Development proposals should be mixed-use schemes with active uses at ground floor level with residential or employment space on upper floors.
        iii. Key anchor uses, such as supermarkets and civic uses, will only be allowed within the town centre boundaries of the Activity Areas.

    d. District Centres

        i.   The borough's District town centres are at the following locations:

            *   Bethnal Green Road
            *   Brick Lane

- Chrisp Street
- Crossharbour
- Roman Road West
- Roman Road East
- Watney Market
- Whitechapel

ii. The borough's District centres will be promoted as vibrant hubs for the local community, containing a wide range of shops and services to meet the needs of local communities and attract visitors from further afield.

iii. A new civic hub for the borough will be directed to Whitechapel District centre, with further guidance on supporting infrastructure and appropriate ancillary uses provided in the Whitechapel Vision Masterplan SPD.

e. Neighbourhood Centres

i. The borough's Neighbourhood town centres are at the following locations:

- Aberfeldy Street
- Ailsa Street
- Barkantine Estate
- Ben Jonson Road
- Burdett Road South
- Cambridge Heath
- Columbia Road
- Devons Road
- Limehouse
- London City Island
- Mile End
- Poplar High St
- Redchurch Stree
- Salmon Lane
- South Quay
- Stepney Green
- Stroudley Walk
- Thomas More
- Wapping Lane

ii. Enhance existing Neighbourhood centres and ensure that they provide a range of shops including essential uses and social and leisure facilities to meet the needs of their local catchments.

f. Neighbourhood Parades

i. Designate the following as Neighbourhood Parades:

- Bow Road
- Burslem Street
- Caspian Wharf
- Castalia Square
- Cleveland Way
- Manchester Road
- Mile End Road
- St James's Avenue / St Pauls Road
- St Leonards Street
- St Pauls Way
- Westferry Road
- West India Dock Road/Pennyfields

ii. Ensure that Neighbourhood Parades are protected to meet the needs of their local catchments.

g. Other non-designated locations

i. The retention of existing retail uses will be supported where need remains. New retail uses will be considered only where they are of a 'local' scale and designated town centres would not be undermined, subject to the requirements of other polices.

Table 5 The Town Centre Hierarchy

The Town Centre Hierarchy consists of the following, with boundaries outlined on the Proposals Map:

Central Activities Zone (CAZ)

The Central Activities Zone forms London's "vibrant centre and one of the world's most attractive and competitive business locations" [22] . It contains key areas for employment, retail, leisure, culture, tourism as well as housing.

Major Centres

Major Centres are defined by the London Plan as containing over 50,000sqm of retail and leisure floorspace with a borough-wide catchment area.

Tower Hamlets Activity Areas (THAA)

22   Greater London Authority https://www.london.gov.uk/what-we-do/
     planning/implementing-london-plan/supplementary-planning-guidance/central-activities-zone#Stub-160725

The THAAs provide areas of transition between the scale, activity and character of the CAZ and Canary Wharf Major centre and their surrounding places.

District Centres

District Centres generally meet more local needs, with catchments of around 800m and provision of convenience goods and services. Typically they will contain 10,000-50,000sqm of retail, leisure and service floorspace, and may have specialist functions. They have high levels of accessibility. They are also generally suitable locations for housing and employment.

Neighbourhood Centres

Neighbourhood Centres contain clusters of retail and services to meet the needs of a more local catchment. They will typically contain at least sixteen units. Units are predominantly of a small scale, with convenience supermarkets of around 500sqm tending to be the largest occupants. Larger Neighbourhood Centres may also have particular specialist functions, and can be appropriate for some leisure and night-time economy uses.

Neighbourhood Parades

Neighbourhood Parades are small clusters of convenience retail and other local services, typically containing between four and fifteen units. They tend to cater to a more immediate convenience need for surrounding residents, complementing rather than competing with the borough's provision of retail and services further up the hierarchy. They tend not to be appropriate for leisure and night-time economy 'destination' uses, but may have some small-scale social provision such as community centres or community public houses.

Other Non-designated Locations

There are many existing town centre uses located outside of the CAZ, Activity Areas and designated town centres. These might be single isolated units or within part of a cluster of commercial uses. They tend to meet a very local immediate convenience retail need, offer a niche service for which location within a higher value area is not required, or support a particular neighbouring use.

Justification

4.6.2.1   The government requires local planning authorities to define a network and hierarchy of centres which are resilient to anticipated future economic changes in the Local Plan (Paragraph 23 of the NPPF). Key Objective 1 also seeks to strengthen the role of town centres to ensure they contain a diverse mix of uses including local shops and services. The Council's previous definition of the Town Centre Hierarchy and guidelines (Core Strategy 2010 [23]) for each level have been taken forward, with further detail added to outline the type of development and mix of uses that are appropriate at each level.

23   See LBTH Retail & Leisure Capacity Study, Roger Tym & Partners (2009)

4.6.2.2   The identification and designation of a further layer of the hierarchy has been proposed - Neighbourhood Parades. This layer is recognised within the London Plan and would help to mitigate the impact of change of use, especially to residential use, through the GPDO. This would be achieved by such a designation formalising the importance to local communities of small parades of shops meeting immediate convenience needs. This would help to justify refusal of Prior Approval notifications on the grounds of undermining shopping provision. On the basis of introducing this additional layer into the hierarchy it is proposed that the existing neighbourhood centres at Manchester Road and Westferry Road are re-designated as Neighbourhood Parades. This is because their size and character are more aligned with the definition set out for Neighbourhood Parades. [24]

4.6.2.3   It is also proposed that five new Neighbourhood Centres are designated in the following locations: Ailsa Street, Burdett Road South, London City Island, Redchurch Street and South Quay. The designation of these new Neighbourhood Centres reflects existing mixed-use activity and/or responds to population growth. The proposal for Burdett Road South reflects existing mixed-use activity at that location along with forthcoming development within the vicinity. The proposal for South Quay reflects the aspiration within the South Quay Masterplan to create a 'high street' environment along Marsh Wall; with the anticipated level of population growth coming forward in that area there would be a need for convenience retail and other local services to meet immediate convenience needs. Such provision would complement rather than compete with the adjacent Major town centre at Canary Wharf. The proposal for a Neighbourhood centre at London City Island reflects the level of development coming forward in that part of the borough and it being relatively isolated from existing services. Similarly, a designation for Ailsa Street would recognise the need for shops and services in that location to support future development potential given its comparative detachment from existing centres.

4.6.2.4   The aspiration within the London Plan to re-designate Canary Wharf as a Metropolitan Centre has been recognised. These policies set guidelines to help facilitate and support such re-designation. Whitechapel is a District Centre however the opening of Elizabeth Line in 21019 may see it develop potential to be redesigned as a Major Centre before the end of the Local Plan period. Such growth in Whitechapel to enable re-designation would include delivery of a new Civic Hub, a further increase in employment space and increased retail space with a relatively high proportion of comparison goods relative to convenience goods. The Annual Monitoring Report (AMR) will monitor the development of the town centre and will identify the need for the policy to be reviewed closer to this time if appropriate.

Policy Implementation

4.6.2.5   Applicants would be expected to demonstrate that proposals accord with the guidelines set out through this policy for each level of the town centre hierarchy as appropriate, as well as any place-based guidance elsewhere within the document. This could include

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24   Paragraphs 22.86-22.88, Draft Town Centre Retail Capacity Study (2016)

providing assessments of the mix of uses within the town centre as a whole or within a reasonable radius where outside of designated centres, outlining how the proposed use would contribute to the area's function and that it positively enhances the town centres viability and vitality.

4.6.2.6   Within the CAZ, applicants should primarily refer to London Plan policy and the CAZ Supplementary Planning Guidance (2016) (SPG). In line with the London Plan and its SPG, residential use is considered not appropriate within the Preferred Office Locations (POL), as this has the potential to undermine the commercial function of those areas where the POL also applies.

4.6.2.7   Within and around the Canary Wharf Major centre, new development will be expected to demonstrate that it maximises the potential to enhance movement and connectivity to and through the area, in particular improving links between Canary Wharf and surrounding areas to the north and south.

4.6.2.8   Anchor uses are considered to be larger units that have particular attraction, drawing custom in from a wider area than may otherwise be the case for town centres or commercial clusters of similar size. The presence of such an 'anchor' also benefits the wider town centre and the uses within. For the purposes of TC1.3c, 'anchor use' refers to proposals above 700sqm. This is, for example, larger than typical convenience-format supermarkets.

4.6.2.9   Where change of use is proposed within Neighbourhood centres and Neighbourhood Parades, applicants should demonstrate through an assessment that the remaining mix of uses is sufficient to allow the centre to continue to meet the needs of nearby communities and that change of use would not lead to the undermining of the designated centre.

4.6.2.10   The Council is in the process of preparing a new Town Centre Strategy. This will provide a vision for the designated town centres to help manage how they function in the future. A draft of this document is expected in late 2016.

4.6.3 Strategic Policy TC2: Protecting and Enhancing Our Town Centres

Strategic Policy TC 2

Protecting and Enhancing Our Town Centres

1.   Development contributing to the delivery of new retail and leisure floorspace within designated Major, District and Neighbourhood town centres to meet identified demand will be supported.

2.   Development is required to contribute positively to the function and viability of the borough's designated Major and District town centres in accordance with defined primary and secondary frontages on the Proposals Map.

    a. **Primary Frontages** define the primary shopping areas of the borough's Major and District centres.

        i. Proposals that contribute to achieving 60% of units within the primary frontages to be within A1 retail use will be encouraged.

        ii. The primary frontages are also suitable locations for non-A1 retail uses that contribute to the vitality of the town centre including cafés, restaurants, and drinking establishments.

        iii. Hot food takeaways, betting shops and payday loan shops are not considered suitable uses in the primary frontage.

    b. **Secondary Frontages** define locations within the designated Major and District town centres which provide opportunities for a greater diversity of uses including non-retail uses which support the overall function of the town centre.

        i. Within the secondary frontages the proportion of ground floor units within A1 retail use should not fall below 40%.

    c. Non-designated frontages within designated Major and District town centres, are more peripheral locations within the town centre, here there is no minimum threshold for A1 retail use. Proposals for financial and professional services (A2), employment uses ('B' use classes) and community uses will be particularly supported in these locations.

    d. Within the borough's Neighbourhood Centres and Neighbourhood Parades there are no designated frontages, but to ensure sufficient provision of local services the proportion of units within A1 retail use should not fall below 40% of all units within the designated centre.

3. The scale and type of development within town centres is required to be consistent with the hierarchy, scale and role of each town centre. This will be achieved by:

    a. Ensuring town centres are active, well-used and safe during day and night through appropriate uses, good design and high quality public realm;

    b. Encouraging evening and night time economy uses that contribute to vibrancy, inclusiveness, economic vitality and viability and complements existing activities;

    c. Promoting mixed-use and multi-purpose town centres with a mix of unit sizes and types to assist in the creation of vibrant centres that offer a diversity of choice, and meet the needs of communities;

    d. Facilitating the cultural and leisure sector in our town centres by supporting multifunctional, diverse and inclusive venues and promoting associated uses; and

    e. Promoting and focusing street markets in town centres by supporting their growth and recognising their role in adding retail variety, promoting local enterprise and contributing to local character.

Justification

4.6.3.1 In line with the NPPF, the Council has sought to define and designate primary and secondary frontages within the Major and District town centres. This better allows identification of the primary shopping areas within those town centres to facilitate policies which support the vitality and viability of the town centres.

4.6.3.2 It is proposed that 60% of units within the primary frontages and 40% of units within secondary frontages should be within A1 retail use. This helps to maintain a concentration of retail (A1) to act as the dominant use and core function of the town centre, and to reinforce its overall vitality and viability. These areas of the town centres will have the highest levels of activity and footfall; therefore it is also appropriate to locate uses to these areas which enhance the character and attractiveness of the town centre as a place to visit and to improve the health and wellbeing of local people. These would be considered to include cafés, restaurants, drinking establishments, banks and building societies. Other uses would be appropriate on upper floors within the primary frontages.

4.6.3.3 Within the secondary frontages, a wider mix of uses is supported therefore a lower minimum threshold for A1 retail use is appropriate. Although these areas do not form part of the primary shopping areas they do still contribute to the overall vitality and viability of the town centre offer. Therefore, it would not be appropriate for 'clusters' of uses with negative impacts on health and wellbeing of the town centre, to form in these or any other locations.

4.6.3.4 Where there are undesignated frontages within the Major and District town centres, these are areas that contribute to the overall offer of the town centre but have more tertiary (such as small offices, wholesalers, and storage) or community functions with little if any retail use.

4.6.3.5 A minimum proportion of 40% of units within Neighbourhood Centres and Neighbourhood Parades to be within A1 retail use has been put forward for consistency with the secondary frontages of larger centres.

4.6.3.6 To support TC2(2) the Council undertook an assessment of retail and leisure floorspace needs for the borough's designated town centre [25] . This identified a cumulative need for 2,033sqm of convenience retail floorspace and 1,963sqm of comparison retail floorspace across the borough's neighbourhood town centres. For the Major and District centres, a need was identified for 4,061sqm convenience retail and 4,627sqm of comparison retail. A total of eight additional cinema screens are required in the borough across the plan period.

4.6.3.7 The Council's evidence for the previous Local Plan highlighted that the design, accessibility and layout of town centres has an important impact upon their success, and in turn the health and wellbeing of local people. Therefore it is proposed that

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25   Draft Tower Hamlets Town Centre Retail Capacity Study (2016)

previous Core Strategy policy SP01 (2) is largely retained as TC2 (3). In particular, part (c) is important in ensuring that town centres offer a range of unit sizes and types to meet the needs of different occupants.

Policy Implementation

4.6.3.8 Developments should utilise the most recent information available to justify that proposals for change of use from A1 use within the primary and secondary frontages would accord with the minimum percentage figures set out by TC2(1). The type of use proposed within primary and secondary frontages should accord with the guidelines for appropriate uses within those areas. The Council will monitor the mix of uses within the borough's designated town centres on an annual basis as part of the Council's Annual Monitoring Report (AMR). A monitoring framework is included in chapter 6 of the Local Plan.

4.6.3.9 Developments proposing additional retail floorspace will be particularly welcomed where they contribute towards the figures outlined in TC2(2). Where new retail or leisure floorspace is proposed beyond those figures, the applicant would be expected to demonstrate that a demand does exist for such floorspace and that it would not detrimentally harm the viability of existing floorspace and nearby town centres.

4.6.3.10 To satisfy part c of TC2(3), applicants would need to demonstrate that development proposals would not lead to an over-supply of particular unit types by demonstrating that there is a range of unit types across the wider town centre, and that there is a need for the type of unit being proposed.

4.6.4 Policy TC3: Protecting and Enhancing Retail in Our Town Centres

Policy TC 3

Protecting and Enhancing Retail in Our Town Centres

1. The vitality and viability of the borough's designated town centres and the primary and secondary frontages within them will be promoted by:

    a. protecting A1 units, unless it can be demonstrated that:

    i. the loss of A1 units would not result in the overall level of A1 units falling below the proportions set out within TC2.1; and

    ii. 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).

b.   protecting A1 floorspace by:

    i.   resisting proposals that would result in the reduction of retail trading floorspace within primary frontages; and

    ii.   requiring robust demonstration that appropriate width and depth of floorspace would remain for town centre uses, and that the existing level of floorspace genuinely cannot be maintained where reduction of floorspace is proposed elsewhere within designated town centres

Justification

4.6.4.1   Previous evidence requirements for the loss of retail units have largely been retained through TC 3 (1). This is to ensure that proposals for change of use can be properly considered, especially if the Council brings forward Article 4 directions removing Permitted Development enabling change of use to other retail and commercial uses. To maintain the integrity of the identified primary frontages as primary shopping areas a higher minimum proportion of A1 retail has been applied in those areas compared to the previous 50% figure (60% is proposed). Within the secondary frontages it is proposed that the minimum proportion of units to be A1 retail is reduced to 40% of all units which recognises the more mixed-use nature of such areas. Although the Council acknowledges that the changing nature of town centres and consumer demands can mean less need and demand for retail space in some locations, it should be demonstrated that continued A1 retail use is genuinely unviable therefore previous evidence requirements where the loss of A1 retail is proposed have been maintained.

4.6.4.2   Concern was raised during public consultation regarding the viability of town centres through shrinkage of existing units. Previous policy referred only to loss of units rather than reduction in floorspace, therefore it is proposed that policy is brought forward to also make sure that any negative impact on the town centre from shrinkage is properly assessed.

4.6.4.3   It is acknowledged that the Council's ability to manage change of use from A1 retail is compromised by the General Permitted Development Order; therefore the Council will explore the feasibility of implementing Article 4 directions within town centre locations to ensure that appropriate levels of A1 retail can be maintained and proposals for change of use properly assessed.

Policy Implementation

4.6.4.4   For the purposes of this policy, the loss of A1 refers to loss of units as well as any reduction in floorspace.

4.6.4.5   The Council will monitor the mix of uses within the borough's designated town centres on an annual basis as part of the Council's Annual Monitoring Report (AMR). As part of the development management process developments may wish to conduct similar studies themselves to justify that proposals for change of use would not result in the proportions of A1 units within the primary and secondary frontages falling below the proportions set out.

4.6.4.6   To satisfy TC3 (1a) (iii), the applicant should outline where and how marketing has been undertaken, with details also provided to demonstrate that the asking rent has been at a realistic rate. Such information should accord with indicative guidance held by the Council and which is regularly updated. It would be expected that the site has been actively marketed including appearing on national commercial and retail property websites.

4.6.4.7   To satisfy TC3(3b), the applicant would be expected to provide information detailing examples of other retail units of similar proposed size and layout, that those units are occupied and the types of occupants that such units attract. Information on the local market should also be submitted, including details of retailer demands and lettings in the local area.

4.6.5 Policy TC4: Managing and Supporting Retail Outside of Our Town Centres

Policy TC 4

TC4: Managing and Supporting Retail Outside Our Town Centres

1.   Development of new A1 retail in non-designated locations will only be supported where:

   a.   there is demonstrable local need that cannot be met within an existing designated centre;
   b.   individual units proposed do not exceed 200sqm;
   c.   they do not affect amenity or detract from the character of the area; and
   d.   they do not undermine the role of nearby town centres

2.   Development that results in the loss of A1 shops outside of the town centre hierarchy will only be supported where:

   a.   the shop is within a 300m walking distance of the nearest alternative A1 shops;
   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. the site is unsuitable for continued retail use due to its accessibility, size or condition; and

d. 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.

Justification

4.6.5.1 This policy recognises that demand exists in locations outside of the CAZ, Activity Areas and designated town centres for retail provision, for example to meet the immediate convenience needs of local people. It is also acknowledged that in the past commercial units have been delivered in areas of low footfall with lack of exposure to passing trade. These have remained vacant for prolonged periods and/or subsequently been converted to other uses. This policy, coupled with a demonstration of need for new retail provision TC4(1a) seeks to ensure that there is a realistic chance of occupancy, which will help to improve visual amenity by avoiding long-term vacancy.

4.6.5.2 Size limits on retail units outside of town centres set out in 4(1b) have been defined to ensure that uses such as larger convenience supermarkets only come forward within town centre boundaries to ensure that town centres are not undermined by nearby development. Such a 'town centre first' approach is set out the NPPF.

4.6.5.3 Part(2) seeks to ensure that the borough's supply of retail provision that meets the immediate convenience needs of local people is maintained, and that loss of retail space outside of the town centre hierarchy is properly and robustly justifiable.

Policy Implementation

4.6.5.4 To satisfy TC4(1), the applicant will be expected to demonstrate that it is appropriate for retail provision to be coming forward in a non-designated location, for example demonstrating how development proposals will support the function of a designated employment area or other local facilities. Where in proximity to a designated town centre, Activity Area or CAZ, the applicant should demonstrate that there is a lack of capacity within the designated areas (for example providing information on any vacant units within nearby designated town centres) or that it is sufficiently remote from existing designated areas so as not to be undermining them.

4.6.5.5 To satisfy TC2(2a), the applicant should outline where and how marketing has been undertaken, with details also be provided to demonstrate that the asking rent has been at a realistic rate. Such information should accord with indicative guidance held by the Council and which is regularly updated. The Council will expect that the site has been actively marketed including appearing on national commercial and retail property websites. It is recognised that in some cases requiring 12 months marketing evidence may be counterproductive to enhancing local character if the condition of the property is such that attempting to let it would be unrealistic. In such cases the applicant should

submit a detailed report on the history and condition of the property to robustly justify why marketing evidence should not be required and that reprovided retail space as part of redevelopment would not be viable at the location.

4.6.6 Policy TC5: Financial and Professional Services

Policy TC 5

Financial and Professional Services

1. Development of new banks, estate agencies and other financial/professional services within the A2 use class will be supported within the CAZ, Activity Areas, within secondary and undesignated frontages of Major and District town centres, Neighbourhood Centres, and Neighbourhood Parades. Outside of designated areas, A2 uses will be supported where they are local in scale and there is a reasonable prospect of the unit being occupied.

2. Payday loan shops will only be permitted in CAZ, Activity Areas and secondary frontages of Major and District Centres providing there would not be a clustering of similar businesses.

Justification

4.6.6.1   TC5(1) manages proposals for uses within the A2 use class. Such uses are appropriate both inside and outside of town centres, although in out-of-town-centre locations adequate information must be submitted to demonstrate there is a reasonable chance of occupancy. Concern has been raised about over-concentrations of uses including estate agencies with designated town centres, therefore by managing and directing A2 uses within Major and District town centres to secondary frontages it can be ensured that the vitality of those town centres can be maintained.

4.6.6.2   Concern has been raised that payday loan shops target communities with pre-existing social deprivation and debt problems. Therefore they are directed to areas with higher levels of commercial activity so as to limit more immediate proximity to residential neighbourhoods than may be the case with Neighbourhood Centres or Neighbourhood Parades. Proliferations of such businesses also negatively impact town centre vitality and viability, therefore they are not considered appropriate within the primary frontages and proposals will be refused where there are existing concentrations.

Policy Implementation

4.6.6.3   To safeguard from long-term vacancy, development proposals in non-designated areas would be expected to demonstrate through a detailed marketing strategy that the anticipated asking rents/purchase price for the space would be appropriate to the location (according with indicative figures held by the Council) or that an occupier for the space has been secured).

4.6.6.4 To satisfy TC5(2), applicants proposing new payday loan shops should submit details of other businesses within the designated town centre (or within a radius of 400m where located within the Activity Areas or CAZ) and where such businesses are located in relation to the proposed site, to demonstrate that the proposal would not give rise to a clustering.

4.6.7 Policy TC6: Food, Drink, Entertainment and the Night-time Economy

Policy TC 6

Food, Drink, Entertainment and the Night-time Economy

1. Development of cafés, restaurants and drinking establishments (use classes A3 and A4) will be directed to the CAZ, Major Centre, Activity Areas and designated District and Neighbourhood town centres provided that:

    a. it would not result in an over-concentration of similar uses; and
    b. it can be demonstrated that the overall vitality of the town centre would be enhanced and the proposal positively contributes to place-making objectives.

2. Development of cafés/ restaurants and drinking establishments (Use classes A3 and A4) in Neighbourhood Parades and non-designated locations will only be considered provided that they meet the following criteria:

    a. Cafés and restaurants (A3 uses) will only be permitted where:

        i.   the applicant can demonstrate the proposal would enhance its surroundings and/or support surrounding uses; and
        ii. the applicant can demonstrate that the proposal would not undermine nearby town centres, or form part of a concentration of uses that would cumulatively cause harm to the viability of the borough's other town centres;

    b. Drinking establishments (A4 uses) will only be permitted where:

        i.   the proposal is local in nature and scale; and
        ii. they would not cause harm to the amenity of surrounding properties.

3. Development of new hot food takeaways (use class A5) will only be considered within the CAZ, Activity Areas, secondary frontages of Major and District town centres, Neighbourhood Centres or Neighbourhood Parades, subject to the following conditions:

    a. there must be a separation of at least four non-A5 units between each new hot food takeaway unit;

b. the percentage of A5 units would not exceed 5% of the total number of units within Major, District or Neighbourhood town centres;

c. Within Neighbourhood Parades there would be no more than one A5 unit;

d. the proposal is not within 200m walking distance from an existing (or proposed) school and/or local authority leisure centre;

e. a Health Impact Assessment has been provided which has satisfied the Council's Public Health department; and

f. the proposal will not harm the amenity of surrounding properties.

4. Development of new entertainment venues within the D2 or Sui Generis Use Classes (including cinemas, concert halls, theatres and night clubs but excluding betting offices/shops, amusement centres, casinos and lap dancing clubs) will be:

a. directed to the CAZ, Activity Areas and designated town centres except Neighbourhood Parades where they are compatible with other uses within the town centre; and

b. only consented within Neighbourhood Parades or non-designated locations where:

i. it can be demonstrated that such uses will not result in adverse impacts on the amenity of the surrounding area;

ii. the location has good public transport accessibility;

iii. existing venues in designated town centres would not be undermined; and

iv. the proposal would not result in an over-concentration or clustering of similar uses.

5. Development of new betting offices/shops will only be considered in the CAZ, Activity Areas or secondary frontages within Major and District Centres; new amusement centres, casinos and lap dancing clubs will only be considered in the CAZ, Activity Areas or Major Centre. Such uses will be resisted where:

a. there is a clustering of such uses which could give rise to negative cumulative social impacts;

b. the site is in close proximity to a school or sensitive community, cultural or social facility;

c. the proposal would detrimentally impact the character of the area; and

d. the proposal would cause unacceptable harm to the amenity of nearby properties.

Justification

4.6.7.1 As the nature of town centres has changed, moving towards places that people visit for leisure rather than just for shopping. Demand for cafés, restaurants and drinking establishments as places to meet and socialise has increased. Such uses have become important in preventing and reducing vacancy in town centres. They can also

help to increase activity in town centres outside of traditional shopping hours, thus contributing to town centre vitality and a greater perception of safety from increased natural surveillance.

4.6.7.2 An overconcentration of any use can harm the viability of town centres. Therefore, while policies on the location of A3 and A4 uses are more flexible compared to the previous Local Plan it remains important to ensure that a good mix of uses remains within the borough's town centres. TC6(1b) gives the potential for clusters of such uses to develop where there are positive benefits, subject to there being no detraction to the amenity of surrounding properties.

4.6.7.3 TC6(2) recognises that in some instances it may be appropriate and desirable for A3 and A4 uses to be located outside of designated town centres, Tower Hamlets Activity Areas and the CAZ, though robust justification must be provided. Examples might include facilities that enhance the enjoyment of open spaces and water spaces, that serve transport interchanges, or that serve out-of-town-centre employment areas. Part (2b) aims primarily at the provision of new or replacement pub, noting that it is not currently policy compliant to locate a new facility in an out-of-town-centre location where an existing pub may have been lost to redevelopment.

4.6.7.4 There has been much concern about the proliferation of hot food takeaways in some town centres and this was a frequent topic arising during public consultation. Recent town centre surveys have identified high numbers of hot food takeaways in some locations, including clustering of takeaways in certain locations. Evidence from the Council's Public Health department reports that Tower Hamlets has the second highest number of "junk food outlets" per secondary school in London. While it is acknowledged that fast food can be enjoyed as part of an overall healthy diet and that these establishments can provide a meeting place, it is considered that an over-concentration of such uses can harm the desirability and viability of town centres as places to visit. Therefore where new hot food takeaways are proposed, part (3a) requires an appropriate separation from other hot food takeaways. Thresholds have also been set for town centres of different scales to protect from over-concentration. Introduction of a distance requirement for new hot food takeaway uses from schools and leisure centres (part d) seeks to promote healthy lifestyles and help protect young people from obesity. The requirement for a Health Impact Assessment to be provided will help to ensure that negative impacts on health from such uses are minimised or avoided.

4.6.7.5 TC6(3) introduces guidance for entertainment venues including the potential for them to be located outside of town centres providing strict criteria are satisfied. This recognises that there may be circumstances in which such uses outside of town centres would be preferable due to the impact on surrounding amenity through noise or the negative impact on town centre appearance created by inactive frontages or requirements for space.

4.6.7.6 Due to changes in the Use Class Order, new policies on betting shops has been introduced in TC.6 (4), which aims to restrict proposals to larger town centres and areas of high levels of commercial activities, and seeks to protect from

over-concentration. This guidance also applies to other businesses that facilitate gambling as a primary function. Protecting from over-concentration is important, because just as for hot food takeaways, such uses can negatively impact the vitality of town centres and have negative impacts on public health and wellbeing.

Policy Implementation

4.6.7.7   Within the primary frontages of the Major and District Centres, new A3 and A4 uses can be supported where the overall proportion of A1 retail does not fall below 60% of all units. Therefore, where change of use is proposed in those areas the applicant should provide a town centre survey outlining that an appropriate level of A1 retail is being maintained to ensure the viability of the area as the primary shopping area. Within secondary frontages in the Major and District Centres, applicants should demonstrate that the overall mix of uses would be conducive to the future vitality and viability of the town centre. Within the CAZ and Activity Areas development of new A3 and A4 uses will be managed on a case-by-case basis, with the onus on applicants to demonstrate that there would not be an over-concentration of similar uses within the surrounding area.

4.6.7.8   As Neighbourhood Parades and other non-designated locations tend to be more local in character, proposals in such areas should be of a more modest scale than might be expected in larger town centres. Applicants should robustly state why a café, restaurant or drinking establishment would be appropriate in such a location, and examples of why such uses might be appropriate would include supporting a designated employment area, serving a key transport interchange or enhancing enjoyment of open space. Details of any other cafés, restaurants or drinking establishments in the local area should also be provided. Where it is a drinking establishment that is proposed (A4), a detailed management plan should be submitted satisfying the Council that it is to be run as a 'community' public house that could feasibly be nominated as an Asset of Community Value and/or be run according to the principles of the Micro-pub and Microbrewery Association and that conflicts with neighbouring properties would be avoided. Details of existing venues within the local area should also be provided to satisfy the Council that unmet need exists in the local area. Applicants would also be encouraged to consider the Council's Statement of Licensing Policy.

4.6.7.9   To satisfy TC6(3), applicants should provide information including town centre surveys in order to ensure that any provision of new hot food takeaways would not exceed the levels set out. Applicants should agree the scope and methodology of the Health Impact Assessment with the Council's Public Health department and complete the assessment in advance of submitting an application.

4.6.7.10   To satisfy TC6(), applicants should outline details of other such premises within the local area to demonstrate that there would not be a clustering or over-concentration of such businesses. For the purposes of part (ii) of TC6 (5) sensitive community, cultural or social facilities include but are not limited to places of worship and centres or refuges for the treatment of people with addictions.

4.6.8 Policy TC7: Short-stay Accommodation

Policy TC 7

Short-stay Accommodation

1. Development of visitor accommodation will be supported in locations within the CAZ, Major Centre, Activity Areas, District Centres, along primary routes or adjacent to DLR/railway/underground stations providing:

    a. the size, scale and nature of the proposal is proportionate to its location;
    b. the applicant can demonstrate a need for such accommodation, taking account of other proposals and unimplemented consents in the local area;
    c. it does not compromise the supply of land for new homes and the Council's ability to meet its housing targets; and
    d. the applicant can demonstrate adequate access and servicing arrangements appropriate to the scale, nature and location of the proposal.

2. Development of 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).

Justification

4.6.8.1   For the purposes of this policy visitor accommodation refers to provision within the C1 use class such as hotels, bed and breakfasts, traveller hostels, serviced apartments and self-catering apartments. With its location in relative proximity to the City and West End, the ExCeL Centre, London City Airport, Greenwich, Stratford and the Olympic Park, as well as key employment locations and tourist attractions within the borough itself, Tower Hamlets has an important role to play in supporting London's visitor economy through the provision of short stay accommodation. Such accommodation also provides opportunities for local employment, supports local businesses and attracts people to the borough that may not otherwise have visited the area. However, provision of such accommodation must be sustainable in order to ensure there are no negative impacts on local people and that there is need for such accommodation. Part (1) of this policy therefore sets guidelines to manage the provision of new visitor accommodation, seeking to direct applicants to locations that are most accessible and suitable to attract visitors, and at an appropriate scale, so as to not cause unacceptable impacts on the site's surroundings and local infrastructure.

4.6.8.2   Part (d) of this policy notes the need for a flexible approach to consideration of proposals for new visitor accommodation. This recognises the different markets that various forms of visitor accommodation may serve, and the way in which customers and service vehicles may access such accommodation. For example, traveller hostels, budget

hotels and small boutique hotels are less likely to require significant space for coaches and other vehicles setting down and picking up movements as customers are more likely to arrive via public transport.

Policy Implementation

4.6.8.3 For the purposes of TC7(1) major routes are considered to include the A11 (Bow Road/Mile End Road), A12, A13 (Commercial Road/East India Dock Road), A107 (Cambridge Heath Road), A1203 (The Highway), A1205 (Burdett Road/Grove Road), A1208 (Hackney Road), A1209 (Bethnal Green Road), and A1261 (Aspen Way).

4.6.8.4 Development of short stay accommodation should be of a size that reflects its surrounding built environment and reflect the function of their locations where located within designated town centres or employment areas. For example a large-scale hotel that is appropriate in the Major Centre of Canary Wharf may not be suitable within a smaller District Centres.

4.6.8.5 To satisfy TC(7)(1d), applicants should submit information detailing how customers would be likely access the accommodation, for example whether this would be mostly utilising existing public transport provision and if not that there is appropriate provision for vehicles setting down or picking up. This would also apply to any vehicles required to service the accommodation, for example to handle laundry and deliver other supplies to the accommodation. It should be demonstrated that such movements would not create unacceptable impacts on residential amenity or highway safety. Development proposals should be assessed alongside policy TRN2.

4.6.8.6 For serviced apartments, in order to comply with part TC7(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
- that management will have access to the room

4.6.9 Policy TC8: Offices within the Town Centre

Policy TC 8

Offices within the Town Centre

1. Development of employment spaces ('B' use classes) within designated town centres will be encouraged on upper floors within the primary and secondary frontages but must accord with the policies set out in EMP1, EMP2, EMP3, EMP4 and EMP5. Where employment space is proposed at ground floor level, it should be located outside of primary and secondary frontages, to provide active frontages and accord with TC3.

Justification

4.6.9.1   Employment uses within town centres help to ensure activity throughout the day, and directly support other businesses as part of a town centre ecosystem. They are particularly supported on upper floors in order to maintain provision of 'A' use class units and other town centre uses at street level. However, where proposed at ground floor level active frontages should be provided. Such uses at ground floor level will not be supported where there is an overconcentration at the expense of other town centre uses.

Policy Implementation

4.6.9.2   For the purposes of this policy, employment use relates to 'B' use classes.

4.6.9.3   For the purposes of providing active frontages, applicants would be expected to demonstrate that shopfronts are designed to help enhance the character and appearance of their surroundings, and those windows within shopfronts are not obscured so as to allow passing pedestrians to see inside the premises.

4.6.10 Policy TC9: Markets

Policy TC 9

Markets

1. The retention of the borough's street markets will be supported.

    a. Development impacting existing street markets will be supported where they:

        i.   demonstrate that the overall quality of the market and public realm will be improved; and,
        ii. they protect or re-provide appropriate storage and servicing facilities.

b. Development of new markets, including farmers markets and 'streetfood' markets, will be encouraged. They will be directed to town centres and should enhance the centre's existing offer and contribute to vitality.

c. Development of markets outside of town centres will only be supported where they:

   i. are temporary in nature;
   ii. bring vacant sites back into use;
   iii. do not undermine the borough's existing markets and town centres; and
   iv. do not cause unreasonable harm to the amenity of surrounding properties particularly where evening and night-time markets are proposed

Justification

4.6.10.1 The NPPF and London Plan, as well as other research and reports on town centre vitality, recognise markets as magnets to create interest and draw people into town centres. They can also act as vital incubation space for new ideas and SMEs. This policy aims to protect existing markets, in particular where they may be impacted by development proposals by for example ensuring that storage facilities are maintained.

4.6.10.2 While new markets within town centres are favoured, this policy also recognises that there may be opportunities for markets outside of town centres where they activate disused and vacant spaces.

Policy Implementation

4.6.10.3 To satisfy TC9(1), applicants should work with the Council's Markets team through the development management process at the earliest opportunity so that required information can be provided through submitted plans to show that sufficient space is to be safeguarded to meet the needs of traders in terms of servicing and storage.

4.6.10.4 To satisfy TC9(1c), applicants should submit information detailing how the types of goods and services proposed would complement rather than compete with surrounding town centres. For parts (1b) and (1c), they should also provide a written management and design strategy which outlines how the proposal will avoid causing negative impacts on markets, such as congestion on footpaths and roads, litter and poor refuse storage and noise. In addition, when considering proposals for activating disused and vacant spaces, temporary permissions will be favoured. Applicants should demonstrate that the proposed market will have a different offer to nearby town centres to avoid undermining them. They should also demonstrate that noise impacts will be mitigated to protect the amenity of surrounding properties, especially residential.

4.7 Community, Cultural and Social Facilities

4.7.1 Introduction

4.7.1.1 Tower Hamlets has a range of health, leisure, social and community facilities providing valuable services to both local communities and visitors from further afield. These range from small community centres and public houses serving local neighbourhoods to regionally-significant facilities such as the Royal London Hospital and cultural venues such as Whitechapel Gallery. The borough's universities attract students from across the world.

4.7.1.2 Community and cultural facilities, and the provision of essential social infrastructure such as schools and medical facilities, play a vital role in creating and sustaining liveable neighbourhoods. Facilities such as community halls, pubs and social clubs provide opportunities for people to meet and mix together, and for cultural, sports and recreational activities to take place. Provision of a good range of educational facilities including provision for adult, further and higher education enables local people to access a broad range of employment and enterprise opportunities.

4.7.1.3 However, the borough's increasing population and housing targets place a strain on the capacity of existing community facilities. At the same time, development pressure and high land values in areas including Tower Hamlets make alternative use, particularly residential, attractive for landowners. This has resulted in valued facilities being lost.

4.7.1.4 Therefore, these policies will seek to promote and facilitate through new development delivery of essential community infrastructure in line with the Council's most recent Infrastructure Delivery Plan. In particular, that sufficient facilities are provided to meet the needs of the borough's growing population in the areas of greatest need and growth as described within chapter five of the Local Plan. Also, these policies will ensure that existing facilities are protected where a need remains.

4.7.1.5 This section contains the following policies:

- Strategic Policy CF1: Supporting Community, Cultural and Social Facilities
- Strategic Policy CF2: Safeguarding Community Facilities
- Policy CF3: Pre-School Provision
- Policy CF4: Schools and Lifelong Learning
- Policy CF5: Health & Medical Facilities
- Policy CF6: Sports and Leisure
- Policy CF7: Community Centres and Places of Worship
- Policy CF8: Cultural Facilities
- Policy CF9: Public Houses

4.7.2 Strategic Policy CSF1: Supporting Community, Cultural and Social

Strategic Policy CF 1

Supporting Community, Cultural and Social Facilities

1. Development is required to contribute positively to maintaining and expanding existing and delivering new community, cultural and social facilities throughout the borough
2. Community, cultural and social facilities will be directed to accessible locations within the Town Centre Hierarchy, except in the circumstances outlined in policy implementation for policies CF1, CF2, CF3, CF4, CF5, CF6 and CF7

Justification

4.7.2.1 The borough's rapid population growth coupled with a high housing target set out in the current London Plan has generated increased need for community, cultural and social facilities [26], but also put pressure on existing the facilities. Pressure on the borough's existing facilities has taken two forms – some are at or near capacity, whereas others have come under pressure from competing higher-value landuses. The aim of this strategic policy is to reduce this pressure by not allowing unnecessary loss of community facilities and seeking new facilities as part of development. It also aims to ensure that new facilities are located in areas of greatest accessibility for their catchments.

Policy Implementation

4.7.2.2 In delivering part (1) of this policy support will be given to the provision of shared services, where appropriate.

4.7.2.3 Part (1) of the policy needs to be applied in accordance with planning contributions policy within the Local Plan. As well as on site provision, developments should help the Council to ensure delivery mechanisms are in place to secure financial contributions, via a Section 106 agreement, towards the anticipated costs of site specific infrastructure which would be required to make a development acceptable in accordance with the Tower Hamlets Planning Obligations SPD. The required infrastructure and/or improvement measures should not be in conflict with the Council's Regulation 123 List.

4.7.2.4   Part (2) of the policy needs to be applied together with the Strategic Policy TC1 of the Local Plan. There are certain uses and circumstances where alternative locations may be more suitable, for example where the facility is very local in scale, with a small catchment area or where it would result in a large inactive frontage. These are explained in more detail in the following policies CF2-7.

4.7.3 Strategic Policy CSF2: Safeguarding Community Facilities

Strategic Policy CF 2

Safeguarding Community Facilities

1.   Development is required to retain any existing community, cultural or social facilities onsite.
2.   If it can be robustly demonstrated that there is no longer a need for the specific facility, the Council requires the site to be used for the following uses (in order of preference):

   a.   another community use, unless it can be robustly demonstrated there is no longer a need; then
   b.   affordable housing.

3.   Where development is likely to adversely impact on existing community facilities, the reprovision of the existing facility will be required on-site as part of the redevelopment unless it can be demonstrated that a new off-site location would better meet the needs of existing users.

Justification

4.7.3.1   The policy provides further details and guidance to the strategic policy CF1. Community facilities enable the delivery of key services, as well as creating spaces for socialising and community life; contributing to the liveability of neighbourhoods. However these uses are facing increasing development pressure from other land uses, primarily housing. Therefore, policies will seek to protect existing facilities where there remains a need.

Policy Implementation

4.7.3.2   CF2 seeks to ensure that there are adequate community facilities to support the current and future residents, by resisting any loss of needed facilities. Depending on the scale and nature of the scheme, evidence to demonstrate a lack of need could include:

   •   an up to date Council or Public Sector Partner Strategy;
   •   statements from relevant providers that the existing or alternative community uses would not be possible in the premises;

- a marketing exercise at an appropriate rent over a period of at least one year; or
- evidence that the facility is no longer required in the local areas and/or a business plan that the current use is not commercially viable.

4.7.3.3 Given the Council's preference for alternative community uses on the site, applicants are expected to evidence that they have tested the potential for these uses. The Council may also request additional information where appropriate. Where it is successfully demonstrated that no community facility can be delivered from the site, the Council's preferred new use, due to the high level of local need, will be affordable housing, subject to site and viability constraints. See policy H2 for more details regarding affordable housing requirements.

4.7.3.4 It is recognised that in certain circumstances site redevelopment will require the relocation of existing uses. Through applying Part (2),the Council seeks to ensure that there is no unacceptable disadvantage to existing users, in terms of access (where relevant, within the catchment area) and that the quality and quantity of such facilities is improved. Where it is considered that a new off-site location would better meet the needs of existing users, this new facility should be provided before the new development is completed.

4.7.3.5 A number of different types of use can constitute community assets and be nominated/designated as Assets of Community Value (ACV) under the Localism Act 2011. However, the following examples provide a guide as to the types of facility or provision considered as Community Facilities, under specific categories, for both Parts 1 and Parts 2 of this policy:

4.7.3.6 For the purposes of CF1(2) the following is a non-exhaustive guide as to the types of facility that would be considered to be suitable alternative provision to the current/most recent use:

4.7.3.7 Within the D1 use class:

- Community and social facilities such as community centres/halls, Idea Stores/libraries, places of worship and sports/social clubs
- Early Years provision such as children's centres, crèches, nurseries and pre-schools
- Education provision such as adult education, colleges, primary, secondary and special schools, training providers and universities
- Medical facilities such as acute and mental health in-patient facilities, community health facilities, primary care facilities (e.g. health centres and GP Surgeries) and specialist health services e.g. sexual health clinic

4.7.3.8 Within the D2 use class:

- Sports provision such as gyms, leisure centres, sports pitches/courts/halls/studios and swimming pools, cinemas, music and concert halls, bingo and dance halls

4.7.3.9 Within the A4 use class:

- ■ Public houses

4.7.3.10 Within the Sui Generis use class:

- ● Theatres, nightclubs, launderettes

4.7.4 Policy CSF3: Pre-school Provision

Policy CF 3

Pre-school Provision

1. The Council will support the provision of appropriate facilities in suitable locations that supports children's development at the Early Years stage, such as Children's Centres, nurseries, pre-schools and 'wraparound' childcare, especially where it supports the Council's statutory duty to provide childcare to some 2 year olds and all 3-4 year olds

Justification

4.7.4.1 The policy provides further details and guidance to the strategic policy CF1. Early Year's Facilities deliver services which both contribute towards reducing the borough's current below-average levels of achieving good cognitive development at age 5 [27] and enable greater employment rates amongst parents. Reflecting the importance of childcare, one of the 2015 Community Plan actions is to improve the local childcare offer. In addition, the Council now has a statutory obligation to ensure the provision of 15 hours a week of free day-care for deprived 2 year olds, and all 3 and 4 year olds. From September 2017 this obligation will increase to 30 hours per week for all 3 and 4 year olds. There is a shortfall of places [28] .

Policy Implementation

4.7.4.2 CF3(1) seeks to encourage the further provision of Early Year's Provision, recognising the range of provision required and offered. Facilities will be encouraged in a range of locations, recognising that nurseries often serve very local catchment areas. In order to ensure they are suitably located, applicants should outline their proposed catchment area and assess the impact of people arriving and leaving the facility and impact on the highway network and parking facilities. Depending on the proposed catchment area and highways and parking impact, suitable locations could include the ground floor of residential blocks or secondary frontages in Neighbourhood and Town Centres. Facilities will have to meet the space provision within the Department for Education guidance, Early Year's Foundation Stage.

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27   LBTH Public Health Joint Strategic Needs Assessment, 2015
28   LBTH Infrastructure delivery Plan, 2016

4.7.5 Policy CSF4: Schools and Lifelong Learning

Policy CF 4

Schools and Lifelong Learning

1. Development of new primary and secondary schools will be supported in locations where they are accessible to residents of their catchment areas and can demonstrate that appropriate learning spaces, including external playspace can be provided

2. The expansion of existing primary and secondary schools, will be supported where:

    a. a need has been demonstrated;
    b. the design and layout take into account the relevant guidance; and
    c. play space provision reflects Department for Education guidance

3. New adult, further and higher educational facilities will be supported, where:

    a. they are located in areas of high public transport accessibility but particularly in or at the edge of town centres;
    b. it can be demonstrated there is a local need for the facility;
    c. information to ensure the quality of the facility, such as certification and registration details, is provided by the applicant; and
    d. where proposed at ground floor level within a designated town centre boundary, active frontages are provided

Justification

4.7.5.1   Tower Hamlets continues to experience significant improvements in education attainment and the borough's schools have been identified as amongst the best urban schools in the world [29]. In order to continue this improvement and support the growing population additional, high quality school places are required [30]. The borough's levels of childhood obesity are far higher than national average [31]. In order to help address this, as well as the borough's shortfall of open space, it is of even greater importance that school children have access to adequate open space for exercise and recreation. In addition to securing sites for future schools, through the Site Allocation process (chapter 5), parts (1) and (2) of the policy allows for the provision of additional school places. It also seeks to ensure that new school facilities are provided in high quality environments which promote learning and physical activity.

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29   LBTH Community Plan, 2015
30   LBTH Infrastructure Delivery Plan, 2016
31   LBTH Public Health Joint Strategic Needs Assessment, 2015

4.7.5.2 The borough currently faces a skills gap between the qualification of residents and the skills required for local jobs. This is reflected in higher than average levels of unemployment, despite the borough's high number of jobs [32]. High quality, further, higher and adult education facilities are key to addressing this gap. Part (3) seeks to ensure the on-going provision of such services through protecting and promoting these high quality facilities.

Policy Implementation

4.7.5.3 Proposals for new schools or expansion of existing schools should address the most recent guidance and standards from the Department for Education to satisfy CF4 (1) and (2).

4.7.5.4 In relation to CF4(3), for the purpose of this policy "Further, Higher and Adult Education Facilities" refers to the stage of education after secondary school and contains a wide range of provisions including universities, colleges and Idea Stores, which provide lifelong learning. When considering proposals for new further and higher education facilities, the Council will require all of the criteria listed under part (3) of the policy to be satisfied. For the purposes of part 3a, new facilities will be supported within or at the edge of town centres (those defined within the policy TC1 of the Local Plan).

4.7.5.5 In order to satisfy part (3b) 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. Existing unimplemented planning permissions and other undetermined applications should be taken into account. Through applying part 3c, 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.

4.7.6 Policy CSF5: Health and Medical Facilities

Policy CF 5

Health and Medical Facilities

1. Health facilities will be directed to locations within the CAZ, Activity Areas, secondary frontages of Major and District centres and Neighbourhood centres, unless it can be demonstrated that the proposal is of an appropriate nature and scale to the accessibility of its location and is compatible with surrounding uses

Justification

4.7.6.1   The policy provides further details and guidance to the strategic policy CF1. The expected growth in the borough's population will mean that additional or expanded health facilities will be required across the borough [33]; including securing sites for future health services through the Site Allocation process (see chapter5). Health facilities are directed to locations with greatest accessibility and commercial activity, unless it demonstrated that they are of such a nature or scale that their effective catchment area is of a walkable distance (10 minutes). It is assumed that most GP surgeries will fulfil these criteria.

Policy Implementation

4.7.6.2   Where loss of health facilities is proposed, the applicant should demonstrate that the site is not required for health uses and can be supplied elsewhere including providing an up to date Council or NHS Strategy (where relevant); and statements from relevant providers that alternative health uses would not be possible in the premises.

4.7.7 Policy CSF6: Sports and Leisure

Policy CF 6

Sports and Leisure

1. Development that provides new sports pitches will be supported

2. The loss of existing sports pitches will be resisted, unless it can be robustly demonstrated that it can be more effectively provided elsewhere

3. The provision of large-scale Leisure Centres which include a range of facilities will be directed to accessible locations

4. Smaller single function sports and leisure facilities such as gyms, dance schools and yoga studios, will be directed to the CAZ, secondary frontages within Major and District centres (or basement/upper levels within primary frontages), and neighbourhood centres unless land available is insufficient for viable operation or the town centre would be undermined through loss of active frontage

5. Where new sports and leisure facilities are proposed in other locations, applicants should demonstrate that the facility is accessible, that it is of an appropriate scale to its surroundings and that there is a need for the facility in the local area

Justification

4.7.7.1   The policy provides further details and guidance to the strategic policy CF1. Access to high quality leisure facilities is key to enabling healthy and active lifestyles. As the population increases, further such provision is required [34]. Sports and Leisure facilities include a number of different types of facilities, including playing pitches for team sports, large scale multi-purpose leisure centres, primarily delivered by the Council, and a number of smaller more specialist centres, primarily delivered by the private sector.

4.7.7.2   CF6 (1) and (2) of this policy recognise that the borough currently has an insufficient number of playing pitches to meet local need [35]. It is expected that due to population increases, and the limited number of additional facilities, this shortfall will have increased. The Council will undertake new work to inform approaches which could be used to help address this shortfall.

4.7.7.3   Part (3), (4) and (5) seeks to direct the provision of smaller single function leisure facilities within the CAZ, Activity Areas and town centre locations as a first priority to ensure accessibility and maintain the vitality and viability of town centres. However, it is recognised that for some facilities a town centre location may not be practical due to a lack of space. There could also be negative impacts on the attractiveness and function of the town centre due to loss of active frontage and loss of space for retail uses. Where proposed within designated town centre locations and particularly within primary and secondary frontages, this consideration can be addressed by encouraging usage of upper or basement floors. There will be an increasing need to better utilise school facilities for the wider community, which are also infrequently found in or around town centres, and new sports facilities as part of schools will be encouraged.

Policy Implementation

4.7.7.4   For CF6 (2), evidence to demonstrate the more effective provision elsewhere, could include an up-to-date Council strategy, an assessment comparing the accessibility of the current and proposed alternative locations which reflects the needs of existing users, or similar.

4.7.7.5   For CF6 (3), these facilities must be located in widely accessible locations, such as near transport interchanges. Large scale multi-use Leisure Centres is any Leisure centre which meets or exceeds the size guide provided by Sport England or an Affordable Sports Centres with Community 25m Pool [36].

4.7.7.6   In order to meet the requirements of CF6 (5) applicants will be required to address possible impacts including the impact of people arriving and leaving the facility and impact on the highway network and parking facilities in accordance with the relevant transport policies: TRN2.

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34   LBTH Infrastructure Delivery Plan, 2016
35   LBTH Open Space Strategy 2006
36   https://www.sportengland.org/media/10289/facility-costs-2q16.pdf

4.7.8 Policy CSF7: Community Centres and Places of Worship

Policy CF 7

Community Centres and Places of Worship

1.   Development of new community centres/halls, meeting places/social clubs and places of worship are required to demonstrate:

   a.   that there is a need for the facility;
   b.   that the site is in an accessible location;
   c.   that where proposed within residential developments the facility will be easily accessible to people living outside of the development;
   d.   that there is not already excess capacity in existing facilities in the local area; that the proposal is of an appropriate size and scale for its locality; and
   e.   that the facility would not cause harm to the amenity of surrounding properties.

Justification

4.7.8.1   The policy provides further details and guidance to the strategic policy CF1. Community centres and places of worship play a vital role in both the social life and economy of Tower Hamlets. In some cases community centres are provided as part of new development without adequate need or access to people from outside of the development. This can make them poorly or inefficiently used. Therefore this policy seeks to ensure that any new facilities meet an un-met need.

4.7.8.2   This policy also seeks to ensure that places of worship are appropriately located so as to ensure that they are able to support the number of people using them, and that they are easily accessible to their catchments.

Policy Implementation

4.7.8.3   Part (1) manages the provision of community centres/halls, meeting places/social clubs and places of worship. Typically these might be managed by the public or third sectors, religious organisations, sports or residents/tenants associations. To ensure that such facilities are well-used and accessible to the wider community, they will be directed to locations where they will be accessible to the communities they will be serving. Applicants should therefore outline who the proposal is targeting and how those people will be able to access the facility, for example being in proximity to transport interchanges or within town centres. This should also address the possible impacts including the impact of people arriving and leaving the facility and impact on the highway network and parking facilities. To ensure that need exists for the facility,

applicants should provide details of other similar facilities within the local area including taking account of consented but unimplemented schemes, or outline a need that is unmet by existing facilities and cannot feasibly be met by those facilities.

4.7.9 Policy CSF8: Cultural Facilities

Policy CF 8

Cultural Facilities

1. New provision and expansion of existing cultural facilities (such as art galleries and studios, cultural centres, exhibition spaces and museums) will be supported:

    a. New facilities should be located within Tower Hamlets Activity Areas, CAZ or designated town centres unless:

        i.   it can be demonstrated that such uses will not result in adverse impacts on the amenity of the surrounding area;
        ii. the proposed location has good public transport accessibility; and
        iii. existing venues in designated town centres would not be undermined

    b. Where temporary uses are proposed, the criteria outlined under parts (a) (i-iii) above will be applied on a case-by-case basis based on the merits of individual applications

Justification

4.7.9.1   CF8 (1) recognises the important social and economic role cultural facilities play and seeks to direct them to Town Centres to ensure their accessibility and to provide a mix of uses with Town Centres. It also recognises that there is increasing demand for this form of provision, for example there is capacity for 4 new cinema screens in the borough by 2021; increasing to 8 by 2031. This could support a medium sized multiplex [37]. Part (1b) recognises that temporary uses, especially those which activate disused spaces, can help improve the vitality of town centres as well as provide more affordable spaces for community activities or start-up businesses.

Policy Implementation

4.7.9.2   For the purposes of CF8 cultural entertainment facilities include but are not limited to:

4.7.9.3   Facilities within the D1 use class such as:

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37   LBTH Town Centre Retail Capacity Study (draft), 2016

- Art galleries
- Exhibition halls
- Museums

4.7.9.4 CF8 does not include facilities that can be considered to be cultural venues such as bingo halls, cinemas, concert/music venues, nightclubs and theatres which are managed through Policy TC6.

4.7.10 Policy CSF.9: Public Houses

Policy CF 9

Public Houses

1. Where the loss of a public house is proposed, in addition to CF1(1) the following criteria will also apply:

   a. Evidence must be provided demonstrating that the public house has been marketed for at least one year as a public house, free of tie and restrictive covenant, at a price or rent agreed through independent professional valuation and that following the marketing exercise there has been no interest in the property and there is no realistic prospect of continuing pub use

   b. It should be demonstrated that all reasonable efforts have been taken by the current/most recent operator to preserve the facility as a public house including evidence of appropriate maintenance and upkeep and efforts to diversify the business

   c. If the requirements of parts (1a) and (1b) are satisfied, it must also be demonstrated through marketing evidence that there has been no interest in the property for an alternative community use over a further 12 month period

   d. Proposals will not be supported where the pub has become unviable as a result of previous development, such as conversion of ancillary accommodation or function space, re-development of external space or inadequate floorspace being retained for pub use

2. Where re-provision of a public house is proposed, adequate floorspace must be provided to ensure the continued viability of the pub. Subsequent proposals to convert re-provided pubs that have not been let or sold to other uses will still be subject to the requirements of CF9 (1)

3. Proposals within the curtilage of a public house must demonstrate that the continued operation and viability of the public house would not be compromised

Justification

4.7.10.1   As supported by the London Plan (paragraph 4.48) CF9 (1-3) seeks to provide better protection of the borough's public houses (also referred to as 'pubs'). This is to address recent research which found that the borough has seen over a 52% net decline in pubs since 2000, as well as the concern expressed by residents during the community consultation regarding the closure of pubs. Part (3) sets out specific evidence criteria to justify the loss of pubs, reflecting the unique challenges facing pubs. Policy has also been put forward to mitigate tactics used to circumvent evidence requirements or intentionally undermine, and also to ensure that pubs are genuinely offered for sale or let at an appropriate market rate without restrictive covenant so as to ensure they are genuinely unviable rather than being hindered by tied ownership models, inflated supply prices or unreasonable rents.

4.7.10.2   Part (2) seeks to avoid future examples in the borough of what are termed 'Trojan Horse' pubs. This term originated from a Planning Inspector and refers to developments that have met policy requirements by re-providing floorspace for pub use but at a level that is insufficient to be practically let as a pub, often seeking to subsequently convert the space to an alternative use. This part of the policy, along with part 3, seeks to ensure that there is a genuine intention to continue pub use where redevelopment is proposed.

4.7.10.3   It has identified that part of the value of pubs as community assets which further the wellbeing of local people, particularly within dense urban areas, is the provision of external space. Function rooms also provide important spaces for community use. Provision of ancillary staff living accommodation can also be important for the viability of pubs. Part 3 manages such proposals within the curtilage of public houses that may have an impact on pub viability.

Policy Implementation

4.7.10.4   To satisfy CF9 (1a), the applicant should submit a full detailed marketing report outlining the asking price or rent for the public house and the terms on which it was offered (for example, freehold or leasehold, whether or not it included living accommodation, whether any part of the property was excluded, and that it was indeed offered free of tie and restrictive covenant). The report should outline who valued the property, and provide examples of the asking rents or sale prices of similar properties on comparable terms. There should be full written details of any interest in the property, viewings, and why such interest was not taken forward. This information should also be provided for a subsequent 12 months period outlining attempts to let the property for alternative community uses as described by CF1.

4.7.10.5   To satisfy CF9 (1b), the applicant should provide written and photographic evidence demonstrating that the pub has been kept in a condition conducive to attracting and retaining custom and use. Alternatively, if the property has not been appropriately maintained, the Council will expect this has been reflected within the asking rent or price of the pub. Details of pub accounts for current and previous trading years should be provided. It should also be demonstrated that genuine attempts have been made

to operate the pub as a going concern and improve its performance if failing, including food offer, quiz nights, live music, comedy, community events and utilising ancillary space such as function rooms.

4.7.10.6 To satisfy CF9(2) applicants should submit indicative floorplans demonstrating that, at a minimum, the proposed floorspace for pub use can support a bar area, appropriate seating, storage and toilets. It must also be demonstrated that appropriate soundproofing is to be installed so as to minimise conflict between the pub and any residential use.

4.7.10.7 To satisfy CF9(3) applicants seeking to reduce or remove outdoor space must demonstrate that remaining space is of sufficient size and quality for the needs of pub users, and that the pub could continue to operate viably following any loss or reduction. This could include submitting examples of comparative pubs. It must also be demonstrated that any smokers displaced from such spaces would not cause unacceptable harm to the amenity of surrounding properties by gathering in alternative locations. Where loss or conversion of ancillary function space or living accommodation is proposed, it must be demonstrated through provision of trading accounts that pub use would not be undermined through such loss. For the loss of function space evidence is also required to demonstrate the availability of sufficient and suitable alternative facilities available within the local area.

4.8 Open Spaces

4.8.1 Introduction

4.8.1.1 Tower Hamlets has a number of valued green spaces and waterways which offer many benefits for people, the environment and the local economy, including recreational, biodiversity, and health and wellbeing values.

4.8.1.2 However, the overall provision of publicly accessible open space in the borough remains low with some parts of the borough being acutely deficient. A recent audit of the borough's open spaces indicates that the current deficit in terms of the provision of publicly accessible open space is 84.82 hectares. As the population increases so will the publicly accessible open space deficit, alongside the increasing development pressure and the reducing land available for its provision. It is estimated that 220 more hectares of open space will be required by 2031 to meet the local need. This equates to the delivery of 2 to 3 additional publicly accessible open spaces the size of Victoria Park [38].

4.8.1.3 In a land constrained borough like Tower Hamlets, this is not realistic and therefore, it is important that the borough's existing open spaces are well protected and enhanced. In addition, the Council must explore opportunities for the provision of new open spaces. An updated Green Grid Strategy has been commissioned and it aims to identify opportunities to create a better connected network of green spaces and water spaces via new and enhanced green links.

4.8.1.4 Tower Hamlets' valuable network of water spaces will be enhanced and made more accessible for recreational and water related uses to contribute to the overall quality and sustainability of the borough and in line with London Plan policies.

4.8.1.5 This section contains the following policies:

- Strategic Policy SP OS1: Creating a Network of Open Spaces
- Strategic Policy SP OS2: Enhancing Water Spaces
- Policy OS3: Open Space and Green Grid
- Policy OS4: Protecting the Blue Ribbon Network

4.8.2 Strategic Policy OS1: Creating a Network of Open Spaces

Strategic Policy OS 1

Creating a Network of Open Spaces

1. Development is required to support the delivery of a high quality, well - connected and sustainable network of open spaces by:

    a. Protecting and safeguarding all existing open space to ensure that there is no loss.
    b. Mitigating pressure on publicly accessible open spaces from new developments;

c.   Maximising opportunities for new publicly accessible open space, of a range of sizes and for a range of users;

d.   Assisting the delivery of new strategic publicly accessible open spaces, including the Lea River Park and Olympic Park;

e.   Improving the quality, value and accessibility of existing publicly accessible open spaces across the borough and neighbouring boroughs;

f.   Delivering an improved network of green corridors in line with the Council's Open Space Strategy and Green grid Strategy and building upon the principles of the Mayor of London's All London Green Grid SPG and the Lee Valley and Finchley Ridge Area Framework;

g.   Promoting publicly accessible open spaces as multi-functional spaces that cater for a range of activities, lifestyles, ages and needs;

h.   Improving access to the strategically important publicly accessible open spaces, which currently include Metropolitan Open Land (East India Dock Basin and Brunswick Wharf, Island Gardens, Lee Valley Regional Park, Meath Gardens, Mile End Park, Mudchute Park and Millwall Park, Tower Hamlets Cemetery, Victoria Park) as well as the Olympic Park, Lea River Park and the Leaway; and

i.   Creating new green corridors and enhancing existing ones to connect publicly accessible open spaces to main destination points, such as town centres, public transport hubs, schools, health facilities, other publicly accessible open spaces and water spaces

Justification

4.8.2.1   The provision of publicly accessible open space varies across the borough. Areas of open space deficiency have been identified [39] The accessibility of open spaces is measured by looking at the walking distances to open spaces of particular sizes, as set out in the London Plan.

4.8.2.2   The overall provision of publicly accessible open space in the borough falls below the local development standard of 1.2ha per 1000 people as set out in the Open Space Strategy 2006. 2015/16 public open space provision is 0.90ha per 1,000 population and this is expected to fall to 0.64ha by 2030/31 unless further open space is secured [40].

4.8.2.3   An independent audit [41] of the quality and values of the borough's open spaces using national standards found that over a quarter (26.7%) of the publicly accessible open spaces are of a high quality and high value, meaning the standard of the open spaces is high with an appropriate range of activities being offered. Just under a third (32.6%) of the assessed open spaces are of a low quality and low value with a range of opportunities to address the quality and value of existing spaces. The range of functions

39   LBTH Infrastructure Delivery Plan (2016).
40   LBTH Infrastructure Delivery Plan (2016)
41   LBTH Open Space Audit (2016)

of the open spaces with a low value could be increased, to meet a broader range of needs by diversifying the function of open space and providing appropriate facilities for active recreation. [42]

4.8.2.4   Publicly accessible open space in the borough is very heavily used with limited capacity to accommodate further use. The shortfall of open space is growing and is projected to continue to grow mainly due to borough's estimated population increase. [43] Pressure on smaller open spaces will be reduced through ensuring the borough's open space network is well promoted and linking open spaces through the borough's green corridors and waterways.

4.8.2.5   Delivering large open spaces in Tower Hamlets will continue to be a challenge. The reducing number of available sites in the borough is increasing land values and creating land use pressures. The current high values of residential development mean that other land uses, including open space, will come under increasing pressure for conversion to housing provision and there will be a reduced amount of land available for additional provision of these uses.

4.8.2.6   To address these challenges, OS1 seeks to vigorously protect the borough's existing open space and optimise the quality, value and usability of publicly accessible open spaces.

4.8.2.7   Policy OS1 is supported by the London Plan (2015) [44] which promotes the creation of new open spaces and ensures that the loss of protected open spaces is resisted.

4.8.2.8   GLA's All London Green Grid SPG (2012) All London Green Grid SPG (2012), GLA also promotes the increase of delivery of green infrastructure for London by protecting, conserving and enhancing London's network of high quality, well designed and multifunctional green and open spaces that is well connected and integrated with the Blue Ribbon Network. It identifies strategic green infrastructure opportunities for Tower Hamlets including the delivery of a new 100ha Olympic Park as part of the legacy of the 2012 Olympics and creation of a continuous north - south footpath through the Lea Valley to the Thames and a series of new open spaces as part of the Lea River Park.

4.8.2.9   By maximising opportunities for the creation of new and by protecting and enhancing the existing publicly accessible open spaces Policy OS1 will also contribute to enhancing the borough's biodiversity, which is an indicator for sustainable development and is not only important in its own right, but is also able to help us to adapt to climate change, militating against the urban heat island effect and increased risk of flooding[45].

4.8.2.10 Open space deficiency also has implications for biodiversity.

42   LBTH Open Space Audit (2016)
43   LBTH Open Space Study
44   Policy 7.18, The London Plan (2015)
45   LBTH Local Biodiversity Action Plan (2014)

4.8.2.11 Open and green spaces are important for promoting health and wellbeing. Safe and high quality publicly accessible open space plays a vital role in improving a number of aspects of people's mental and physical health and wellbeing as well as various social and environmental indicators.[46]

4.8.2.12 Contact with green spaces and natural environments can reduce symptoms of poor mental health and stress, and can improve mental wellbeing across all age groups.

- Access to green spaces can increase levels of physical activity for all ages.
- Having green spaces in an area can contribute to reduced health inequalities.
- Safe, green spaces can increase levels of communal activity across different social groups as well as increase residents' satisfaction with their local area.
- Green spaces can help with our response to climate change through their potential to reduce the impacts of heatwaves and reduce flooding and reducing CO2 emissions.
- Green spaces and natural environments can improve air and noise quality and support sustainability through increasing biodiversity, encouraging active transport and community participation.
- Having access to and using shared, green public spaces and wider green infrastructure can contribute to increased social cohesion and reduced social tension.

Policy Implementation

4.8.2.13 OS1 Part 1 seeks to ensure that development does not result in net loss of open space and opportunities for the creation of new and enhancement of existing publicly accessible open spaces are maximised in accordance with LBTH Open Space and Green Grid Strategies and in line with the principles of GLA's All London Green Grid SPG.

4.8.2.14 Policy OS1 promotes innovative approaches to delivering new open spaces as well as locating parks in areas of the borough where accessibility to public open spaces is poor by creating smaller open spaces (e.g. Tower Hamlets local parks and pocket parks), which could play a vital role in increasing accessibility.

4.8.3 Strategic Policy OS2: Enhancing Water Spaces

Strategic Policy OS 2

Enhancing Water Spaces

1. Development is required to support the creation of a network of high quality, usable and accessible water spaces through:

46   Faculty of Public Health briefing Paper (2010)

a.   Identifying opportunities for new water spaces;

b.   Protecting and safeguarding all existing water spaces to ensure no net loss;

c.   Improving the quality, value, usability and accessibility of the environment of water spaces including the immediate area and water quality;

d.   Preventing deterioration and enhancing the aesthetic, ecological and biodiversity values of the borough's water spaces;

e.   Improving accessibility to and along water spaces to maximise usability and promote these places for cultural, recreational and leisure activities.

f.   Improve links between water spaces and other open spaces;

g.   Ensuring that new development responds positively and sensitively to the setting of water spaces while respecting and animating water spaces to improve usability and safety;

h.   Using water spaces for movement, including passenger and freight transport;

i.   Protecting the Tower Hamlets Docks from further loss; and

j.   Ensuring residential and commercial moorings are in locations that do not negatively impact on water spaces or navigation

Justification

4.8.3.1   The London Plan (2015) [47] recognises the value and importance of the Blue Ribbon Network and its potential to contribute to the overall quality and sustainability of London by prioritising uses of the water space and land alongside it safely for water related purposes, in particular for passenger and freight transport.

4.8.3.2   There is significant demand for increasing boat numbers on London's canals, which will have a number of impacts on canal infrastructure, existing boaters and canal-side properties, particularly air and noise pollution and overcrowding. Creating additional moorings could help alleviate these issues [48].

4.8.3.3   Inland waterways make a positive contribution to the economy, society and the environment and should be safeguarded for water resourcing purposes with consideration for the need for water management, improving water quality, managing land drainage, and avoiding, reducing and managing flood risk. Public access to inland waterways should be encouraged for recreation use [49].

4.8.3.4   The borough's docks have dramatically decreased as a result of development and the Council will seek to preserve the historic dockland heritage.

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47   Policy 7.24, London Plan (2015)

48   More or Less: Moorings on London's Waterways, Canal and Rivers Trust, (2013)

49   Inland Waterways: Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System, British Water (2009)

Policy Implementation

4.8.3.5 OS.2 aims to ensure that development does not result in further loss of the borough's valuable water spaces and does not restrict their public access, use and enjoyment. The policy seeks to ensure that development maximises the opportunities for promoting water spaces for cultural, recreational and leisure activities in line with the London Plan (2015) Policy 7.27 and also protects and enhances water quality and biodiversity.

4.8.3.6 Development will be expected to deliver this by a coordinated approach taking into consideration policies and guidance issued by the Canal and River Trust, the Port of London Authority, London borough of Newham and the London Legacy Development Corporation (LLDC) and other relevant agencies.

4.8.3.7 Development within and along the borough's water spaces should contribute to the delivery of the vision of the Thames Estuary 2100 Plan (TE2100) [50], Environmental Agency and should follow the specific recommendations on how to manage tidal flood risk. Further guidance on Flood Risk Management is included in Policy ES3 (Flood Risk)

4.8.3.8 The Council will seek also ensure that development contributes to the vision and objectives of the Port of London Authority Strategic Priorities and Thames Vision Project [51] , which aims to maximise the river's potential through:

- More trade and more jobs;
- Inland freight – More goods off roads onto the river;
- Passenger transport – More journeys;
- Sport and recreation – More participants;
- Improved tidal Thames environment; and
- More people enjoying the Thames and its banks.

4.8.4 Policy OS3: Open Space and Green Grid

Policy OS 3

Open Space and Green Grid

1. Development is required to provide or contribute to the delivery of an improved network of open spaces and green corridors 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:

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50   The Thames Estuary 2100 Plan (TE2100), as amended in 2014
51   Thames Vision Project (July 2016), Port of London Authority

    a.   it provides essential facilities that enhance the function, use and enjoyment of the open space; or

    b.   as part of a wider development proposal there is both an increase of open space and a higher quality of open space is achieved

3.   Development adjacent to, or in a close proximity to the Green Grid network is required to demonstrate that it will not have negative impacts on the access, design and usability, as well as the biodiversity and recreational value of the Green Grid network and that it will contribute to the expansion and the enhancement of green infrastructure linkages

4.   Major development is required to contribute to the delivery of new publicly accessible open space on site which should:

    a.   be of a high quality and provide facilities to promote active recreation and healthy lifestyles;

    b.   be well-connected to other open spaces in accordance with the Council's Green Grid Strategy; and

    c.   enhance biodiversity, contributing to the objectives identified in the Council's Local Biodiversity Action Plan

5.   Development should not rely upon existing publicly accessible open space to contribute to policy required minimum on site communal amenity space and child play provision

6.   Development should not adversely impact on the public enjoyment, openness, ecological and heritage value of the borough's strategically important publicly accessible open spaces including Metropolitan Open Land (MOL), the Olympic Park and the Lea River Park

7.   Development of community allotments, gardens and pocket parks will be encouraged, particularly where they bring into use vacant developable land on a temporary basis

Justification

4.8.4.1   Policy OS.1 sets out how new development will be required to contribute to the creation of a high quality and multi-functional network of open spaces through protecting and improving the existing open space, creating new open space and improving access to and connections between open spaces in line with the principles of Strategic Policy SP OS.1.

4.8.4.2   This policy aims to ensure that development does not negatively impact on the existing network of publicly accessible open space and does not place any excessive additional pressure on its capacity.

4.8.4.3 Policy OS.1 will ensure that proposals acknowledge the recreational, biodiversity and health values of surrounding open spaces and contribute to their expansion and enhancement. This is crucial to addressing the borough's open space deficiency and improving air quality to improve people's health and wellbeing and create pleasant and liveable places.

Policy Implementation

4.8.4.4 The level and form of contribution the Council will require under part (1) will depend on the nature, scale and location of the development. The Site Allocation section (Reference to the relevant section) identifies those sites which will be required to provide new local parks.

4.8.4.5 For the purpose of this policy, open space includes all open areas consisting 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 as well as rivers, docks, lakes, canals etc. whether or not they are accessible to the public. It does not include private amenity space and areas of communal residential amenity space which are not publicly accessible.

4.8.4.6 The Council will resist any development on areas of open space unless in the circumstances specified in Policy 2a and 2b.

4.8.4.7 In any of the circumstances described in 2a and 2b, it must be demonstrated that the development will not result in any adverse impacts on the existing ecological, heritage or recreational value of the open space and the flood risk levels within and beyond the boundaries of the site.

4.8.4.8 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.

4.8.4.9 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 these circumstances, the starting point will be no net loss of open space but if the development is resulting in an increase in population then additional open space will be required in accordance with Part (1) of this Policy.

4.8.4.10 For the purpose of this policy, Green Grid means a combination of spaces and routes that encourage people to walk, cycle and enjoy their local environment, including open spaces whether or not they are publicly accessible.

4.8.4.11 Development sites located adjacent to the Green Grid or in close proximity to the Lea Valley Regional Park, Lea River Park and the Thames Path National Trail and towpaths, will be required to contribute to linking existing open spaces and water spaces through

green corridors in accordance with the Council's Green Grid Strategy and in line with the All London Green Grid SPG. This should be supported by adequate signage and facilities for visitors.

4.8.4.12 On larger schemes where development is considered to place significant additional demand on existing publicly accessible open spaces, the Council will seek the provision of new publicly accessible open space on site.

4.8.4.13 Where publicly accessible open space is provided on site it should be visible and accessible from the public realm surrounding the site; be of a high quality and inclusive design that supports active recreation and play; incorporate soft landscaping and Sustainable Urban Drainage Systems; and contribute to enhancing biodiversity in line with LBTH Local Biodiversity Action Plan.

4.8.4.14 Future management and maintenance of these new publicly accessible open spaces will be secured by appropriate planning conditions or legal agreements to ensure the highest possible level of public access, function and use. This will need to be specified in the development's Management Plan, submitted as part of the application package.

4.8.4.15 Where the development provides new publicly accessible open space that meets all criteria specified above, the Council may consider reduction of the development's Community Infrastructure Levy. The provision of amenity space or landscaping required as part of good site design and to mitigate against high density development, whether it is publicly accessible or not, and as required by Policy H3 will not be considered as appropriate provision for reducing the Community Infrastructure Levy liability of a development.

4.8.4.16 Where on site provision of adequate publicly accessible open space is not possible, a contribution will be sought to the delivery of the Council's Open Space and Green Grid Strategies through a planning obligation or as part of the Council's Community Infrastructure Levy.

4.8.4.17 Major residential developments should not place undue pressure on public open space and will not be allowed to rely upon nearby public open space and the Council will not support any variations to the provision of adequate outdoor communal amenity space, including children's play space as specified in policy H3 due to the limited capacity of public open space to absorb further use by the additional demand generated.

4.8.4.18 For the purpose of this policy strategically important publicly accessible open spaces currently include Metropolitan Open Land (East India Dock Basin and Brunswick Wharf, Island Gardens, Lee Valley Regional Park, Meath Gardens, Mile End Park, Mudchute Park and Millwall Park, Tower Hamlets Cemetery, Victoria Park) as well as the Olympic Park, Lea River Park and the Leaway.

4.8.4.19 Metropolitan Open Land (MOL) is a London unique designation, as per the London Plan (2015), for London's strategically important open space and it is afforded the same level of protection as the Green Belt by the London Plan [52].

52   Policy 7.17, the London Plan (2015)

4.8.4.20   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.

4.8.4.21   The Lea River Park connects Queen Elizabeth Olympic Park to the Royal Docks and the River Thames with new continuous public parklands - 'completing' the 26-mile long Lee Valley Regional Park. The strategic first phase of this vision is the delivery of a linear park named the Leaway, which creates a continuous walking and cycling route along the River Lea.

4.8.4.22   Having access to and using shared, green public spaces and wider green infrastructure can contribute to increased social cohesion and reduced social tension [53] . This policy encourages the creation of community allotments, gardens and pocket parks which contribute to the integration of different groups by providing opportunities and facilities that enable new social interactions and learning from each other while at the same time encourage activities contributing to a range of benefits related to health and social wellbeing.

4.8.5 Policy OS4: Protecting the Blue Ribbon Network

Policy OS 4

Protecting the Blue Ribbon Network

1.   Development within or adjacent to the Blue Ribbon Network is required to demonstrate that:

   a.   it does not result in loss of water spaces;
   b.   it does not have a harmful impact on navigation, biodiversity, visual amenity, openness and the character of the water spaces, taking into consideration the adjacent land and the amenity of existing surrounding developments;
   c.   it, wherever possible enhances the quality of the water space including, the ecological, biodiversity and aesthetic quality, taking into consideration design and landscaping of the adjacent land area;
   d.   it does not compromise other existing active water uses;
   e.   it does not restrict public access to the Blue Ribbon Network;

53   The Health and Social Benefits of nature and Biodiversity protection, Institute for European Environmental Policy (2016)

    f.   It will improve the quality of the water space including the adjacent land area and water quality in accordance with the Council's Local Biodiversity Action Plan;

    g.   it will provide increased opportunities for public access, use of the water spaces for transport, cultural, recreational and leisure activities and other water-related uses;

    h.   it will not result in increased flood risks, taking into consideration the site and the surrounding area; and

    i.   it will not result in partial or complete in-filling of the borough's docks

2.   Development within or adjacent to the Blue Ribbon Network is required to provide suitable setbacks from water space edges to mitigate flood risks and to allow riverside walkways, canal towpaths and cycle paths, where appropriate. Where necessary development should contribute to the restoration of the river walls and embankments

3.   Development within the Thames Policy Area is required to consider the guidance provided within the most up to date supplementary guidance for the Thames Policy Area

4.   Development adjacent to the River Thames is required to enhance the area's links with the river, and contribute to the completion of the Thames Path, a continuous public riverside footpath and cycleway

5.   Development for moorings on the River Thames will only be considered at suitable locations, as identified by the latest Thames Vision document, and where they are open to the public and promote the enjoyment of the river.

Justification

4.8.5.1   Water spaces play an important role within the urban area, supporting ecosystems, providing open space, residential moorings and providing transport networks. Waterways are valuable public assets, contributing to the borough's cultural and built heritage and encouraging physical and healthy outdoor activities which are essential to our health and wellbeing.

4.8.5.2   As defined by the London Plan (2015), the Blue Ribbon Network includes the river Thames and the rivers, streams, canals, docks and other open water spaces throughout the borough and the land alongside them as described in part (1).

Policy Implementation

4.8.5.3   Policy OS.4 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 are maintained and enhanced in line with the principles of OS.2

4.8.5.4   Part (1) requires development along the borough's water spaces to demonstrate that they will not result in partial or complete in-filling and that they will not compromise their suitability for water related uses.

4.8.5.5   The edges of water spaces are an extremely important part of the functioning of water spaces as ecosystems, open space and transport networks. Part (2) requires development proposals to ensure that such areas are protected, and to provide setbacks from the edges of the water space and contribute to 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.

4.8.5.6   Setbacks from waterways are required for flood management and further details outlining their use are provided in policy ES4. Where setbacks are required they provide an opportunity to improve enjoyment of the waterways and should be designed accordingly, in order to be, and feel, publicly accessible. This should be achieved through design and signposting.

4.8.5.7   Development should support the aims of the relevant Thames River Basin Management Plan [54] and Thames Estuary 2100 Plan (TE2100) [55].

4.8.5.8   Part (3) highlights that 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.

4.8.5.9   The London Plan recognises the River Thames as a strategically important and iconic feature of London and states that it should be protected and promoted. It requires the designation of a Thames Policy Area within boroughs and formulation of strategies and policies to manage development within those policy areas. The Council does not currently have a local Thames strategy to manage development in its designated Thames Policy Area. Development principles for the borough's stretch of the river will form part of the relevant spatial designation areas, including the City Fringe, Isle of Dogs and South Poplar and the Lea Lower Lea Valley.

4.8.5.10 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)[56]. It should also take into consideration any regional and local Thames strategies and SPDs.

4.8.5.11 The Thames Path forms part of the National Trail. The Council is committed to maintaining a publicly accessible and well signposted continuous route adjacent to the Thames. Part (4) requires developments adjacent to the Thames to contribute towards the delivery and maintenance of the route. The route should be, and feel,

54   Thames River Basin District. River Basin Management Plan (2015), Environmental Agency
55   The Thames Estuary 2100 Plan (TE2100), as amended in 2014, Environmental Agency
56   Thames Strategy East (2008), Thames Estuary Partnership

publicly accessible. This should be achieved through design and signposting. Where the Thames Path cannot be delivered adjacent to the Thames, due to heritage reasons, the Council will require the development to contribute towards the signposting, design and maintenance of an alternative route. 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 water spaces will need to be given careful consideration in the context of other guidance. Part (5) requires development proposals to incorporate provisions seeking to maximise the use, access and quality of the Blue Ribbon Network.

4.8.5.12 Canal & River Trust (CRT) is developing a London Mooring strategy, which amongst other things will identify possible locations for more permanent moorings. This will be published at the end of 2017 and any proposals for moorings should follow the principles and recommendations of the London Mooring Strategy, once adopted.

4.8.5.13 The Council will work together with the Port of London Authority to determine any proposals for moorings on the river Thames to ensure conformity with the latest Thames Vision Project – at the time of writing the Thames Vision Project (July 2016).

4.9 Environmental Sustainability

4.9.1 Introduction

4.9.1.1   The need to deliver growth sustainably across London is a pressing issue. This includes managing waste, reducing carbon emissions, mitigating flood risk and protecting biodiversity. Over the last ten years the borough's biodiversity has greatly improved. However increasing development and population puts pressure on other aspects of sustainability.

4.9.1.2   This section provides a brief introduction to the following policies areas:

- Air quality
- Biodiversity
- Water Management
- Carbon Emissions
- Flood Risk
- Waste Management

4.9.1.3   This is followed by the policies:

- Strategic Policy ES1 Protect and Enhance our Environment
- Policy ES Improving Air Quality
- Policy ES3 Urban Greening and Biodiversity
- Policy ES4 Reducing Flood Risk
- Policy ES5 Sustainable Water Management
- Policy ES6 Achieving a Zero Carbon Borough
- Policy ES7 Contaminated land and development and storage of hazardous substances
- Policy ES8 Waste Management
- Policy ES9 Waste Management in Development

Air Quality

4.9.1.4   Air quality in Tower Hamlets is poor, with the whole of the borough identified as an Air Quality Management Area. Of particular concern, due to their impacts on human health, are the levels of Nitrogen Dioxide and Particulates (PM10 and PM2.5). In parts of the borough, including the City Fringe and along all major roads, the levels of Nitrogen Dioxide (see Figure 4.2) and Particulates (PM2.5 and PM 10) exceed World Health Organisation (WHO) guideline limits (and in the case of Nitrogen Dioxide EU safe legal limits) [57]. In addition, just under half of the borough's primary schools are in areas where average concentrations of Nitrogen Dioxide (NO2) are over the EU legal and safe limit [58]. Road emissions are the main source of Nitrogen Dioxide and PM2.5 in the borough. This reflects the Tower Hamlets' regional position as a gateway and the

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57   GLA London Atmospheric Inventory 2013, 2016
58   GLA Analysing Air Pollution Exposure in London, 2016

number of major roads which pass through the borough [59]. The poor quality of both London's and the borough's air has made improving air quality a priority for both the Mayor of London and the Tower Hamlets' Mayor. To reflect this commitment a new Tower Hamlets Air Quality Action Plan is being drafted, this will inform the next draft of the Local Plan. This will also support greater regional work with the Greater London Authority and Transport for London, reflecting that it is a pan-London issue requiring pan-London solutions.

Figure 4.2 Levels of Nitrogen Dioxide and Particulates Level in Tower Hamlets (GLA, 2016)
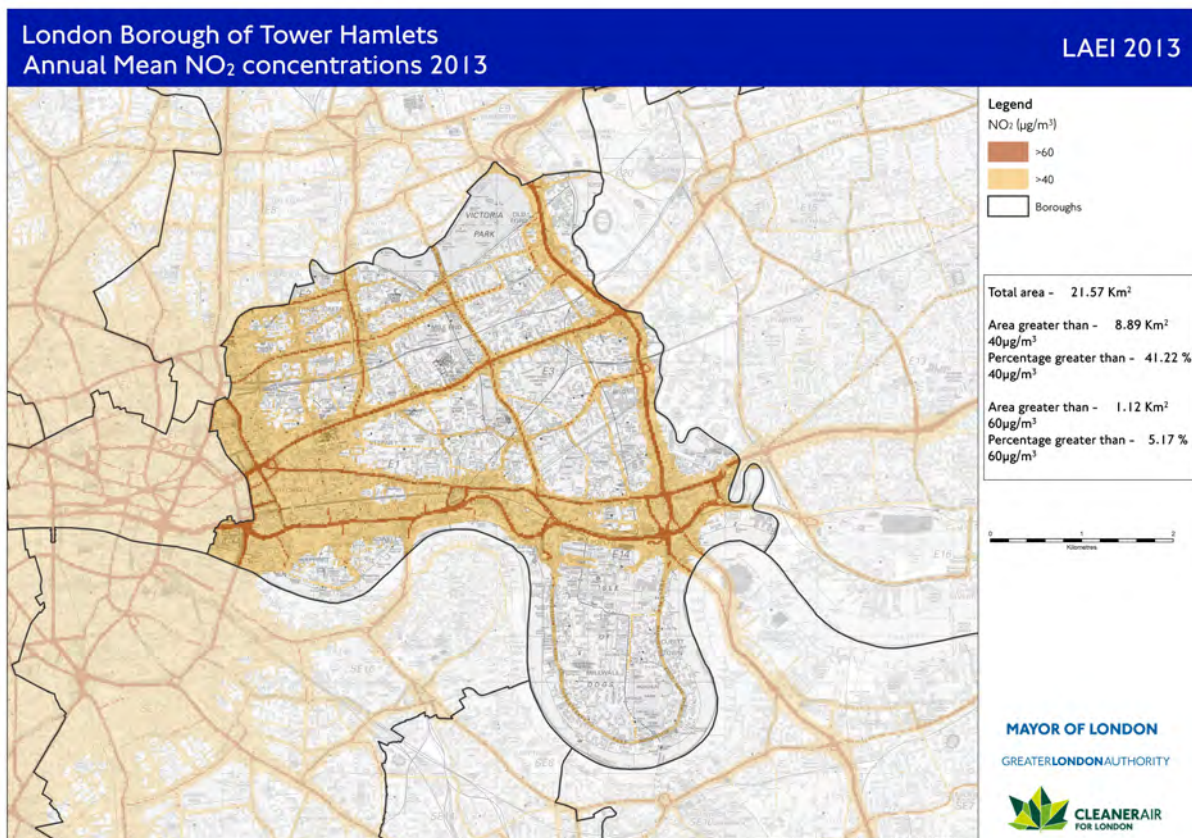
Biodiversity

4.9.1.5   Despite Tower Hamlets' urban character, it is fairly biodiverse with a range of wild plants and animals in a range of habitats. There are three Local Nature Reserves and forty-six Sites of Importance for Nature Conservation (SINC) [60]. However, some parts of the borough, including the City Fringe, Poplar and the western edge of the Isle of Dogs are considered to be nature deficient (see Figure 4.3). The Areas of Deficiency in access to nature (AODs) are defined in the London Plan Implementation Report Improving Londoners' Access to Nature as areas more than 1 kilometre walking distance

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59   Tower Hamlets Air Quality Annual Status Summary Report for 2016 and LBTH Health in Planning Evidence Base, 2016
60   LBTH Biodiversity Action Plan 2014

from an accessible wildlife site of at least Borough importance. Overcoming this deficiency and improving opportunities to experience nature could include providing access to living buildings and nature elements.

Figure 4.3 Areas of Deficiency in Access to Nature in Tower Hamlets (Greenspace Information for Greater London, 2015)
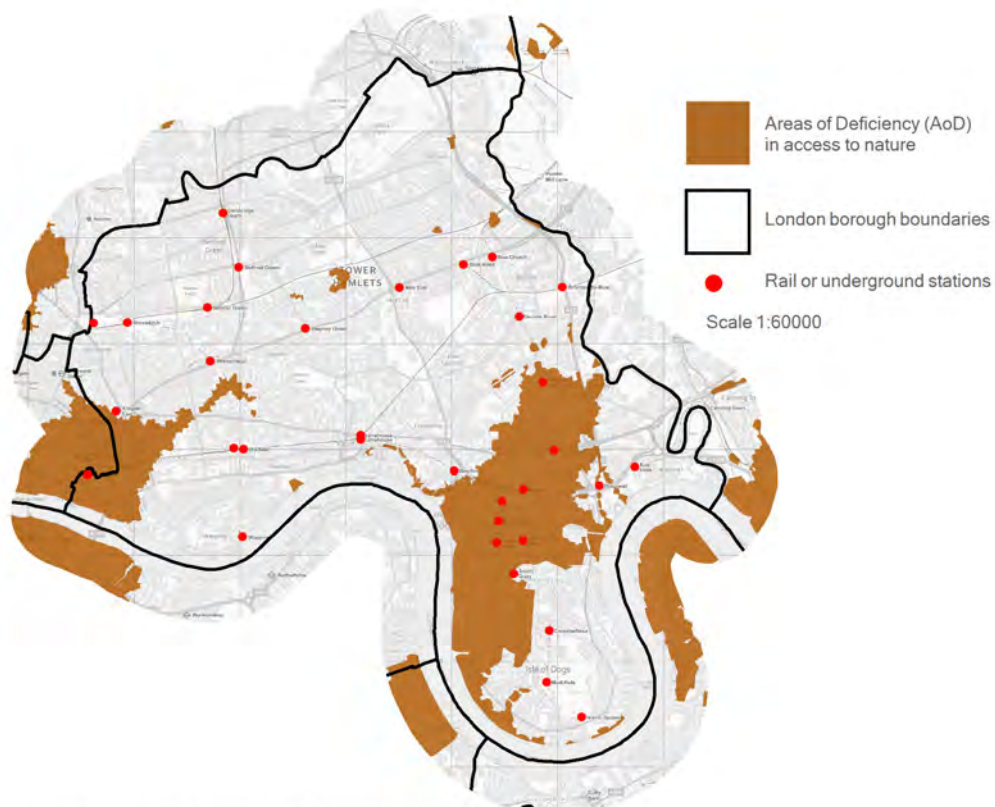
Areas of Deficiency in Access to Nature in Tower Hamlets
Produced on behalf of the London Borough of Tower Hamlets © Crown copyright and database rights 2015 Ordnance Survey 100019288
Produced by Greenspace Information for Greater London CIC www.gigl.org.uk

Flood Risk

4.9.1.6   To understand local flood risk patterns and identify borough wide and development level mitigation measures, Tower Hamlets have commissioned an update to the Strategic Flood Risk Assessment, both Levels 1 and 2. Level 1 assesses flood risk for the whole borough and Level 2 assesses the flood risk of strategic development sites. Both reports make recommendations for reducing and managing flood risk. Large parts of Tower Hamlets are in Flood Zones 2 and 3a, including areas in the Lower Lea valley and Isle of Dogs where high levels of development are expected (see figure x). Whilst the Thames Barrier and other flood defences currently provide effective protection against flooding in these areas, their maintenance and upkeep is required, along with further investment in flood defences, in order to maintain this protection. Climate change will also have an impact on flood risk and must be considered in order to mitigate the risk of flood for the expected lifetime of a development. A further key flood risk is from surface water flooding. This arises following periods of intense rainfall when the volume and intensity of a rainfall event exceeds the capacity of the drainage system, resulting

in localised flooding **(61)**. Current critical drainage areas in the borough are in the Isle of Dogs, with other smaller areas of high surface water flood risk found throughout the borough (see figure x).

4.9.1.7   The Council is also committed to working with national and regional bodies and neighbouring authorities to seek to reduce flood risk in the borough, by maintaining and improving the existing flood defences; ensuring effective emergency-planning practices are in place; keeping up-to-date information about flood risk in the borough; and supporting the development of the Thames Tunnel and associated storm relief connections.

Figure 4.4 Flood Zones in Tower Hamlets (LBTH, 2016)
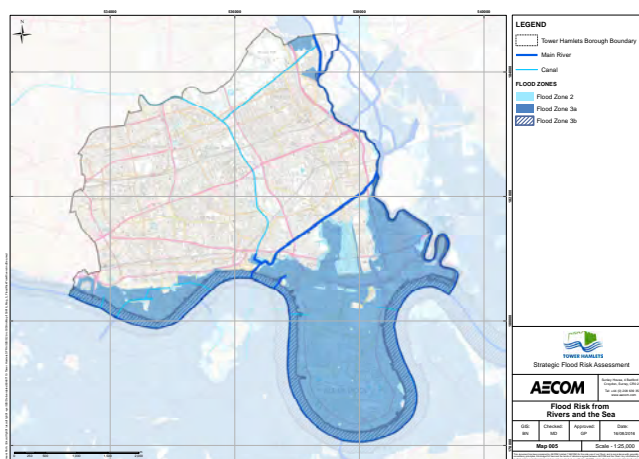
Figure 4.5 Critical Drainage Areas (LBTH, 2016)
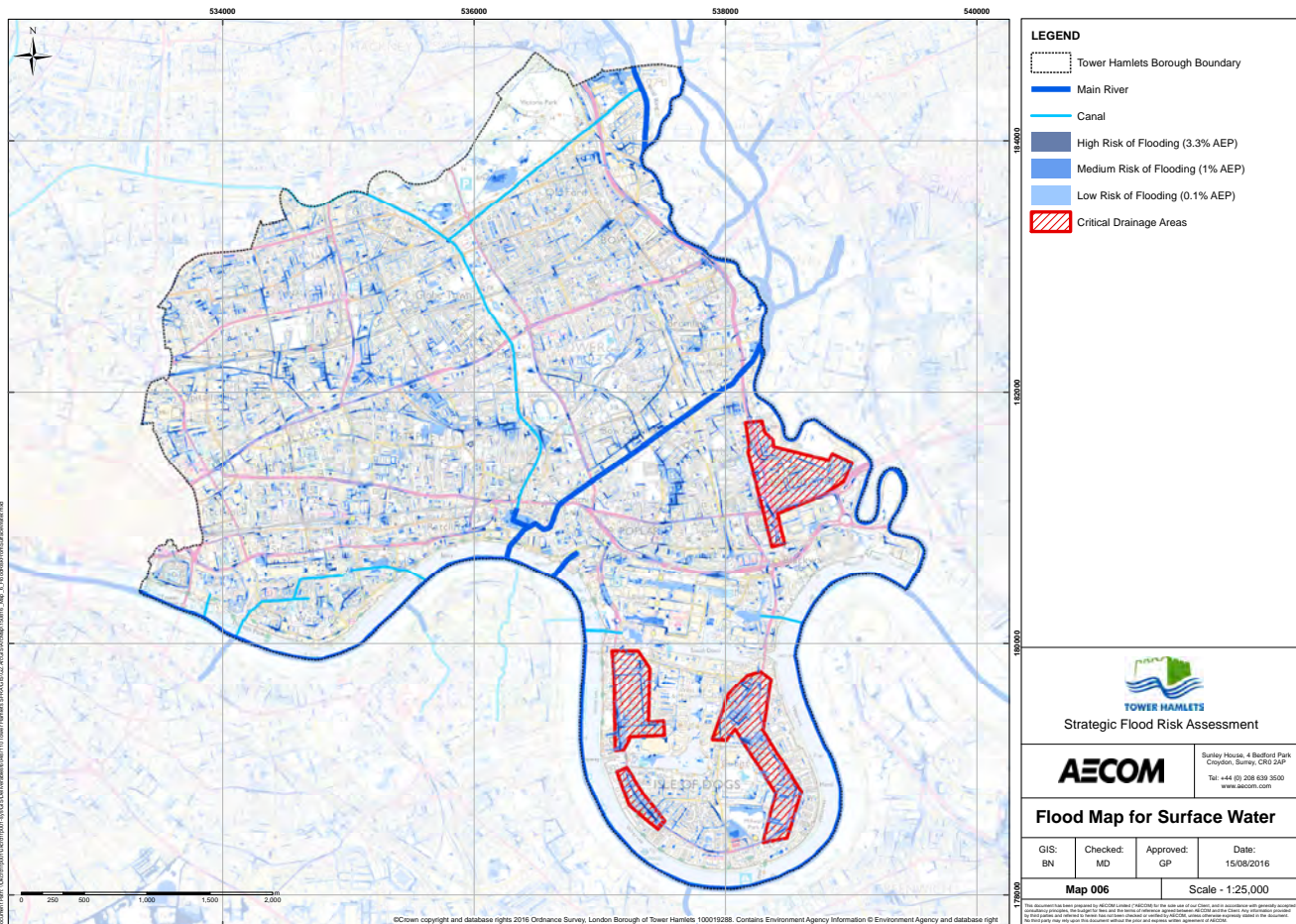
Water Management

4.9.1.8 London has lower rainfall than the national average while having a very high population density compared to the rest of the country. This combination of limited water resources and high demand has resulted in London being declared an area of serious water stress [62] and this trend is likely to be exacerbated by climate change.

4.9.1.9 In accordance with the GLA, the Mayor of London has set up a Water Advisory Group (WAG) which is tasked on working to develop integrated water management strategies in specific Opportunity Areas and development sites. The Mayor is also going to work with the water companies to identify and resolve strategic-level 'pinch points' in the capacity of water supply.

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62 EA Water stressed areas – final classification, 2013

Carbon Emissions

4.9.1.10 Carbon Emissions in the borough have been falling steadily since the Managing Development Document (2013), however Tower Hamlets still produces the third highest level of total carbon dioxide emissions of all the boroughs in London [63]. Carbon dioxide is the key greenhouse gas causing climate change. The London Plan (2015) requires boroughs to support the meeting of the Mayor of London's 60% (below 1990 levels) carbon reduction by the 2025 target. Since the Core Strategy was adopted in 2010, the borough has only achieved a 22% reduction against this target [64]. The particular cause of these higher emissions levels is the high level of emissions from industry and commercial uses (the third highest after Westminster and the City of London), reflecting the high energy uses and inefficiency of large floorplate office buildings[65]. Given the existing high levels of carbon emissions and the significant levels of development expected in the borough, the Council needs progressive CO2 emission reduction within future development proposals.

4.9.1.11 The Mayor of London's target is supported by the Energy Hierarchy, requiring developments to:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

4.9.1.12 The Council is committed to contributing towards the Mayor of London's Carbon Emissions target through promoting the development of new decentralised energy facilities that have the potential to link into a wider sub-regional network and reducing the carbon emissions of all public buildings in the borough. The Tower Hamlets Carbon Emissions Study, 2016, prioritises the implementation of projects to reduce the Council's own Carbon emissions.

Waste Management

4.9.1.13 The management of waste is a pressing strategic issue embedded within the London Plan. The London Plan is working towards waste self-sufficiency in London and zero-biodegradable or recyclable waste to landfill by 2026. In order to achieve this, London boroughs, the Mayoral Development Corporation (including the LLDC) and the GLA need to work collaboratively to allocate suitable and appropriate waste sites. The GLA considers that London is moving towards a future where goods are designed to be reused and recycled (a 'circular economy'). As a result, the current approaches to managing waste systems in London should be shifted from waste to reuse so that

63   National Statistics, UK local authority and regional carbon dioxide emissions national statistics: 2005-2014, 2016
64   LBTH Carbon Policy Evidence Base, 2016
65   National Statistics, UK local authority and regional carbon dioxide emissions national statistics: 2005-2014, 2016

very little waste will require disposal in the future. The GLA has been working with some of the key stakeholders such as the London Waste and Recycling Board (LWARB) to develop a route map for London's transition to a circular economy.

4.9.1.14 Tower Hamlets is both a Waste Collection Authority and a Waste Disposal Authority. The Council is committed to continue to:

- Safeguard suitable existing sites;
- Allocate land for waste management purposes totalling 1.13 hectares equating to 91,000 tonnes of capacity to manage waste covered by the London Plan apportionment;
- Identify other land including sites and areas of search that might be suited to accommodate further waste management capacity that may contribute to meeting the London Plan Waste apportionment targets for 2036;
- Work strategically with the GLA, TFL, LLDC and other waste authorities to manage as much of London's waste within London where practicable, maximise diversion of biodegradable waste from landfill and to ensure that there are sustainable arrangements in place for the Plan period;
- Release safeguarded waste sites where the transfer of capacity does not undermine strategic policy and its objectives;
- Support development of additional waste management capacity and seek its co-location with compatible uses; and
- Support the use of locally based solutions for the storage, processing, collection and management of waste on or near source developments.

4.9.1.15 In addition, the Council is also keen to reduce the amount of waste generated in the borough through implementing the Waste Management Hierarchy of:

- Prevent
- Reduce
- Reuse and recycle / compost
- Recover
- Dispose.

4.9.1.16 The Hierarchy and its objectives will be applied across development of all types. This could be achieved through supporting development which:

- enables local residents and businesses to reduce and manage their waste effectively;
- reduces and manages their waste effectively during the complete lifecycle of development;
- uses recycled and reclaimed materials; and
- uses appropriate innovative solutions to waste management.

4.9.2 Strategic Policy ES1: Protect and Enhance our Environment

Strategic Policy ES 1

Protect and Enhance Our Environment

1. Development is required to minimise the use of natural resources and work pro-actively to protect and enhance the quality of the natural environment, through:

    a. contributing towards meeting the objectives of the Tower Hamlets' latest Air Quality Action Plan;
    b. protecting and enhancing biodiversity, with the aim of meeting the objectives of the latest Tower Hamlets Biodiversity Action Plan and improving opportunities to experience nature, in particular in deficient areas;
    c. locating development, using the Sequential and Exemptions Tests, to minimise flood risk in the borough;
    d. helping reduce clean and waste water use ;
    e. following the Energy Hierarchy of be lean, be clean and be green;
    f. improving land quality and mitigate the adverse effects of contaminated land on human health; and
    g. following the Waste Management Hierarchy of preventing, reducing, reusing and recycling/composting, recovering and disposing as well as working towards managing London's waste within London

Justification

4.9.2.1   This policy aims to sets out overarching requirements for developments in Tower Hamlets regarding environment sustainability.

Policy Implementation

4.9.2.2   This policy must be read in conjunction with other policies set out in this section.

4.9.3 Policy ES2: Improving Air Quality

Policy ES 2

Improving Air Quality

1. Development is required to at least meet the 'Air Quality Neutral' standard, including promoting the use of low or zero emission transport and reducing the reliance on private motor vehicles.

2. An Air Quality Impact Assessment, using the GLA's approved methodology, is required as part of the planning application for:

   a. Major developments;
   b. Developments which will require substantial earthworks or demolition;
   c. Developments which include education or health facilities or open space, including child play space; and
   d. New build developments in areas of sub-standard air quality.

3. New build developments which propose to provide any private, communal or public open space, including child play space, in areas of sub-standard air quality, are required to demonstrate that the proposal has considered the positioning and design of the open space, to reduce exposure of future users to air pollution

Justification

4.9.3.1 The whole of Tower Hamlets is currently designated as an Air Quality Management Area, mainly due to emissions from combustion engine vehicles and plant equipment. Poor air quality has well-evidenced significant negative effects on health. Given the health impacts and existing poor air quality, as well as the strong concern expressed by residents with regards to air quality, it is imperative that development does not worsen air quality, protects future occupants from the effects of air quality and wherever possible improves air quality. This policy seeks to support the delivery of Strategic Objective 13, which highlights that air quality is an urgent priority. Part (1) ensures that development meets the London Plan Policy 7.14 and the GLA's Sustainable Design and Construction SPG 2014 requirements for developments in poor air quality areas.

4.9.3.2 While the whole of the borough is designated as an Air Quality Management Area, in some parts of the borough the air quality is below EU safe limits for N02 levels. Parts (2) and (3) seek to ensure a particular focus on improving air quality and protecting users from the effects of poor air quality, in these areas. It is also particularly relevant that the effects of poor air quality are addressed for certain uses. Public open space and private and communal amenity space provide much needed opportunities for residents to lead healthy and active lifestyles and provide urban greening, however the benefits of this space can be enhanced if their design and location minimises exposure to poor air quality. In addition the negative health impacts of exposure to poor air quality are particularly experienced by children, those suffering from respiratory disease, the elderly and the general population during exercise[66]. Parts (2) and (3) seek to address this.

66   LBTH Air Quality Evidence Base, 2016 and LBTH Health in Planning Evidence Base, 2016

Policy Implementation

4.9.3.3 To implement Part (1), further guidance on 'the air quality neutral standard' is outlined in the GLA's Sustainable Design and Construction SPG 2014. Applicants should also refer to the relevant transport policy requirements set out in the Transport & Connectivity section.

4.9.3.4 In Parts (2) and (3), areas of sub-standard air quality, refers to areas where N02 levels exceeding 40 µg/m3 of NO2 (the EU legal limit). This includes areas in which the PM2.5 levels exceed10 µg/m3 annual mean PM2.5 (WHO guideline limits).

4.9.3.5 In Part (2) the Air Quality Assessment must consider the potential impacts of pollution from the development, on occupants of the site and neighbouring areas, during construction and operational phases. The assessment should also consider the cumulative impact of surrounding developments. Cumulative Impacts should be considered for developments occurring in a 1km radius. The Air Quality Assessment and construction management plan should contain details of compliance with European Emissions Standards. The assessment must also identify and mitigate any adverse effects either during construction or operation. Mitigation measures could include, reduction of vehicular traffic levels, encouraging sustainable movement patterns, how construction is carried out, measures to reduce emissions throughout the lifetime of the building, reducing emissions from associated plant equipment, improving / greening the public realm and ensuring decentralised energy facilities do not contribute to poor air quality. This policy should be implemented alongside the Planning and Construction in New Development policy

4.9.3.6 In Part (3), mitigating measures to reduce residents' exposure, could include (in order of priority) maximising distance from pollutant source (the recommended distance would be over 50m from the pollution source)[67], then considering proven ventilation systems, parking considerations (in accordance with transport policies]), winter gardens, internal layout and minimising internal pollutant emissions. This policy should be considered alongside the relevant design, open space and social infrastructure policies.

4.9.4 Policy ES3: Urban Greening and Biodiversity

Policy ES 3

Urban Greening and Biodiversity

1. Development is required to maximise the provision of 'living building' elements. 'Living building' elements need to contribute to local biodiversity through the provision of priority habitats, and/or features for priority species, as identified in the latest Tower Hamlets Local Biodiversity Action Plan.

2. Development is required to:

67   LBTH Health Evidence Base, 2016

a. Protect or replace existing elements of biodiversity features within the development as well as incorporating further measures to support wildlife, proportionate to the development proposed.

b. Submit an Ecology Assessment demonstrating biodiversity enhancement that contributes to the objectives of the latest Tower Hamlets Local Biodiversity Action Plan, where the site is a Major development.

3. Planting and landscaping around developments should not include 'potentially invasive, non-native species'.

4. Development is required to:

a. Incorporate trees wherever possible;;
b. Protect trees, including street trees; and
c. Provide replacement trees where the loss of or impact on trees in a development is considered acceptable.

5. Developments which would affect a Site of Importance for Nature Conservation (SINC), or significantly harm the population or conservation status of a protected or priority species, is required to be managed in accordance with the following hierarchy:

a. To avoid adverse impact to the biodiversity interest; and
b. To minimise impact and seek mitigation in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, and for appropriate compensation to be sought.

Justification

4.9.4.1   The borough 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). Living building elements enhance biodiversity, both directly through planting and indirectly through the provision of habitats. They also have flood reduction, climatic and air quality benefits, helping the remove CO2 from the air and reduce temperatures. Consultation responses demonstrated a strong desire to maintain and enhance biodiversity in the borough. This policy seeks to implement Strategic Objectives 8 and 10, which require development to protect and enhance the environment. Parts (1), (2), (3) and (5) seek to protect and enhance the borough's biodiversity. The benefits of trees include contributing to the beauty and quality of the street scene, providing shade and cooling to offset the 'heat island effect', providing habitats, mitigating against the risk of surface water flooding, filtering pollutants from the air and preventing shrinking and heave during hotter weather[68]. Part (4) recognises this.

Policy Implementation

4.9.4.2   In implementing Part (1) the types of 'Living Building' techniques the Council will consider including living roofs, walls, terraces and other building greening techniques. 'Living Building' elements should also be considered alongside the Sustainable Urban Drainage requirements outlined in policy ES4, and Green Grid requirements outlined in Open Spaces and Water Spaces section. The provision of living building elements is considered particularly beneficial in areas of sub-standard air quality or in areas at particular risk of experiencing the Urban Heat Island Effect. As identified by the London Climate Change Partnership, this includes areas of green space deficiency, areas of high density development with clusters of tall buildings and areas experiencing high levels of pollution. For the purposes of assessing this requirement, this includes developments within identified Areas of Deficiency of Access to Nature, Tall Building Zones, and Areas of Sub-standard Air Quality. The risk of experiencing the Heat Island Effect should be considered over the lifetime of the development.

4.9.4.3   When assessing the requirements of Part (2), consideration will be given to the size and scale of the development and whether relative provision has been made. Even minor development, such as rear extensions have the ability to provide biodiversity measures through provisions such as living roofs, walls and habitat structures such as bat/bird boxes. The latest Tower Hamlets Local Biodiversity Action Plan should be referred to for details of priority habitats, and/or features for priority species. Features of biodiversity/ecological value include veteran trees, old hedges, habitats or species identified as local, London or national priorities, and features which might support such species.

4.9.4.4   The priority habitats and the species of conservation are online at http://www.gigl.org.uk/about-gigl/londons-biodiversity-action-plan/ . Habitats & species of principal importance in England are at http://webarchive.nationalarchives.gov.uk/20140605090108 /http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/ protectandmanage/habsandspeciesimportance.aspx

4.9.4.5   References for priority species and habitats are our LBAP (local), priority habitats in the London Biodiversity Action Plan, Species of Conservation Concern in London (London) and Habitats and Species of Principal Importance in England (national – identified under s.41 of the Natural Environment & Rural Communities Act (2016).

4.9.4.6   'Potentially invasive non-native species' of Part (3) are defined in Schedule 9 of the Wildlife and Countryside Act 1981. In addition, planting schemes should be selected according to their suitability for local growing conditions (soil, temperature ranges, rainfall, sunlight and shade), the ability to attract wildlife (e.g. nectar rich planting) and conserve water. This will need to be evidenced in the Design and Access Statement. This policy also applies to any Open Space or Green Grid provisions made under policy OS1.

4.9.4.7 Due to the environmental importance of trees, in implementing Part (4) at least a '1 for 1' replacement rate is required for any trees affected by a development. Where the Council is convinced these cannot be incorporated onsite, the Council will accept the provision of a replacement tree on a suitable site, as close to the development as possible. The Council will also expect developments to incorporate additional trees wherever possible. We will take a 'right tree for the right site' approach which takes account of historic context, availability of space, soil conditions, potential improvements to air and soil quality and reducing the effects of and adapting to climate change. This should be evidenced in the Ecology Assessment. This policy also applies to any Open Space or Green Grid provisions made under policy OWS.1.

4.9.4.8 Part (5) seeks to protect the integrity of any designated 'European site', in line with Paragraph 118 of the NPPF and London Plan Policy 7.19E. It also seeks to protect locally designated Sites of Importance for Nature Conservation (SINCs). The current SINC boundaries are under review and proposed changes are being consulted on alongside the Local Plan. The presence of protected species is a material planning consideration if a development is likely to result in harm to a habitat or species. Protected species are those identified by European and national legislation and priority species are those identified in the UK, London or Tower Hamlets Local Biodiversity Action Plans. If a protected or priority species is likely to be affected, an Ecology Assessment will be required. The Ecology Assessment should include information assessing the situation of the existing site and outlining proposals for protecting, 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.

4.9.5 Policy ES4: Reducing Flood Risk

Policy ES 4

Reducing Flood Risk

1. Development is required to provide a Flood Risk Assessment (FRA) if it meets any of the following criteria:

    a.   the development site is over 1ha, within Flood Zone 1;
    b.   it is within Flood Zones 2, 3a and 3b; or
    c.   the development may be subject to other sources of flooding, as defined in the SFRA

2. Development is required to protect and where possible increase the capacity of existing waterspaces and flood storage areas to retain water.

3. Development of vulnerable uses, including basement developments in flood-prone areas, will be resisted unless suitable mitigation measures can be undertaken.

4. Development along the River Thames, River Lea and tributaries is required to be set back, allowing a minimum of a 16m (tidal river) and 8m (fluvial river) buffer strip, unless significant constraints are evidenced. Opportunities should also be considered to realign or set back defences and improve the riverside frontage to provide amenity space and environmental enhancement

5. Development is required to demonstrate how it reduces the amount of water usage, run-off and discharge from the site, through the use of appropriate water reuse and Sustainable Drainage System (SuDs) techniques

6. Development in Critical Drainage Areas is required to achieve a greenfield run-off rate and volume leaving the site. All other development proposals to seek to achieve greenfield run-off rate and volume leaving the site. Where this is not possible the minimum expectation for development proposals is to achieve at least 50% attenuation of the site's (prior to re-development) surface water run-off at peak times

Justification

4.9.5.1   Large parts of Tower Hamlets, including our growth areas, are in Flood Zones 2 and 3a. New development must not increase the risk of flooding and must provide mitigation measures to reduce the impact, including enabling the repair and further delivery of flood defences. This policy supports the delivery of Strategic Objective 10, which requires the highest standards of environmental sustainability. Parts (1), (2), (3) and (4) seek to ensure this. In addition, development has significantly changed how natural systems work, particularly in relation to water. For example, rainfall cannot infiltrate through hard surfaces that are created by development. As a result the traditional drainage of water run-off and waste water into water bodies can no longer be sustained and is leading to a greater risk of flooding, particularly in Critical Drainage Areas[69]. This increases the importance of existing waterspaces and flood storage areas to retain water. Finally, basements can affect the ability of the ground to absorb rain when soil is replaced by an impervious structure and can be particularly susceptible to flooding. Parts (2), (3) and (5) seek to mitigate this risk.

Policy Implementation

4.9.5.2   In order to address Part (1), the FRA should:

- be proportionate with the degree of flood risk posed to, and by, the proposed development;
- consider the cumulative impact of existing and future development;
- consider the impact of climate change using the latest government guidance;
- consider the risks of both on and off-site flooding to and from the development for all sources of flooding including fluvial, tidal, surface run-off, groundwater, ordinary watercourse, sewer and reservoir;

- propose mitigation measures, taking account of the advice and recommendations set out in the SFRA
- Any development located adjacent to flood defences is required to demonstrate that these defences will be safeguarded and maintained over the lifetime of the development

4.9.5.3 Part (2) should be considered alongside policy OS2.i of water spaces and protecting the docks.

4.9.5.4 Vulnerable uses are defined in Paragraph 067 of National Planning Policy Guidance. In order to asses part (3), the Council requires all new basement developments whether domestic or non-domestic to conduct an Impact Assessment which considers both groundwater and surface water flooding and should demonstrate that the impacts of the proposed development are acceptable, or that appropriate mitigation measures will be adopted.

4.9.5.5 The requirement for an adequate buffer zone in Part (4) between waterways and developments is to enable sustainable and cost effective flood risk management, including upgrading of river walls and embankments. A pragmatic approach should be adopted for existing development in these areas and opportunities pursued for small scale set back of development from river walls to enable these structures to be modified, raised and maintained as needed.

4.9.5.6 Where the preferred level of setback is unachievable, consideration should be given to the specific recommendations of the TE2100 plan, in requiring reduction of current and future flood risk through:

- Raising existing flood defences to the required levels in preparation for future climate change impacts or otherwise demonstrate how tidal flood defences can be raised in the future, through submission of plans and cross-sections of the proposed raising;
- Demonstrating the provision of improved access to existing flood defences and safeguarding land for future flood defence raising and landscape, amenity and habitat improvements;
- Maintaining, enhancing or replacing flood defences to provide adequate protection for the lifetime of the development;
- Where opportunities exist, re-aligning or setting back flood defence walls and improving the river frontage to provide amenity space, habitat, access and environmental enhancements; and
- Requiring the delivery of flood risk management infrastructure and/or improvement measures that mitigate directly related impacts from the development, and where these have been identified as necessary through the Tower Hamlets' Infrastructure Delivery Plan.

4.9.5.7 These setback requirements can also contribute towards opportunities for public access and recreation, as outlined in policy OS2.

4.9.5.8 In order to reduce the amount of water being discharged from sites, Part 5 of the policy requires development to reduce the run-off from hard surfacing. All major development and minor development in Critical Drainage Areas will be required to submit a Drainage Strategy alongside the original planning application. All other developments will also be strongly encouraged to do so. This should demonstrate that surface water will be controlled as near to its source as possible.

4.9.5.9 Applicants are strongly encouraged to consider the requirements for SuDS, at the earliest opportunity, as this will enable their more effective integration and provision. SuDS should also be considered alongside the 'living building' requirements outlined in policy ES02, and Green Grid requirements outlined in OS.1, as SuDS can also have biodiversity and urban greening benefits.

4.9.6 Policy ES5: Sustainable Water Management

Policy ES 5

Sustainable Water Management

1. Development (including refurbishments and conversions) is required to minimise:

    a. water consumption: with residential developments achieving water use of 105 litres per person per day for homes under the optional national technical standard, and refurbishments and other non-domestic development expected to meet BREEAM water efficiency credits; and
    b. the pressure on the combined sewer network

2. Development is required to demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative effect of current and proposed development

Justification

4.9.6.1 London is an area of serious water stress[70]. Consultation responses have also expressed concern regarding water capacity in the borough. Developments should therefore seek to reduce the pressure on the fresh and waste water systems, through increasing water efficiency. This policy supports the delivery of Strategic Objective 10, which requires the highest standards of environmental sustainability while reducing the effects of climate change. Parts (1) and (2) seeks to reduce water use and ensure adequate fresh and waste water capacity for new developments.

70   EA Water stressed areas – final classification, 2013

Policy Implementation

4.9.6.2   Measures to achieve Part (1) could include the installation of water efficient fittings and appliances (which can help reduce energy consumption as well as water consumption) and by capturing and re-using rain water and grey water on-site. Major developments and high or intense water use developments, such as hotels, hostels and student housing, should include a grey water and rainwater harvesting system. Where such a system is not feasible or practical, development must demonstrate to the Council's satisfaction that this is the case.

4.9.6.3   In order to meet Part (2) development are required to demonstrate that there is adequate capacity to serve the development and that it would not lead to problems for existing users. This may make it necessary for development to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity constraint of and no improvements are programmed by the water company, the development will be required to provide for the appropriate improvements which must be completed prior to occupation of the development.

4.9.6.4   Development are strongly encouraged to contact Thames Water Developer Services in advance of the submission of planning applications in order to ensure that the drainage requirements of development proposals are understood and that any upgrade requirements are identified.

4.9.7 Policy ES6: Achieving a Zero Carbon Borough

Policy ES 6

Achieving a Zero Carbon Borough

1.   Development is required to meet the CO_2 emission reduction standards of:

Table 6

Residential development:	
Year	**Improvement on 2013 Building Regulations:**
2016-2031	Zero Carbon (Minimum 45% reduction on-site with the remaining regulated carbon dioxide emissions to 100% to be off-set through a cash in lieu contribution for carbon saving projects elsewhere in the borough, as outlined in the Planning Obligations SPD (2016))

Table 7

Non-residential development:	
Year	Improvement on 2013 Building Regulations
2016 – 2019	45% CO2 emissions reduction
2019 – 2031	Zero Carbon (Minimum 45% reduction on-site with the remaining regulated carbon dioxide emissions to 100% to be off-set through a cash in lieu contribution for carbon saving projects elsewhere in the borough, as outlined in the Planning Obligations SPD (2016)).

2. Major residential development and major non-residential development are required, and minor non-residential development is encouraged, to submit an Energy Assessment, detailing how the development will address the following considerations:

   a. **Energy efficient design and building fabric** – development should maximise energy efficiency, aiming to improve on the standards set in the version of the Building Regulations current at the time of submission;
   b. **Decentralised energy** – All development should assess the feasibility of decentralised energy; and
   c. **Renewable energy feasibility** – All new developments should seek to provide up to 20% reduction of carbon dioxide emissions through on-site renewable energy generation, where feasible

3. The sustainable retrofitting of existing development with provisions for the reduction of carbon emissions will be supported

Justification

4.9.7.1 In order to contribute to meet the London Plan and Strategic Objective 12 target of a 60% reduction of carbon emissions (below the 1990 level) by 2025, Tower Hamlets needs to reduce CO2 emissions per person significantly more than most other London boroughs, as Tower Hamlets is currently the third worst performing borough within the capital [71]. This policy maintains the Council's policy trajectory which has required progressive reductions in developments' carbon emissions. This approach builds on the London Plan's current approach and is endorsed by the GLA's Housing SPG, 2016 (2.3.57). This policy also ensures that following the revocation of the Code for Sustainable Homes, new development still contributes towards lowering energy use and carbon emissions. Tower Hamlets also has particularly high levels of emissions

71 National Statistics, UK local authority and regional carbon dioxide emissions national statistics: 2005-2014, 2016

from industry and commercial uses (the third highest after Westminster and the City of London), reflecting the high energy uses and inefficiency of large floorplate office buildings[72]. Parts (1) and (2) seek to ensure that all new developments, including non-residential development, in Tower Hamlets contribute towards reducing carbon emissions. This supports London Plan policy 5.2 and implements the recommendations of the Non-Domestic Carbon Dioxide Emissions Target Report[73]. Part (1) also recognises that on-site carbon reductions have a greater impact on reducing carbon emissions, than contributions in lieu[74]. Funds raised through Carbon Offsetting are spent on priorities outlined in the Tower Hamlets Carbon Offset Study (2016), which will also contribute to a demonstrable reduction in the borough's carbon emissions. This is implemented through Part (3).

Policy Implementation

4.9.7.2   In Part (1), the improvements in Co2 emissions reduction for new build developments is based on Building Regulations 2013 requirements. For refurbishment schemes the baseline should be determined by modelling, using building regulation compliance software to determine a Building Emission Rate / Dwelling Emission Rate of the regulated CO2 emissions from the existing building before refurbishment.

4.9.7.3   The implementation dates for the requirements in part (1) are from 1st October 2016, for residential developments and from 1st October 2019, for non-residential developments.

4.9.7.4   In order to show compliance with Part (2), Energy Assessments should be informed by preliminary SAP (Standard Assessment Procedure) for residential developments or National Calculation Method for non-residential development. Energy Assessments should detail the measures included in the development 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 also be sought.

4.9.7.5   In implementing 2a, new developments should consider how the design, layout, orientation, insulation materials and other sustainable construction techniques can contribute towards maximising energy efficiency.

4.9.7.6   In implementing 2b, new developments should be designed in a manner fully compatible with any existing or planned future Decentralised Energy Network (DEN) in accordance with any relevant Energy Masterplan and the District Heating Manual for London or replacement document (including appropriate design of building systems to minimise return temperatures). New developments must connect to the DEN if that network is expected to be operational within 5 years of the development being completed.

72   National Statistics, UK local authority and regional carbon dioxide emissions national statistics: 2005-2014, 2016
73   GLA Non-Domestic Carbon Dioxide Emissions Target, 2015
74   LBTH Carbon Policy Evidence Base, 2016

Applicants will be expected to contribute towards the costs of the DEN in line with the avoided costs of their own plant installation. Applicants will be expected to demonstrate the low air quality impacts of any DEN.

4.9.7.7 In implementing 2c, for the chosen solution, details should be provided on: energy generated and the CO2 saved; capacity and quantity of the proposed technology/ies and location of the technology/ies marked on site plans.

4.9.7.8 Part (3) will be expected to be demonstrated within an Energy Assessment.

4.9.8 Policy ES7: Contaminated Land and and Storage of Hazardous Substances

Policy ES 7

Contaminated land and development and storage of hazardous substances

1. Where development is proposed on contaminated land or potentially contaminated land, a desk study and site investigation in line with current guidance is required and remediation proposals agreed to deal with the contamination before planning permission is granted. A verification report, detailing mitigation undertaken, is required in advance of occupation

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

Justification

4.9.8.1 Industrial activity, waste disposal, accidental spillages and transportation can cause contamination of land. Where waste products or residues remain within soils or groundwater they may present a hazard to people and the general environment and preclude some classes of development from taking place[75]. Parts (1) and (2) seek to mitigate this risk. This policy helps to deliver Strategic Objectives 1 and 19, which seek to deliver housing and employment growth while protecting human health. The management of contaminated land in order to safely release land for development is key to achieving these objectives.

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75   LBTH Contaminated Land Strategy, 2005

Policy Implementation

4.9.8.2 To add further guidance to London Plan policy 5.21 and 5.22, regarding contaminated land and hazardous substances, Part (1) of this policy provides additional guidance around protecting residents' health and the environment from contaminants and hazardous substances.

4.9.8.3 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.

4.9.8.4 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.

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

4.9.8.6 DEFRA & Environment Agency - The Model Procedures for the Management of Land Contamination (CLR11) (2004)

4.9.8.7 Guidance for the Safe Development of Housing on Land Affected by Contamination (R&D66) (2008)

4.9.8.8 Sustainable Remediation Forum UK - A Framework for Assessing the Sustainability of Soil and Groundwater Remediation (2010)

4.9.8.9 CL:AIRE[76]Development Industry Code of Practice V2 " The Definition of Waste" (2011)

4.9.8.10 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

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76   CL:AIRE is a registered charity and an environmental body. For more information, please visit: http://www.claire.co.uk

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.

4.9.9 Policy ES8: Waste Management

Policy ES 7

Waste Management

1. Implement the waste management through supporting development that:

   a. Designs appropriately for non-waste developments to incorporate waste storage.
   b. Reduces and manage their waste effectively through the complete lifecycle of development.
   c. Uses recycled and reclaimed materials.
   d. Enables local residents and local businesses to manage their waste effectively.
   e. Uses appropriate innovative solutions to waste management.

2. The Council will seek to be in general conformity with the objectives of the London Plan by supporting the management of the borough's waste within London as far as is practicable, sustainable and through aiming to accord with London Plan waste apportionment target. This will be achieved through the following measures:

   a. Safeguarding and allocating suitable existing sites used for waste management purposes

Suitable sites within Tower Hamlets

Table 8 Suitable sites within Tower Hamlets

	Site name	Overall suitability	Site area (ha)	Apportionment Capacity Contribution (tpa)
1	Clifford House, Towcester Road (within LBTH Empson Street Strategic Industrial Location)	Whole site suitable	0.46	37,000

	Site name	Overall suitability	Site area (ha)	Apportionment Capacity Contribution (tpa)
2	Northumberland Wharf, Yabsley Street, within LBTH Safeguard Wharf site)	Part site suitable as a portion is safeguarded wharf	0.88	16,000
Total			1.34	53,000

b.   Identifying suitable sites and areas of search, in the LLDC and LBTH, that may accommodate waste management capacity capable of contributing to meeting London Plan Waste apportionment targets.

Table 9 Suitable sites within Tower Hamlets falling under the aegis of LLDC

Site ID	Site name	Overall suitability	Site area (ha)	Apportionment Capacity Contribution (tpa)
1	Iceland Metal Recycling, Iceland Wharf (LLDC, Other Industrial Location)	Whole site suitable for safeguarding and allocating	0.44	35,000
2	Land at Wick Lane, Fish Island (LLDC, Preferred Industrial Location)	Whole site suitable for safeguarding and allocating	0.69	55,000
3	455 Wick Lane (LLDC, Preferred Industrial Location)	Whole site suitable for safeguarding and allocating	0.47	38,000
Site Total			**1.60**	**128,000**

Table 10 Areas of Search within Tower Hamlets and the LLDC

Site ID	Area name	Overall suitability	Site area (ha)	Apportionment Capacity Contribution (tpa)
3	The Highway, Local Industrial Location (LBTH)	Whole site suitable for search	2.71	To be determined
4	Empson Street, Strategic Industrial Location (LBTH)	Whole site suitable for search	10.07	To be determined
5	Bow Midlands West Rail Site (LLDC)	Part of the site would be suitable for safeguarding and allocating	3.16	To be determined
6	Fish Island, Strategic Industrial Location (LLDC)	Whole site suitable for search	9.21	To be determined
Area Total			**25.15**	To be determined

c. Working strategically with the GLA, TFL, LLDC and other waste authorities to manage as much of London's waste within London where practicable to ensure that there are sustainable arrangements in place for the Plan period.

d. Releasing safeguarded or allocated waste sites where the transfer of capacity does not undermine strategic policy and its objectives.

e. Supporting development of additional waste management capacity and seek its co-location with compatible uses.

f. Supporting the use of locally based solutions for the storage, processing, collection and management of waste on or near source developments.

3. Development which seeks to provide a waste management facility will be supported where:

   a. they are located on sites and area of search as identified in Table 2 and 3 as established above; or

   b. where waste management facilities contributes towards London Plan objectives and the proposal can demonstrate:

      i. it is of a scale and nature that does not compromise adjacent existing and proposed land uses and it is well integrated into its surrounding;

      ii. design is high quality and ensures compatibility with surrounding uses (including within neighbouring boroughs);

iii. it is modern, innovative and flexible enough to alter its operation and capacity as circumstances change without materially increasing associated impacts; and

iv. it will not result in adverse transport, environmental and amenity impacts, including the emission of air pollutants, are mitigated to an acceptable level.

Justification

4.9.9.1 European and national legislation as well as national and regional policy work together to address manage resources effectively and the need to move waste up the Waste Hierarchy whilst ensuring the protection of human health and the environment in line with the principles of proximity and net self-sufficiency.

4.9.9.2 The National Planning Policy for Waste (NPPW) requires the Local Plan to identify sufficient opportunities to meet the identified needs of its area for the management of waste streams, aiming to drive waste management up the Waste Hierarchy. It should ensure that suitable sites and areas for the provision of waste management capacity are identified in appropriate locations. The NPPW recommends that having considered the extent to which the capacity of existing operational facilities might satisfy any need, in searching for areas suitable for new or enhanced waste management facilities, waste planning authorities should consider opportunities for onsite management of waste where it arises, as well as a broad range of locations including industrial sites, and sites that present opportunities to co-locate new waste management facilities with existing facilities or complementary activities.

4.9.9.3 The London Plan (2015) sets an ambitious target for London to manage as much of the waste it creates within its boundaries as is practicable by 2026. It gives responsibilities to boroughs for this through the use of apportionment targets for household and commercial and industrial waste. The apportionment is a mechanism to distribute the management of these waste streams arising in London between Boroughs. Tower Hamlets has been given an apportionment higher than the sum of waste predicted to arise in the Borough. In effect, this means the Borough would be handling waste that is being generated elsewhere in London. National Planning Practice Guidance advises that these apportionments are to be regarded as providing "high-level benchmarks" and so by implication are not fixed targets that must be achieved.

4.9.9.4 The borough's waste evidence base has identified and reviewed suitable sites from allocation of waste management uses in the Borough, having regard to national and regional policy. Screening and analysis determined that the following sites, safeguarded in the MDD were not deemed suitable for continued safeguarding for operational and deliverability reasons.

- Alisa Street (See 40 Gillender Street in Waste Management Evidence Base)

- Mc Grath (See Mc Grath, Hepscott Road in Waste Management Evidence Base)
- Fish Island Mid (See Unit 2 Stour Road in Waste Management Evidence Base)

4.9.9.5 Unit 6 Stour Road was discounted due to its size which was deemed to be unlikely to enable waste management facilities of sufficient capacity to be developed. In the case of McGrath, Hepscott Road, it was not considered suitable for continued safeguarding due to conflict with strategic policy. It is situated in a mixed use growth area and designated as a Site Allocation for employment, residential, creative and cultural uses and a linear park. It is also known that site operators are scaling down the operational activities of the site. With regards to 40 Gillender Street, the site no longer has an Environment Agency waste license and the site is one of ten sites located with the Poplar Riverside Housing Zone and contributes to the Borough's 15 year housing land supply.

4.9.9.6 The evidence base identifies two sites for continued safeguarding in table 1. These two sites are not sufficient to meet London Plan apportionment targets and as such steps (b to f) have been identified as measures to assist meet London Plan targets. Table 2 and 3 identify sites and areas suitable for management of waste capacity. Table 2 identifies sites that are not currently safeguarded but which are operational waste management facilities located in Tower Hamlets but falling within the control of the LLDC.

4.9.9.7 Tower Hamlets faces significant challenges in terms of managing high level of growth, particularly in Opportunity Areas as identified in the current London Plan and areas in transition as a result of the growth from outside the borough. The competing land pressures for continuing effective waste management in the borough becomes more and more important and urgent. These factors need to be appropriately balanced alongside the other challenges the borough faces in terms of rising land values, demand for land to meet London's housing needs, the resulting loss of industrial land, the high volume of traffic on our highways and the need to improve air quality. Consequently, the borough supports appropriate innovative solutions to the management of waste including appropriate co-location of uses and new technologies.

Policy Implementation

4.9.9.8 It should be noted that the LLDC area is the Local Planning Authority for eastern parts of Tower Hamlets Borough (Fish Island and part of Bromley-by-Bow) but are not the Waste Planning Authority for these areas. The LLDC Local Plan (2015) establishes policies for these areas. Any applications for planning permission in these areas should be submitted to the LLDC as the appropriate Local Planning Authority.

4.9.9.9 Part 1 seeks to ensure the waste management hierarchy is implemented by all development and at all stages in the development process. The waste management hierarchy is as below:

- Prevent
- Reduce
- Reuse and recycle / compost

- Recover
- Dispose

4.9.9.10 Part (1) a supports waste storage for three waste streams – recyclate, compostable and residual waste. Part (1) b refers to all stages of development: demolition, design, construction and operation. Appropriate innovative solutions to managing waste may include bulking or recyclables, anaerobic digestors or vacuum systems.

4.9.9.11 Part (2) seeks to accord with London Plan (2015) Policy 5.17 and sets out the Council's approach towards seeking to meet London Plan requirements. A number of measures (1a to f) are outlined as a means to work towards these requirements and should be taken together. With regards to part 1 (c), development proposals for the change of use of safeguarded waste land to a non-waste use need to be agreed by all relevant parties as established in the London Plan and the LLDC Local Plan. For the purposes of Part 1(d) the capacity to be re-provided elsewhere on an alternative site will be determined using a calculation of the throughput based on an historical and practical understanding of the tonnages that have based through the site and not the Environmental Agency permits, the practical site capacity or the planning permission thresholds

4.9.9.12 Part (3) relates to windfall applications for waste management facilities and / or applications for on-site management solutions. A criteria based response to the acceptability of an additional waste management facility will be applied with the appropriate siting of the facility being the first step towards determining the principle of the acceptability of the development. Such facilities would be directed towards allocated sites and areas of search as per part (1) of the policy in the first instance. Development that fall within these areas will receive in principle support but will also need to demonstrate that by virtue of their scale and nature the proposed capacity would not be out of character with the location in terms of design, amenity as well as the transport implications. Applications will be judged in accordance with the degree to which it satisfactorily meets all the criteria in this policy.

4.9.10 Policy ES9: Waste Management in Development

Policy ES 8

Waste Management in Development

1. Development is required to demonstrate how the waste hierarchy will be implemented. This will be achieved through requiring:

   a. Development to demonstrate how it will provide appropriate storage facilities that enable the segregation of materials for residual waste, recycling and organic waste (where appropriate).

   b. Major development to submit a Waste Reduction and Management Strategy demonstrating how the waste hierarchy will be implemented during design, site preparation (including demolition where applicable), construction and lifetime

operation of the development taking into account adverse impacts of the activities and proposing mitigation for these and the possible effects of cumulative development on the surrounding area

2. Development which incorporates capacity and/or facilitates for the storage, processing, collection and management of waste, will be supported where:

a. it implements the Waste Management Hierarchy and supports recycling and composting;
b. the design, scale and operation ensures compatibility with surrounding uses, does not compromise adjacent land uses, integrates well with the immediate surrounding and minimises conflicts between other users such as pedestrians, cyclists and vehicles;
c. the facility is located in an accessible location with adequate servicing arrangements;
d. transport impacts on the surrounding area are minimised including reduction of trips on the highway for servicing vehicles; and
e. adverse environmental and amenity impacts, including the emission of air pollutants, are mitigated to an acceptable level

Justification

4.9.10.1 This policy aims to implement the strategic policy SP ES1. Where waste is poorly managed there can be negative consequence for the borough in terms of health and wellbeing, amenity, the environment and the transport network. In addition the management of waste imposes its own impacts which the policy is intended to reduce. These policies will ensure that negative impacts are minimised as much as is feasible.

Policy Implementation

4.9.10.2 Part (1)(a) seeks to ensure the segregation of waste streams is encouraged to support residents and businesses reduce and manage waste effectively. High density developments are encouraged to consider on-site separation systems, on site material processing systems and collection systems that are compatible with Council Services. that the separation of waste is into recyclate, compostable materials (where appropriate) and residual waste streams within individual units and in flatted or multi-occupancy developments is supported and the storage of the subsequent materials is to be conducted wherever possible within the building footprint/envelope. Where this is not entirely possible arrangements should be made to ensure that the character and amenity of the development setting is not harmed and adverse impacts on the public realm or road safety are minimised.

4.9.10.3 Part (1) b sets out requirement for major development to be supported by a Long Term Waste Reduction & Management Strategy as a means to ensure that development manages waste effectively and in accordance with other relevant policies within the

Local Plan. This Strategy should demonstrate a proportionate and locally relevant response to how the following aspects will be approached and achieved for the development and in relation to the provisions in the surrounding area.

- Minimise waste production during site preparation (including demolition where applicable), design, construction and operational phases;
- Quantify waste that is expected to be produced by occupants;
- Provision for appropriate and accessible storage and collection facilities for a minimum of three waste streams within individual units, and communal storage spaces, to facilitate management up the waste hierarchy;
- Implement an appropriate collection methodology that aligns with Council's requirements and best practice;
- Minimise the number of vehicle trips associated with waste requiring removal offsite;
- Account for cumulative impact and seek opportunities for collaborative management of waste storage and collection with other development in the vicinity;
- Application of innovative technologies and/or future proofing design for use of innovative technologies; and
- Promotion of the circular economy through, incorporating recycled materials into the design and fabric of developments and their surroundings/setting; processing waste arising from demolition onsite and utilisation of the resultant product where feasible; and, encouraging composting of organic waste produced and utilising the resultant product where feasible.

4.9.10.4 Part (2) relates to non-waste led development that proposes the management of waste onsite. This could be an anaerobic digester, macerators or compaction of recyclables. Development will be judged in accordance with the degree to which it satisfactorily meets all the criteria in this policy.

4.10 Transport and Connectivity

4.10.1 Introduction

4.10.1.1 Tower Hamlets is already well connected and provided for in terms of public transport. Transport capacity will be further improved by the new Elizabeth Line stations at Whitechapel and Canary Wharf. However, Tower Hamlets' population growth coupled with London's overall growth will significantly increase resident, commuter and freight movement within and through the borough. This will create further pressure on the existing transport network and impact on air quality.

4.10.1.2 In developing a Local Plan, we therefore need to manage growth and mitigate impacts to ensure travel demands of people and goods can be accommodated sustainably.

London Plan and its Emerging Transport Strategy

4.10.1.3 The Mayor of London recognises that transport infrastructure has a vital part to play in supporting the capital's success and a providing a good quality of life. This requires careful and coordinated planning for transport services and physical infrastructure with the growth and development envisaged by the London Plan. The GLA's London Plan and the Mayor's Transport Strategy are currently under review. Once published for consultation, these policies and strategies will provide further guidance and inform preparation of this Local Plan.

East and South East London Sub-Regional Transport Plan

4.10.1.4 According to the GLA, London's population is projected to reach to 10 million by 2031, of which over 40% of the additional population will be expected within the identified Opportunity Areas of the east and south-east region of London. As a result, significant public transport improvements will be required to maximise the full development potential of these Opportunity Areas. Tower Hamlets comprises three London Plan Opportunity Areas and accommodating this growth will be one of the greatest challenges for the borough.

4.10.1.5 Despite potential transport schemes already in the pipeline, including the Silvertown Tunnel, the East and South East London Sub-Regional Transport Strategy concludes that additional public transport capacity will be required to accommodate the forecast growth.

Local Plan Transport Study

4.10.1.6 To ascertain whether the boroughs' projected growth can be supported by a sustainable transport network, the Council commissioned a borough Transport Study. The assessment includes the analysis of the current and committed provision of transport and its capacity to support the proposed housing and employment growth. It identifies appropriate mitigation measures that can be delivered as part of the planning process or as wider transport interventions. The assessment tests several options as shown in table 1 [77] below.

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77   LBTH Draft Transport Strategy (2016)

Table 11 Housing and Employment projection scenario

Projection / Growth Scenario	Population (% change from 2015)	Employment (% change from 2015)
Central Growth (2031)	105,216 (37%)	54,503 (19%)
High Growth (2031)	116,386 (41%)	122,000 (42%)

4.10.1.7　The population numbers derive from the Council's database and the latest GLA employment forecasts for Tower Hamlets. The baseline analysis has indicated that even with committed mitigation measures such as Elizabeth Line to address demand, transport modelling confirms that future growth requires significant on-going investment in the strategic transport network [78] in particular in relation to public transport, walking and cycling. Much of this relates to the three Opportunity Areas of City Fringe, Lower Lea Valley, and Isle of Dogs and South Poplar, and is comparable significant in the latter area.

4.10.1.8　Without securing the necessary infrastructure this would restrict the potential for development to come forward between 2025-2031, particularly on the Ilse of Dogs. To support the next stage of the new Local Plan, the Council will work in partnership with the GLA and TfL to addressed the challenges.

4.10.1.9　The assessment will identify a package of measures which require significant investment in public transport and active travel to facilitate sustainable delivery of the projected housing and employment growth. This would take the form of both infrastructure investment, and enhanced service provision but will also require wider operational strategies led by Transport for London (TfL) to promote and encourage sustainable travel.

4.10.1.10 The Council will work with partners to secure investment to existing and future strategic transport connections, including London Underground, rail, bus, and cycle and highway services. These enhancements will maximise the borough's regeneration potential and support growth whilst also helping to achieve our environmental objectives.

4.10.1.11 This section contains the following:

- Strategic Policy TR1 Sustainable Transport
- Policy TR2 Assessing the impacts on the transport network
- Policy TR3 Parking and car-free
- Policy TR4 Sustainable transportation of freight

4.10.2 Strategic Policy TR1: Sustainable Travel

Strategic Policy TR 1

Sustainable Travel

1. The Council will promote a sustainable pattern of development in the borough by requiring

    a. developments generating a higher number of trips to be located in areas of the town centre hierarchy and/or areas with high levels of public transport accessibility and where public transport capacity can accommodate the proposed increase in trips;

    b. developments to demonstrate they are properly integrated with the public transport network to maximise the offer to sustainable transport modes across the borough; and

    c. ensure it has no unacceptable impacts on the capacity, quality, accessibility and safety of the public transport network or on any planned improvements and/or amendments to the public transport network

2. The Council will promote a sustainable pattern of development in the borough by ensuring development prioritises the needs of pedestrian, cyclist and access to public transport, including river transport, as the primary means of travel to and from the site

3. The Council will ensure the capacity, connectivity and quality of the public transport network meets the demands of current population needs and future growth, particular in the identified growth areas. This will be achieved by working with TfL and neighbouring boroughs to deliver strategic transport projects identified in the IDP.

Justification

4.10.2.1 Tower Hamlets is well connected in terms of sustainable transport. In most areas of the borough essential services such as retail, health and education facilities and employment opportunities are accessible via walking, cycling or public transport. However, the borough suffers from highway congestion, poor air quality and capacity constraints on the public transport network. Future population and development growth will exacerbate the existing capacity constraints. The delivery of a sustainable transport network is crucial and the policy provides a strategic objective to ensure development is adequately located and integrated with the transport network and where required seeks to encourage a modal shift to sustainable transport and influence travel behaviours.

4.10.2.2 The borough has a low car ownership ratio with only 37% of households owning one car or more [79]. This correlates with the travel to work data that emphasises the reliance on public transport (60%) followed by 26% of residents walking or cycling. The level of journey to work by car, at 12% is lower than the average for London at 30% [80]. This presents an opportunity to further promote sustainable transport modes and reinforce a transport hierarchy that prioritises walking, cycling and public transport. This in turn will relieve congestion and improve the health and wellbeing of borough residents.

4.10.2.3 River transport is a growing mode of transport and could relieve the existing and future pressure on public transport network. River movement provides an opportunity to build upon TfL's significant investment into river bus movement for passengers with a target to increase movement to 12 million by 2020. TfL have proposed three new piers at Wapping, Canary Wharf East and Trinity Buoy Wharf which will also support river movement in the borough.

4.10.2.4 The Council is not directly responsible for the provision of public transport services but plays an important role in identifying and facilitating improvements in partnership with TfL. The associated growth impacts needs to be addressed beyond the borough boundary and requires partnership working with the Department for Transport, National Rail, TfL, and neighbouring boroughs to plan and jointly fund public transport improvements.

Policy Implementation

4.10.2.5 Part 1 requires development to be supported by a sustainable transport network by ensuring they are appropriately located to areas that are accessible and well connected.   Locating such uses in these accessible locations will not only reduce the need to travel in the borough but also enable high trip generating uses to be accessible to more sustainable forms of transport.

4.10.2.6 The Council is not directly responsible for the provision of public transport services, but plays an important role in identifying and facilitating improvements in partnership with transport operators.

4.10.2.7 Part 1 seeks to ensure the capacity of the public transport networks meets current and future demand and to improve public transport in identified growth areas. In doing so, new development will need to demonstrate that it is integrated with the transport network and to contribute towards new transport infrastructure and improvements where necessary.

4.10.2.8 Part 2 promotes walking and cycling requires developments to secure an improved pedestrian environment that is safe, accessibility and permeable within the borough and into neighbouring boroughs. Improvements to the pedestrian environment should encourage walking as a primary means of travelling to and from the site by introducing

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79   LBTH Draft Transport Strategy (2016) – Census 2011
80   LBTH Draft Transport Strategy (2016) – Census 2011

appropriate measures that provide high quality and safe environment. Part 2 also requires a safe and accessible cycle environment and, where relevant, provides appropriate links to strategic cycle routes. The provision of cycle facilities is a crucial factor in encouraging more sustainable travel to and from the development. Part 2 seeks to ensure new development promotes river transport as a means of sustainable transport, where appropriate.

4.10.2.9 Part 3 seeks to improve and enhance transport and connectivity in the borough in partnership with other agencies. The Draft Transport Strategy identifies the interventions that are required to support the borough's public transport network. The list is not exhaustive and new interventions will arise from other transport strategies and assessment which new developments will also need consider.

4.10.3 Policy TR2: Assessing the Impacts on the Transport Network

Policy TR 2

Assessing the Impacts on the Transport Network

1. Major developments and developments that are likely to have a significant impact on the transport network are required to be supported by a Transport Assessments or Transport Statements to:

    a. demonstrate how impacts on traffic congestion within the Local and Strategic Road Network or/and public transport system are effectively mitigated; and
    b. include the submission of a Travel Plan where significant transport impacts have been identified

2. The Council requires the delivery of transport infrastructure and/or improvement measures that mitigate directly related impacts from the development, and where these have been identified as necessary through the Transport Assessment

3. The Council resists new development that results in an unacceptable adverse impact on traffic congestion within the Local and Strategic Road Network or/and public transport system unless it incorporates effective mitigation measures

Justification

4.10.3.1 The Draft Transport Strategy confirms that there will be exceptionally high increase in the demand for public transport and highway congestion across the borough as a result of the proposed growth projections. This includes increased demand for trips from the borough to Central London and Stratford, as well as large increase in flows into the borough, in particular to Canary Wharf, from the east. There is currently

overcrowding on the DLR, Jubilee and Central Lines during peak periods. This is anticipated to continue in the future despite the delivery of Elizabeth Line. There are also a number of capacity constraints on parts of the existing strategic road network which will be further exacerbated by growth, creating significant delays, congestion and pollution in the borough.

4.10.3.2   To manage growth sustainably, Transport Assessments or Transport Statements will ensure that development is adequately supported by a sufficient transport network and maximises the use of sustainable transport modes. A robust assessment is necessary to determine whether a development results in a significant increase in the number of trips to and from a site, is appropriate to the level of public transport accessibility, and where required identifies mitigation measures to address the impacts.

4.10.3.3   Securing and delivering mitigation measures is crucial to maximise the borough's regeneration potential and support growth whilst also helping to achieve environmental objectives. Without the necessary measures, the Council will not be meeting the national policy requirements of delivering sustainable development. In addition, it will not be possible to achieve the significant levels of housing and economic growth set out in the Local Plan without the supporting transport infrastructure required for people to travel to and from work, shops and leisure destinations.

Policy Implementation

4.10.3.4   Part 1 seeks independent, objective and accurate Transport Statements (TS) or Transport Assessments (TA) that are appropriate to the scale of development to accompany all major development and any other development which are considered likely to have significant transport impacts. Travel Plans may also be required to provide a long term strategy to meet sustainable transport objectives 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

4.10.3.5   TA/TS and Travel Plans will need to be prepared in accordance with the most up-to-date guidance provided by TfL and the Council. The level of detail required will be dependent on the type and scale of the development. TA/TS should provide detailed information on the range of transport users and modes, including the movement of people and goods, both before and after a proposed development has been constructed. TA/TS should identify and address transport impacts associated with developments and set out the measures to avoid, remedy or mitigate identified impacts of the development.

4.10.3.6   TA should include a Construction Management and Logistics Plan (CLPs), and a Delivery and Servicing Plan (DSPs).

4.10.3.7   Part 2 seeks to ensure conditions are imposed and/or planning contributions used to secure mitigation measures required to make a development acceptable in transport terms. The required infrastructure and/or improvement measures should not be in conflict with the Council's Regulation 123 List.

4.10.4 Policy TR3: Parking and Permit-free

Policy TR 3

Parking and Permit-free

1. Development is required to comply with the parking standards set out in appendix seven

2. Where development is located in areas of good public transport accessibility and/or areas of existing on-street parking stress it is required it to be permit-free

3. Development is required to prioritise sustainable approaches to any off-street parking by ensuring an appropriate allocation of:

   a. on-site car clubs and pool car schemes;
   b. electric charging points and parking bays for electric vehicles; and
   c. parking spaces for affordable family homes and accessible properties

4. Development is required to provide adequate delivery and service within the site, encourage shared servicing arrangements and timing of deliveries.

5. In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, development is 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).

Justification

4.10.4.1 Part of the Council's overall approach to sustainable travel patterns and addressing congestion is to control and manage the availability of parking - both on and off street. Minimising parking provision allows space for other uses and more efficient use of land, including housing, employment uses, community facilities, play areas, amenity spaces and cycle parking. In addition, minimising on-site parking provision within the borough can reduce car ownership and use and therefore lead to reductions in air pollution and congestion and improve the attractiveness of an area for local walking and cycling.

4.10.4.2 The Council does however also recognise that some people, businesses and organisations, rely on private car use as their only transport option.

4.10.4.3 A survey undertaken in June 2016[81] identified 25,355 on-street parking bays in the borough. The demand for parking exceeds the capacity with 29,643 permits issued to residents', which competes with parking vouchers issued to resident's visitors, pay-by-phone visitors and 4,500 resident blue badge holders and those issued by other authorities. This is further exacerbated by non-permit parking which occurs overnight and during the weekend. The demand and capacity constraints lead to unacceptable levels of overcrowded on-street parking, and impacts highway safety.

4.10.4.4 The standards set out in Appendix Two are lower than those outlined in the London Plan. This is to better reflect the borough's unique local characteristics, relatively high levels of public transport accessibility, the level of parking stress and highway congestion within the borough in line with guidance set out by the NPPF. The parking standards have taken into account Public Transport Accessibility Levels (PTAL) as well as development of proposed family homes. Locations of highway congestion and on-street parking stress will also be taken into account when considering maximum parking levels.

4.10.4.5 Promoting sustainable approaches to any off-street parking through Car clubs' and 'pool car schemes' are cheaper alternatives to car ownership and will allow for occasional car use but discourage unnecessary car journeys. Also electric charging vehicles will assist with the reduction of poor air pollution in the borough.

4.10.4.6 The requirements for retail deliveries away from bulk supplies to stores to instead individual drop-offs to residential and employment locations are rising. Such deliveries are often large and have specialised movement and parking requirements. Where these are not accommodated on the site, these vehicles may be forced to park in the street, where there is limited space due to demands arising from private vehicle parking. Servicing on-street can result in highway obstruction, congestion, and safety, coupled with poor amenity and public realm. Therefore, the Council wishes to mitigate the impacts from servicing by requiring on-site arrangements.

Policy Implementation

4.10.4.7 Part 1 of the policy seeks an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. Car parking standards are set out in Appendix six for the provision of parking for different types of development. Parking spaces should be well integrated within the development or public realm.

4.10.4.8 Disabled accessible parking bays should be a proportion of the overall parking provision, (as calculated using London Plan/Housing SPG guidance) and not added separately.

4.10.4.9 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).

4.10.4.10 Parts (3)(a and b) of the policy provides guidance for sustainable approaches to off-street parking. 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.

4.10.4.11 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.

4.10.4.12 Part 4 requires development to provide on-site delivery/service vehicles to visit the site and should be integrated into the development at the early design formulation stages to ensure provision does not cause obstruction to the public highway. If on-site delivery/service cannot be accommodated, it must be clearly demonstrated with adequate justification. Where, servicing is to be undertaken on street, it must be demonstrated that it would not lead to obstruction of traffic including buses, or lead to adverse safety implications for vehicles and/or pedestrians.

4.10.4.13 Part 5 of the policy also 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.

4.10.5 Policy TR4: Sustainable Transportation of Freight

Policy TR 4

Sustainable Transportation of Freight

1. Development that generates a significant number of vehicle trips for goods or materials during its construction and operational phases is required 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. delivery of goods and servicing will be provided within the site to encourage shared arrangements and timing of deliveries, unless demonstrated it can take place on street without affecting highway safety or traffic flow;
   c. movement by water and/or rail, the use of low emission vehicles, electric vehicles, bicycles and freight consolidation facilities has been prioritised; and
   d. goods vehicles are accommodated on site.

2. Development adjacent to protected wharfs and rail depots is required to ensure it does not prejudice their operation.

3. Development 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.

Justification

4.10.5.1 The movement of goods and materials by road can have a significant impact on the environment and the health and wellbeing of residents, in terms of noise disturbance and its contribution to road congestion and air pollution. The continued growth of London is expected to result in a 15% increase in demand for freight and servicing by 2025 (TfL, 2013).

4.10.5.2 The borough is experiencing increasing delivery vehicles on the road network resulting from traditional servicing coupled with home and office deliveries from on-line retail. Vehicles involved in freight are typically some of the most polluting vehicles on our roads. As Tower Hamlets grows, demand for freight is likely to increase. The flexibility that road freight offers means that this will remain the most commonly used means of transporting freight for some time.

4.10.5.3 The Council will need to facilitate the safe, reliable and efficient movement of freight and servicing trips. This will be achieved through appropriate off-street arrangements within a development to maximise operational efficiency and mitigate the effects of freight, delivery and servicing activity on the road network. Further to this, a modal shift to sustainable modes of transport will support the use of freight consolidation centres, rail and water for large scale developments and the use of low carbon and zero emission vehicles for local deliveries.

Policy Implementation

4.10.5.4 Part 1 requires development that generates a significant number of vehicle trips for goods or materials to be assessed according to its likely impact and with reference to the most up to date guidance set out in the TfL's London Freight Plan (2007).

4.10.5.5 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.

4.10.5.6 Part 1 seeks to provide adequate services arrangements within the site and to facilitate the safe, reliable and efficient movement of freight and servicing trips to, in balance with the needs of other transport users.

4.10.5.7 Setting up freight consolidation centres can help to reduce the number of vehicle trips on the network 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.

4.10.5.8 The operations of protected wharfs and rail depots are sensitive to their surrounding uses. As such, part 2 and 3 requires adjacent development 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.

4.11 Developer Contributions

4.11.1 Introduction

4.11.1.1 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 Chapter Five) 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.

4.11.1.2 The Council's proposed vision and objectives put emphasis on the importance to manage growth and shape changes through planning for infrastructure which could be secured timely to meet current and future requirements of our community. Given the projected population growth in the borough, planning for infrastructure is at the heart of the Local Plan. The Local Plan will be implemented by using planning contributions, working with strategic partners and the local community and committing to monitoring the progress made year by year. The Local Plan will ensure that new development in the borough contributes towards the provision of infrastructure needed to support growth and secure benefit for the borough's communities, as well as mitigating development impacts.

4.11.1.3 This section includes those policies which specifically apply to developer contributions.

- Policy DC1 Planning Contributions

4.11.2 Policy DC1: Planning Contributions

Policy DC 1

Planning Contributions

1. Development may be required to:

   a. Enter into Section 106 (S106) agreements to make provisions to mitigate the impacts of the development where necessary or appropriate, having regard to any relevant supplementary planning documents or guidance; and
   b. Pay Community Infrastructure Levy charges required by any charging schedules which are in operation for the area within which the development is located, including the Mayor of London's CIL.
   c. Where it does not meet planning policy requirements or do not propose to deliver required S106 planning obligations, applicants will be required to submit Financial Viability Assessments to the Council who may appoint experts, at the cost of the applicant, to consider submissions made.

2. Development scheme of 10 units or more, or with a combined gross floorspace of 1,000 sqm (gross internal area) or more, that involves an existing vacant building either converting or being redeveloped, no vacant building credit will be applicable.

Justification

4.11.2.1 Planning obligations can help to contribute to the success of a development and achieve the Council's aims for a site, its local area and the borough as a whole. They can enhance the quality of a development and ensure it does not give rise to unacceptable planning impacts.

4.11.2.2 Part (1a) seeks to address site specific impacts through planning obligations where these cannot be addressed through Community Infrastructure Levy (CIL). Part (1b) seeks to apply the CIL Charging Schedules both at borough and London levels. CIL is a new mechanism that allows local authorities in England and Wales to levy a charge on new developments in their area in order to support the delivery of infrastructure. CIL receipts can be used to support growth, by helping to pay for a wide range of infrastructure, which could include parks, schools, community facilities, health facilities, leisure centres etc. In Tower Hamlets, Charges are set out in the Council's Charging Schedule and may vary according to geographical area, scale and use.

4.11.2.3 Part (1c) aims to ensure developments in certain scale and nature positively contribute to Council's aims for a site, its local area and the borough as a whole.

4.11.2.4 Part (2) sets out the Council's approach to planning applications in respect of the vacant building credits, which states the floorspace of any vacant building which is demolished or brought back into use, excepting when the building has been abandoned, should be discounted when calculating affordable housing contributions.

Policy Implementation

4.11.2.5 The key principles for establishing a Planning Obligation are defined in the National Planning Policy Framework (NPPF) which states that Planning Obligations should only be used where they are:

- necessary to make the proposed development acceptable in planning terms
- directly related to the proposed development; and
- fairly and reasonable in scale and kind to the proposed development.

4.11.2.6 The Council's Planning Obligations Supplementary Planning Document (SPD) provides detailed guidance on its approach to planning obligations. The measures sought through a planning obligation will vary depending on the nature and scale of a development, its location and impacts. Development which is subject to a Section 106 agreement should apply to this document correctly.

4.11.2.7 To implement part (1b), development must follow both the Tower Hamlets CIL Charging Schedule (2015) and the Mayor of London's CIL Charging Schedule (2012). For applications permitted under the LBTH CIL, Section 106 financial, non-financial and site specific obligations still exist but in a more limited way, related more closely to the site of the development and matters that are not classed as infrastructure for CIL purposes. Section 106 agreements will still be used to secure affordable housing on new developments as well as other necessary Section 106 financial and non-financial.

4.11.2.8 Tower Hamlets Council will work collaboratively with its partners to seek to deliver the infrastructure necessary to support the growth and development identified within this Plan and the contribution that this growth can make to achieve the objectives of this Plan and the other Council's strategies. The Infrastructure Delivery Plan (IDP) includes the identified necessary infrastructure types. A summary of the infrastructure projects is included in appendix six. The IDP will be reviewed and, where necessary, updated annually in consultation with both internal and external stakeholders such as the Council's Services and infrastructure providers.

4.11.2.9 To avoid double-dipping, the Council has published a Regulation 123 List alongside the CIL Charging Schedule, which sets out the projects or types of infrastructure the Council intends will, or may, be wholly or partly funded by the Community Infrastructure Levy (CIL).

4.11.2.10 To implement Part (1c), development should apply the Council's Viability SPD. This document will provide guidance as to how the Local Plan policies should be applied in a development viability context when determining planning applications. It aims to provide greater clarity to both applicants and the general public and ensures that the principles of sustainable development are at the forefront of decision-making in Tower Hamlets.

4.11.2.11 Financial viability is a key consideration in terms of the application of S106 planning obligations and where development does not meet planning policy or propose to provide required planning obligations; Financial Viability Assessments are required to be submitted in accordance with the Council's prevailing Local Validation Requirements Checklist or any relevant SPD.

4.11.2.12 At the earliest opportunity the issue of financial viability should be considered. If an applicant is engaged with the Council in this regard prior to the submission of a planning application then the chances of a positive outcome for all sides are greatly increased.

5.1 Introduction

5.1.1 Placemaking is an important aspect of spatial planning, addressing the unique needs and characteristics of individual places within a wider area. The concept of 'spatial planning' was introduced by the 2004 Planning and Compulsory Purchase Act to recognise that Planning is more than managing land use and development. Spatial planning better considers the wider environment beyond individual developments or sites. It helps to better integrate different places, optimise the opportunity for enhanced public realm, improve movement to and through the local area, provide sufficient amenity space and social infrastructure, and create sustainable communities.

5.1.2 To realise the new Local Plan vision through a spatial strategy, the new Local Plan has identified four areas to manage change at a strategic level whilst maintaining the 24 character places. This approach is considered more effective to manage the scale, type and amount of development in the borough and ensure the borough's unique heritage and distinct character places are protected whilst delivering sustainable communities.

5.1.3 Neighbourhood Planning provides an additional opportunity to provide placemaking policies and principles through the preparation of a Neighbourhood Plan. Where relevant, Neighbourhood Planning Forums within the sub areas have been identified.

Approach

5.1.4 The following sets out the approach to delivering the Local Plan's Spatial Strategy.

- **Strategic Policy**: The Local Plan includes a strategic policy for delivering placemaking for the identified sub areas and site allocations. This policy will support the process of delivering the Local Plan's spatial vision and the required infrastructure to support growth. The policy, together with the supporting guidance for each sub area and site allocation, should be read and applied alongside the borough-wide policies in the Local Plan.
- **Sub Area**: The strategic policy is followed by sub areas, each containing a summary of its characteristics and challenges together with detailed priorities and principles for development in that area. To strengthen the delivery of sustainable development within each sub area, the Council will consider bespoke planning policies for individual areas to manage development.
- **Site Allocation**: Each sub area is followed by the Site Allocations that fall within them. For each Site Allocation the required land use and infrastructure needs are set out, together with placemaking development principles.

5.1.5 The guidance set out for each Sub Area and Site Allocation provides a spatial framework that will help guide those involved in shaping and contributing to the creation of sustainable communities. In particular, it will be used as a placemaking tool in the development management process to ensure planning applications reinforce and contribute to the priorities and development principles of that area and/or site.

5.1.6　Through this consultation the Council welcomes comments on the approach to the Local Plan's Spatial Strategy. In particular, we have set out emerging visions and a key diagram for each sub area which requires further community input to ensure it collectively represents the aspirations for the area. Therefore, the information contained within each sub area will be subject to further review and refinement.

Figure 5.1 The Borough's Sub Areas and how they relate to the 24 Places

Sub Areas

5.1.7　In accordance with the Strategic Policy DP.1, the Sub Area section provides further detailed guidance to ensure that development in these areas is coordinated and infrastructure is provided in a timely manner. Each sub area is comprised of:

- **Location:** map and geographical description.
- **Distinct Character and Place:** description of the places that fall within the area and summary of key area design, townscape and heritage characteristics.

- **Policy Context:** identifies the relevant regional and local policy guidance and strategies. This also identifies the designated relevant Neighbourhood Areas/Forums.
- **Development Potential:** identifies the indicative housing and jobs figures. These capacity figures have been informed by local monitoring information and emerging evidence base studies, which are available for review as part of this consultation. These figures are only indicative. The Council will undertake further data collection to refine these figures to reflect the rate of development over the plan period. The new findings will inform the next iteration of the draft Local Plan in 2017.
- **Key Opportunities and Challenges:** summary of the key elements which can be addressed through spatial planning.
- **Developing the Vision:** identifiesproposed priorities and development principles that are specific to the sub-area. In line with policy DP1, planning applications in the area will be expected to demonstrate how their development has addressed these priorities and principles.
- **Emerging Vision and Key Diagram:** provides a spatial impression of what the area will be like in the next 15 years. The vision has been informed by current context of the area, as well as the locally specific challenges and opportunities. The information on the map is 'conceptual' to illustrate the overarching strategic approach and is not intended to be prescriptive with definitive boundaries. It should be noted that the identified 'Opportunity for Regeneration' areas are for discussion during consultation. These are existing estates where there is an opportunity to improve wider movement and connections through layout and public realm enhancements.
- **Site Allocations**: identifies the proposed site allocations that fall within the area to deliver the necessary infrastructure to support growth in the area

Site Allocations

5.1.8   The Council has identified 26 potential sites in the borough which can provide new homes or employment space alongside required infrastructure. These are set out following the subsequent Sub Area profiles. To identify the proposed sites, the Council undertook a "Call for Sites" information gathering exercise from 6 July 2015 to 3 August 2015, and also welcomed further submissions as part of the initial engagement consultation from 14 December 2015 to 8 February 2016. This provided the opportunity for the public to suggest sites within the borough for allocation in the new Local Plan. During this period, 54 sites were submitted to the Council. These sites, together with the sites identified through the Council's internal data sources were assessed for suitability as an allocation using the following criteria:

- Capable of accommodating over 500 net new additional homes (the threshold is derived from the London Plan (2015), policy 3.7); or sites above 0.25 hectares that will deliver a significant amount employment floorspace to support the borough's economy.
- Critical to making a significant contribution towards meeting the boroughs housing target and infrastructure over the plan period.

- Requiring additional guidance to manage the scale of development that will come forward.
- Capable of delivering the spatial vision of the Local Plan.

5.1.9   The approach to the site selection process and required infrastructure is set out in the LBTH Site Selection Methodology Note (2016). Other associated evidence base studies that support the proposed Site Allocations are the draft LBTH Infrastructure Delivery Plan (IDP) (2016), draft LBTH Site Viability Testing Report (2016), draft Strategic Flood Risk Assessment (2016) and draft Integrated Impact Assessment (IIA) (2016). The potential Site Allocations contained in the Draft Local Plan include strategic sites which already have planning consent. The purpose of allocating these sites is to ensure that they are protected in the long term for development as granted.

Land Use and Infrastructure Requirements

5.1.10   The Council has identified the following land use and infrastructure requirements, with explanation provided as to why they are required for allocation:

- Housing-led development - will make a significant contribution to meeting the borough's housing target over the plan period and will deliver over 500 net additional homes.
- Office/Employment-led development - will make a significant contribution to meeting the boroughs employment or/and office requirements over the plan period and falls within a town centre or/and employment location.
- Strategic open space - falls within an area with poor public access to open space area as identified in the Open Space Audit (2016) and falls within a search for new open space.
- Idea Store - falls within an area of search for an Idea Store identified within the Idea and Leisure Strategy (2009).
- Health Facility - falls within an area of search for a Health Facility identified by the Council's Public Health team (2016) and/or the existing on site health facility is required to be reprovided in accordance with the policies set out in the Local Plan.
- Primary school - suitable for a primary school using requirements stated within the Department for Education Building Bulletin 99: Briefing Framework for Primary School Projects (2009) and conforms to other policies in the Local Plan.
- Secondary school - suitable for a secondary school using requirements stated within the Department for Education Building Bulletin 98: Briefing Framework for Secondary School Projects (2009) and conforms to other policies in the Local Plan.
- District heating facility - falls within a focus area for district heating facilities within the LBTH London Heat Map Study (2011).

5.1.11   The Council has identified suitable sites which meet the criteria for the borough's infrastructure requirements set out in the IDP. The number of sites identified to provide the required infrastructure exceeds the borough's need. The next stage of this consultation document will be the Proposed Submission version, and will set out which sites will be required to accommodate the required infrastructure.

5.1.12 The proposed Site Allocations will be subject to further assessment and refinement following the consultation period. This will be informed by a detailed site appraisal to assess the deliverability of the proposed allocated sites, including Sequential and Exceptions test for flood risk management.

5.2 Strategic Policy DP1: Delivering Placemaking

Strategic Policy DP 1

Delivering Placemaking

1. Development is required to demonstrate how it addresses the priorities and principles set out in the following Sub Areas:

a. City Fringe Area
b. Central Area
c. Lower Lea Valley Area
d. Isle of Dogs & South Poplar Area

2. Development located within or part of a Site Allocation is required to:

a. deliver the land use and infrastructure requirements; and
b. deliver the design and development principles.

Justification

Part 1 seeks to address the important national objective of 'sustainable development' that is embedded in the NPPF. In meeting the NPPF objectives, it is essential that the Local Plan addresses the unique needs and characteristics of places. At a regional level, the GLA has placed greater emphasis on planning for 'neighbourhoods in a city' by introducing the Character and Context Supplementary Planning Guidance (SPG). The SPG acknowledges the need to understand a place's character and context, which helps ensure that development can make a real contribution at a local level.

The Council's Community Plan also places great importance on the diversity of the borough and its unique assets, emphasising that the way we plan, build and design places has an important impact on quality of life for residents, workers and visitors.

The Integrated Impact Assessment (including the Sustainability Appraisal) supports the spatial approach as set out in part (1) of this policy. It strongly recommends the Local Plan to be clear on the distribution of development in all four Sub Areas.

Part 2 seeks to deliver sites of strategic and regeneration importance that will significantly contribute towards the borough's housing target, deliver new jobs and provide the necessary infrastructure. If sites are not identified and safeguarded for specific uses, the borough would be at risk of not being able to demonstrate it can meet its identified housing target. The approach

to the site selection process and required infrastructure is set out below and further detailed in the LBTH Site Selection Methodology Note (2016). Other associated evidence base documents which support the proposed site allocations are the LBTH Infrastructure Delivery Plan (IDP) (2016) and LBTH Site Viability Testing Report (2016).

Other sites can be appropriately managed using the emerging policies in the new Local Plan.

Policy Implementation

Part (1) seeks to ensure that all development has regard to the sub areas they sit within. Each sub area is distinctive in context and character and new development will need to respond to these individual characteristics to facilitate liveable places. A strategy for each area has been set out and identifies the strategic context for developments as they relate to housing, employment, town centres, shopping and leisure, transport, and the environment.

Where appropriate, the Sub Areas section also makes reference to further planning guidance that the Council or GLA have or will be producing to provide an additional level of local detail. These include OAPFs, SPDs, Development Briefs and Masterplans. Where these are adopted or endorsed by the Council, development in the relevant Sub Area should read these in conjunction with the Local Plan.

Under part (2) of this policy, development which falls within a Site Allocation will need to demonstrate how it will deliver the placemaking principles and deliver the land use and infrastructure requirements. In line with the placemaking aspirations set out for each sub area, Site Allocations are viewed within the 'Sub Area' they sit within. This enables each site to look beyond its boundaries and recognise its local context (specifically any designations depicted on the Policies Map) which helps to deliver the proposed new Local Plan vision and objectives.

The policy needs to be read in conjunction with the Sub Area section and other relevant policies within the Local Plan.

5.3 Sub Area 1: City Fringe

Location

5.3.1   The City Fringe is located in the western part of the borough, bounded by the City of London to the west, the London Borough of Hackney to the north and the River Thames to the south.

Figure 5.2 Sub Area City Fringe
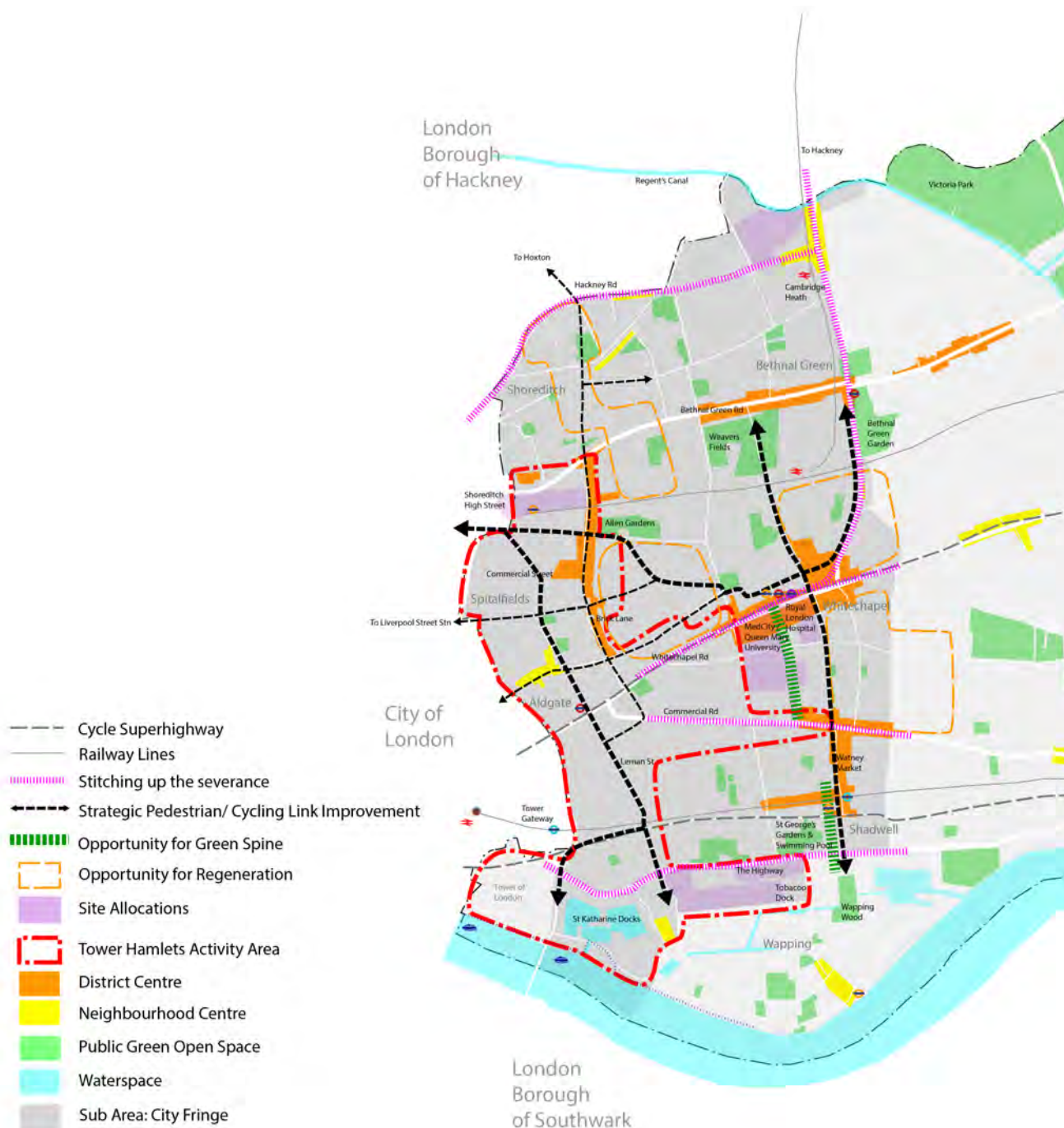
Distinct Character and Place

5.3.2   The eight distinct character places are summarised below:

- **Aldgate:** is a key location for employment, education and the arts, with a growing residential community and increasingly new hotels and retail provision. This has helped to increase activity outside of office hours.

- **Bethnal Green:** is primarily a residential area focussed around the Bethnal Green Road designated district town centre and Cambridge Heath neighbourhood town centre. There are a number of visitor facilities including the Museum of Childhood and York Hall and several green spaces.
- **Shadwell:** is partially within the City Fringe sub area and is primarily residential in nature. The area comprises two strategic roads Commercial Road to the north and the Highway to the south. The Watney Market district town centre is also in this area which is well occupied, primarily by independent SMEs and a market.

- **Shoreditch:** has a distinct heritage. The area has experienced significant economic growth in recent years, and is home to a number of SMEs and creative industries, particularly around the edges and along Bethnal Green Road.
- **Spitalfields:** is a historic and vibrant area with much commercial activity, centred around Brick Lane, the old Trumans Brewery and Spitalfields Market. To the east is predominantly lower-rise housing with occasional large warehouses and employment spaces.
- **Tower of London:** is a World Heritage Site . It also includes St Katharine Docks and some key office and employment areas
- **Wapping:** partially falls within the sub area and predominantly consists of the London Dock development site. This will deliver significant numbers of new homes, retail and employment space, open space and a secondary school.
- **Whitechapel:** is centred on the Whitechapel district town centre, which contains mostly independent retailers and a market. It has established residential communities to the north and the Royal London Hospital, Queen Mary University London and associated life science uses to the south. The area is starting to undergo major change, supported by the forthcoming arrival of The Elizabeth Line.

Town and Landscape

5.3.3   The City Fringe comprises eight distinct character places with a diverse housing stock and mixed typology of buildings that includes Victorian terraces, London County Council housing estates and post-war estates. The scale and density of development is varied with medium to low rise two storey housing, five storey mansion blocks and large modern office blocks along the western edge next to the City of London.

5.3.4   The urban form is a mixed grain of fine and coarse, with the majority of smaller blocks in and around the Brick Lane area that generally follow an irregular grid pattern. A limited number of small parks and open spaces exist in areas close to the City of London Spitalfields City Farm adds to the diversity. Further east a considerable number of open spaces can be found around Bethnal Green the largest of these are Weavers Fields and Bethnal Green Gardens. The most obvious natural edge is the River Thames, which is generally under-utilised in the Borough due to difficulty gaining access both physically and visually. St Katherine Docks retains an original sense of enclosure and some historic buildings remain.

5.3.5 Well known conservation areas include The Boundary Estate and Jesus Hospital Estate, Whitechapel High Street and Stepney Green. Well known markets include Spitalfields, Petticoat Lane as well as the mix of shops and restaurants around Brick Lane. Landmark buildings of great significance include the Tower of London, Tower Bridge, Spitalfields Market and Nicholas Hawksmoor's Christ Church.

5.3.6 Further east, the town centre in Bethnal Green is lively with a mix of shops, street market, restaurants, museums and bars. Regent's Canal lies to the north of the area and provides useful east-west connections for pedestrians and cyclists. Further south, Whitechapel Road is an important and historically significant east-west movement route which has high levels of activity in and around Whitechapel Market and the Royal London Hospital. Many of the buildings fronting Whitechapel Road are of historical importance and form a stretch of fine-grain historic buildings, some 18th-century buildings survive as well as 19th-century Victorian buildings. Queen Mary University has a presence with a campus in the Whitechapel area.

5.3.7 South from Whitechapel is Shadwell, a mainly residential area containing a mix of architectural styles largely consisting of medium to high rise post-war housing set among pockets of low rise Victorian terraces. Shadwell has a largely fine urban grain north of Commercial Road. South of Shadwell is Wapping which is a mixed area with mainly residential uses in close proximity to the River Thames. Building stock here ranges from 1970s and 1980s development and there is greater townscape interest around Wapping High Street with numerous warehouse conversions.

5.3.8 In recent years there has been significant development of tall buildings around the junction of Commercial Street, Whitechapel High Street, Commercial Road and Leman Street centred on an improved highway arrangement. The London Dock mixed use development in Wapping incorporates buildings from 4 to 26 storeys and will provide improved east-west pedestrian routes when complete. There has also been significant change around Shoreditch High Street station with newly built tall buildings located at the prominent corner of Bethnal Green Road and Sclater Street and on Shoreditch High Street and Great Eastern Street.

Policy Context

- GLA - City Fringe Opportunity Area Planning Framework (OAPF) (2015)
- LBTH - Whitechapel Vision SPD (2013)
- Neighbourhood Planning

  - East Shoreditch: Designated Area and Designated Forum, developing their plan
  - Spitalfields: Designated Business Area and Designated Forum, developing their plan

Development Potential

5.3.9   The London Plan identifies the broad principles to be applied to the designated Opportunity Area and provides an indicative estimate for employment capacity and minimum new homes to 2031. This includes:

- **New Homes:** 8,700 additional units as a minimum
- **New Employment:** Seek to exceed an indicative capacity for 70,000 new jobs
- **Principles:** Support the area as a business hub of major international significance; aim to support digital creative sectors; provide scope to support London's critical mass of financial and business services; potential for a medical research cluster at Whitechapel associated with Queen Mary University; need for development to take account of Tower of London World Heritage site.

5.3.10   In order to fulfil its planning obligations, the Council has assessed for the purposes of the Draft Local Plan that the following additional potential is available:

- **New Homes:** 1,900 additional units

5.3.11   It is critical that new development is supported by necessary infrastructure. The following is a summary of the likely requirements:

- **Infrastructure:** The arrival of The Elizabeth Line in 2018 together with new and improved walking and cycling routes, the transport network will support the anticipated level of growth in the area. Further improvements to bus provision will support local journeys through the borough. Additional services including leisure, open space and health facilities are required to support existing and new communities in the area.

Key Opportunities and Challenges

5.3.12   A summary of the key opportunity and challenges for the Sub-Area that the new Local Plan aims to address through spatial planning is as follows:

Opportunities	Challenges
- Arrival of The Elizabeth Line in 2018 and transport improvements such as super cycle highway. - Expansion of Royal London Hospital and Queen Mary University of London to provide hub for education and life science research. - Protection of heritage assets, including the listed Royal London Hospital.	- Competing land use for housing with the need to protect and support employment space and social infrastructure. - Managing the scale and height of new developments whilst preserving the distinctive local characteristics through enhancing the conservation areas and heritage assets.

Opportunities	Challenges
• Aldgate and Whitechapel as leisure, shopping and tourism destinations, and proximity to Brick Lane, the Tower of London and the City of London. • Expansion of Tech City and business clusters from the London Borough of Hackney and the City. • Whitechapel district town centre changing in nature and scale. • The new Civic centre at Whitechapel will provide an enhanced focus for the area • Potential to develop a Supplementary Guidance to coordinate public realm improvement in and around Tower Gateway/The Tower of London.	• Providing employment space that is affordable to local businesses and provides opportunities for start-ups • Enhancing visitors' economy through maintaining area's unique evening and night-time uses • Addressing the area's open space deficiency • Improving the connection and legibility of Tech City and Whitechapel Town Centre.

Developing the Vision

5.3.13   The table below sets out the objectives and the development principles for the City Fringe area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities and Development Principles	
Design and Historic Environment	
1	**Area Priority:** • Promoting and protecting the areas distinctive heritage and cultural character as a strong destination for leisure, retail and digital-creative industries. **Development Principles**: • Improve the quality of public realm and permeability around Shoreditch High Street Station, and the links between Brick Lane and Commercial Road, to complement the heritage value and encourage the continuity of street activities. • Encourage mixed-use development with commercial uses on the lower levels to provide flexible floor spaces for SMEs, startups, and design-related retailers. • Improve the public realm and the settings around heritage assets, and bring heritage assets back into use, including reinstating the Oval as a London Square.
2	**Area Priority:**

Area Priorities and Development Principles

- Strengthening the heritage character of Royal London Hospital, and reinforcing the human-scale streetscape and street market of Whitechapel Road

Development Principles:

- Create a new civic hub on the Royal London Hospital site, and respect the dominant visual effect of the building as a centre for Tower Hamlets' residents, situated by the adjacent developments.
- Improve the quality of the public realm and the north-south permeability to establish the new civic centre.
- Respect and reinstate the lower rise rooflines of the street facades and the historic urban grain which directly faces Whitechapel High Street.
- Enhance the character of the street market with the improvement of public realm, pedestrian movement and the protection of the human-scale streetscape and street market.

Housing and Community

3	**Area Priority:**
	- Maximising access to social facilities and strengthen community cohesion. **Development Principles**: - Identify and deliver new or improved social infrastructure through development.

Town Centre and Employment

4	**Area Priority:**
	- Strengthening and expand the role and function of Tech City by mixed use development around Shoreditch, Brick Lane and Whitechapel. - Delivering the Council's Town Centre Vision set out in the Town Centre strategy. **Development Principles**: - Support the growth of Tech City and provide flexible and affordable work spaces for SMEs and start-ups and retail/ leisure spaces on Whitechapel Road and Commercial Road. - Deliver public realm improvements and potential new links to aid pedestrian movement, to connect Brick Lane, Columbia Road and Whitechapel.
5	**Area Priority:**

Area Priorities and Development Principles

	• Creating a new civic centre and world-class life-science research hub at Whitechapel. **Development Principles**: • Deliver high quality public realm and strong permeability (north-south links in particular) round the new civic and learning hub to foster a sense of 'centre' for Tower Hamlets' residents. • Integrating Queen Mary University's life science campus with the new civic centre, with well-arranged and designed public spaces and shops.
6	**Area Priority:** • Reinforcing Watney Market town centre to knit commercial Road and integrate Shadwell Station **Development Principles**: • Extend the activity from Watney Market town centre to Commercial Road to improve the street frontage along Commercial Road and knit both sides of the car-dominated road. • Improve the quality of public realm and pedestrian routes between Commercial Road and Wapping to mitigate the overcrowding issues in the town centre.

Open Space and Water Space

7	**Area Priority:** • Enhancing and expanding the green spine between Whitechapel and Commercial Road to the Highway/ Wapping **Development Principles**: • Introduce a second green spine between Shadwell Station, through St George's Gardens/ Swimming Pool to Wapping Woods.
8	**Area Priority:** • Providing connected green open spaces through potential regeneration and vacant sites **Development Principles**: • Deliver new open space, including pocket parks, as part of new development. • Encourage the opening of vacant sites for 'meanwhile' uses.

Area Priorities and Development Principles	
Transport and Connectivity	
9	**Area Priority:** • Integrating the fragmented areas separated by the hostile through traffic along Whitechapel Road, Commercial Road and the Highway, by improving quality of public realm and legibility and permeability of north-south pedestrian/ cycling routes **Development Principles**: • Provide improved north-south and east-west connectivity in the design of new developments, and support proposals to reduce traffic dominance on primary routes. • Enhance and extend the pedestrian green spine from Whitechapel, through Shadwell to Wapping. • Reinforce the quality of street frontages, public realm and open space and providing more generous pavement along Cavell Street. • Creating a more legible pedestrian link between Watney Market and Wapping.
10	**Area Priority:** • Improving the continuity of activities and pedestrian/ cycling connections between Brick Lane, Whitechapel and Bethnal Green. **Development Principles**: • Enhance or create pedestrian routes and street level activities between Brick Lane and Whitechapel Station such as Buxton Street, Hanbury Street and Old Montague Street, through regeneration. • Improve the connections between Whitechapel and Bethnal Green Station through the public realm improvement along Cambridge Heath Road and the regeneration opportunities at the Sainsbury Site along Cambridge Heath Road.

Emerging Vision

With the expansion of the resilient world class economic hub of the City and the opportunities of Tech City will support a vibrant and exciting Tower Hamlets activity area, with densely concentrated and mixed commercial, cultural, innovative and leisure activities. It will be a place for new affordable and flexible employment space benefiting from the areas transport infrastructure and knowledge hub.

It will become an integrated place for residents with new communities sitting alongside the expansion of a research hub at Whitechapel. Whitechapel will accommodate start-ups and other businesses supporting Tech City, but will also be a home to a combination of uses and institutions around the hospital providing the opportunity for an expanded life sciences campus and research cluster.

With the arrival of The Elizabeth Line, Whitechapel will grow as a destination for shopping and leisure and will act as a gateway to and from the city to Tower Hamlets.

5.3.1 Sub Area 1 City Fringe: Site Allocations

5.3.1.1   The following list shows the Site Allocations for this sub-area:

- Bishopsgate Goods Yard
- London Dock
- Marian Place Gas Works and the Oval
- The Highway
- Whitechapel South

5.3.1.2   The land use, infrastructure and design requirements for each site allocations is set out in the subsequent profiles.

Site Bishopsgate Goods Yard

Site Context

Address	Shoreditch High Street
Size (ha)	4.24
PTAL	5
Flood Risk	1
New Local Plan Policy Designations	CAZ, Clear Zone, Statutory Listed Building
Existing Use	Shoreditch High Street London Overground Station and vacant land

Figure 5.3 Bishopsgate Goods Yard
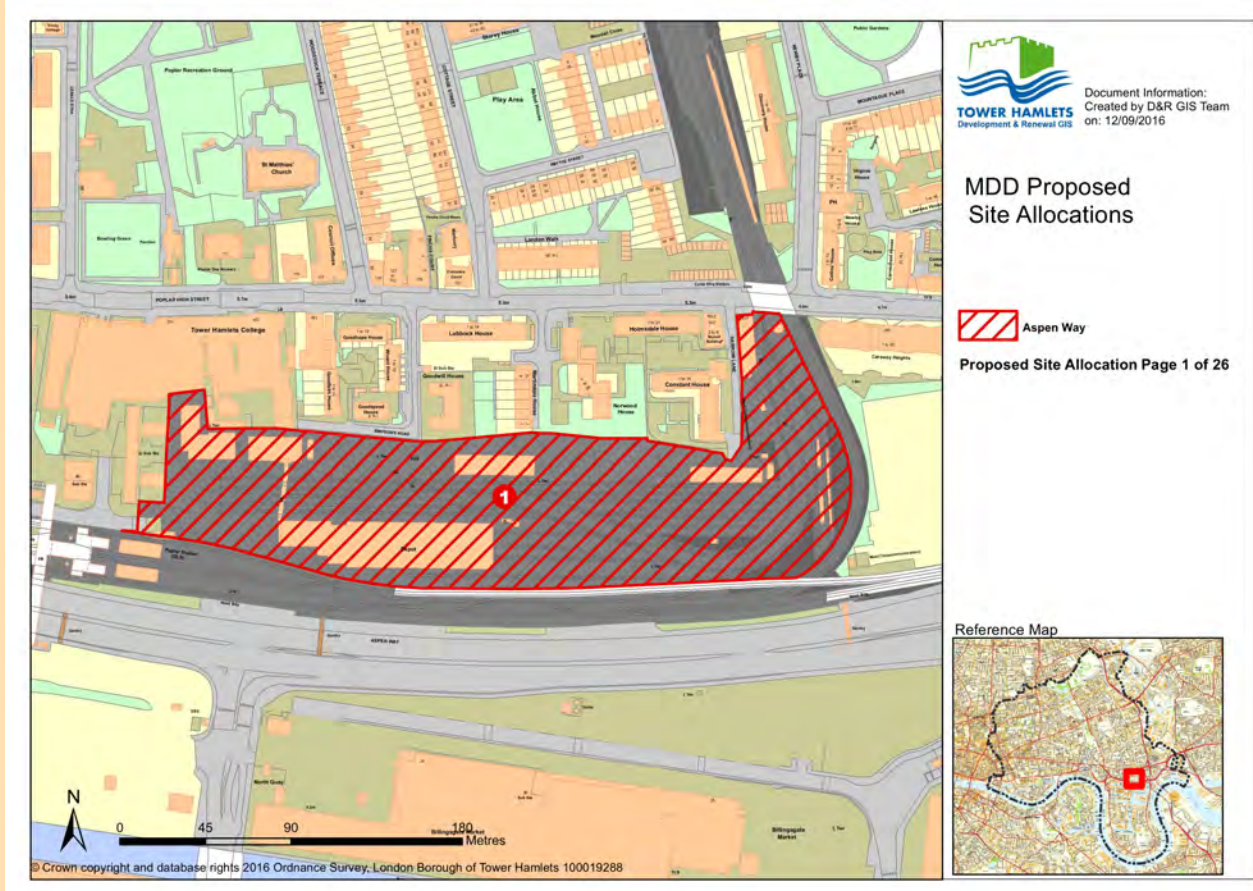
Site Description: Bishopsgate Goods Yard is located on the western edge of the borough, with the portion of the site west of the London Overground Station within the London Borough of Hackney. It is currently a vacant site with the elevated London Overground line running along its centre, with Shoreditch High Street station along the north-west route of Wheeler Street . The majority of the site comprises 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. The Fournier Street Conservation Area covers the north-eastern part of the site.

Relevant Planning Applications:

- Approved PA/14/02011 - Comprehensive mixed use redevelopment of the site comprising up to: 1,356 residential units; 65,859 sqm employment (Class B1); 17,499 sqm (GIA) retail (Class A1, A2, A3 and A5); 495 sqm non-residential Institutions (Class D1), and; 661 sqm assembly and leisure (Class D2).

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of a wider comprehensive mixed use redevelopment.

- Housing
- Open Space
- Commercial and other compatible uses

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Idea Store
- District heating facility

Design Principles:

- Local Context – Development will need to be in accordance with the guidance set out in the Bishopsgate Goods Yard Interim Planning Guidance (2010) and would need to protect and enhance the existing Grade II Listed Braithwaite Viaduct and other heritage assets.
- Accessibility - Development will need to be well integrated with the surrounding area, and improve public realm on key routes.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site London Dock

Site Context

Address	Pennington Street
Size (ha)	5.78
PTAL	2
Flood Risk	1-3
New Local Plan Policy Designations	Clear Zone, Activity Area
Existing Use	Site under construction

Figure 5.4 London Dock
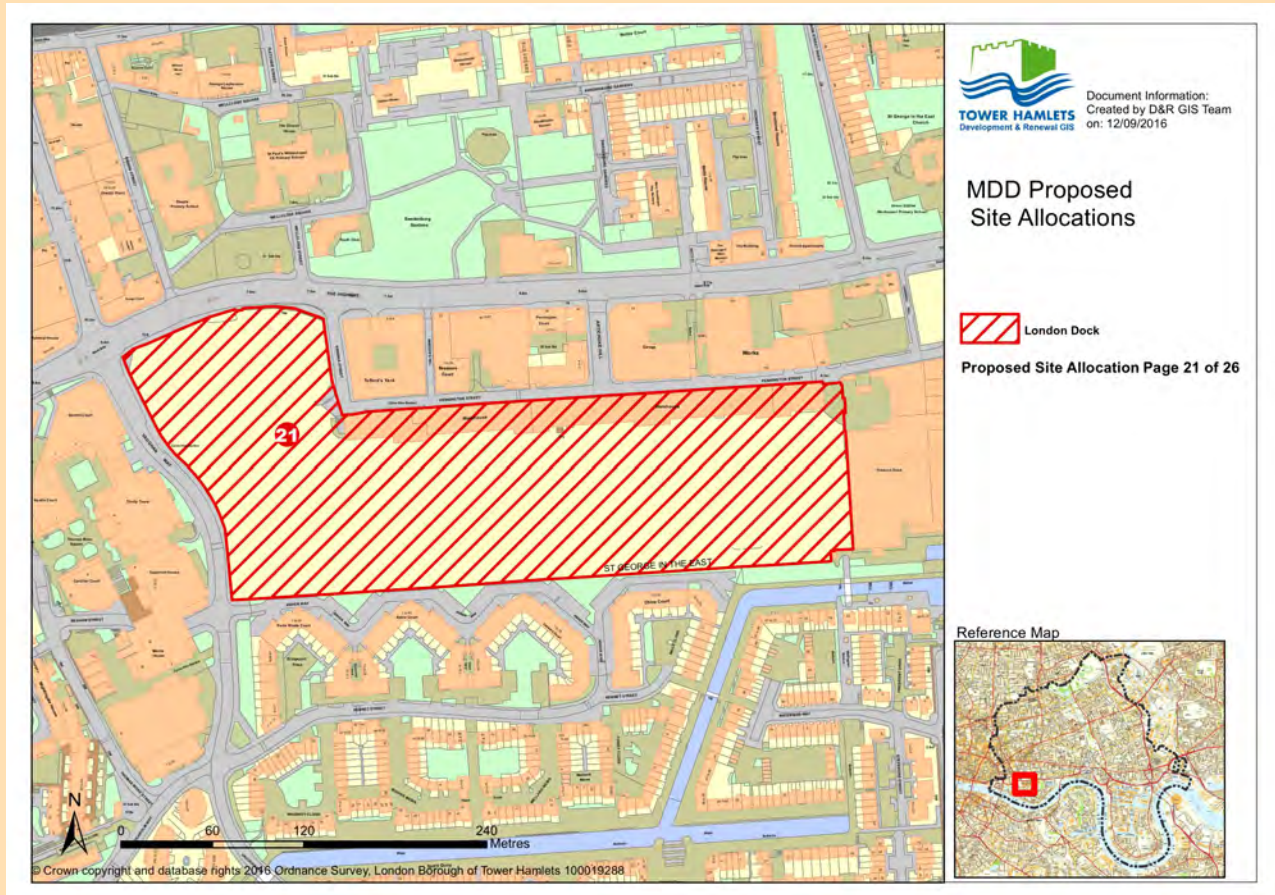
Site Description: The site previously accommodated a large scale print works building. There is a single storey Grade II listed warehouse running along the southern side of Pennington Street. To the west of the site is a car park. The site is within walking distance of Tower Gateway DLR Station. The 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. Further east are business premises including a car dealership fronting the Highway, warehouses and offices on Pennington Street. Grade I listed Tobacco Dock, a former warehouse lies to the east. Tobacco Dock was converted into a shopping centre, but it is now vacant. To the South is Quay 430, a residential development, on Asher Way. To the west is the Thomas More Square complex, comprising of offices, retail units, and leisure facilities.

Relevant Planning Application: Approved:

- Approved PA/14/02819 - development comprising 1,800 new homes together with office and flexible workspace; retail, financial and professional services, food and drink uses; community and cultural uses; a secondary school; assembly and leisure uses; and public open space.

Site Development Requirements

Land Uses: The following uses are required be provided on the site as part of the comprehensive redevelopment of the site:

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Secondary school
- Health facility
- District heating facility

Design Principles:

- Local Context – Development will need to preserve and enhance the heritage assets within and around the site.
- Accessibility - Development will need to improve and increase connections through the site.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Marian Place Gas Works and the Oval

Site Context

Address	Marian Place / The Oval / Emma Street
Size (ha)	3.75
PTAL	4
Flood Risk	1
New Local Plan Policy Designations	Clear Zone, Conservation Area
Existing Use	Active gas holders and warehousing

Marian Place Gas Works and the Oval
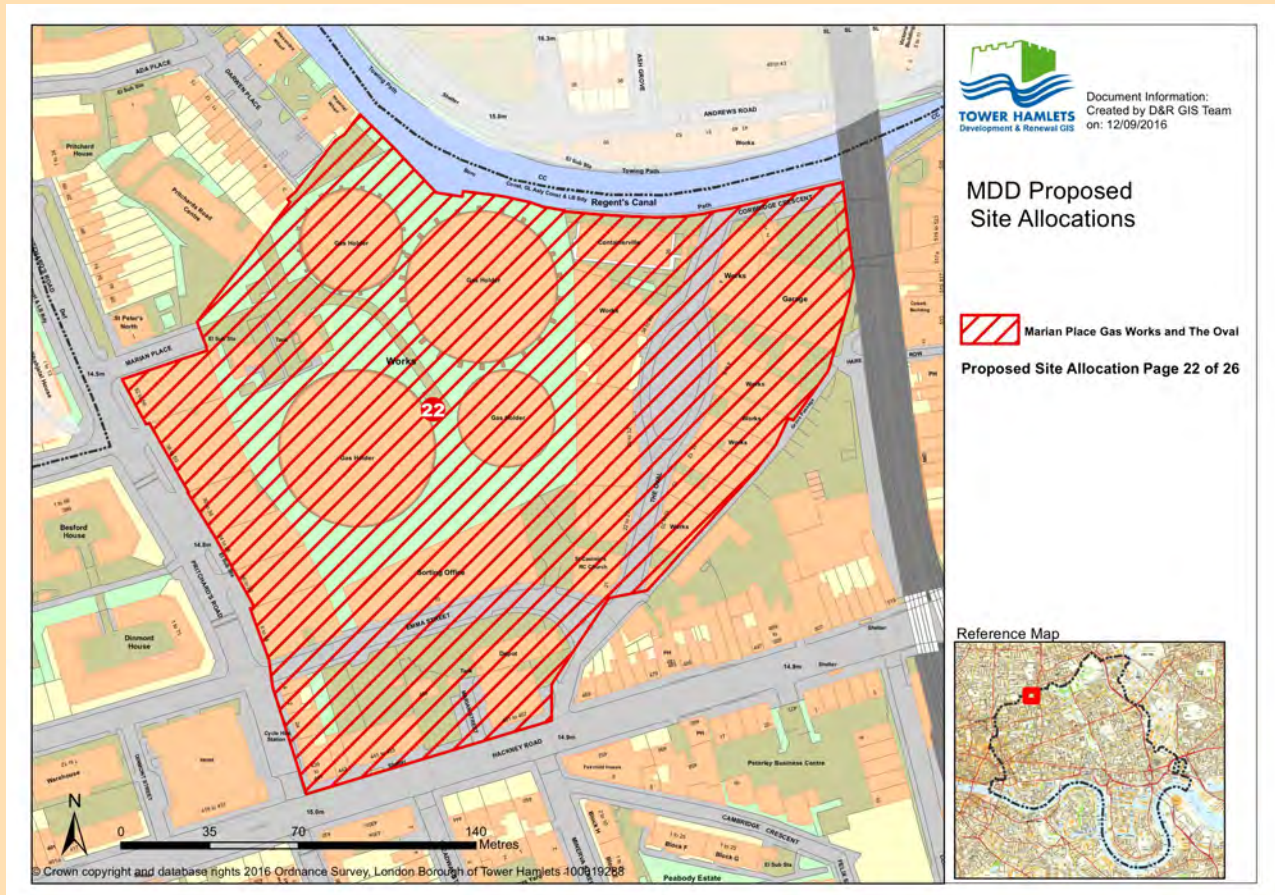
Site Description: The site comprises a number of different areas. The predominant part is the gas holders which is an imposing structure, lending itself to the character of the place. To the east and west of the gas holders, within the site, are 2-3 storey warehouses and

further east lies The Oval, a designated London Square. The site is located to the north of Bethnal Green at the boundary between Tower Hamlets and Hackney. It is bounded to the north by Regents Canal, to the west by Pritchard Road, Emma Street on the south and railway line and Cambridge Heath Road to the east.

The site also falls within the Regents Canal Conservation Area and also includes part of view 8A.1 of the London View Management Framework.

Site Development Requirements

Land use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site

- Housing
- Open space
- Employment

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- District heating facility

Design Principles:

- Local Context – Whilst the gasworks are operational, the site will be restricted by guidelines for development near to gasholders. The re-use of The Oval as open space will require current car parking layouts to be rearranged and a high quality public realm and open space to be provided.
- The Oval should be fronted by a continuous building line following the shape of the square (oval).
- Environment – Development will need to address any environmental pollution and land contamination caused by the gas works. Buildings should provide active frontage along the route and while benefitting from canal views, north-facing single aspect dwellings should be avoided.
- Accessibility - Public space should be provided along the canal frontage and connect a pedestrian route north-west to Darwen Place.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

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Site The Highway

Site Context

Address	The Highway/Pennington Street
Size (ha)	1.55
PTAL	3-4
Flood Risk	n/a
New Local Plan Policy Designations	Activity Area, Archaeological Priority Area, Clear Zone
Existing Use	Vacant buildings and retail uses

The Highway
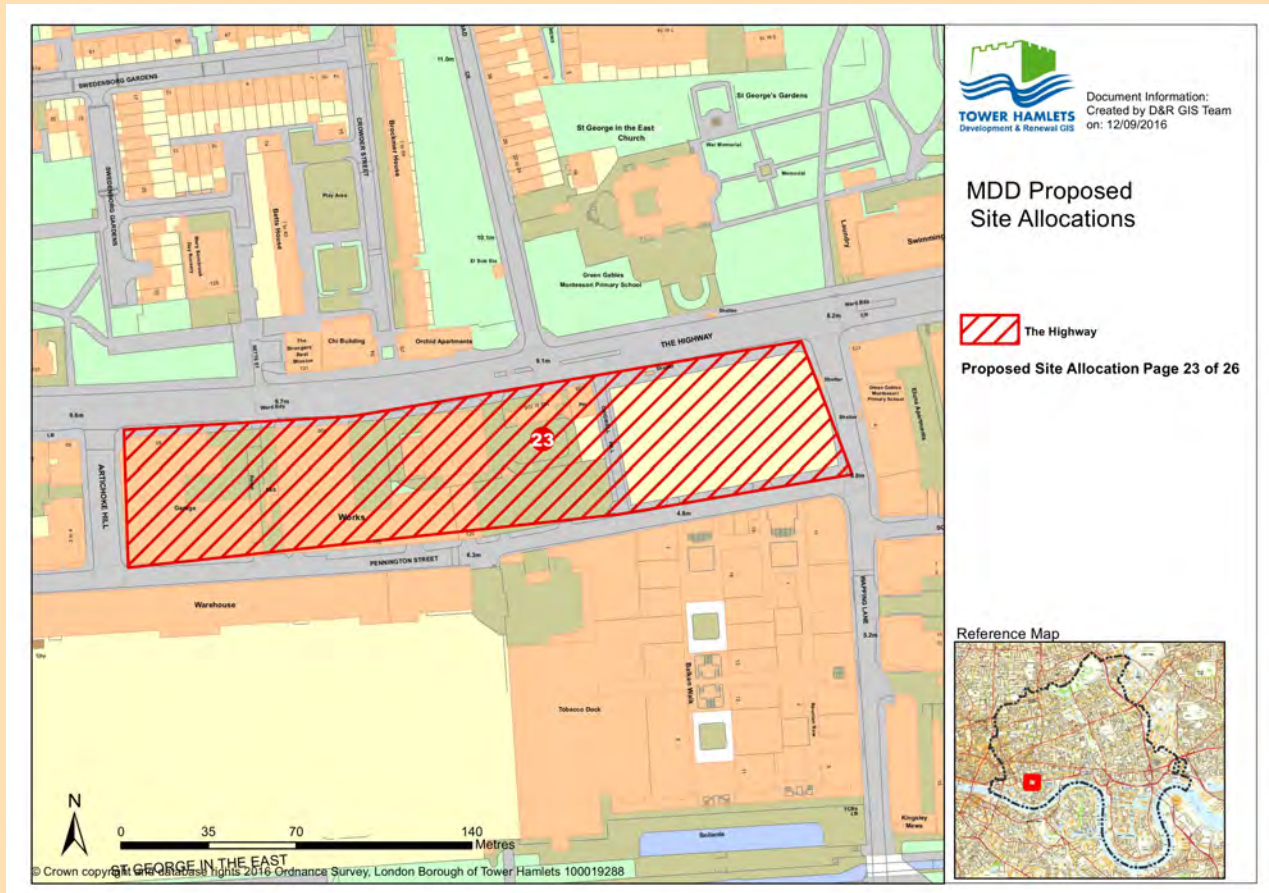
Site Description: The site comprises a number of vacant 1 to 2 storey buildings which front onto the Highway. The uses include a previously used car sales building which is now vacant, several active retail buildings, and vacant land. The buildings and uses surrounding the site are diverse. To the north is the St George in the East Conservation Area, including

the Grade I listed St George in the East Church, and a newly built 7 storey residential building, which is situated between Swedenborg Gardens and Crower Street. Grade I listed Tobacco Dock, a former warehouse which now vacant, lies to the east. To the South is the Grade I listed London Dock, previously used as a large scale print works. There is a single storey Grade II listed warehouse running along the southern side of Pennington Street.

Relevant Planning Application:

- Approved PA/11/01278 (134-145 Pennington Street) - redevelopment to provide a 242 room hotel, 63 serviced apartments and retail.

Site Requirements

Land Use: The following uses would be provided on the site as part of the comprehensive redevelopment of the site

- Housing
- Open Space

The site also has the potential to deliver the following use, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

- District heating facility

Design Principles

- Local Context - Development will need to preserve or enhance the heritage assets within and around the site. Development should provide an active frontage along The Highway and Pennington Street.
- Environment – Development will need to ensure that connections through the site link into the Green Gird Network.
- Accessibility – Development will need to improve and increase connections throughout the site.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Whitechapel South

Site Context

Address	Whitechapel Road
Size (ha)	9.5
PTAL	6a
Flood Zone (s)	N/A
New Local Plan Policy Designations	Tower Hamlets Employment Location, Whitechapel District Centre, Clear Zone, London Hospital Conservation Area, Statutory Listed Buildings
Existing Use	Institutional and medical uses, mix of residential – private, affordable and specialist, office, commercial and light industrial

Whitechapel South
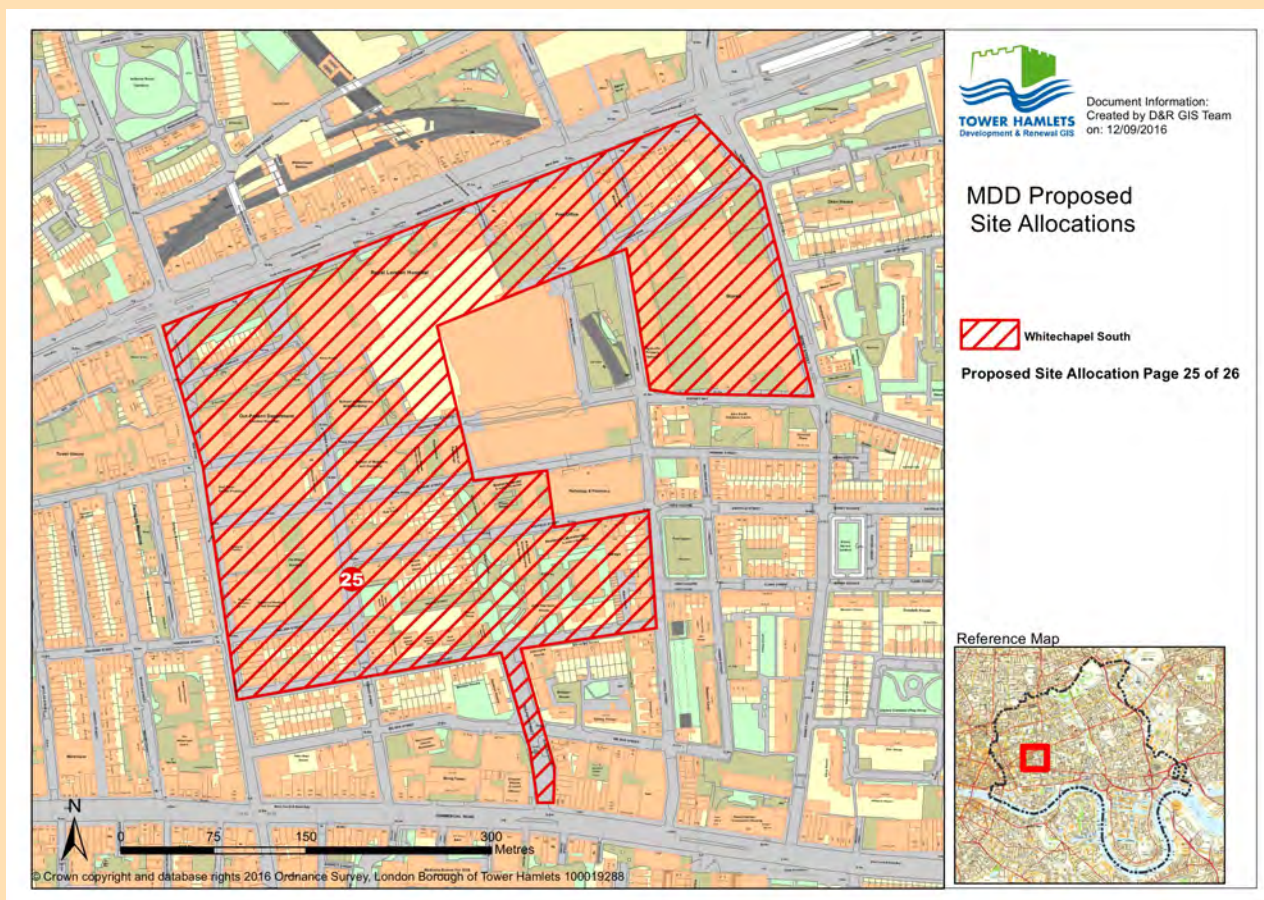
Site Description: The site is bounded to the north by Whitechapel Road , Sidney Street to the East, New Road to the West and Varden Street to the South, as well as extending further south along Philpot Street to Commercial Road. The land uses of the site are ancillary hospital related uses, and nursing and medical schools. To the north of the site are retail uses, Whitechapel market and the Idea Store. To the immediate east are commercial developments and warehouses.

Relevant Planning Application:

- Approved PA/15/01789 (L&Q) - development comprising three buildings to provide 564 residential units, commercial floorspace, 70 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works.
- Current Planning Application PA/15/02959 (London Newcastle) - development comprising 12 buildings to provide 343 residential dwellings, 168 specialist accommodation units, office, flexible office and non-residential institution and, retail space, together with car parking, cycle parking, hard and soft landscaping and other associated works.
- Current Planning Application PA/16/00784/A1 (100-136 Cavell Street) - development comprising two buildings to provide comprising 1,136sqm flexible commercial/retail/community use at ground floor level and 3,138sqm B1 office space above ground floor level, and 113 residential units, plus landscaped public space,

private amenity space, communal amenity space, child play space, cycle parking and all associated works

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Open space
- Re-provision of health facility
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District heating facility

Design Principles

- Local Context – Development would need to acknowledge the areas heritage assets and character and ensure transition of building height, scale and massing is appropriate.
- Environment – Development will need to create a series of interconnected spaces in accordance with the Green Grid.
- Accessibility – Development would need to be in accordance with the guidance set out in the Whitechapel Vision SPD (2012) and reinforce key strategic routes east-west and north-south by providing high quality linear open spaces and increase permeability to the existing surrounding street network. New developments should relate to this street pattern, for instance the formation of perimeter blocks and the reinforcement of corners.
- Development will need to improve or enhance walking and cycling connections within and to the site.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

5.4 Sub Area 2: Central

Location

5.4.1   The Central area sits at the approximate centre of the borough and is not currently within any existing strategic designations. It is bounded at the north by Victoria Park and LB Hackney; to the east, by the LLDC and the Lower Lee Valley / Poplar Riverside Housing Zone; to the south by the Isle of Dogs Opportunity Area and to the west by the City Fringe Opportunity Area. The sub area is not a designated GLA Opportunity Area.

Figure 5.5 Sub Area 2 Central

Legend

- – – – Cycle Superhighway
- ——— Railway Lines
- Stitching up the severance
- ◄– ► Strategic Pedestrian/ Cycling Link Improvement
- Waterfront Walk Improvement
- Opportunity for Green Spine
- Opportunity for Town Centre and Tansport Hub
- Opportunity for Regeneration
- Site Allocations
- District Centre
- Neighbourhood Centre
- Public Green Open Space
- Waterspace
- Sub Area: Central
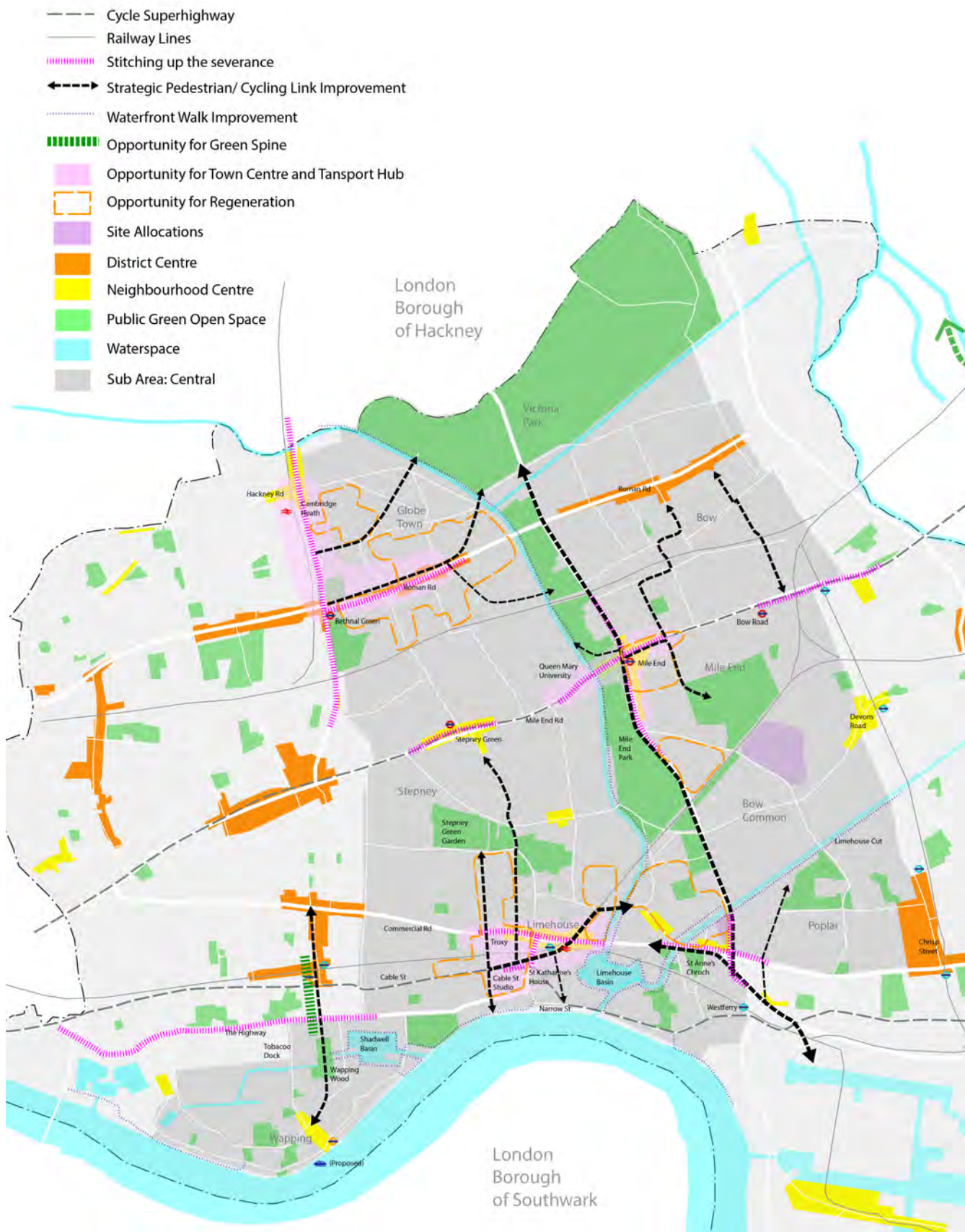
Distinct Character and Place

5.4.2 The nine distinct character places are summarised below:

- **Victoria Park:** forms the northern edge of the Central area, sharing its boundary with LB Hackney. The park has received significant investment, making improvements to its historic features and sporting facilities.
- **Bow:** is served by Roman Road Town Centre which comprises a market that has received recent investment, resulting in reduced vacancy rates. The are a number of green spaces including Victoria Park in close proximity.
- **Globe Town**: is close to a number of significant green spaces, including Victoria Park and Mile End Park, as well as Regents' Canal. It is focused around Roman Road West Town Centre and market.
- **Mile End:** is a key transport interchange in the Central area, it is home to Queen Mary University and well served for green space, with Mile End Park and Tower Hamlets Cemetery Park.
- **Stepney:** is served by Ben Jonson Neighbourhood Centre with a number of green spaces, including the Stepney Green City Farm.
- **Limehouse:** is served by Limehouse and Salmon Lane Town Centres with a number of water spaces, including access to the Thames. The area is severed by both Commercial Road and two canals, reducing ease of movement.
- **Bow Common:** is served by the small Devon's Road Town Centre. A further retail cluster is at the corner of Burdett Road and Commercial Road. There has been a large amount of new development along Thomas Road and the Limehouse Canal.
- **Wapping:** is primarily residential in nature and sits between the River Thames to the south and the Highway to the north. The area comprises a number of heritage assets set around the River Thames and Wapping Basin
- **Poplar:** partially falls within the sub area and is residential in character. The area in bounded by Limehouse Cut to the north that sits alongside Barlett Park.

Town and Landscape

5.4.3 The Central area has nine distinct character places each with varying qualities and composition. Bow is the largest and has a busy town centre and market at Roman Road which forms the centre of Bow. Buildings in this area consist of low rise two to three storey mixed use buildings. Architectural styles are varied with a mix of Victorian terraces, post-war estates, modern apartments and historic warehouse conversions. Bow has a relationship with Victoria Park which lies to the north and within Bow are numerous conservation areas including Medway and Driffield Road. The block pattern structure generally has a finer urban grain to the west where much of the terrace housing is located. Bow also includes the northern section of Mile End Park.

5.4.4 Mile End is a mainly residential area with the exception of more varied uses along Mile End Road. Small scale shops are interspersed with housing and this intensifies closer to Mile End Underground station. Housing here varies in age and density, from low-rise Victorian terrace housing and low to medium-rise Georgian housing through to medium

and high-rise post-war estates. Much of Mile End is within a conservation area and the urban block pattern is varied from a fine urban gain to a more coarse structure. Mile End Park is one of the Borough's major assets and contains an array of public facilities including stadium, pitches, children's play space, an arts pavilion, an ecology park and wildlife areas. The Regent's Canal runs parallel to the park.

5.4.5   South-West of Mile End is Stepney. The area is primarily residential aside from the busy Mile End Road and Commercial Road. Architecturally styles vary widely in the area, from terraced housing and mansion blocks to pre and post-war estates. There is a fine urban grain south of Ben Jonson Road and a more coarse structure north. Stepney has a good share of open space, including Stepney Green Park, Belgrave Street open space and other church yards and cemeteries. Mile End Park and the Regent's Canal are also in very close proximity to Stepney.

5.4.6   Globe Town, which is to the west of Bow is an area characterised by medium to large scale post-war housing, interspersed with smaller scale retail units within the town centre. A smaller proportion of Victorian housing exists, in particular around the Approach Road area where there is a strong connection to Victoria Park. Approach Road is a tree-lined axial route leading into the park, and elsewhere Meath Gardens is another large park within Globe Town area. Regent's Canal also passes through the area.

5.4.7   South and east of Mile End is Bow Common, an area that has both residential and industrial uses. The housing stock consists of low to high-rise post-war estates. Swaton Road and Brickfield Gardens are two conservation areas, the first characterised by four roads consisting of Victorian dwellings, once typical of this area and by contrast Brickfield Gardens is an open space that has a protected Victorian street pattern. Bow Common has a number of small parks and open spaces including semi-natural habitat. The Limehouse Cut also runs along the southern edge of the area.

5.4.8   In recent years there has been much new development on Mile End Road in the Queen Mary University area. Other areas that have seen change include the Ben Jonson Road and Shandy Street area.

Policy Context

- Neighbourhood Planning

    - Limehouse: Designated Area and Designated Forum, developing their plan
    - Wapping: Designated Area, no Forum designated

Development Potential

5.4.9   This area is not a London Plan Opportunity Area, and therefore there are no area specific high level regional targets that the new Local Plan needs to address in order to meet its duty. However, this area like all parts of the Borough will play a role in

contributing to the overall number of new homes and jobs delivered in the borough to 2031. This development is likely to come forward on the relevant site allocations for the area and other smaller development sites.

5.4.10   The Council has assessed for the purposes of the Draft Local Plan that the following additional potential is available:

- **New Homes:** 6,300 additional units

5.4.11   It is critical that new development is supported by necessary infrastructure. The following is a summary of the likely requirements:

- **Infrastructure:** Development in this area would be supported by improvements to public realm and existing green infrastructure such as open space and waterways. New and improved walking and cycling routes through the area will support the movement of people through the borough and integrate the surrounding sub areas.

Key Opportunities and Challenges

5.4.12   A summary of the key opportunity and challenges for the Sub-Area that the new Local Plan aims to address through spatial planning is as follows:

Opportunities	Challenges
• Large number of heritage assets and conservation areas. • Two of the borough's largest public open spaces (Mile End Park and Victoria Park) are located in this area. • Network of waterspaces, including Canals and Basins, many of which are underutilised have large potential for leisure and amenity use • Range of town centres which are primarily functioning well, with reasonably high occupancy rates • Emerging creative industries sector, particularly around Bethnal Green, which could be encouraged.	• Improving connectivity, public realm and addressing barriers to movement created by the road network and river and canals. • Improving access to open space and addressing the deficiency in open space, including Shadwell, Bow Common and Limehouse. • Maintaining employment and retail space, under threat from permitted development. • Improving transport capacity at Bethnal Green and Mile End Stations and increasing transport accessibility in the area, including northern Bow, Bow Common and Globe Town.

Developing the Vision

5.4.13   The table below sets out the objectives and the development principles for the Central area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities and Development Principles

Design and Historic Environment

1	**Area Priority**
	• Maintain and improve the area's existing heritage assets and conservation areas
	Development Principles
	• Improve the public realm around heritage assets such as St Anne's Conservation Area, an area undergoing change

Housing and Community

2	**Area Priority**
	• Support the delivery of new housing and improvements to existing housing across the Central area including the Housing Zone
	Development Principles
	• Regeneration and opportunities for new housing will be supported, where there is good access to public transport and community facilities or where increased density will contribute to improved services such as in Globe Town, the former Bow Common Gas Works site or Malmesbury Road

Town Centre and Employment

3	**Area Priority**
	• Improve the diversity and vibrancy of each Town Centre as the heart of each distinct residential place
	• Delivering the Council's Town Centre Vision set out in the Council's emerging Town Centre Strategy.
	Development Principles
	• Deliver improvements that enhance town centres, especially Globe Town, Ben Jonson Road and Limehouse which have low commercial occupancy rates
	• Provide a balanced mix of uses to support growth of Mile End Neighbourhood Centre.
4	**Area Priority**
	• Support the emerging clusters of creative SME employment spaces
	Development Principles

Area Priorities and Development Principles

- Protect existing and supporting new suitable employment space, particularly around Bethnal Green

Open Space and Water Space

5 **Area Priority**

- Address the perception of open space deficiency in Shadwell, Limehouse and Bow Common areas by investing in the Green Grid Strategy

Development Principles

- Protect existing open space and promote new open space including pocket parks and strategic open space provision at the former Bow Common Gas Works site and Burdett Road Delivery Office site
- Improve access to existing open space including the Limehouse Cut and Regents Canal
- Deliver active frontages to help unlock the potential of the area's water spaces and support water based leisure facilities

Transport and Connectivity

6 **Area Priority**

- Public realm and connectivity improvements, by providing safe and secure walking and cycling routes and infrastructure and reducing the severance caused by major roads

Development Principles

- Reduce cycling and walking barriers to east-west and north-south movement and provide sufficient cycling infrastructure Increase cycling capacity at Cable Street, and support improve connections to the CS3 route.
- Encourage pavement widening and activate frontages in suitable locations with additional support from legible maps and signs for walking and cycling
- Improve public transport accessibility and links to the River services including outline proposals for a new pier at Wapping.

Emerging Vision

The places will be strengthened with a focus on upgrading and revitalising the town centres and neighbourhood parades, including the location of creative cluster workspaces and enterprises. New developments will complement existing, well established streetscapes and integrate new homes with the existing communities.

New development will support new and improved social infrastructure, public realm and address the impacts of through traffic severance and strengthen a coherent sense of community in established neighbourhoods.

The open spaces of the area will be enhanced with improved access to, and animation of the canals and waterways. Heritage assets and their settings will be improved with opportunities for new heritage led recreation spaces explored.

5.4.1 Sub Area 2 Cental: Site Allocations

5.4.1.1   The following list shows the Site Allocations for this Sub Area:

- Bow Common Gas Works
- Docklands Delivery Office

5.4.1.2   The land use and infrastructure requirements for each aforementioned site allocation are denoted in the subsequent profiles.

Site Bow Common Gas Works

Site Context

Address	Bow Common Lane
Size (ha)	3.94
PTAL	2
Flood Zone (s)	1
New Local Plan Policy Designations	n/a
Existing Use	Active gas holders, warehousing and car parking

Bow Common Gas Works

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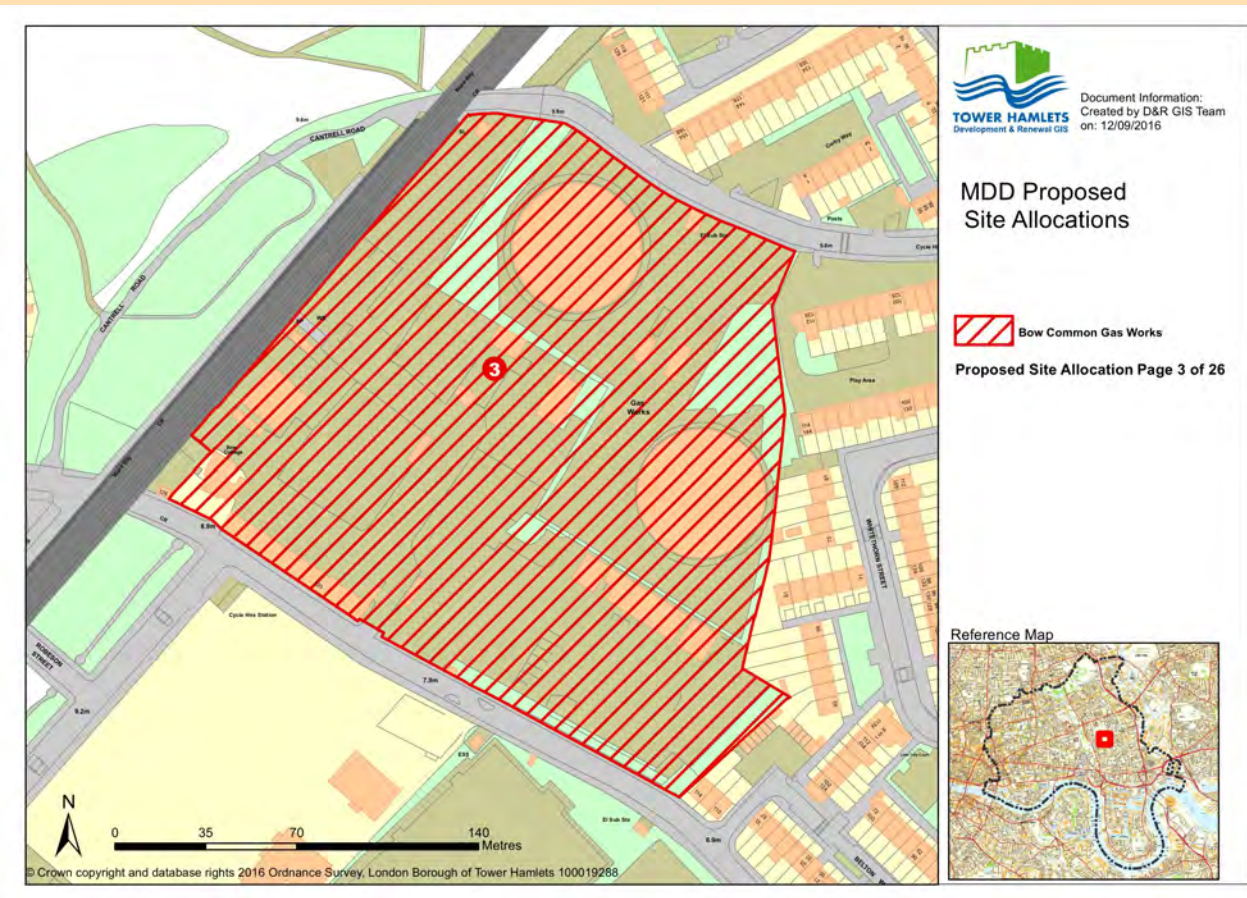
Site Description: The site comprises two distinct areas. One area contains gas holders with paved open space and the other contains mainly parking and warehousing. It is located in Bow Common within a predominantly low to medium-rise residential area. Along the north-west boundary run railway arches, beyond which lies Tower Hamlets Cemetery Park. St. Paul's Way Community School is located to the south of the site. On the western corner of the site is the locally listed 2 Bow Cottage.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school and/or secondary school

Design Principles:

- Local Context – Whilst the gasworks are operational, the site will be restricted by guidelines for development near to gasholders.
- Environment – There is an opportunity to enhance and integrate the site with Tower Hamlets Cemetery Park and to connect Mile End Park better to Tower Hamlets Cemetery Park.
- Accessibility - To improve permeability within and to the site, new development will be required to improve accessibility for walking and cycling through public realm improvements, including a connection along the railway. This route should provide active frontages along the railway to enhance the use and setting of the railway arches as a non-designated heritage asset.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

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Site Docklands Delivery Office

Site Context

Address	310 Burdett Road
Size (ha)	0.73
PTAL	5
Flood Zone (s)	N/A
New Local Plan Policy Designations	N/A
Existing Use	Post office delivery office

Docklands Delivery Office
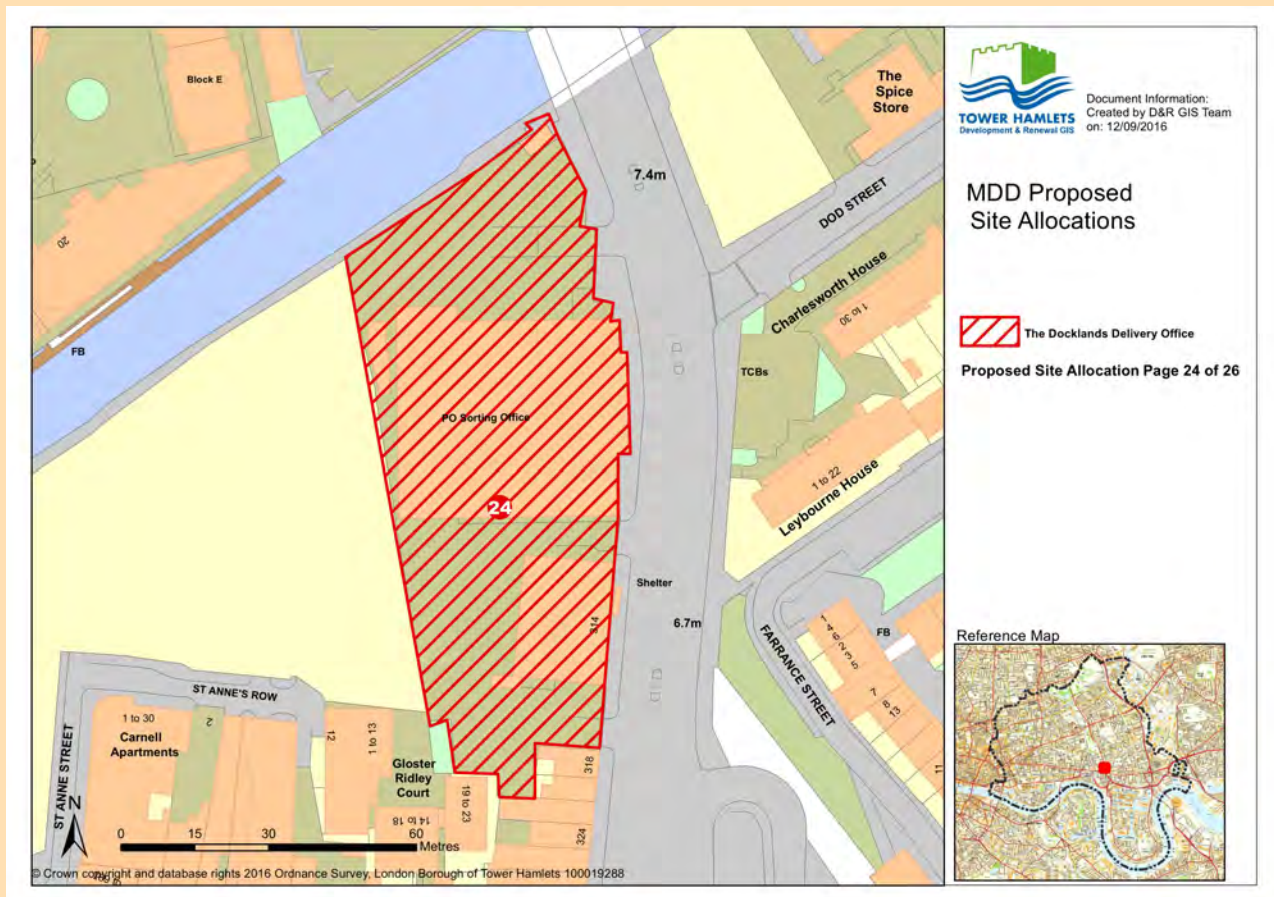
Site Description: The site comprises two post office delivery and sorting buildings which are two storeys high. There is on-site parking with access via Burdett Road which bounds the site to the east. Limehouse Cut bounds the site to the north, and there are small scale

retail/residential buildings to the south. The southern tip of the site is part of St. Anne's Church Conservation Area. The canal and tow path on the northern site boundary are part of the Limehouse Cut Conservation Area.

The surrounding area is residential in nature with a small to medium built form. There have been a number of recent residential developments along the Limehouse Cut, including the adjacent site to the west. The pavement along Burdett Road, adjacent to the site, includes two large mature trees.

Site Development Requirements

Land Use: The following uses are required be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Employment
- Open space

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District heating facility

Design Principles:

- Environment – Provision of active frontages and access along the canal will create a series of interconnected spaces in accordance with the Green Grid.
- Accessibility - Development will need to improve enhance walking and cycling connections within and to the site, including linking St. Anne's Row to Burdett Road.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

5.5 Sub Area 3: Lower Lea Valley

Location

5.5.1   The Lower Lea Valley (LLV) area is located on the eastern side of Tower Hamlets and forms part of the wider the Lower Lea Valley which stretches north comprising LB Newham and Hackney. The area also forms part of the Lea River Park.

5.5.2   The London Legacy Development Corporation (LLDC) sits to the east of the area, and is the planning authority for the Fish Island and Bromley-by-Bow area within the borough, as well as Queen Elizabeth Olympic Park and surrounding areas.

Figure 5.6 Sub Area 3 Lower Lea Valley
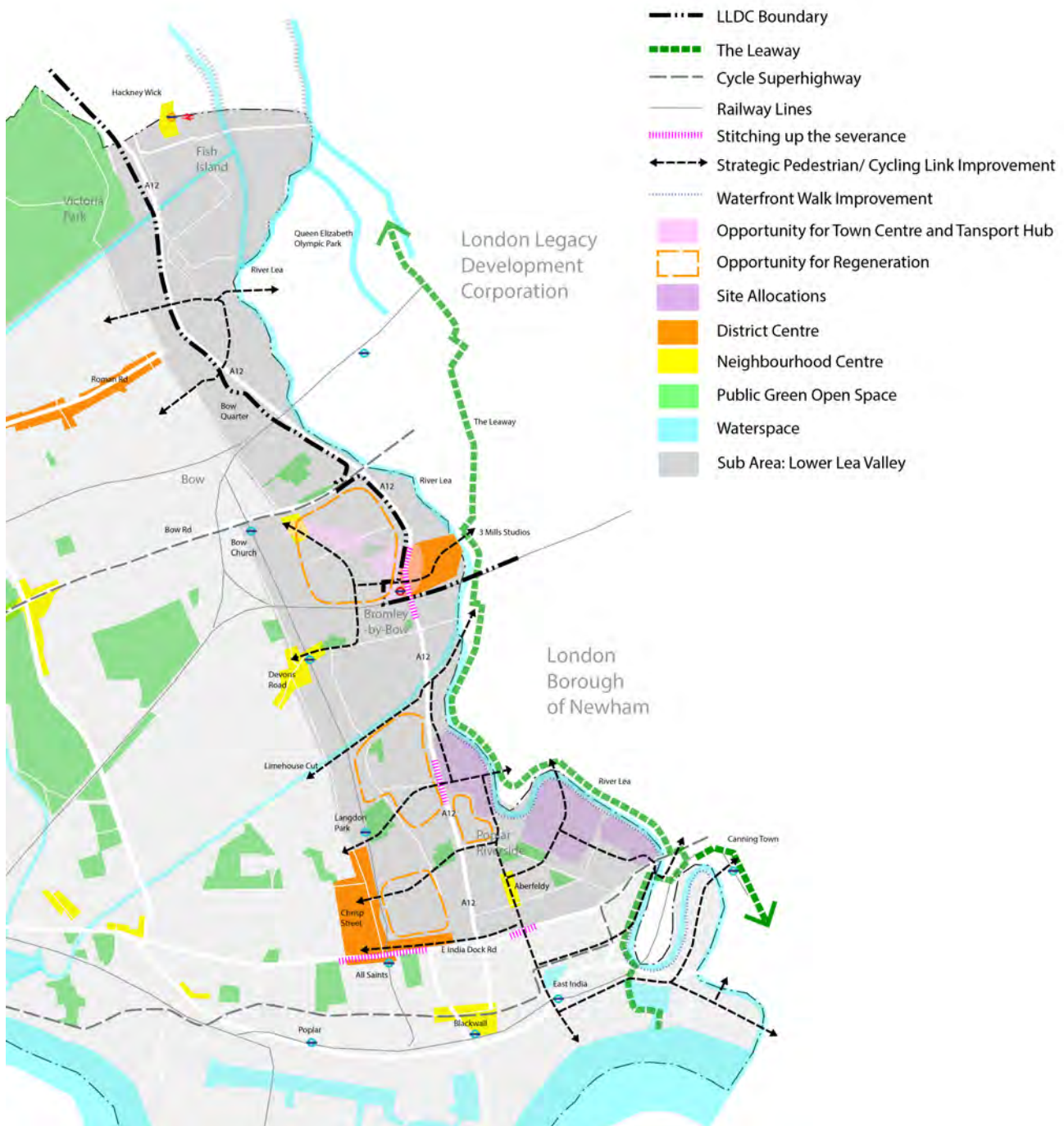
Distinct Character and Place

5.5.3   The three distinct character places are highlighted below (Leamouth falls within Isle of Dogs and South Poplar Sub Area):

- **Fish Island:** forms the northern part of LLV, sharing a boundary with LB Hackney. Industrial activity has defined much of the character of Fish Island with a number

of older factory buildings serving the needs of a range of small design and creative business. The area is undergoing a change, with new residential and mixed-use developments planned or underway.

- **Bromley-by-Bow:** is occupied by a Tesco supermarket that forms part of the proposed Bromley by Bow District Centre. The A12, rail and river all provide good transport accessibility, but also creates barriers to movement,
- **Poplar Riverside:** is residential in nature with industrial activities and vacant land east of the A12. The area's town centre includes Chrisp Street district centre and Aberfeldy Street neighbourhood centre, a popular shopping destination for the local community.

Town and Landscape

5.5.4   The Lower Lea Valley area is defined by its proximity to the water space of the River Lea, which runs along the Borough's eastern border. In the far north is Fish Island, a light industrial community with a mix of buildings that range from two to three storey brick warehouses dating from the 19th century alongside more recent steel and clad equivalent structures. Several of the brick warehouses have townscape merit and help reflect the industrial history of the area and its relationship to the water. The area is undergoing a period of change and a number of residential and employment spaces have started to appear along canal side corridors. Fish Island conservation area exists here and the only park in the area is the Greenway – a linear route and ecological area that has a semi-natural character important for wildlife habitat. The area benefits from the River Lea and Hertford Union Canal, with the Lea Navigation running between them.

5.5.5   Further south, Bromley-by-Bow is a largely residential area, bound by the River Lea on its eastern edge and with a small town centre at its heart at Stroudley Walk. The housing stock consists of low to high-density post-war estates. To the north of Bow Road are fine examples of Edwardian and Georgian houses within the conservation areas of Fairfield Road and Tomlins Grove. The industrial areas of Bromley-by-Bow are mainly low-rise and located to the south of the area along the Limehouse Cut and towards the River Lea. The block pattern is a coarse urban grain due to the numerous housing estates however the conservation areas have a finer grain. Bromley-by-Bow has a number of small parks and two cemeteries along with substantial amounts of water space frontage.

5.5.6   Poplar Riverside largely consists of post-war estates of low to medium-rise height although taller buildings, such as Balfron Tower exist. The Langdon Park conservation area includes a park, a primary school, St Michael's Church as well as a series of Georgian terraces. The wider area experienced considerable change when the Blackwall Tunnel Approach Road was constructed in the late 1950s which divided the area.

5.5.7   Recent changes include much new development along the River Lea, the A12 corridor, around DLR stations and the Limehouse Cut canal area; light industrial units have been frequently redeveloped into residential led schemes. As a result the townscape has changed significantly in some areas with many taller and higher density schemes.

Policy Context

- GLA - Lower Lea Valley Opportunity Area Framework (2008)
- GLA - Olympic Legacy Supplementary Planning Guidance (SPG) (2011)
- LLDC – Local Plan (2015)
- LLDC - Draft Hackney Wick and Fish Island SPD (2016)
- LLDC - Draft Bromley-by-Bow SPD (2016)
- LBTH – Bromley-by-Bow Masterplan SPD (2012)
- LBTH/GLA – Poplar Riverside Housing Zone designation (2015)

Development Potential

5.5.8   The London Plan identifies broad principles and should be applied to the designated Opportunity Area and provides an indicative estimate for employment capacity and minimum new homes to 2031. It should be noted that the indicative London Plan numbers below also include LLDC planning area, and therefore these figures are shared.

- **New Homes:** 32,000 additional units as a minimum
- **New Employment:** Seek to exceed an indicative capacity for 50,000 new jobs

5.5.9   Considering the indicative London Plan minimum target for new homes in the Opportunity Area, the Council has assessed for the purposes of the Draft Local Plan that the following potential is available:

- **New Homes:** 7, 200

5.5.10   It should be noted that the area partly falls within the Poplar Riverside Housing Zone, which seeks to accelerate housing growth through overcoming barriers to development such as connectivity and land contamination. This number includes the known Housing Zone sites.

5.5.11   It is critical that new development is supported by necessary infrastructure. The following is a summary of the likely requirements:

- **Infrastructure:** Development of the area will be supported by a new primary/secondary schools and community facilities. Open space provision will be further increased and linked into the wider Lea River Park. Connectivity will be enhanced with new/improved connections across the River Lea and A12 creating a network of walking and cycling routes. The LLDC will lead further station capacity improvements at Bromley-by-Bow Station and Hackney Wick Station and improve the severance created by the A12.

Key Opportunities and Challenges

5.5.12   A summary of the key opportunity and challenges for the Sub-Area that the new Local Plan aims to address through spatial planning is as follows:

Opportunities	Challenges
• Part of the wider Olympic Legacy area which has been a catalyst for growth. • Underused and vacant industrial land and activities. • Access to existing open and water spaces, including the Victoria Park, Queen Elizabeth Park, Lea River Park, River Lea and the River Thames. • New and improved pedestrian and cycle crossing on the A12 and A13. • Area is partly designated by the GLA as Poplar Riverside Housing Zone • Existing and emerging creative businesses and their contribution to the arts character of the area, such as Trinity Buoy Wharf	• Improving connectivity and addressing barriers to movement created by the road network and river and canals • Delivering infrastructure, such as new bridges across the River to increase cross boundary movement. • Community cohesion and knitting the fabric of the existing communities west of the A12 with the opportunities and services arising from new development. • Improving the environmental quality of the area, including land contamination and air quality. • Managing the transition from industrial to residential and reverse sensitivity.

Developing the Vision

5.5.13 The table below sets out the objectives and the development principles for the Lower Lea Valley area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities and Development Principles	
Design and Historic Environment	
1	**Area Priority** • Strengthening and enhancing the historic industrial character and heritage assets **Development Principles** • Improve the public realm and permeability around the listed buildings • Development should respond to the areas historic industrial character through design and building typologies.
Housing & Community	
2	**Area Priority** • Delivering new homes and community facilities through the Housing Zone, regeneration and site allocations, to meet local needs and to create vibrant, connected and sustainable residential neighbourhoods. **Development Principles**

Area Priorities and Development Principles

	• Redevelopment of former industrial land and the regeneration of key areas, including the regeneration of the Aberfeldy estate, Ailsa Street, Gillender Street, Stroudley Walk, Nairn Street and Chrisp Street. • Development should integrate the fragmented surroundings enhancing east-west movements across the A12 and providing strategic pedestrian/cycling routes and waterfront access.
3	**Area Priority** • Providing social infrastructure, in particular primary schools to support the areas growing population **Development Principles** • Deliver identified infrastructure in appropriate locations to meet the needs of the growing population, including a new primary school at Ailsa Street, and a new primary and secondary school at Leven Road.
Town Centre and Employment	
4	**Area Priority** • Strengthening vibrant neighbourhoods and distinct town centres to provide services and leisure facilities, including at Bromley-by-Bow and Chrisp Street district centres and Stroudley Walk, Devon Road and Aberfeldy Street neighbourhood centre. • Delivering the Council's Town Centre Vision set out in the Council's emerging Town Centre Strategy. **Development Principles** • Ensuring development provides a mix of uses in the town centres, and supports its role and function.
5	**Area Priority** • Optimising industrial employment land and protect designated employment/industrial areas that are strategically important to support the borough's economy (and waste management), sensitively integrating industrial or other employment sites into their site context. **Development Principles** • Encourage active employment spaces, in particular for SMEs and flexible workspaces for creative industry clusters, which can help to activate A12

Area Priorities and Development Principles		
		frontages and neighbourhood streets, and properly integrate into the residential-dominated areas to form a place.
	•	Manage and mitigate the negative impacts of industrial use and the waste management site on the adjacent residential areas and public amenity spaces by green buffer, well-considered spatial arrangement and well-designed/ modernised architecture, to integrate into the surroundings.
Open Space and Water Space		
6		**Area Priority**
	•	Unlocking the potential of the green and water spaces around the River Lea, Limehouse Cut and Hertford Union, to improve residents' health and wellbeing, to assist in flood mitigation and land decontamination, and to facilitate the delivery of Lea River Park.
		Development Principles
	•	Ensure that development protects the green and water spaces, and provides public access to, across, and along, the River Lea, Limehouse Cut Canal and Hertford Union Canal links.
	•	Support the delivery of the Lea River Park/Leaway to create a well-connected network of green and water spaces, and make the area an attractive location for living, working, leisure and tourism
Transport and Connectivity		
7		**Area Priority**
	•	Improving the public realm and connectivity to reduce the severance caused by the A12, A13 and the river Lea, and to increase accessibility within the area and integrate communities.
		Development Principles
	•	Ensure development along the A12, A13 and River Lea achieves a joined-up street network and connects into the surrounding area and key destinations.
	•	Address physical barriers via delivering additional crossings over the A12 and the River Lea at identified suitable locations, including proposed locations for additional footbridges/links across the River Lea including Ailsa Street, Leven Road, Wharfside Road, Leamouth South and Trinity Buoy Wharf.
	•	Improve public realm and building frontage arrangement, which include the locations at Bromley-by-Bow station, Lochnagar Street, Aberfeldy Street, and All Saints Station.
	•	Promoting cycling and walking through new and improved transport infrastructure, including new pedestrian and cycle bridges across the

Area Priorities and Development Principles
waterways at Ailsa Street and Leven Road, to increase connectivity and accessibility to the adjoining areas and to facilitate the delivery of the Leaway. • Ensuring new developments are integrated into a sustainable transport network, such as bus services, and increase accessibility in appropriate locations.

Emerging Vision

The Lower Lea Valley area will continue to be the focus of significant comprehensive regeneration, including the transformation of the A12 and a series of new bridges across the River Lea to integrate the existing and new communities to each other and the surrounding areas.

Revitalised and integrated communities will be set around a network of well connected and enhanced green and water spaces. The development of the Lea River Park and the Leaway will provide a new strategic public green space and a series of pedestrian and cycling routes.

Development in the area will be supported by adequate transport and social infrastructure to facilitate creation of thriving mixed communities that are balanced and coherent.

Housing provision will be accelerated through the Housing Zone and delivered alongside economic regeneration creating new local employment, enterprise and business opportunities.

5.5.1 Sub Area 3 Lower Lea Valley: Site Allocations

Site Allocations

5.5.1.1   The following list shows the Site Allocations for this Sub Area:

- Ailsa Street
- Chrisp Street Town Centre
- Leven Road
- Oban Street

5.5.1.2   The land use and infrastructure requirements for each aforementioned site allocation are denoted in the subsequent profiles.

Site Ailsa Street

Site Context

Address	Ailsa Street
Size (ha)	5.76
PTAL	1
Flood Zone (s)	3
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Industrial activities, former primary school and vacant land

Ailsa Street
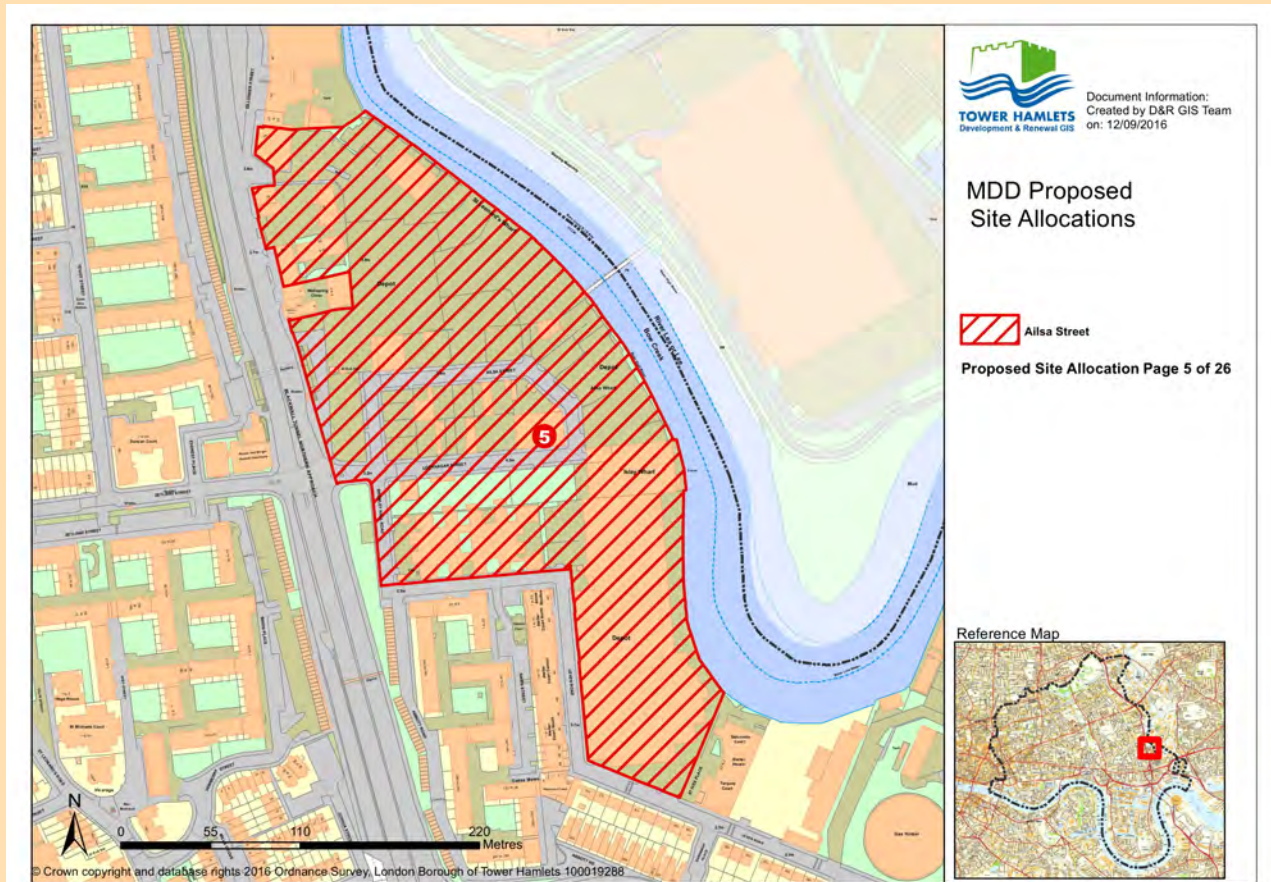
Site Description: The site comprises employment land uses largely consisting of industrial storage, waste transfer station , Grade II Listed buildings, temporary structures and vacant land. Part of the site falls within the Limehouse Cut Conservation Area. The site is bounded in the east by the River Lea and the A12 to the west.

Relevant Planning Application:

- Live PA/16/02692

Site Development Requirements

Land Use: The following uses are required be provided on the site as part of the comprehensive redevelopment of the site:

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school
- District heating facility

Design Principles:

- Local Context – Development will need to protect, enhance and integrate heritage assets and the Limehouse Cut Conservation Area.
- Environment – The development will need to address noise and air pollution generated by the A12.
- Accessibility - Development would be subject to improved walking and cycling connections within the site and across the A12. There is also an opportunity to utilise the waterways and promote its use by providing public walkways along the river and a potential pedestrian and cycle bridge over the river.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Chrisp Street Town Centre

Site Context

Address	Chrisp Street / East India Road / Kerbey Street
Size (ha)	3.62
PTAL	4
Flood Zone (s)	2
New Local Plan Policy Designations	Chrisp Steet Town Centre, Lansbury Conservation Area
Existing Use	Shops, community facilities, Idea Store, public houses, cafes, market and housing

Chrips Street Town Centre
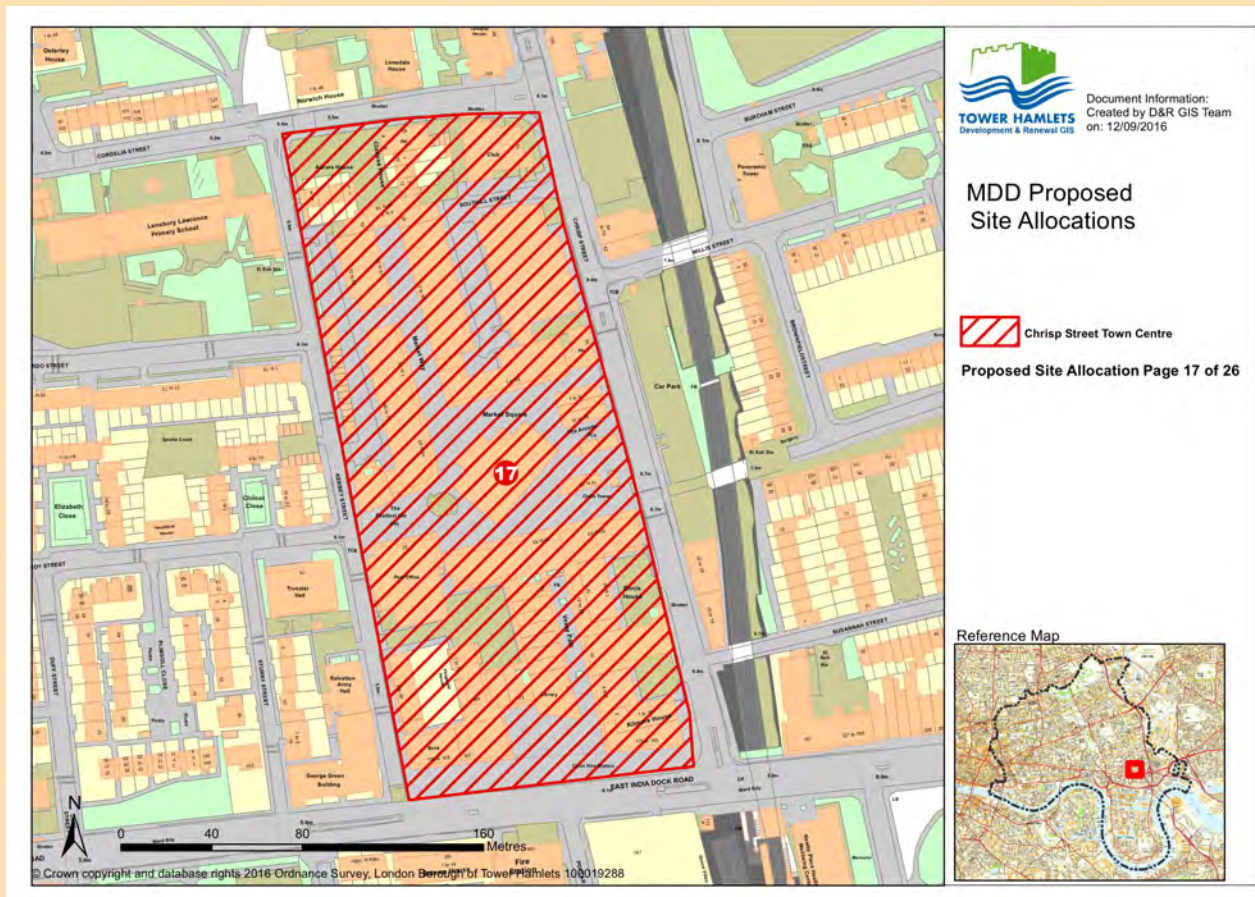
Site Description: The site comprises a post-war mixed use town centre redevelopment as part of the Lansbury Estate. It is situated to the north of East India Dock Road and bounded on the east by Chrisp Street and Kerbey Street on the west. The site lies within the Lansbury

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 and the Grade II listed Poplar Baths. To the south west is the locally listed George Green School. The site is part of the Lansbury Conservation Area.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of a comprehensive town centre led mixed use redevelopment:

- Housing
- Idea Store (re-provision)
- Local market (re-provision)

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:
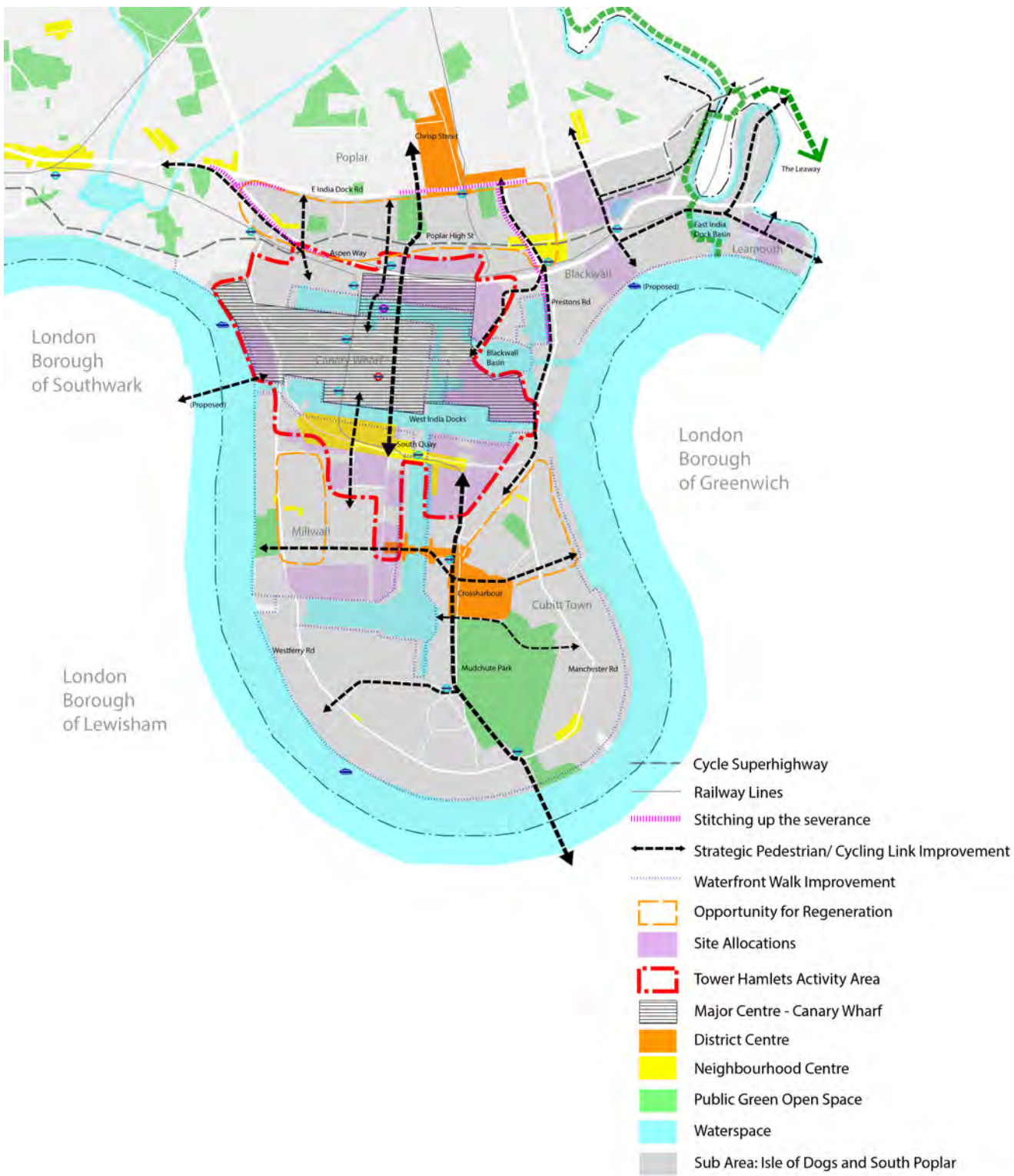
- District heating facility.

Design Principles

- Local Context – Development will need to improve the vitality and viability of Chrisp Street as a town centre, by providing a range of unit sizes and re-provision of a market use. Development will need to preserve and enhance heritage assets within and around the site. Development will provide an active frontage towards all surrounding and internal streets and public spaces.
- Accessibility – Walking and cycling connections will need to be improved, to, from and within the site and integrate with the Tower Hamlets Green Grid.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Leven Road Gas Works

Site Context

Address	Leven Road
Size (ha)	8.56
PTAL	1b
Flood Zone (s)	3
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Active gas holders

Leven Road Gas Works
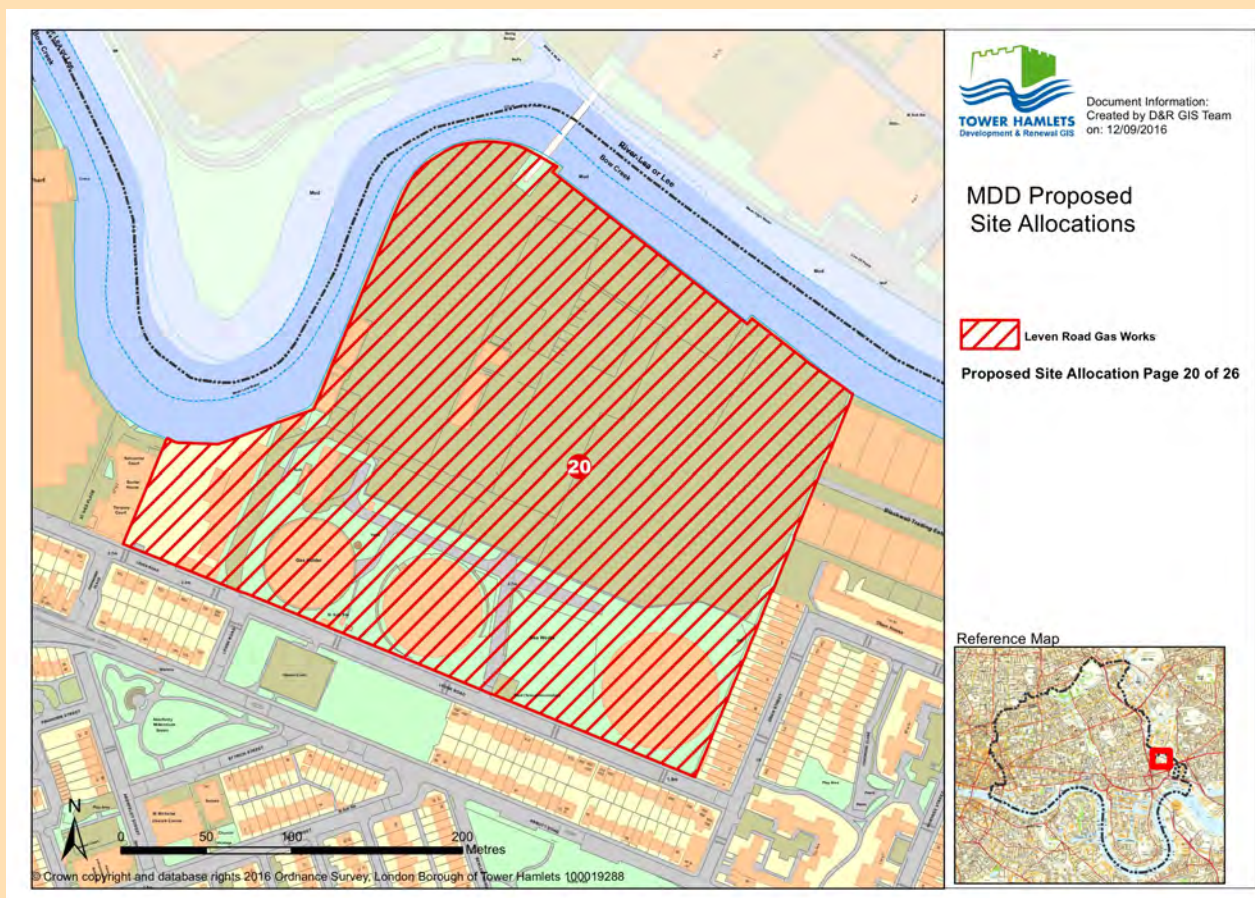
Site Description: The site forms part of a predominantly industrial landscape where the operational gasholders provide the dominant landscape feature. Other uses within the site include a recently extended car pound, car storage and warehousing as well as derelict and

vacant land. Leven Road is well-fronted by 2 and 3 storey terraced housing.The site is accessed from Abbot Road to the south of site, via Leven Road and a shared private access road. The River Lea is to the north of the site.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open Space

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school and/or Secondary school

- District Heating Facility

Design Principles:

- Local Context – Leven Road will require active frontage that fit well with the existing 2-3 storey terraced housing facing the site. Development along the eastern edge of the site will need to be sensitive to the scale of the adjacent 2-storey residential area and the amenity of rear gardens backing onto the site.
- Environment – Development will need to address any environmental pollution and land contamination caused by the gas works. Buildings should provide active frontage along the route and while benefitting from canal views, north-facing single aspect dwellings should be avoided.
- Accessibility – A new park will need to be integrated with the wider Lea River Park and improve walking and cycling connections to, from and within the site. Public space will need to be accessible along the waterfront. A footbridge connection over the river Lea should be provided.
- The site should plan for integration with the adjacent site allocation of Oban Street, to ensure a coherent and well-connected public realm.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Oban Street

Site Context

Address	Oban street
Size (ha)	2.4 ha
PTAL	1b-5
Flood Zone (s)	2
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Housing, industrial workshops and commercial units

Oban Street
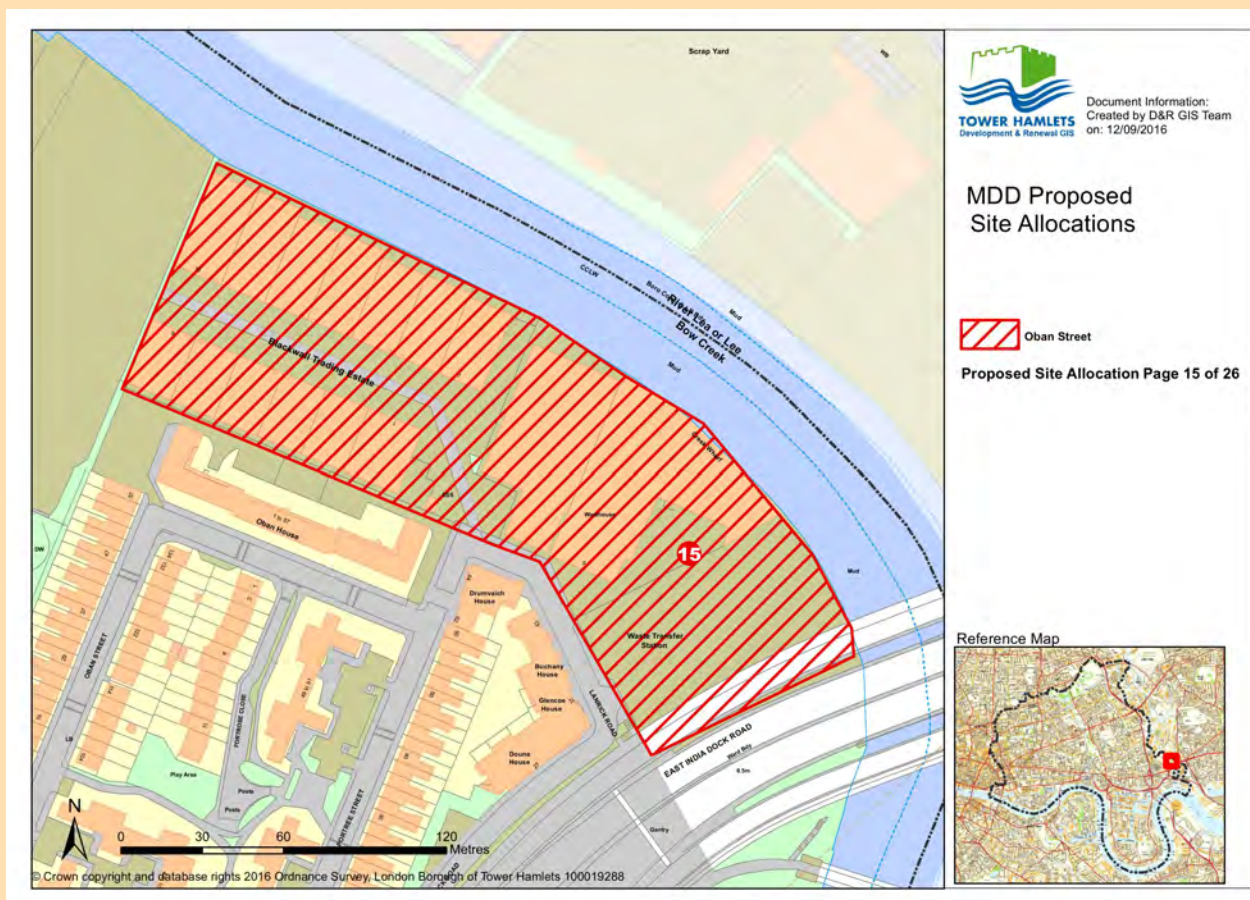
Site Description: The site comprises 60 residential units, a cleared TfL owned site of about a third of a hectare and the Blackwall Trading Estate with its workshops and commercial units. Adjacent to the site on the west is the Leven Road gas works, and it is bounded by the River Lea to the north and the east, the A13 and residential units are situated to the south.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open Space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District Heating Facility

Design Principles:

- Local Context – Development will need to be sympathetic to and step down towards the adjacent housing and streets of 2-5 storeys in height and provide an active frontage towards to existing as well as new streets and spaces.
- Environment – Development will need to respect the waterside setting, ensuring public accessibility to waterfronts and helping to improve connectivity to the wider area.
- Accessibility - The site should plan for integration with the adjacent site allocation of Leven Road, to ensure a coherent and well-connected public realm.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

5.6 Sub Area 4: Isle of Dogs and South Poplar

Location

5.6.1   The Isle of Dogs and South Poplar area is located to the south-east of the borough and its boundaries are defined by the River Thames, River Lea and East India Dock Road.

Figure 5.7 Sub Area 4 Isle of Dogs and South Poplar

Legend:
- Cycle Superhighway
- Railway Lines
- Stitching up the severance
- Strategic Pedestrian/ Cycling Link Improvement
- Waterfront Walk Improvement
- Opportunity for Regeneration
- Site Allocations
- Tower Hamlets Activity Area
- Major Centre - Canary Wharf
- District Centre
- Neighbourhood Centre
- Public Green Open Space
- Waterspace
- Sub Area: Isle of Dogs and South Poplar

Distinct Character and Place

5.6.2   The six distinct character places are summarised below:

- **Leamouth:** is undergoing significant change as it transitions from a predominately industrial area to residential. Connectivity and accessibility in the area is poor but will improve with the forthcoming river service to Trinity Buoy Wharf.
- **Blackwall:** is dominated by the strategic A13 vehicular route which creates a physical and visual barrier to north-south movement. To the north of the area Poplar High Street and East India Dock Road provide a local focus for retail and social facilities. The regeneration of Blackwall will support commercial provision on Poplar High Street as well as act as a gateway entrance to the area.
- **Canary Wharf (including South Quay):** supports the borough's national economic role with tall office commercial buildings that are visible across much of east London's skyline. Although the area is well connected in terms of transport, local movement through the area and to its surroundings is challenging.
- **Millwall:** is primarily residential in character and served by Westferry Road. The area is undergoing significant change from commercial activities and underused office sites to providing new homes and jobs, together with social facilities.
- **Cubitt Town**: is mixed use in nature and provides significant open space in the form of Mudchute Park and Farm and Millwall Park, and smaller amenity spaces including the eastern edge of Millwall Dock, Newcastle Draw Dock and Island Gardens. This area is connected to the rest of the Island via Manchester Road, Limeharbour and East Ferry Road and to Greenwich via the foot tunnel.
- **Poplar:** partially falls within this sub area and sits north of Canary Wharf. It is mainly low rise and residential in character and north south movement is restricted by Aspen Way. Poplar High Street town centre runs east west through the area providing retail and education facilities.

Town and Landscape

5.6.3   The Isle of Dogs area comprises six distinct character places with the commercial centre of Canary Wharf at its heart. Within this area the buildings form a clear landmark and are predominantly large scale, high-rise offices buildings centred on the historic dockland area. Within Canary Wharf there is a significant amount of retail in the numerous shopping centres and the wider grid pattern of streets and squares provides a legible layout. Conservation areas close by include West India Dock and Coldharbour which survives as one of the last remaining examples of the narrow streets which once typified the river's edge.

5.6.4   The Canary Wharf area is bordered to the north by Aspen Way, a six lane highway running east to west which makes it difficult to navigate from Canary Wharf to areas north. This highway currently marks a strong transition in massing between the taller buildings south with the low rise buildings north. North-south movement within Canary Wharf is interrupted by the linear docks and a limited number of bridges however the abundance of water space and frontage along the Thames provides an attractive setting.

5.6.5 Given the large variation in character across the Isle of Dogs and South Poplar areas, sharp contrasts in townscape character exist across quite small geographic areas. To the south of Canary Wharf are two such areas – Millwall and Cubitt Town. To the north, Limehouse, Blackwall and Poplar are similarly contrasting areas undergoing change as a result of large scale redevelopment.

5.6.6 Millwall and Cubitt Town are mostly quiet residential neighbourhoods surrounded by docks and the River Thames. The housing stock is generally mixed in terms of age, style and density from low to medium-rise in Cubitt Town and low to high-rise in Millwall. A small proportion of Victorian terraces survive among pre and post-war estates and more modern development can be found along the dock edges and adjacent to the River Thames. The layout of streets and urban blocks in this area generally reflects the high proportion of post-war housing and has quite a coarse urban grain. The area is relatively cut off from the wider Borough as the water space restricts wider connectivity and there is only one peripheral road around the Isle of Dogs.

5.6.7 Conservation areas in Millwall and Cubitt Town include Chapel House – a low-rise estate designed with Garden City principles. Island Gardens conservation area has a visual and physical connection to the Maritime Greenwich World Heritage site. The riverside walkway is well used and popular yet it is incomplete, interrupted in part by modern development. Mudchute Park, Millwall Park and Island Gardens form a considerable area of open space, the latter with impressive views across the river to Greenwich.

5.6.8 To the north west of Canary Wharf is Limehouse, a largely residential area characterised by medium to high density historic warehouse conversions, modern development and post-war estates. Commercial Road is a thoroughfare and contains a mix of low to medium-rise commercial and residential uses and development north of this road consists of low to medium-rise housing estates. A large proportion of Limehouse is within different conservation areas which generally contain fine grained urban blocks set among the river basins and canals of Limehouse.

5.6.9 To the north east of Canary Wharf is Blackwall, a mainly residential area undergoing substantial change. The housing stock is greatly varied in height and age, with low-rise Victorian terraces, low to medium-rise post-war estates and medium to high-rise modern housing development set along the River Thames. Approximately a quarter of Blackwall is covered by the conservation areas of St Matthias Church, All Saints Church and Naval Row. A moderate number of small parks are located within Blackwall and a proportion of the southern edge of Blackwall borders the River Thames.

5.6.10 Closely associated with Blackwall is the area of Poplar, due north of the Canary Wharf area. It is a mainly residential area with a market at Chrisp Street. The east-west routes of Poplar High Street and East India Dock Road have commercial frontage with small shops and mixed uses above. Residential buildings in Poplar consist of largely low and medium-rise post-war estates, interspersed with high-rise housing. Conservation areas include the Lansbury Estate – a low-rise post-war development with buildings

from the 1951 Festival of Britain, and Poplar has a considerable amount of open space with generally small and medium sized parks. Access to Limehouse Cut exists on the northern edge.

5.6.11   To the north and east of Canary Wharf are the areas of Leamouth and Poplar Riverside, comprising industrial and residential areas. Leamouth has a series of low to medium-rise industrial units along the River Lea and adjacent to the River Thames which includes Trinity Buoy Wharf – a centre of arts and creative industries. The wider area is characterised by the dominance of transport infrastructure and the proximity to water – East India Dock Basin and a wildlife reserve.

5.6.12   In recent years Leamouth and the south side of Aspen Way in Blackwall has become a cluster of dense, high-rise residential blocks and towers and there has been continuous development at Canary Wharf including the The Elizabeth Line station and Wood Wharf. In Millwall and Cubitt Town high-rise residential, hotel and office buildings have become dominant around Marsh Wall, Millharbour and Limeharbour. Commercial Road in Limehouse has seen new development. The areas along the River Lea, A12, DLR stations and Limehouse Cut have also changed through significant redevelopment from light industrial sites into residential led uses.

Policy Context

- GLA –Isle of Dogs and South Poplar Opportunity Area Planning Framework SPG (Emerging a Draft SPG is anticipated by spring/summer 2017 and approval by end 2017)
- LBTH - South Quay Masterplan SPD (2015)
- Neighbourhood Planning:

  - Isle of Dogs: Designated Area and Designated Forum, developing their plan

Development Potential

5.6.13   The London Plan identifies broad principles that should be applied to the designated Opportunity Area and provides an indicative estimate for employment capacity and minimum new homes to 2031.

- **New Homes:** 10,000 additional units as a minimum
- **New Employment:** north of the Isle of Dogs recognised as forming part of London's world city offer for financial, media and business services and is recognised as part of the Central Activities Zone for office policy purposes; investment in The Elizabeth Line is identified as allowing the area to accommodate an additional 110,000 jobs by 2031; and it is identified that land and significant enhancement of transport capacity is require to unlock this potential. as a business hub of major international significance.

5.6.14 It should be noted that the GLA published a document called City in the East in spring 2016. This promotes an integrated approach to the development of East London. This publication includes an indicative housing capacity figure of 30,000 new homes. While, this document is acknowledged it does not have any material planning weight and therefore these indicative figure are noted for information rather than taken as a 'target' to address.

5.6.15 Considering the indicative London Plan minimum target for new homes in the Opportunity Area, the Council has assessed for the purposes of the Draft Local Plan that the following potential is available:

- **New Homes:** 26,350 units

5.6.16 It is critical that new development is supported by necessary infrastructure. The following is a summary of the likely requirements:

- **Infrastructure:** The level of growth in the area requires a significant amount of infrastructure. The arrival of The Elizabeth Line will support some growth but further investment is required to deliver a step change in transport capacity in the area. New road and river crossings have been identified to improve connectivity and create an integrated walking and cycling network. Other supporting services such as school, community facilities and health are required and have been identified through the allocation of site allocations. It is essential that the level of growth in the area is matched with the necessary infrastructure in a timely manner.

5.6.17 It should be noted that the draft Local Plan Transport Study identifies future potential for severe transport constraints in the Borough by 2031, particularly due to constraints affecting the Isle of Dogs. It is considered that this may restrict development in the Borough between 2025 and 2031. The Council is working with the GLA, TfL and partners on the Isle of Dogs and South Poplar Opportunity Area SPG to positively address these constraints. The Council anticipates that the supporting study to the SPG called a Development Infrastructure Funding (DIF) will identify the mitigation measures and delivery mechanisms, including funding, required to unlock growth. Following the Council's request the DIF will be published alongside the draft SPG in spring/summer 2017. The information from the DIF will inform the next iteration of the new Local Plan.

Key Opportunities and Challenges

5.6.18 A summary of the key opportunity and challenges for the Sub-Area that the new Local Plan aims to address through spatial planning is as follows:

Opportunities	Challenges
• Accessible public transport network, including Underground, DLR, river services, buses, and the forthcoming The Elizabeth Line and SUSTRAN.	• Protecting employment office use in Canary Wharf and supporting the reprovision and emerging SME cluster in the north of Isle of Dogs.

Opportunities	Challenges
• Diverse building typology including new and historic assets including listed buildings, conservation areas and One Canada Square. • World class business area and supporting retail and leisure facilities in Canary Wharf with SME cluster in the north of Isle of Dogs. • Historic and amenity assets including the docks, River, Mudcute City Farm and Millwall Park.	• Addressing the physical severance created by Aspen Way and water spaces and improving local connectivity between Canary Wharf, Blackwall, South Poplar and South Quay. • Highway congestion and overcrowding on the public transport network. • Preserving or enhancing heritage assets and maintaining local distinctiveness.

Developing the Vision

5.6.19   The table below sets out the objectives and the development principles for the Isle of Dogs and South Poplar area, in accordance with the strategic policy DP.1 Delivering Placemaking.

Area Priorities and Development Principles
Design and Historic Environment
1   **Area Priority** • Supporting the delivery of high quality places that knit together the existing assets, fabric and character of the area **Development Principles** • Densities, particularly to the south of the Isle of Dogs are required to be well integrated into the public transport capacity and ensure sufficient connections into and out of the Isle of Dogs, particularly the DLR, highway connections and pedestrian connection.
2   **Area Priority** • Managing the skyline of Canary Wharf **Development Principles** • Tall buildings need to relate well to their context and should not adversely impact on their surroundings or strategic views • Applying a stepping down approach of building heights to and from One Canada Square is to be maintained
Housing and Community

Area Priorities and Development Principles	
3	**Area Priority** • Managing opportunities for intensification while integrating existing and new communities **Development Principles** • New housing and regeneration of existing housing will be supported where there is sufficient public transport capacity and development densities are appropriately attuned to levels of accessibility. • Provide and ensure access to the social and physical infrastructure to support population growth including primary school provision.
Town Centre and Employment	
4	**Area Priority** • Promoting vibrant major, district and neighbourhood centres, realising the potential of the Tower Hamlets Activity Area • Delivering the Council's Town Centre Vision, as set out in the Town Centre Strategy. **Development Principles** • Promote the expansion of retail and employment provision at Canary Wharf to support potential re-designation as a Metropolitan Centre, with potential expansion north decking over Aspen Way to capture opportunities for development and strategic connectivity benefits • Enhance the attractiveness and vitality of Crossharbour as a district town centre by creating a 'High Street' environment along Pepper Street, focusing food and leisure around Glengall Bridge • Crossharbour District Centre to place community uses at the heart of the centre, alongside commercial uses • Focus retail units within the South Quay area along Marsh Wall to activate this key route and support the convenience needs of the emerging community • Focus cafes and restaurants around Millwall Inner Dock, the Millwall Cutting and South Dock to activate the dock edges of these historic environments • Promote new employment space on lower levels around Marsh Wall, particularly in proximity to the DLR line, to meet the aspirations of the South Quay Masterplan SPD
Open Space and Water Space	
5	**Area Priority** • Improving the quality, quantum and accessibility of Open Spaces

Area Priorities and Development Principles

Development Principles

- Deliver new publically accessible open space that is well integrated into the green grid network, that integrates with the Docks, particular at Millwall Lock.
- Maximise the potential to increase north-south legibility across Aspen Way via East India Station bridge to improve access between South Poplar/ Blackwall to Virginia Quay Park/ East India Dock Basin
- Completion of the Thames riverside path around the Isle of Dogs – most of which is shared use, allowing cyclists a route away from motor vehicles
- Maximise the opportunities for leisure activity on the wasterways.

6	**Area Priority**

- Managing flood risk

Development Principles

- Safeguard the docks as a flood storage area for surface water discharge and tidal overflow
- Residential development to first floor and above with less vulnerable uses at ground floor is the preferred approach
- No basement dwelling space on the Isle of Dogs
- Flood resistance and resilience to be designed in to all new development at the start to minimise the impact of flooding
- SuDS to be included in new development that works with the underlying geology of the area, as a way to manage surface water flood risk, limiting the volume and rate of discharge to the existing sewage network

Transport and Connectivity

7	**Area Priority**

- Improving the transport network, securing the necessary strategic and local infrastructure

Development Principles

- Deliver the necessary transport measures to ensure development is supported by a sufficient and sustainable transport network.
- Increase the number of north-south movement routes on the Isle of Dogs and improve connectivity between Canary Wharf, Poplar Station and Poplar High Street offering stronger connections to Chrisp Street District Centre, Poplar Recreation Ground, Tower Hamlets College and the Workhouse Leisure Centre
- Increase the number of east-west movement routes on the Isle of Dogs integrating the proposed pedestrian/ cycle bridge across the Thames to Rotherhithe to link the growing residential and employment areas of Rotherhithe and Canary Wharf and

Area Priorities and Development Principles

    encourage more active travel between these areas to relieve pressure on the Jubilee Line

- Improve the quality of the public realm outside the Canary Wharf Estate through Site Allocations, Planning Applications and projects identified in the Infrastructure Delivery Plan (IDP) and LBTH Transport Strategy
- Improve the public realm quality and legibility around DLR stations aligned with station improvements proposed in the IDP and LBTH Transport Strategy
- Optimise the efficiency of freight and waste collection services, particularly where kerbside deliveries/ waste collection services have a detrimental effect on the capacity of the highway and air quality
- Support extension of river services, a new pier at Canary Wharf East and crossings between Leamouth to Canning Town and Canary Wharf to Canada Water to meet immediate demand for crossing in this area

Emerging Vision

Canary Wharf will be integrated with neighbouring areas in South Poplar and Isle of Dogs and will continue its global economic function as a business district. Canary Wharf will also be a place for mixed, vibrant and resilient commercial, retail and leisure hub, supported by additional employment space in the South Poplar and Isle of Dogs.

Development will be of a high quality and successfully accommodate densities and tall buildings in appropriate locations. New homes will provide high quality internal living environments and maximise the amenity opportunities of the waterways. River crossings and services will enhance connectivity together with improvements to walking and cycling. Communities will be supported by social and transport infrastructure to ensure they are well integrated places for working, living and playing.

5.6.1 Sub Area 4 Ilse of Dogs and South Poplar : Site Allocations

5.6.1.1   The following list shows the Site Allocations for this Sub Area:

- Aspen Way
- Billingsgate
- Clove Crescent
- Crossharbour Town Centre
- Hercules Wharf
- Limeharbour
- Marsh Wall East
- Marsh Wall West

- Millharbour
- Millharbour South
- North Quay
- Reuters Ltd
- Riverside South
- Westferry Printworks
- WoodWharf

5.6.1.2 The land use and infrastructure requirements for each aforementioned site allocations are denoted in the subsequent profiles.

Site Aspen Way

Site Context

Table 12

Address	Aspen Way
Size (ha)	6.10
PTAL	3
Flood Zone (s)	2
New Local Plan Policy Designations	Tower Hamlets Activity Area
Existing Use	Wholesale market, dual-carriage way, DLR services, housing

Figure 5.8 Aspen Way
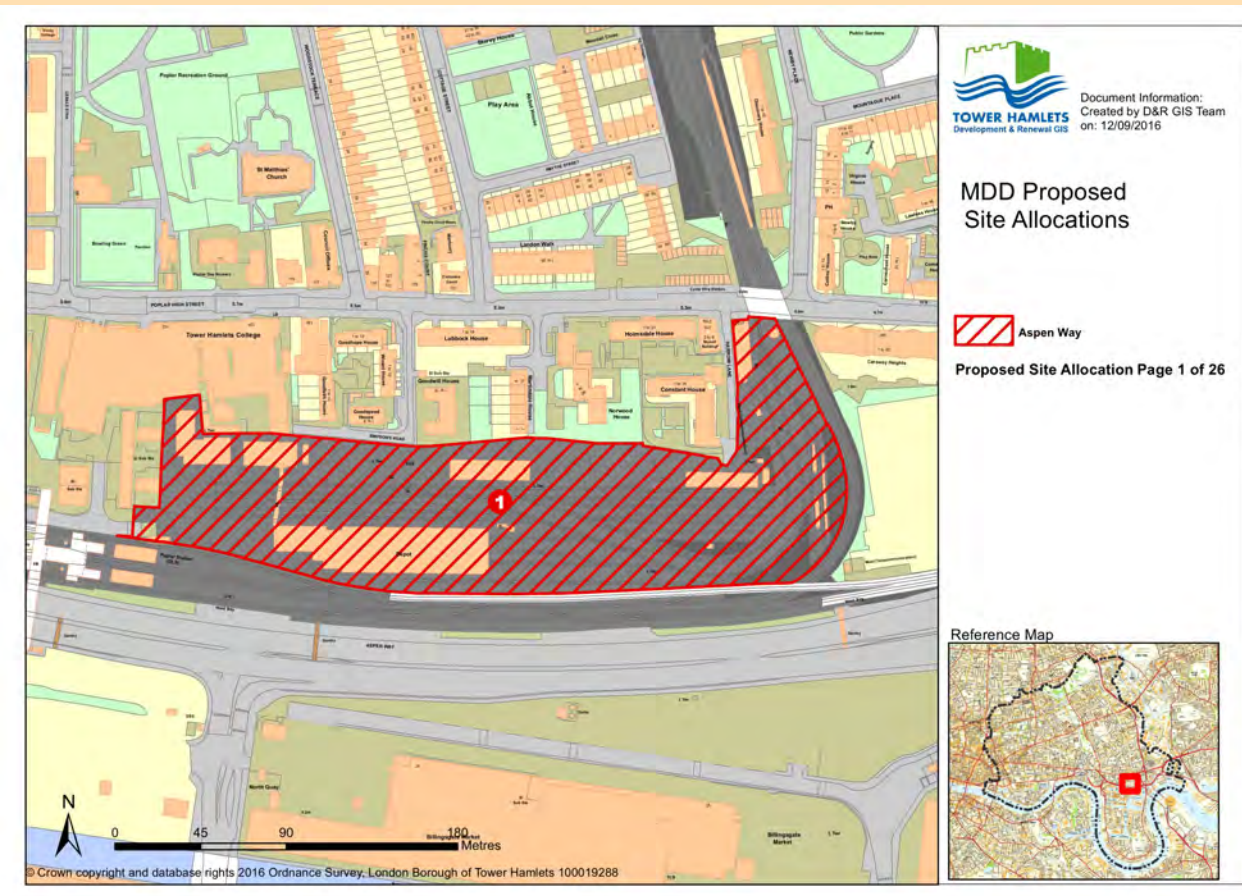
Site Description: The site comprises Aspen Way, railway infrastructure and associated DLR offices. It is bounded by Poplar High Street in the north, with low rise residential estates on the west and low rise industrial buildings and a car park on the east.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District Heating Facility

Design Principles:

- Local Context - Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Blackwall and Poplar

and be sensitive to the St Mathias Church Poplar Conservation Area. In addition local views towards One Canada Square will need to be protected. The development will also need to respect the setting of adjacent housing through appropriate screening and landscaping. To support this scale of development a substantial provision of publicly accessible open space will be required.

- Environment –Development will need to address the environmental impacts of Aspen Way.
- Accessibility - Development will need to improve and create walking and cycling connections across Aspen Way (A11) and through to Poplar High Street to enable better access along desire lines to and from Canary Wharf and to/from the Poplar DLR station.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Billingsgate Market

Site Context

Address	Trafalgar Way
Size (ha)	5.74
PTAL	3
Flood Zone (s)	2-3
New Local Plan Policy Designations	Activity Area
Existing Use	Wholesale market

Billingsgate Market
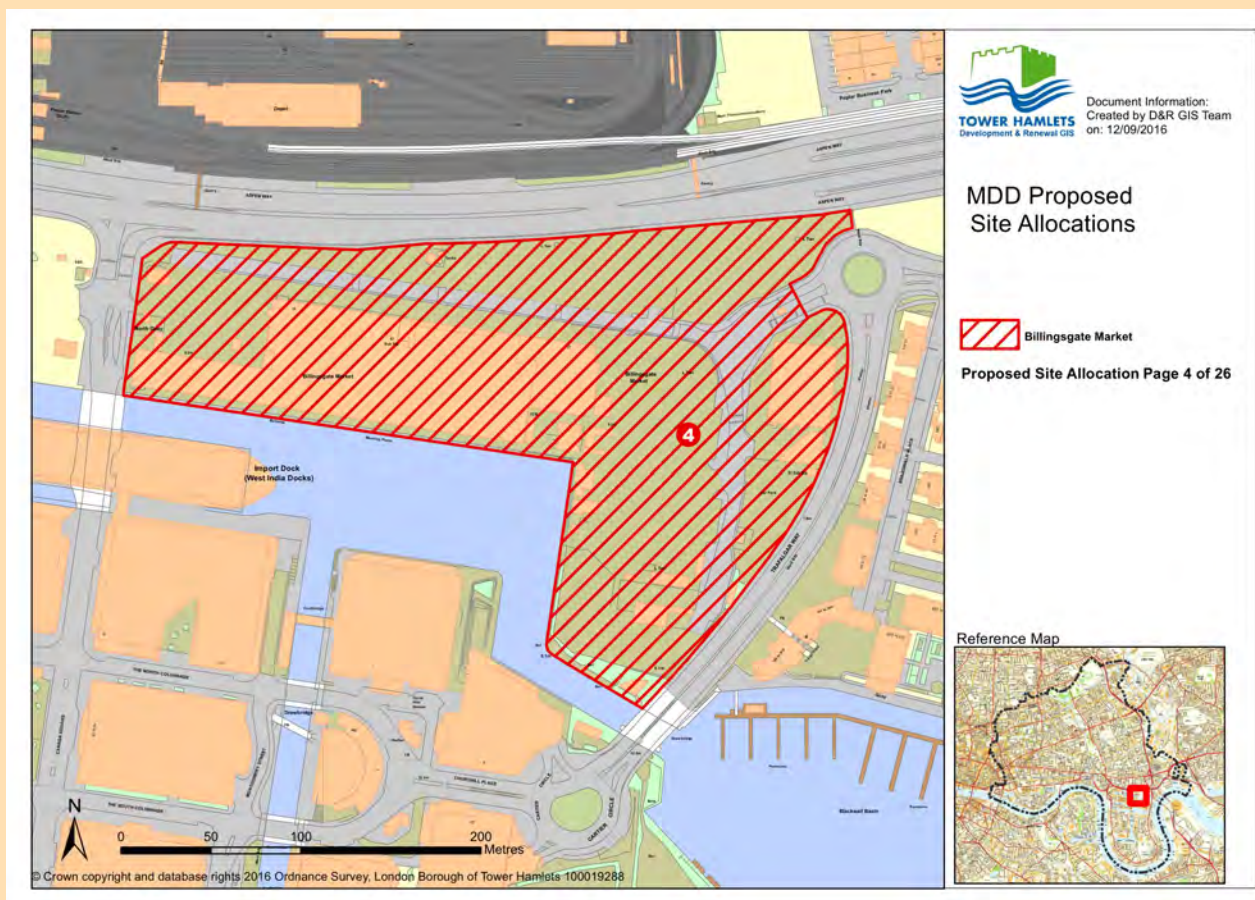
Site Description: The site comprises Billingsgate Market and its associated vehicular parking and the Grade II listed Accumulator Tower. It is located on the south of Aspen Way and the DLR lines. The site is overlooked by the tall building cluster at Canary Wharf, to the

south and west of the site. Trafalgar Way runs along the east of the site, opposite are a number of residential blocks, accessed from Broadwalk Place. To the north of Aspen way are the DLR sidings and smaller scale developments around Poplar High Street. To the north east of the site is the Blackwall Reach Regeneration Area. To the north west of the site is Poplar DLR station linked by a footbridge across Aspen Way.

Site Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Wholesale market (reprovision in suitable location in London, preferably retaining a partial local presence on site)
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary and/or secondary school
- District Heating Facility

Design Principles:

- Local Context - Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Blackwall and Poplar. Development will also need to respect the Grade II listed tower and heritage asset of the Billingsgate Market (particularly its end-facades)
- Environment – Development will need to protect and enhance the sites waterside setting, ensuring public accessibility along the entire waterfront.
- Accessibility - Walking and cycling routes should also be improved and created to facilitate connections across Aspen Way, across Trafalagar Way towards Blackwall Basin, Poplar High Street, and Canary Wharf and to the wider area.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Clove Crescent

Site Context

Address	East India, Dock Clove Crescent
Size (ha)	5.7
PTAL	2-4
Flood Zone (s)	2
New Local Plan Policy Designations	Local Employment Location (LEL)
Existing Use	Offices

Clove Cresent
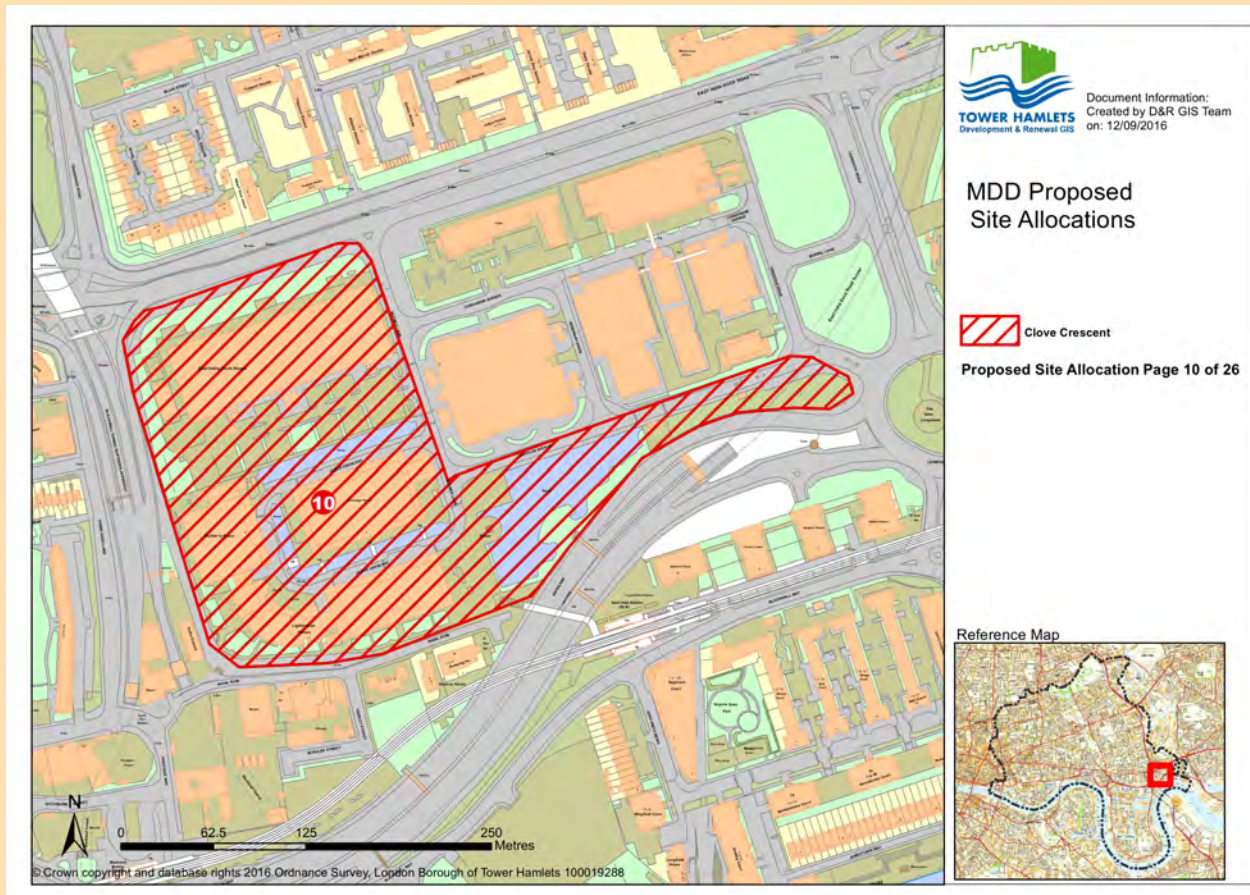
Site Description: The site comprises three buildings, two of which are currently offices and one vacant. Immediately surrounding the site are listed dock walls on the south-west edge.

The surrounding area is diverse in scale and heritage. Surrounding buildings range from lower rise to taller residential buildings. A 10 storey data centre is situated to the north of the site. Further north, is the Aberfeldy Estate which includes residential buildings varying in scale from 2 to 10 stories. The site is well connected in terms of the road network with the A13 running east/west north of the site and the A12 running north/south west of the site. In close proximity are the DLR East India and Blackwall stations. The Saffron Pond Site Importance for Nature Conservation (SINC) falls within the site.

Site Development Requirements

Land Uses: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Employment – led
- Open space

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Secondary school
- Other compatible uses, including housing
- District Heating Facility

Design Principles:

- Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Poplar
- Accessibility – Development will need to improve enhance walking and cycling connections within and to the site.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Crossharbour Town Centre

Site Context

Address	East Ferry Road
Size (ha)	4.89
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Crossharbour District Town Centre
Existing Use	Supermarket, car parking, offices, health facility and Crossharbour DLR Station

Crossharbour Town Centre
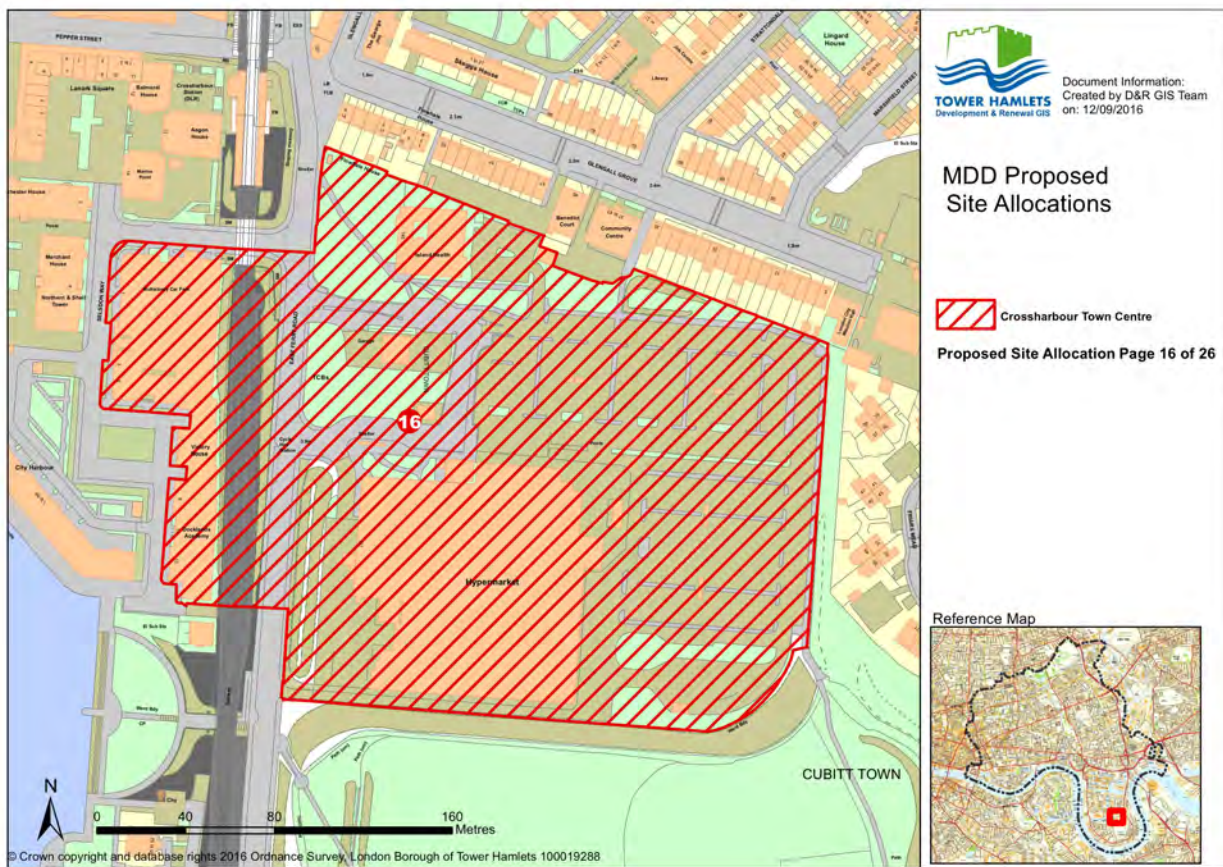
Site Description: The site comprises a health facility with a supermarket and associated car parking, Crossharbour DLR Station and medium-rise offices. It lies to the north of Mudchute Park and south of Canary Wharf. The site itself is bounded by East Ferry Road to the west, Mudchute Park on the south, a low rise and low density residential development to the east and north.

Relevant Planning Application:

- Approved: PA/11/03670 - Hybrid planning application for the demolition of existing supermarket, and comprehensive redevelopment of the site for mixed-use purposes to provide up to 30,445sqm of retail, office and leisure floor space, and p to 850 residential units.

Site Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Re-provision and expansion of a health facility
- Retail and other supporting town centre uses

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school
- Idea Store

Design Principles:

- Local Context – Development will need to create a new town centre with a variety of types and sizes of retail uses. Shopping streets and other routes should provide active frontages.
- Accessibility - Development would need to improve walking and cycling connections within the site and surrounding areas, including access and active frontage to Mudchute Park. The provision of a bus interchange should be incorporated into the redevelopment of the site.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Hercules Wharf

Site Context

Address	Leamouth Peninsula South, Orchard Place
Size (ha)	2.43
PTAL	1a to 1b
Flood Zone (s)	2
New Local Plan Policy Designations	Archaeological Priority Area
Existing Use	Undeveloped part of the Docklands surrounded by a mixture of some housing with a predominance of industry and infrastructure.

Hercules Wharf
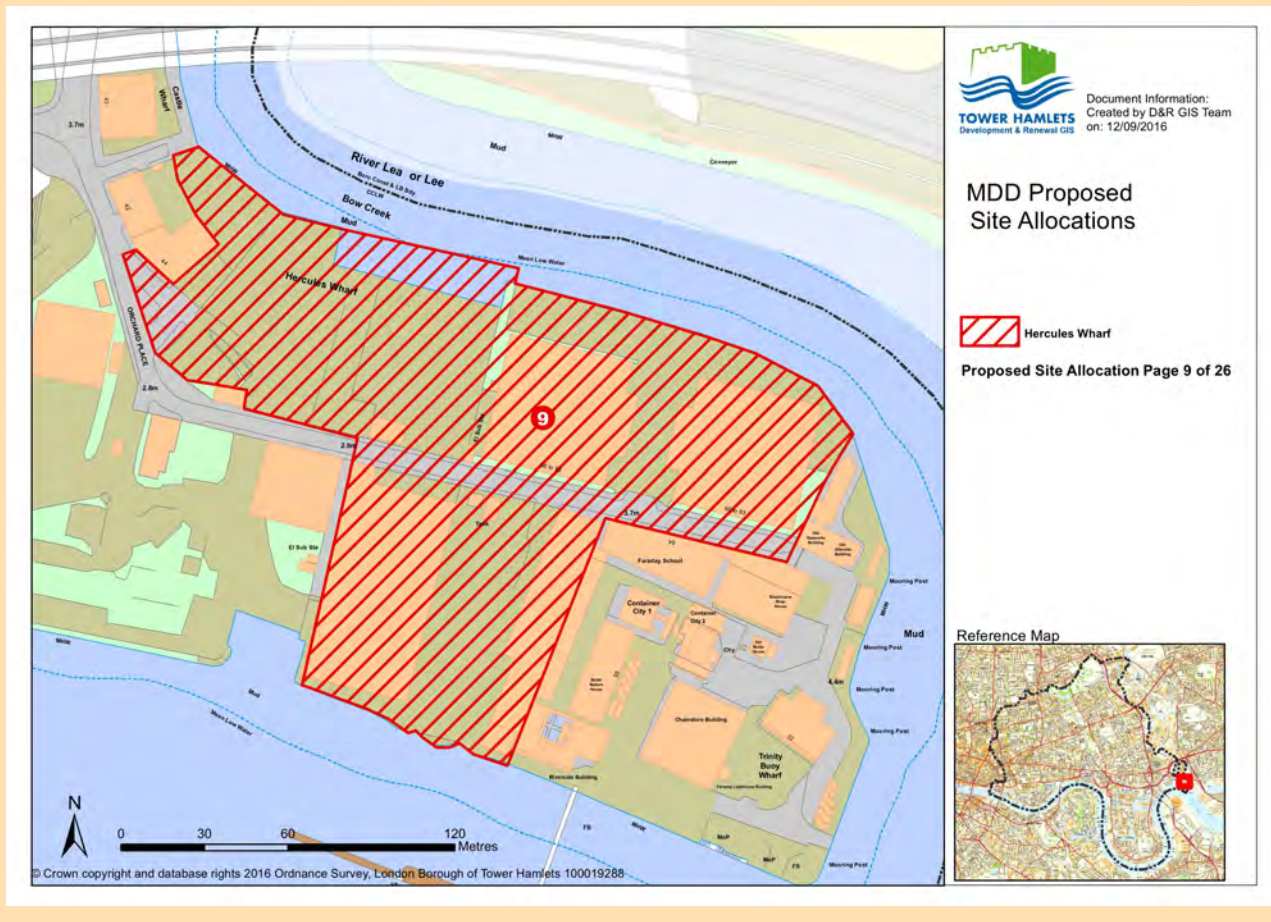
Site Description: To the west of the site lies the East India Dock Basin and the safeguarded Orchard Wharf, to the north-west is the Leamouth Circus roundabout which connects to the Lower Lea Crossing flyover and Leamouth's second peninsula. Trinity Buoy Wharf lies east of the site. The Orchard Dry Dock and Union Caisson lie within the boundary of the site together with industrial and storage space.

Relevant Planning Application:

- Approved: PA/14/03594 - Development comprising 834 residential units, retail, employment and education space.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District heating facility

Design Principles:

- Accessibility - Development will be subject to improved walking and cycling connections within the site. There is also an opportunity to utilise the waterways and promote its use with active frontage and open space along the waterways.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Limeharbour

Site Context

Address	Limeharbour Marshwall
Size (ha)	4.87
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Industrial and office space

Limeharbour
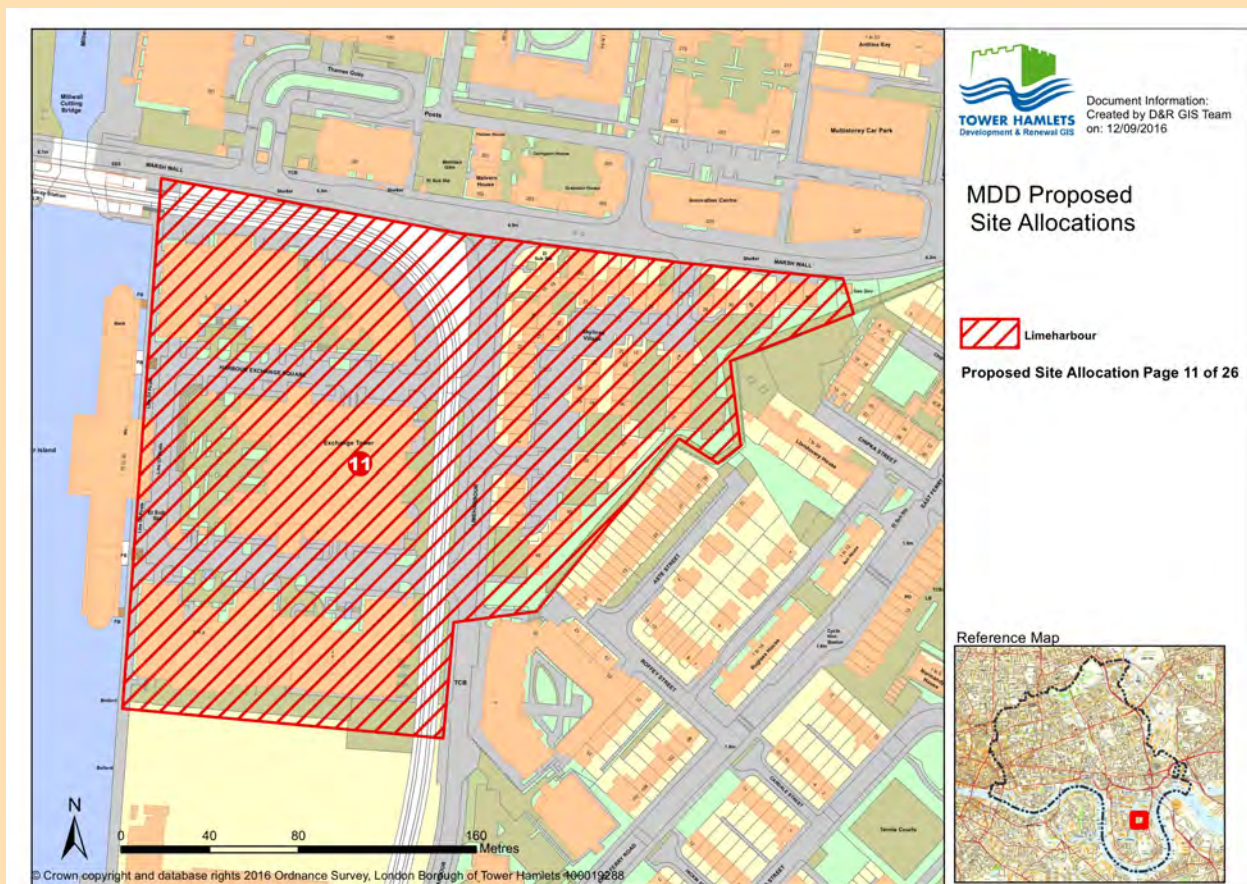
Site Description: The site is south of Marsh Wall and consists of office and industrial buildings including the high rise Harbour Exchange Square and low rise Skylines Industrial Estate. To the north of the site lie a number of tall residential buildings south of West India and Millwall Docks. Further north is Canary Wharf, where the land use context is dominated

by tall office buildings. To the west of the site is Millwall Inner Dock with a number of larger scale office and housing developments, whilst in the south-east beyond the site are significantly lower rise housing estate of Cubitt Town.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part the comprehensive redevelopment of the site.

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school

- District heating facility

Design Principles:

- Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubitt.
- Environment – The provision of active frontages and access along the dockside is required to create a series of interconnected spaces in accordance with the Green Grid.
- Accessibility - Development will need to improve enhance walking and cycling connections within and to the site.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Marsh Wall East

Site Context

Address	Limeharbour Marshwall
Size (ha)	3.42
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Offices, housing, retail, multi storey car park

Marsh Wall East
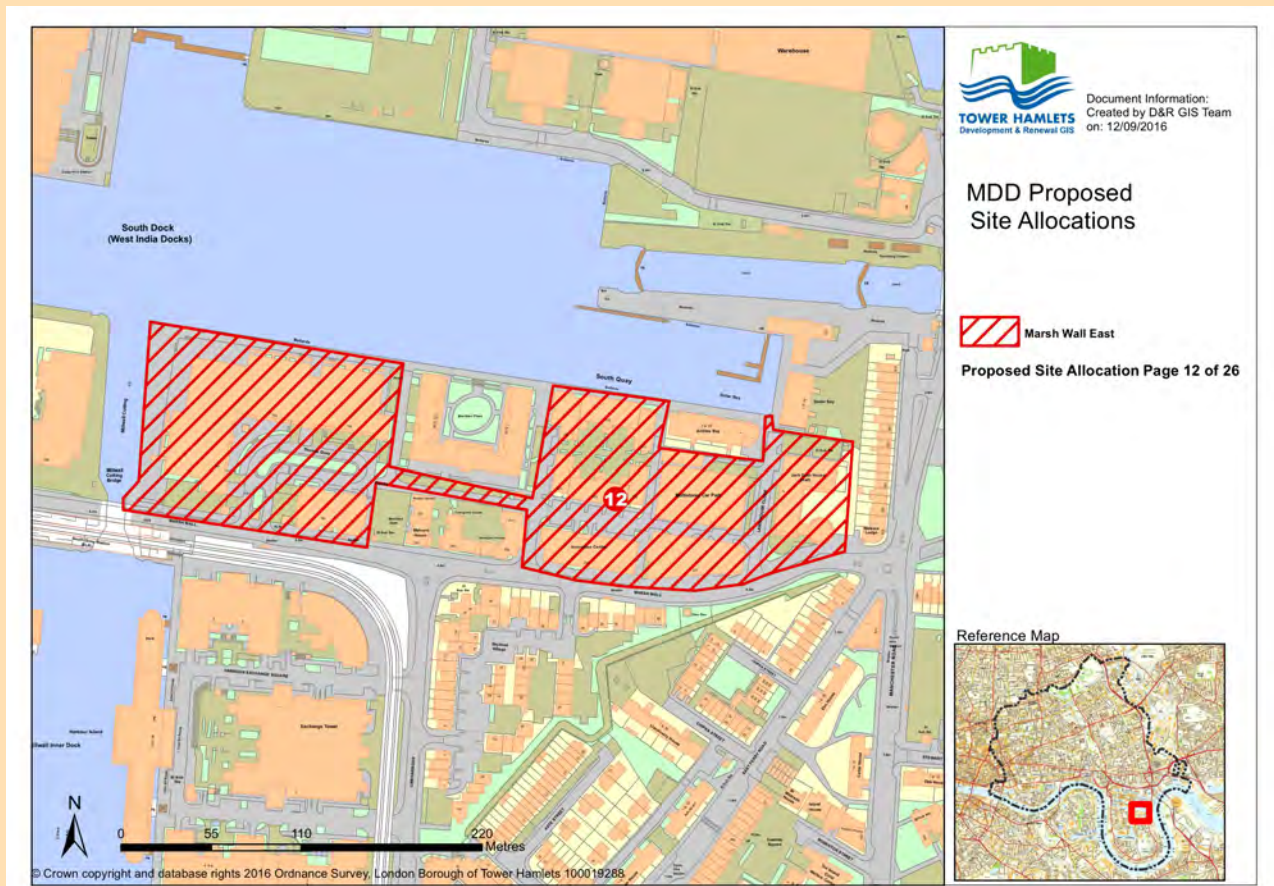
Site Description: The site comprises a mix of uses, including offices, housing and retail of small to medium scale, south of West India and Millwall Docks. Further north is Canary Wharf, where the land use is dominated by tall office buildings. The proposed development at Wood Wharf is to the north east of the site, with the existing development to the east of

the site predominantly low rise. The site borders the Coldharbour Conservation Area to the east. Access to the site is via Marsh Wall which runs east-west, south of the site and intercepts with Limeharbour running north-south.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school
- Health facility
- District heating facility

Design Principles:

- Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubitt Town.
- Environment – The provision of active frontages and access along the dockside is required to create a series of interconnected spaces in accordance with the Green Grid.
- Accessibility – Development will need to improve enhance walking and cycling connections within and to the site.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Marsh Wall West

Site Context

Address	Marshwall
Size (ha)	6.39
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Offices, housing, retail, multi storey car park

Marsh Wall West
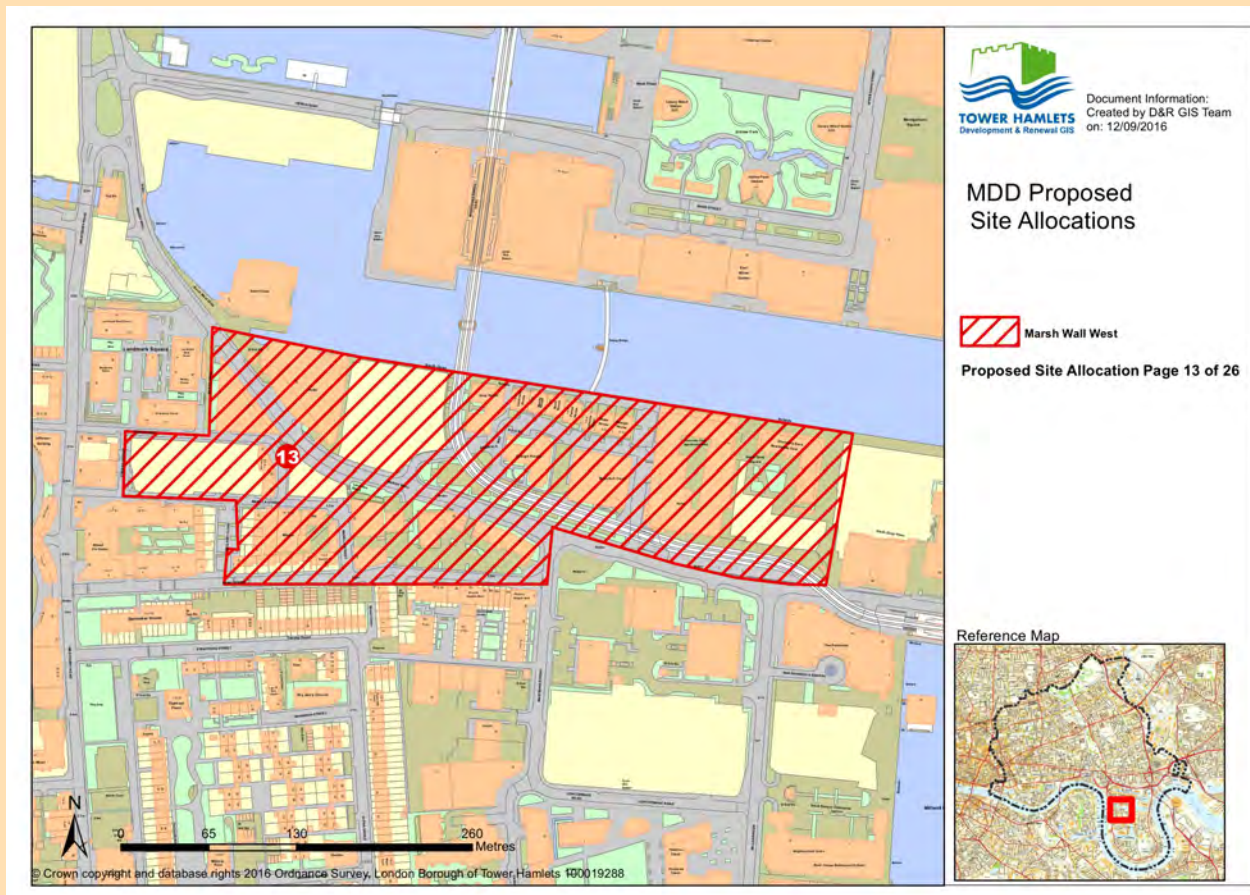
Site Description: The site comprises a mix of uses, including offices, hotel and retail of small to medium scale. The DLR track runs north-south through the site, with Marshwall running east-west disconnecting development sites. Further north is Canary Wharf which

is accessible by a footbridge over South Dock, which lands directly north of the site. Canary Wharf which comprises tall office buildings is situated to the north of the site, and high density tall residential buildings are situated to the south.

Relevant Planning Application:

- Approved: PA/15/02671 (50 Marsh Wall) - Development comprising 634 new homes, 231 hotel room, health centre, primary school, together with ground floor retail and public open space.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school
- Health facility
- District Heating Facility

Design Principles:

- Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Millwall
- Environment - The provision of active frontages to surrounding streets and spaces, including the waterside, and accessible, high quality public space along the entire dockside is required to create a series of interconnected spaces in accordance with the Green Grid, making best use of the cluster of mature trees on site.
- Accessibility – Development will need to improve and enhance walking and cycling connections within and to the site and connect Mastmaker Road to the South Quay footbridge.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Millharbour South

Site Context

Address	Millharbour, South
Size (ha)	4.09
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	n/a
Existing Use	Residential, retail and vacant land

Millharbour South
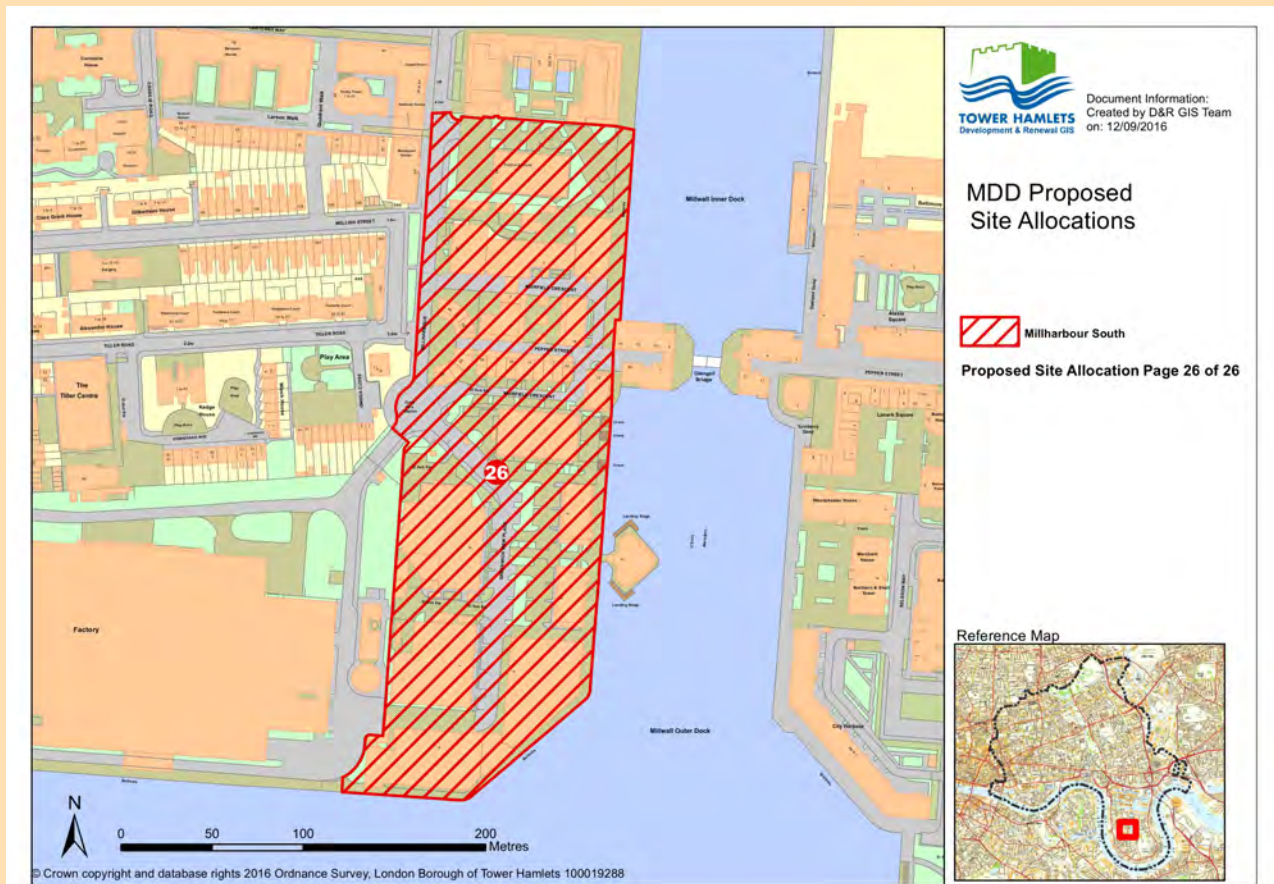
Site Description: The site comprises a mix of uses, including residential, retail and vacant land. The site is bounded by a 15 storey building comprising 352 residential units to the north, Millharbour Road and Westferry Print Works to the west, Millwall Inner Dock to the

east and south. The primary access to the site is directly from Millharbour Road with a secondary walking and cycling access via Glengall Bridge which connects the east of the site to Lime Harbour.

Further east is London Arena, a tall mixed use development comprising of 972 units residential, along with office space, hotel, retail and leisure facilities which is under construction. Further north along Millwall Inner Dock are a number of recently completed residential developments between 15 and 48 storeys.

Relevant Planning Application:

- Approved: PA/11/00798 (45 Millharbour) - Development comprising 132 new homes, 880sq.m of ground floor office and retail floorspace together with public open space.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Employment

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school
- Health facility
- District heating facility

Design Principles:

- Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubit Town
- Environment – Development will need to provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the Green Grid.
- Accessibility - Development will need to improve enhance walking and cycling connections within and to the site.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Millharbour

Site Context

Address	Marshwall, Millharbour
Size (ha)	3.58
PTAL	3
Flood Zone (s)	3
New Local Plan Policy Designations	Activity Area
Existing Use	Vacant car sales centre, offices, private primary and nursery

Millharbour
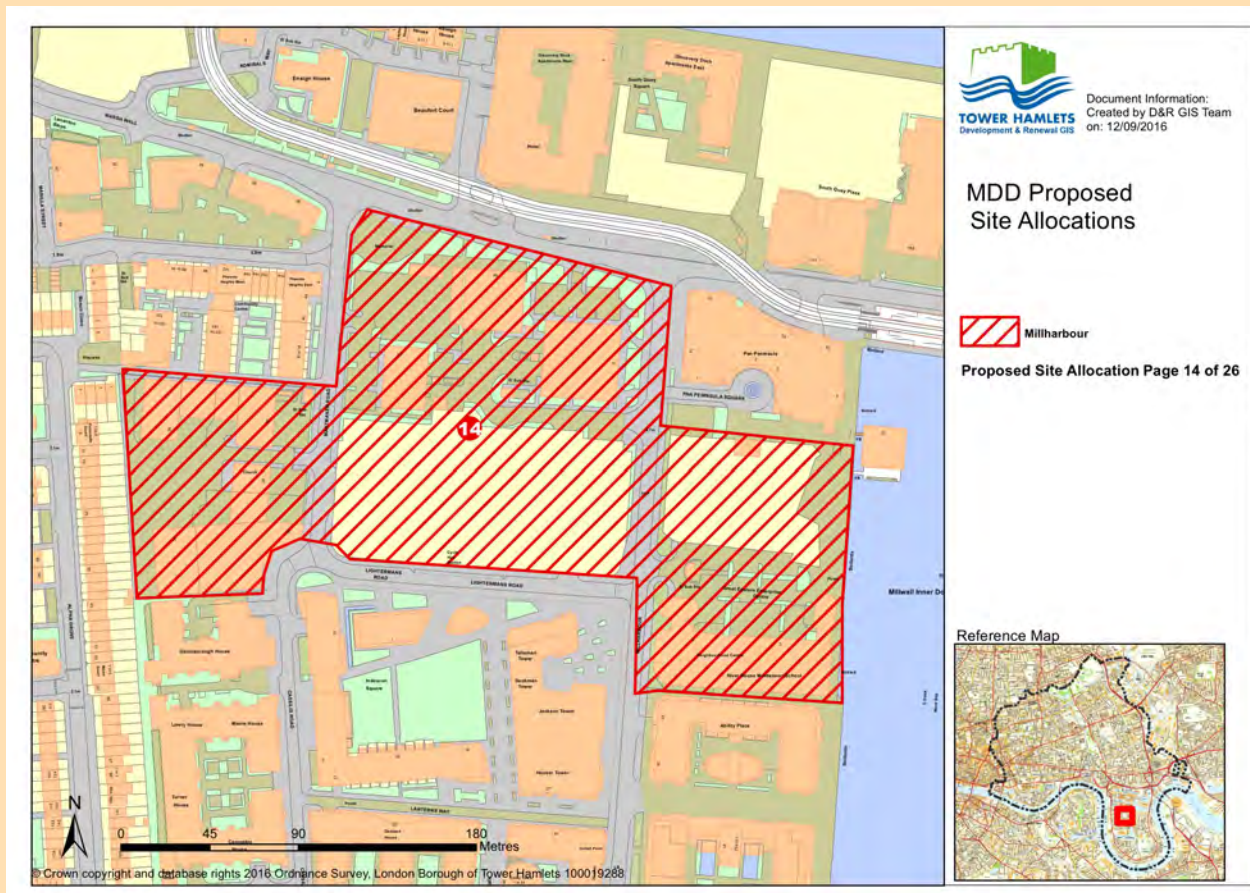
Site Description: The site comprises a mix of uses, including a vacant car sales centre, offices, private primary and nursery. There are two principal north-south routes, Mastmaker Road and Millharbour, situated to the west and east, with Lighterman's Road to the south.

The site is bounded by Marshwall and DLR tracks to the north and Millwall Inner Dock to the east. Adjacent to the south and west are a number of recently built commercial and residential tall buildings.

Relevant Planning Application:

- Approved - PA/14/3195 (1 and 3 Millharbour) - Development comprising 1,513 new homes, primary school with nursery facilities, flexible community/education/leisure uses, together with flexible employment office and retail floorspace and two new public parks including play facilities.
- Approved: PA/14/01246 (2 Millharbour) - Development comprising 901 new homes, together with a mix of employment, retail and leisure/community uses at ground-floor and a new public amenity spaces.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Employment
- Community Uses

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary school
- Health facility
- District heating facility

Design Principles:

- Local Context - Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Cubit Town
- Environment – The provision of active frontages and access along the dockside is required to create a series of interconnected spaces in accordance with the Green Grid.
- Accessibility - Development will need to improve enhance walking and cycling connections to and within the site.
- Development would also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site North Quay

Site Context

Address	Upper Bank Street
Size (ha)	3.27
PTAL	3
Flood Zone (s)	2
New Local Plan Policy Designations	POL, Canary Wharf Town Centre
Existing Use	Vacant

North Quay
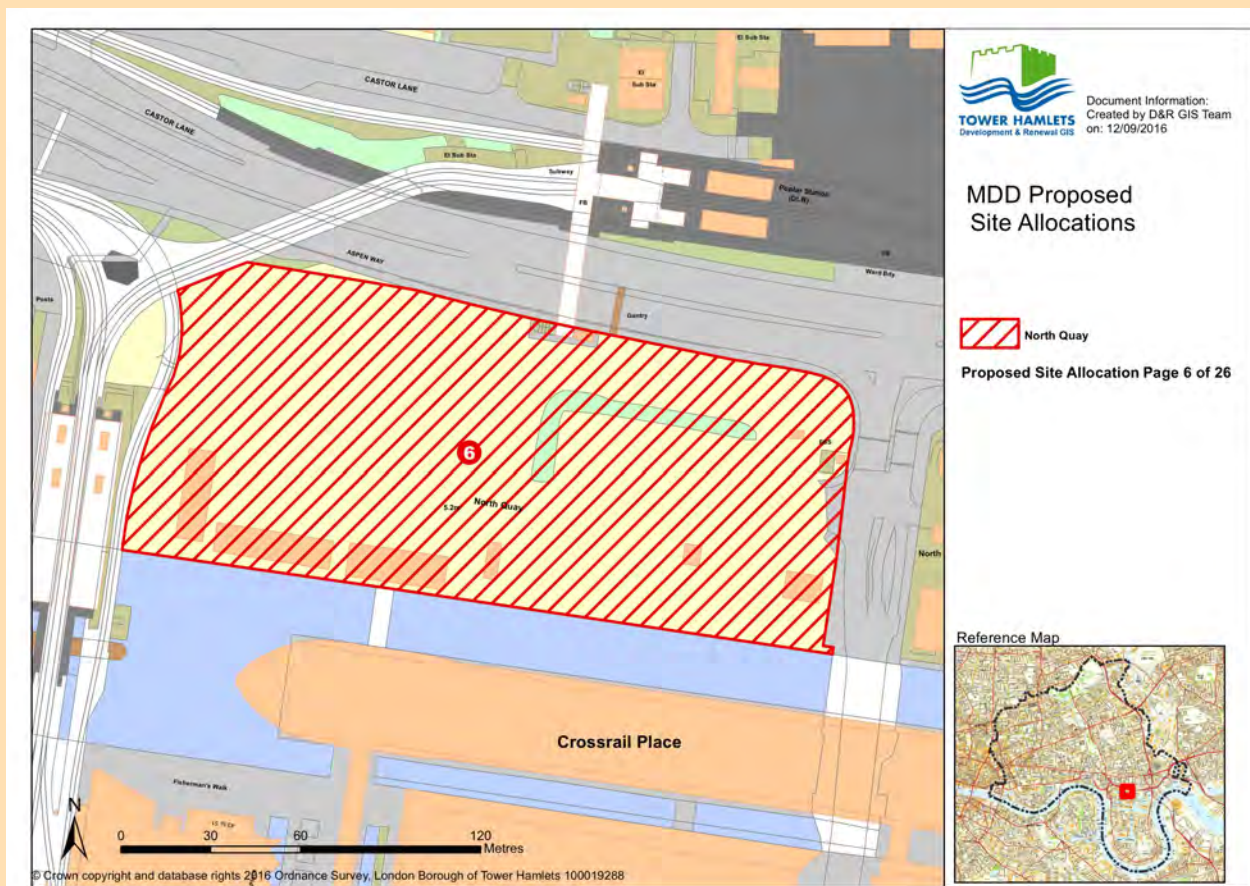
Site Description: The site is currently vacant, but is being occupied by construction equipment for the The Elizabeth Line station that is being built in the adjacent West India North Dock. The sites location is on the northern edge of Canary Wharf and adjoins the area of Poplar to the north. Canary Wharf comprises taller office buildings and retail provision,

whilst Poplar is mainly lower rise residential buildings. The site is well connected to the transport network with DLR, Jubilee line and The Elizabeth Line stations in close proximity. Aspen Way runs along north of site causing a severance between the site and Poplar.

Relevant Planning Application:

- Approved: PA/03/00379 - Development comprising two buildings to provide 372,660 sq.m of offices, 5,324 sq. m of retail, together with an area of public realm, a pedestrian bridge across West India Dock North, a dockside walkway, access roads, parking and servicing areas.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Office-led employment uses
- Open space

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District heating facility

Supplementary subservient uses including housing and/or retail will only be considered on the site on an exceptional basis where it can be demonstrated that the uses do not negatively affect the long term potential of the site to contribute to the Canary Wharf global city status as a centre of business and finance; and where other public benefits such as the provision of relevant community uses, such as health or education are also being provided as part of the site delivery.

Design Principles:

- Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Poplar.
- Environment – Development will need to incorporate active frontages and access along the dockside and Aspen Way to create a series of interconnected spaces in accordance with the Green Grid.
- Accessibility – Development will need to improve and/or enhance walking and cycling connections within and to the site, in particular accommodating large numbers of pedestrians from and to the DLR stations Poplar and West India Quay and the The Elizabeth Line station. An improved strategic link from Canary Wharf to Poplar high Street is also required. Opportunity to deliver new links to improvement connectivity to South poplar should also be maximised. All development should provide convenient and attractive public realm of the highest quality.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

298
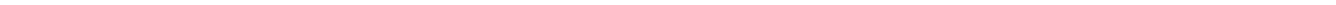
Site Reuters Ltd.

Site Context

Address	Paul Julius Close
Size (ha)	2.71
PTAL	3
Flood Zone (s)	2
New Local Plan Policy Designations	Archaeological Priority Area, Thames Policy Area
Existing Use	Offices and associated car parking

Reuters Ltd
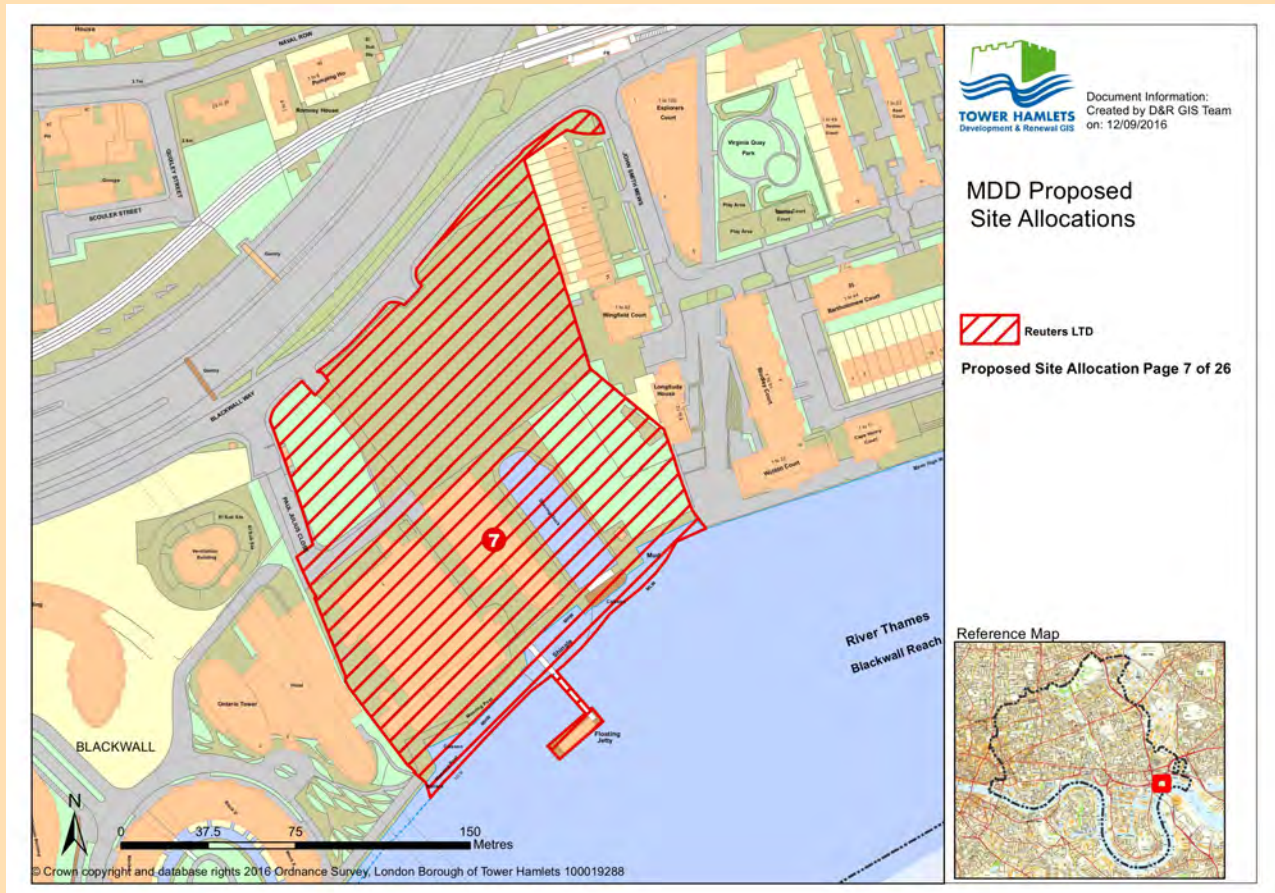
Site Description: The site is currently used as a car park and ancillary uses for the adjacent Reuters LTD offices, with access from Blackwall Way. It contains a Grade II listed dock and a small listed pump house adjacent to the graving dock. Another graving dock is situated at the north-west corner of the site, which is not listed. The site is south of the DLR train

line and the East India and Blackwall DLR stations are in close proximity. A mixture of land uses surrounds the site. To the south west is the high density residential and hotel development of 27 storeys at New Providence Wharf. To the west is the Blackwall Tunnel vent shaft and to the east is Virginia Quay comprising of residential uses. Adjacent buildings are 4 to 12 storey buildings; the Reuters buildings to the west and residential blocks to the east.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Primary and/or secondary school

- District heating facility

Design Principles:

- Local Context – Development will need to provide an active frontage towards the Thames Path and the Blackwall Yard Graving Dock.
- Environment - Development will need to address noise and air pollution from Aspen Way.
- Accessibility - Development will be subject to improved walking and cycling connections within the site, to neighbouring sites wherever possible and across Aspen Way. A continuation of the Thames Path should provide a pedestrian and cycle route all along the Thames waterfront.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

Site Riverside South

Site Context

Address	Westferry Circus
Size (ha)	2.17
PTAL	5
Flood Zone (s)	2
New Local Plan Policy Designations	POL, Canary Wharf Major Town Centre, Thames Policy Area
Existing Use	Vacant

Riverside South
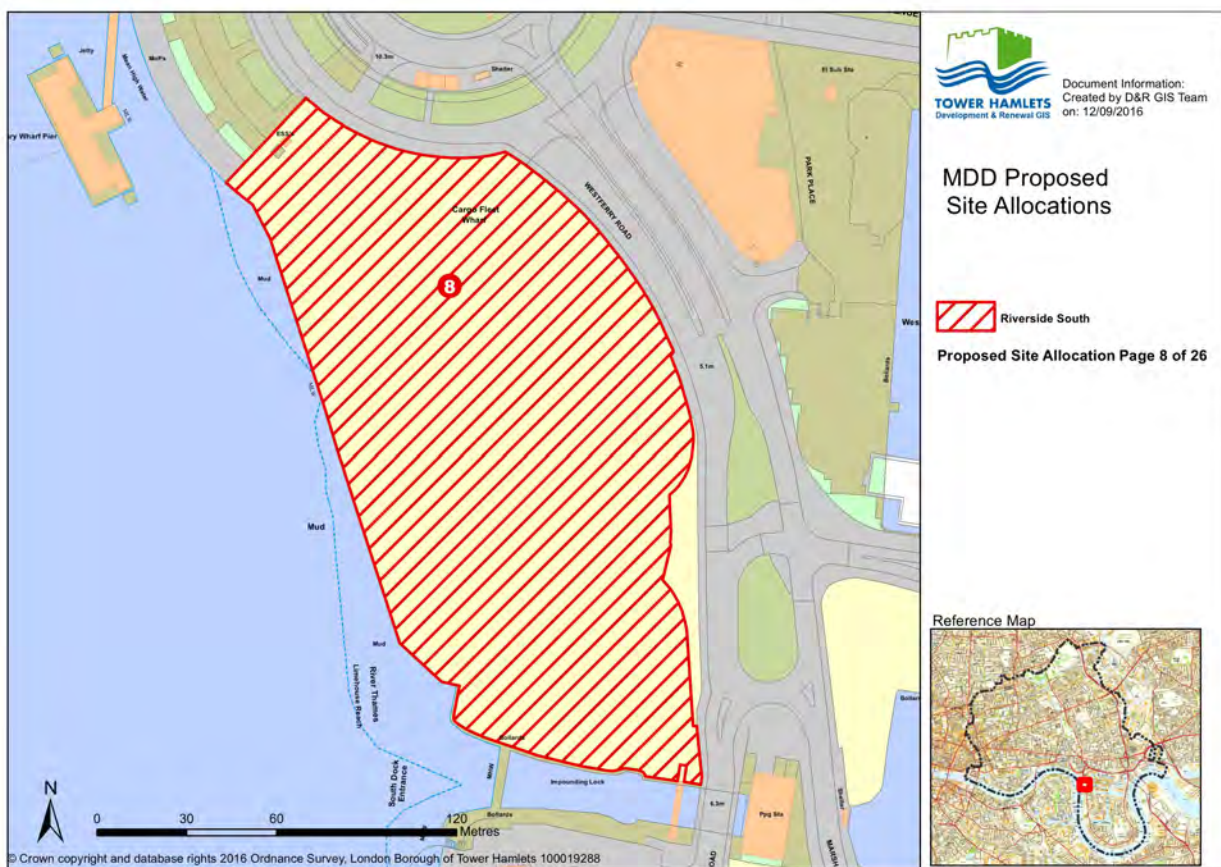
Site Description: The site is currently vacant. It is located immediately south of Westferry circus on the western side of Canary Wharf. The site is bounded by Westferry Road on the east and the River Thames on the west. Surrounding the site are a number of taller commercial and residential buildings, with employment as the dominant land use. A listed lock wall forms the eastern boundary of the site.

Relevant Planning Application:

- Approved: PA/08/2249 - Development comprising two buildings providing 341, 924m2 of office floor space, together with ancillary parking service and access roads, public open space and riverside walkway, landscaping including public art and other ancillary works.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Office-led employment with other compatible uses
- Open space

The site also has the potential to deliver the following uses, subject to further assessment in terms of deliverability (site circumstances, availability, ownership, and viability).

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District heating facility

Supplementary subservient uses including housing will only be considered on the site on an exceptional basis where it can be demonstrated that the uses do not negatively affect the long term potential of the site to contribute to the Canary Wharf global city status as a centre of business and finance; and where other public benefits such as the provision of relevant community uses, such as health or education are also being provided as part of the site delivery.

Design Principles:

- Local Context – Development will need to acknowledge the transition of building height, scale and massing from Canary Wharf to the lower-rise nature of Millwall.
- Environment - Development will need to protect and enhance the sites waterside setting, ensuring public accessibility along the entire waterfront.
- Accessibility - Development will need to improve enhance walking and cycling connections within and to the site. A public pedestrian route with high quality public realm is expected along the Thames and Impounding Lock to the south, providing amenity space.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

CHAPTER 5 . DELIVERING PLACE MAKING

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Site Westferry Print Works

Site Context

| Address	Westferry Road
Size (ha)	6.16
PTAL	2
Flood Zone (s)	3
New Local Plan Policy Designations	n/a
Existing Use	Office, printworks and parking

Westferry Print Works
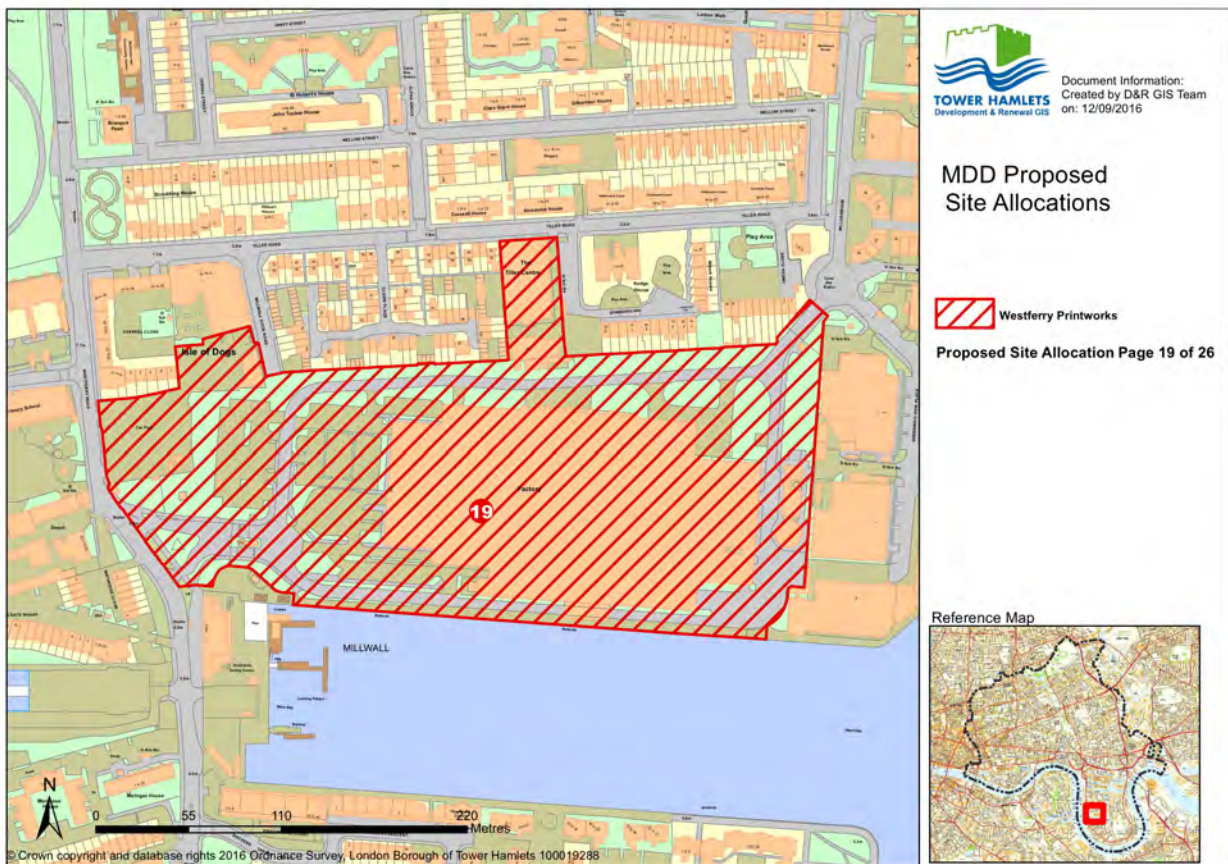
Site Description: Westferry Printworks site is a large scale structure bounded by the Millwall Outer Docks and low rise residential developments to the south with the Green View Place residential development to the east. Access to the site is from Westferry Road which is to the west of the site. A block of two high rise residential blocks on Tiller Road further north are the only high rise developments in the vicinity of the site.

Relevant Planning Application:

- Approved: PA/15/02216 - Development comprising 722 new homes together with a secondary school, retail, office community and leisure uses.

Site Development Requirements

Land Use: The following uses are required to be provided on the site as part of the comprehensive mixed use redevelopment of the site.

- Housing
- Open space
- Expanded leisure facility

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- Secondary school
- District heating facility

Design Principles:

- Environment – Development will need to respect the waterside setting, ensuring public accessibility to waterfronts.
- Accessibility – Development will need to improve connectivity to the wider area and ensure that there is a good provision of walking and cycling connections within the site.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

304

Site Wood Wharf

Site Context

Address	Preston's Road
Size (ha)	7.26
PTAL	2
Flood Zone (s)	3
New Local Plan Policy Designations	Canary Wharf Major Town Centre
Existing Use	Vacant, site under construction

Wood Wharf
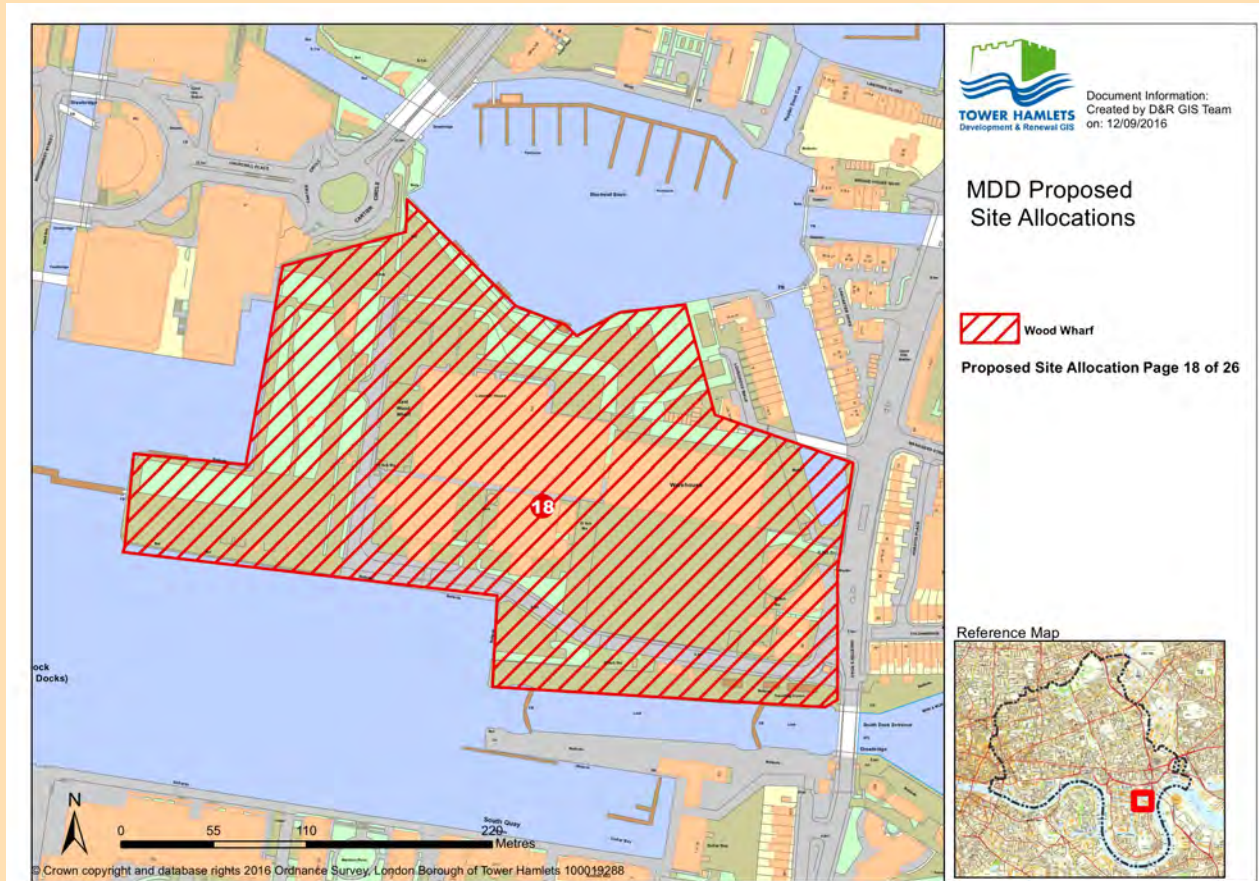
Site Description: The Wood Wharf site is situated in the north-east of the Isle of Dogs. It lies immediately to the east of Canary Wharf to the west of Preston's Road. Blackwall Basin defines the northern boundary of the site with the River Thames Locks and South Dock forming the southern boundary. The site contains a number of features which are considered

to be of historical importance. These are Blackwall Basin and part of the former West India Dock walls, which are both Grade I listed. Three cranes which were relocated from elsewhere on the Isle of Dogs, front onto the river lock on the south-east corner of the site.

Relevant Planning Application:

- Approved: PA/13/02966 - Development comprising up to 4,500 new homes, hotel, primary school together with office, retail, community and leisure uses and public open space.

Site Development Requirements

The following uses are required to be provided on the site as part of the comprehensive redevelopment of the site.

- Housing
- Open space
- Primary school
- Employment
- Community uses

The site may also be required to deliver the following use, subject to further assessment to determine need and deliverability including site suitability and viability:

- District heating facility

Design Principles:

- Environment – Development will need to respect its waterside setting, ensuring public accessibility to waterfronts.
- Accessibility – Development will need to improve walking and cycling connections within the site and surrounding areas.
- Development will also be subject to relevant Local Plan policies and designations or specific guidance such as SPDs and Conservation Area Management Guidelines.

6.1 Open Spaces Strategy Map

Figure 6.1 Open Spaces Strategy Map
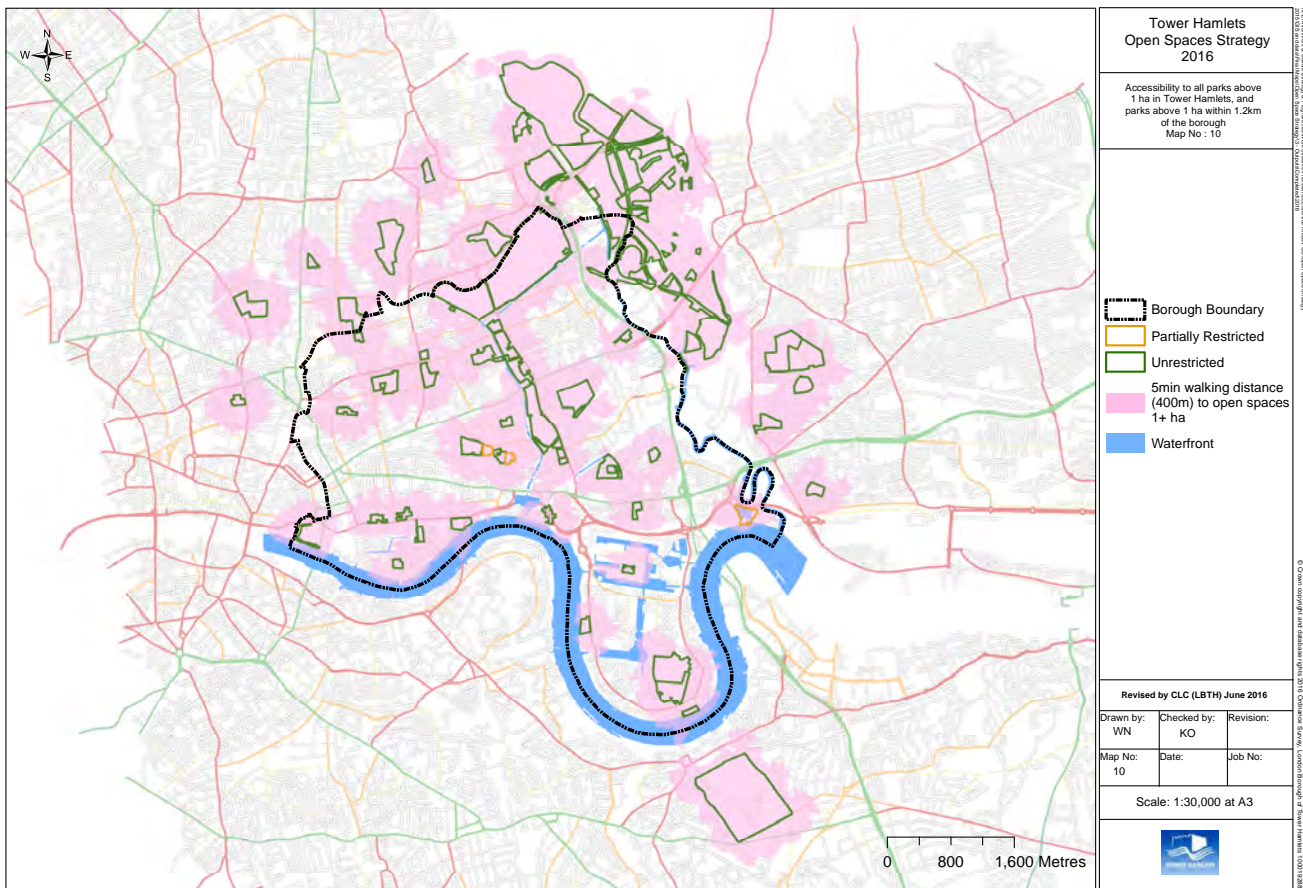
6.2 Proposed Town Centre Boundaries and Frontages

Wentworth Street - CAZ
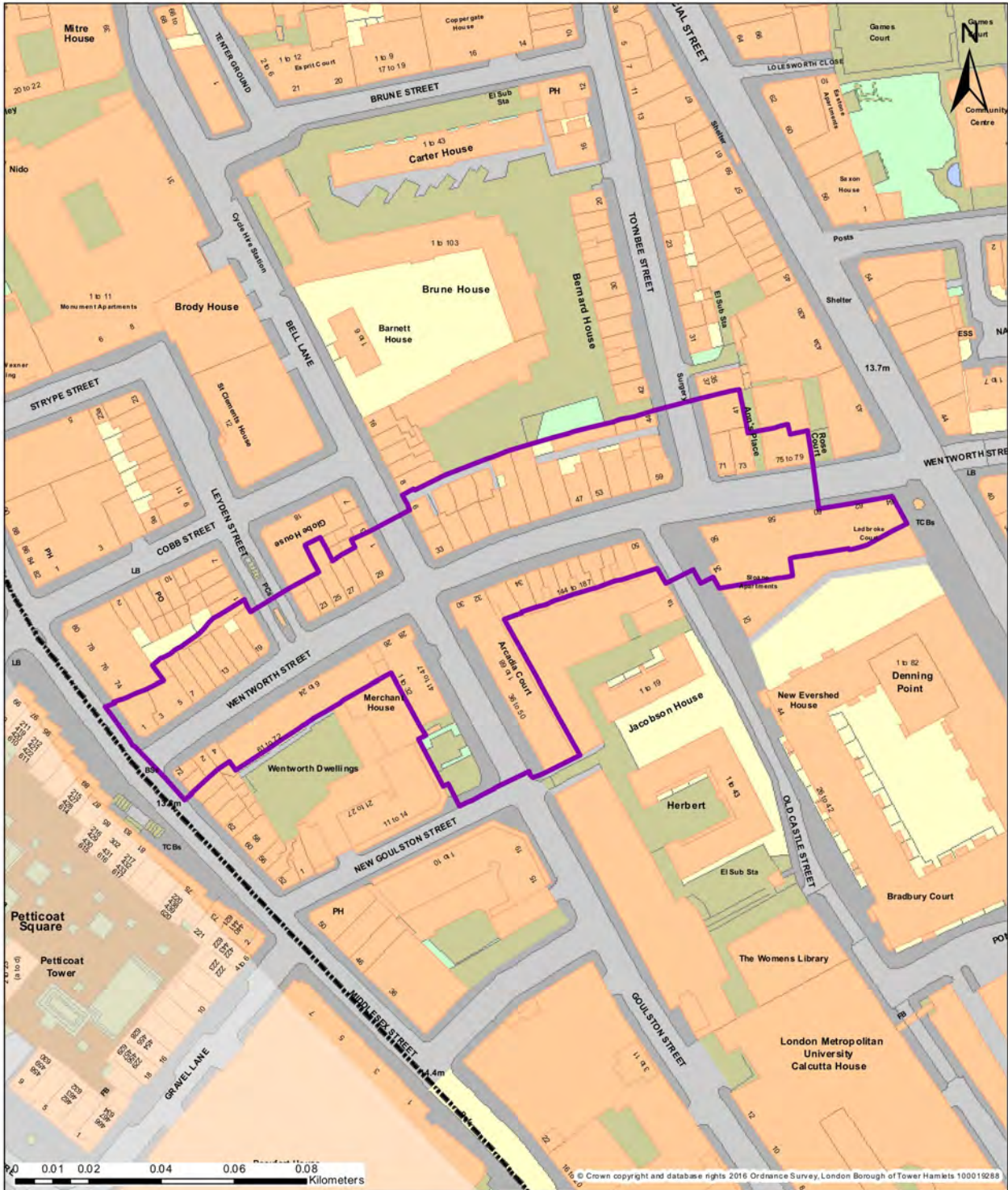
Proposed Town Centres

Town Centre Type

Caz Frontage

TOWER HAMLETS

GIS for Development and Renewal

Scale @ A4: 1,350

Date: 14/11/2016

Canary Wharf Major Centre
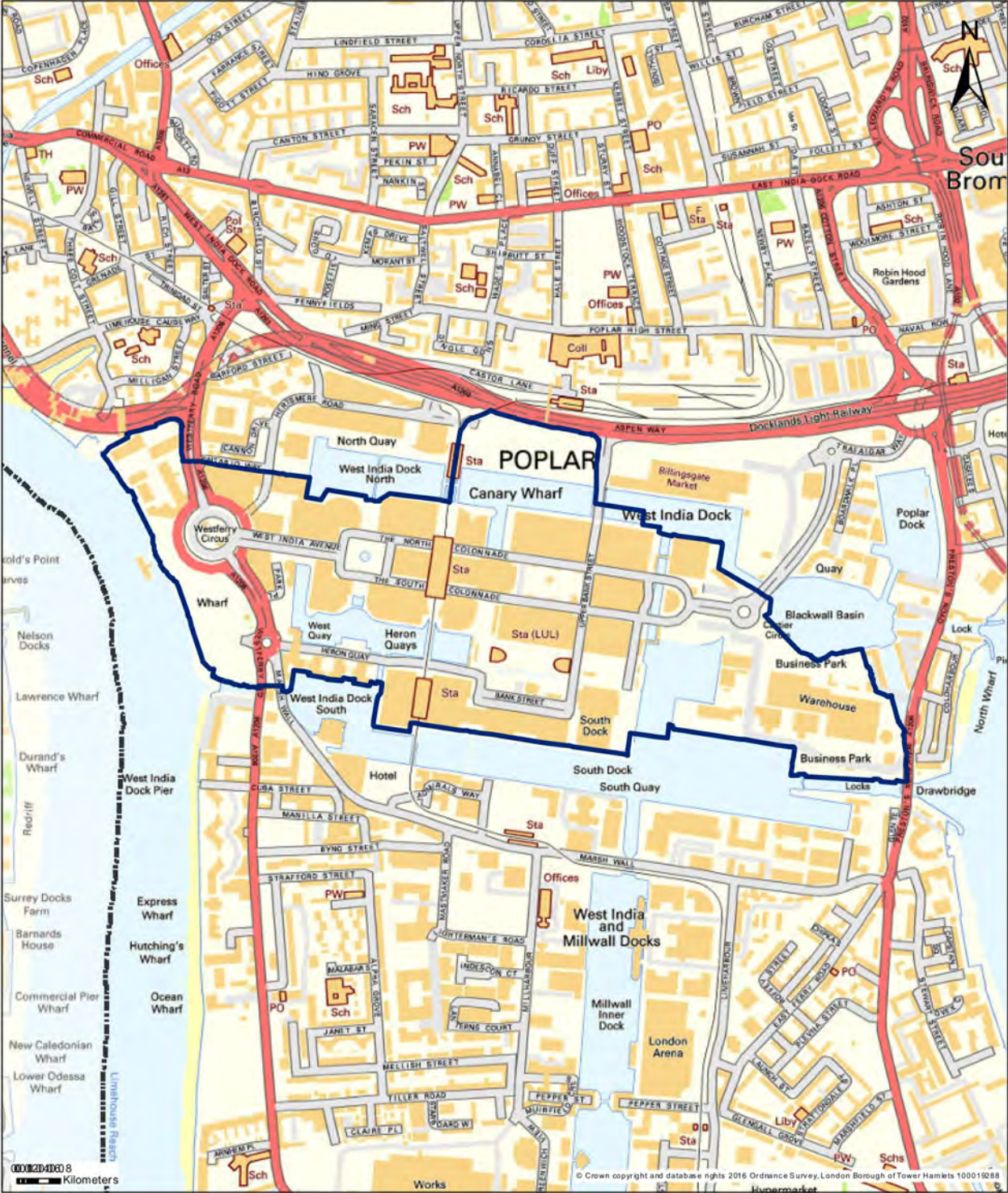
Proposed Town Centres

Town Centre Type

☐ Major
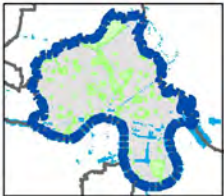
TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 8,970

Date: 14/11/2016

Bethnal Green district centre

Proposed Town Centres

Town Centre Type

☐ District

TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 5,230
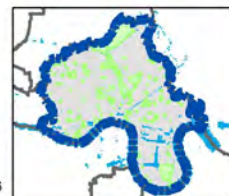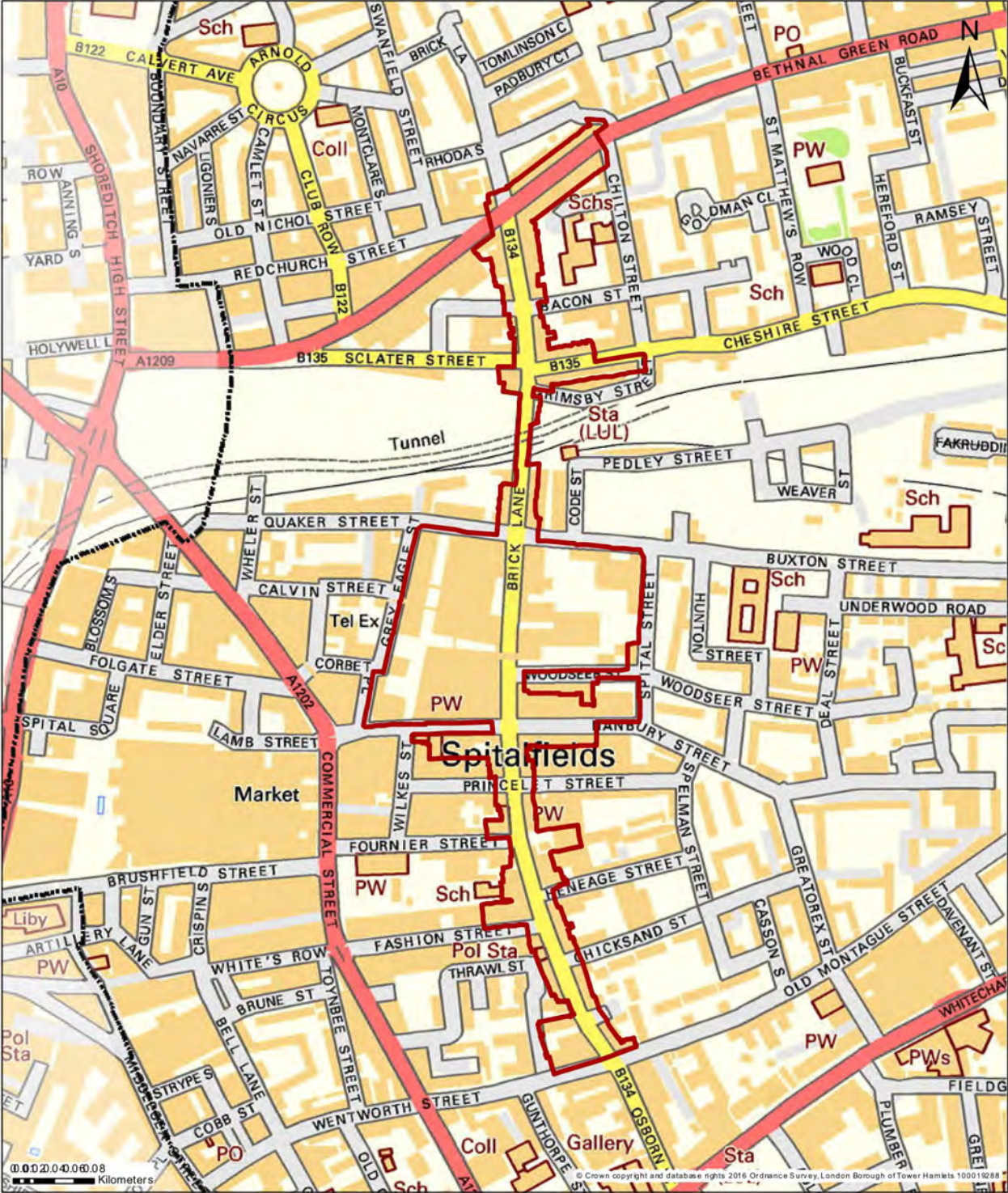
Date: 14/11/2016

Brick Lane district centre

Proposed Town Centres

Town Centre Type

District

Scale @ A4: 4,850

Date: 14/11/2016

TOWER HAMLETS

GIS for Development and Renewal
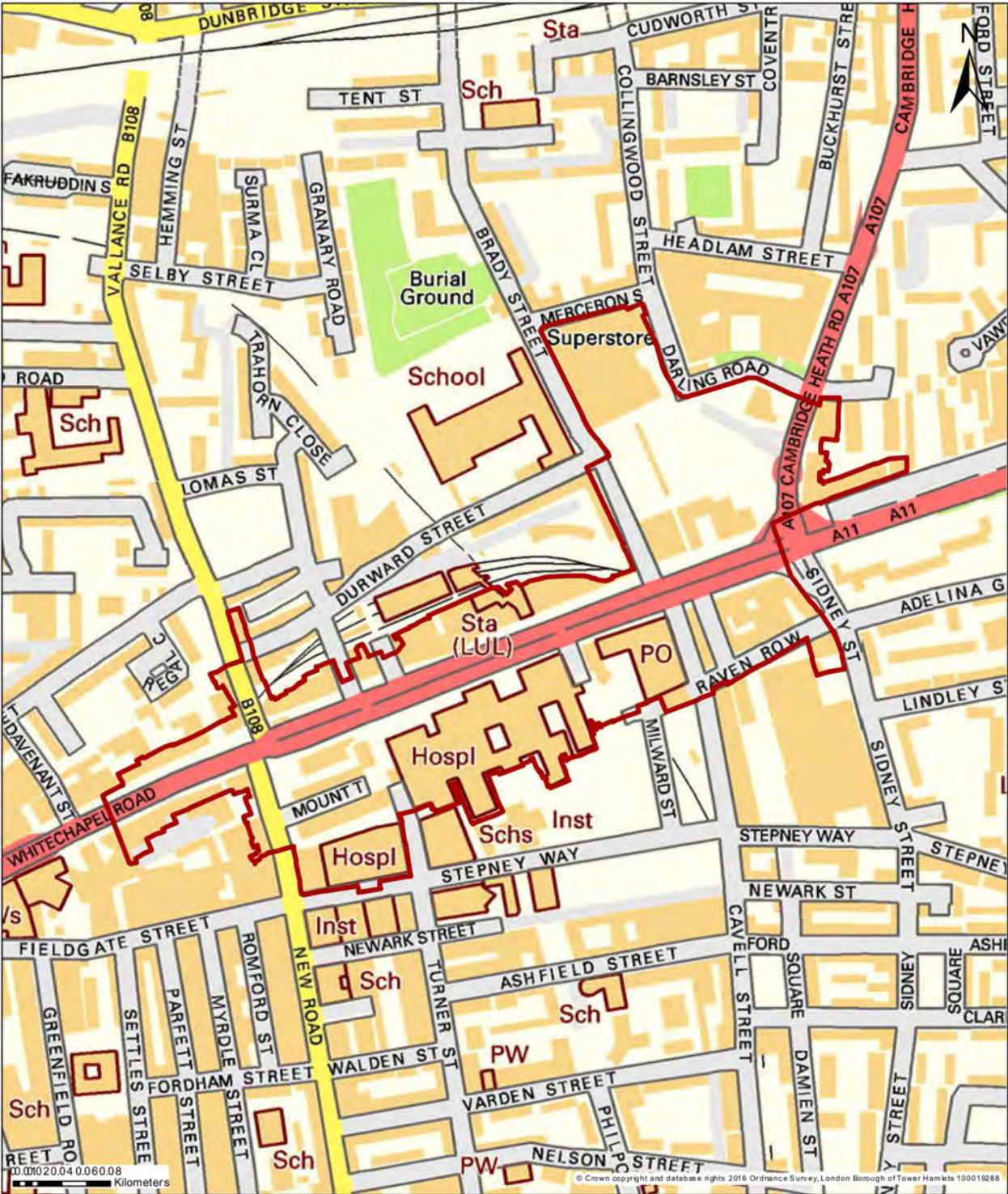
Chrisp Street district centre
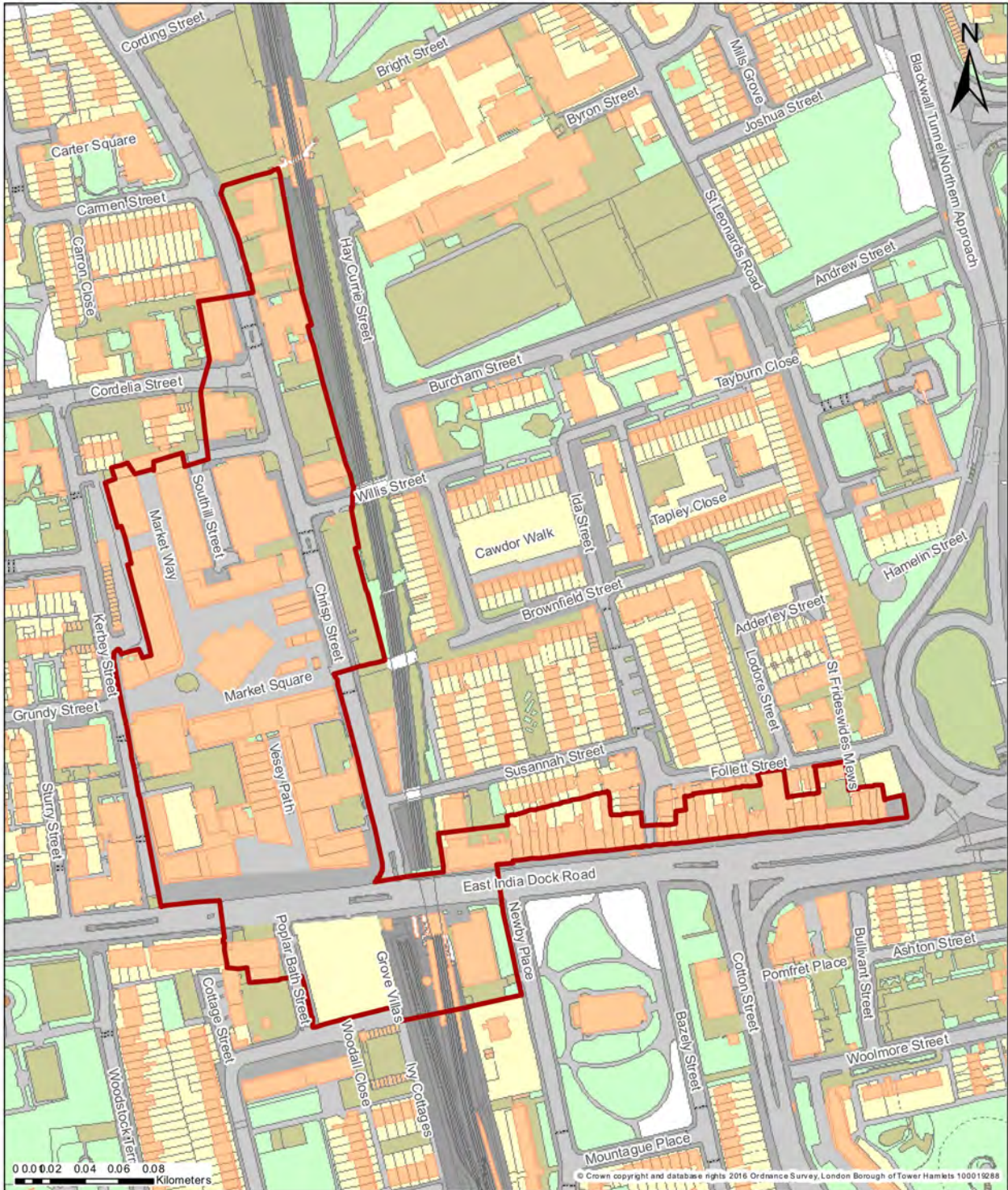
Proposed Town Centres

Town Centre Type

☐ District

Scale @ A4: 2,860

Date: 14/11/2016

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TOWER HAMLETS

GIS for Development and Renewal
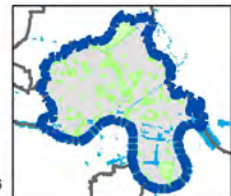
Crossharbour district centre

Proposed Town Centres

Town Centre Type

☐ District

Scale @ A4: 3,560

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal

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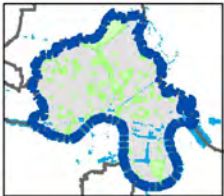
Roman Road East district centre

Proposed Town Centres

Town Centre Type

☐ District

Scale @ A4: 5,880

Date: 14/11/2016
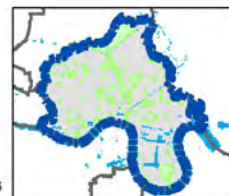
TOWER HAMLETS

GIS for Development
and Renewal

Roman Road West district centre

00.00.02 0.04 0.06 0.08 Kilometers

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TOWER HAMLETS
GIS for Development and Renewal
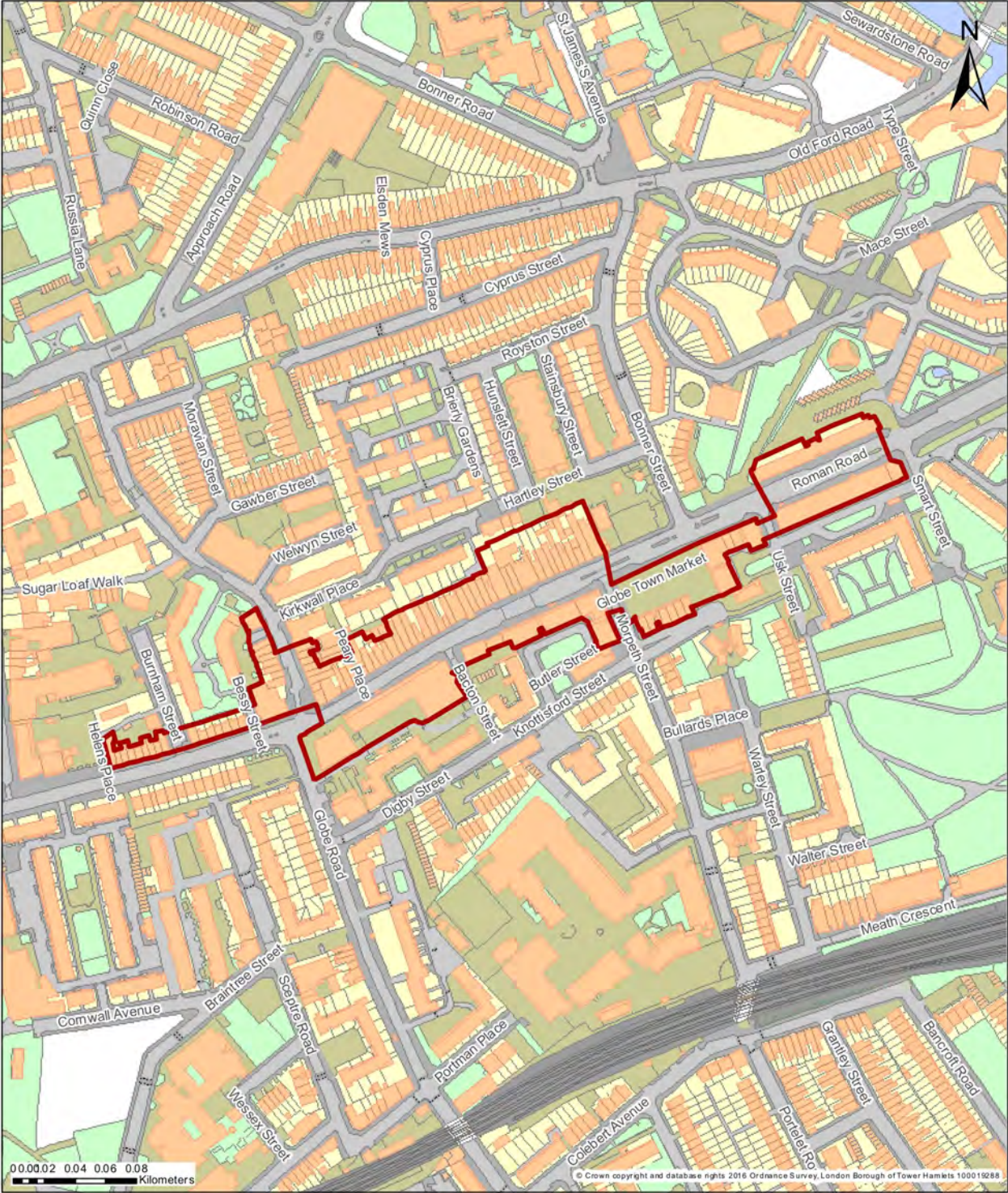
Proposed Town Centres

Town Centre Type

District

Scale @ A4: 3,200

Date: 14/11/2016

Watney Market district centre
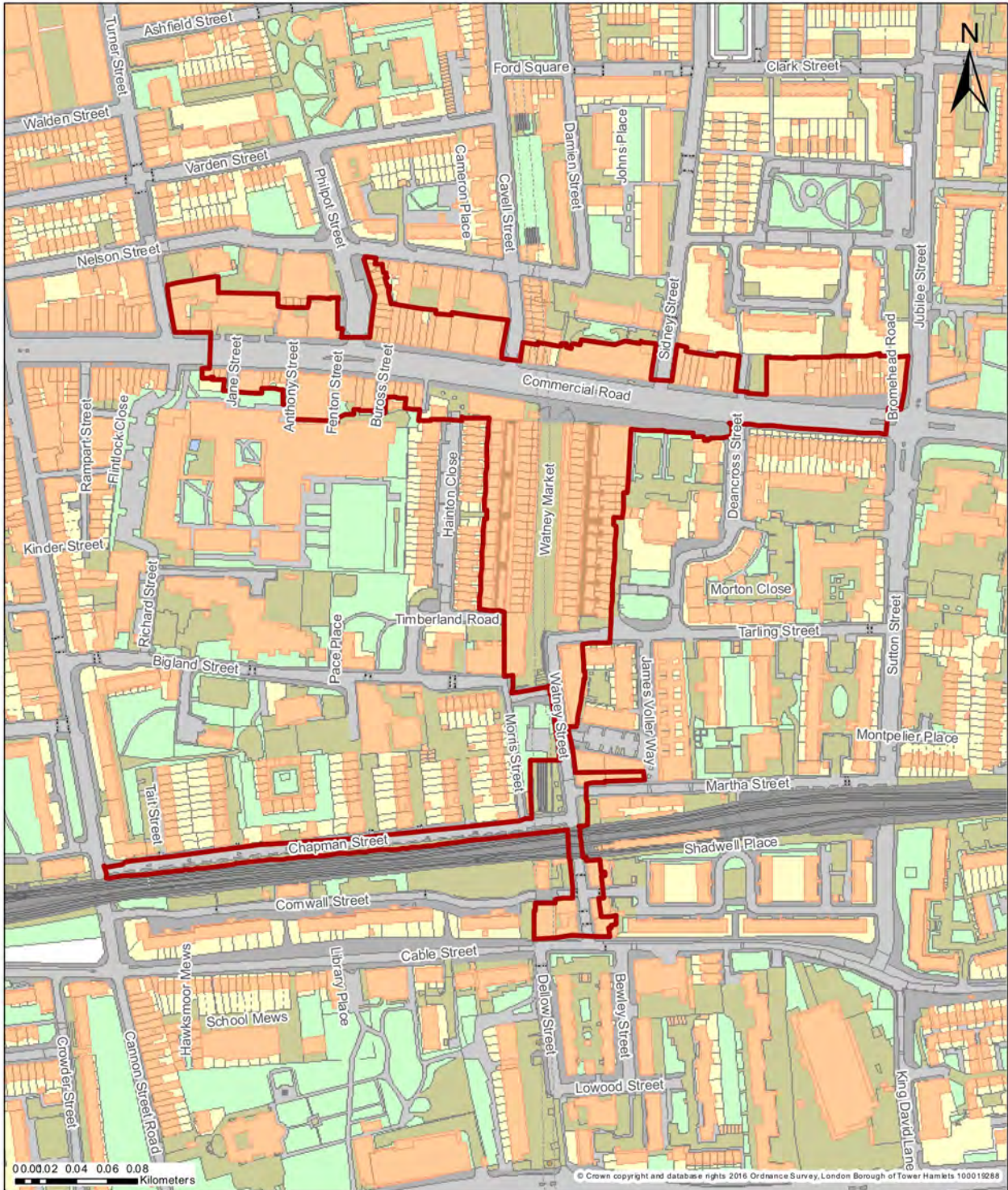
Proposed Town Centres

Town Centre Type

☐ District

TOWER HAMLETS

GIS for Development and Renewal

Scale @ A4: 3,230

Date: 14/11/2016

Whitechapel district centre

Proposed Town Centres

Town Centre Type

☐ District

TOWER HAMLETS
GIS for Development
and Renewal
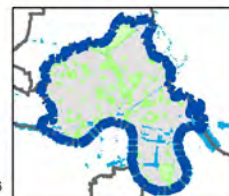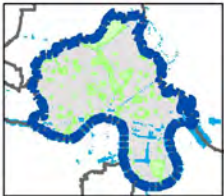
Scale @ A4: 4,050

Date: 14/11/2016

Ben Jonson Road neighbourhood centre

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TOWER HAMLETS

GIS for Development and Renewal
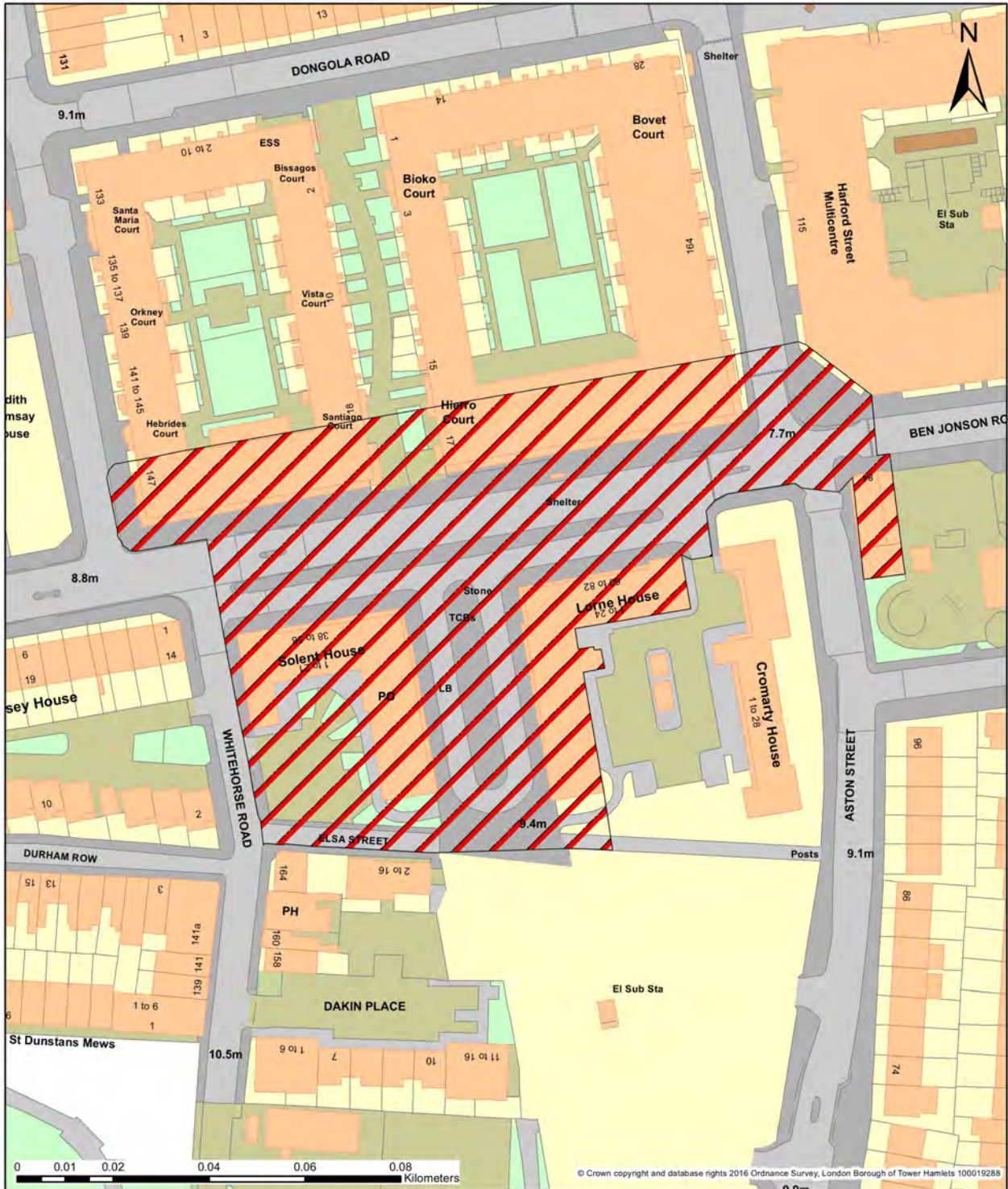
Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 1,020

Date: 14/11/2016

Aberfeldy Street neighbourhood centre

1.8m

Sherman House 54

6

1.8m

12

LANSBURY GARDENS

55

49

47

LB Cycle Hire Station

2

KIRKMICHAEL ROAD

44

35

35

38

The Aberfeldy (PH)

ABERFELDY STREET

N

| 0 | 0.01 | 0.02 | 0.04 | 0.06 | 0.08 |

Kilometers of Tower Hamlets 100019288

TOWER HAMLETS

GIS for Development and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 480

Date: 14/11/2016

320
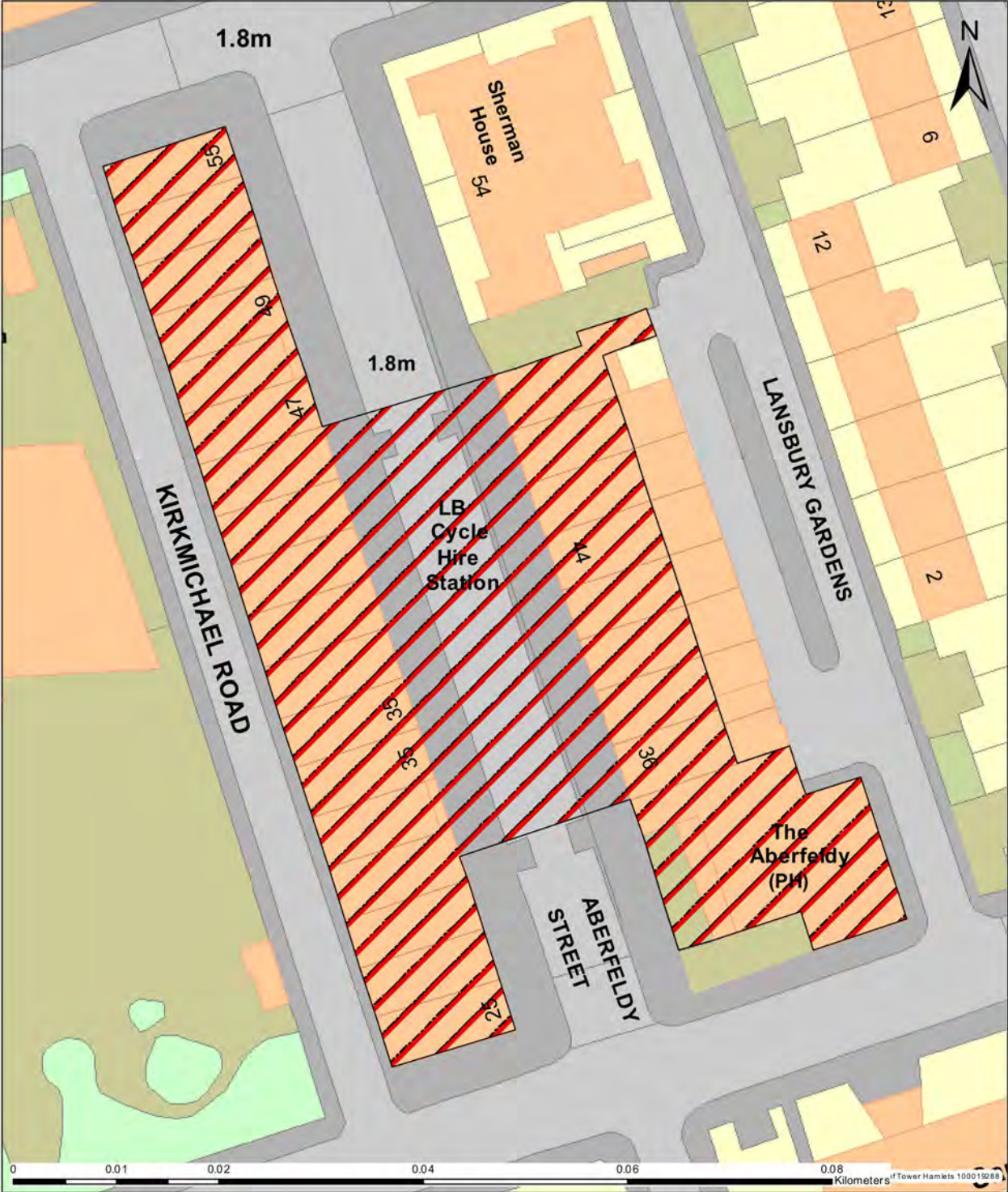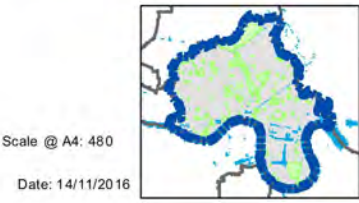
Barkantine Estate neighbourhood centre

Express Wharf

Sports Court

2.7m

TCBs

1 to 4

ESSs
El Sub
Sta

9 to 24

Shelter

ean Wharf

The Barkantine
Health Centre

145 to 150

Pond

107 to 128

129 to 144

Shelter

PH

2.1m

The
Lodge

The Quarterdeck
TCBS

LB

1 to 82

Knighthead
Point

FB

El Sub Sta

Play
Area

Play Area

1.7m

The Quarterdeck

49
95

39
85

29
75

17
63

24
26

46

48
50

70
68

El
Sub Sta

1 to 82

Midship
Point

Play Area

Sev
Prima

28
52

17
35

0   0.01   0.02   0.04   0.06   0.08
Kilometers

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TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 870

Date: 14/11/2016

Cambridge Heath neighbourhood centre
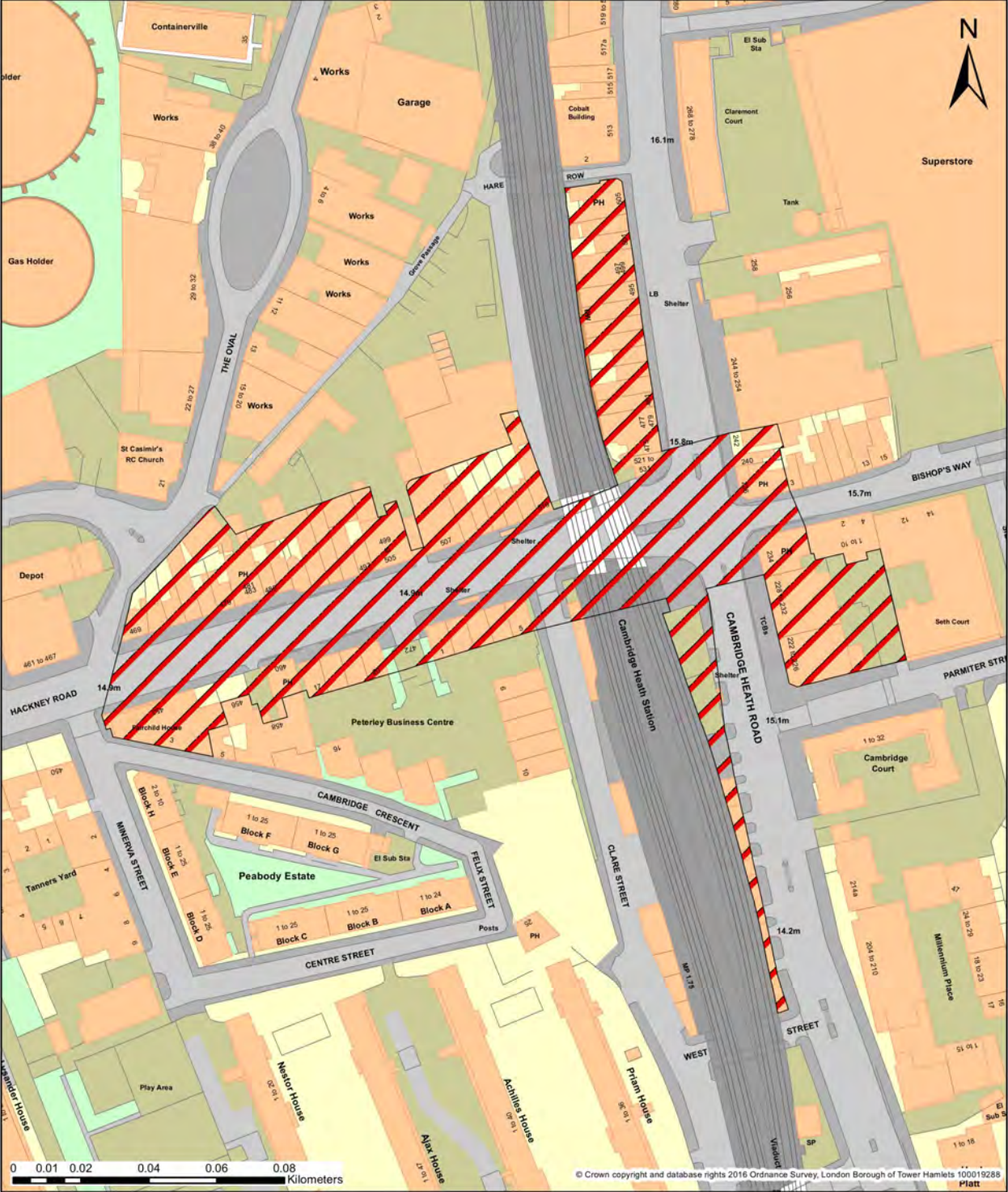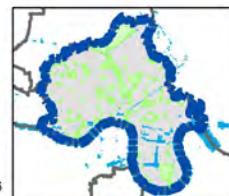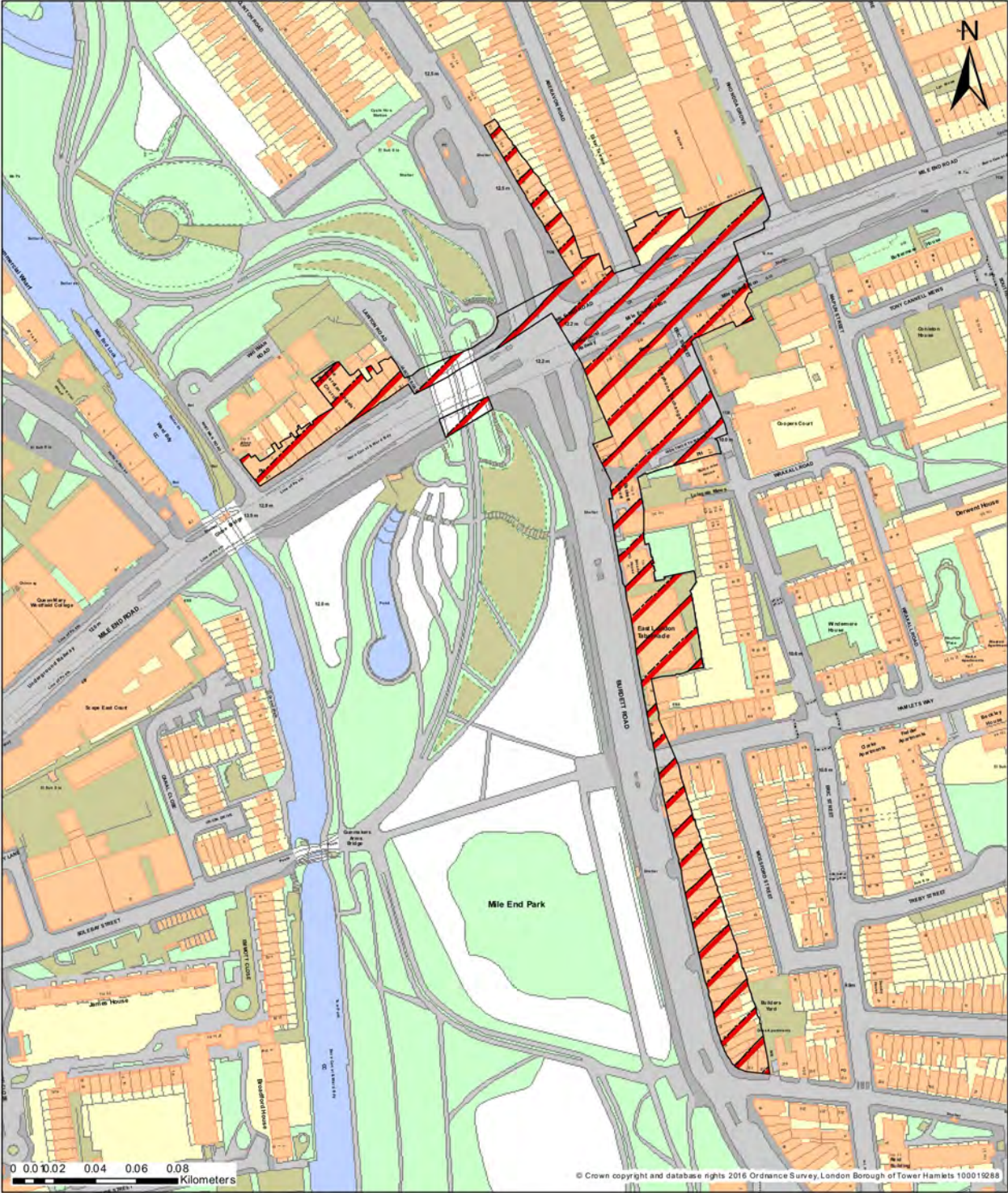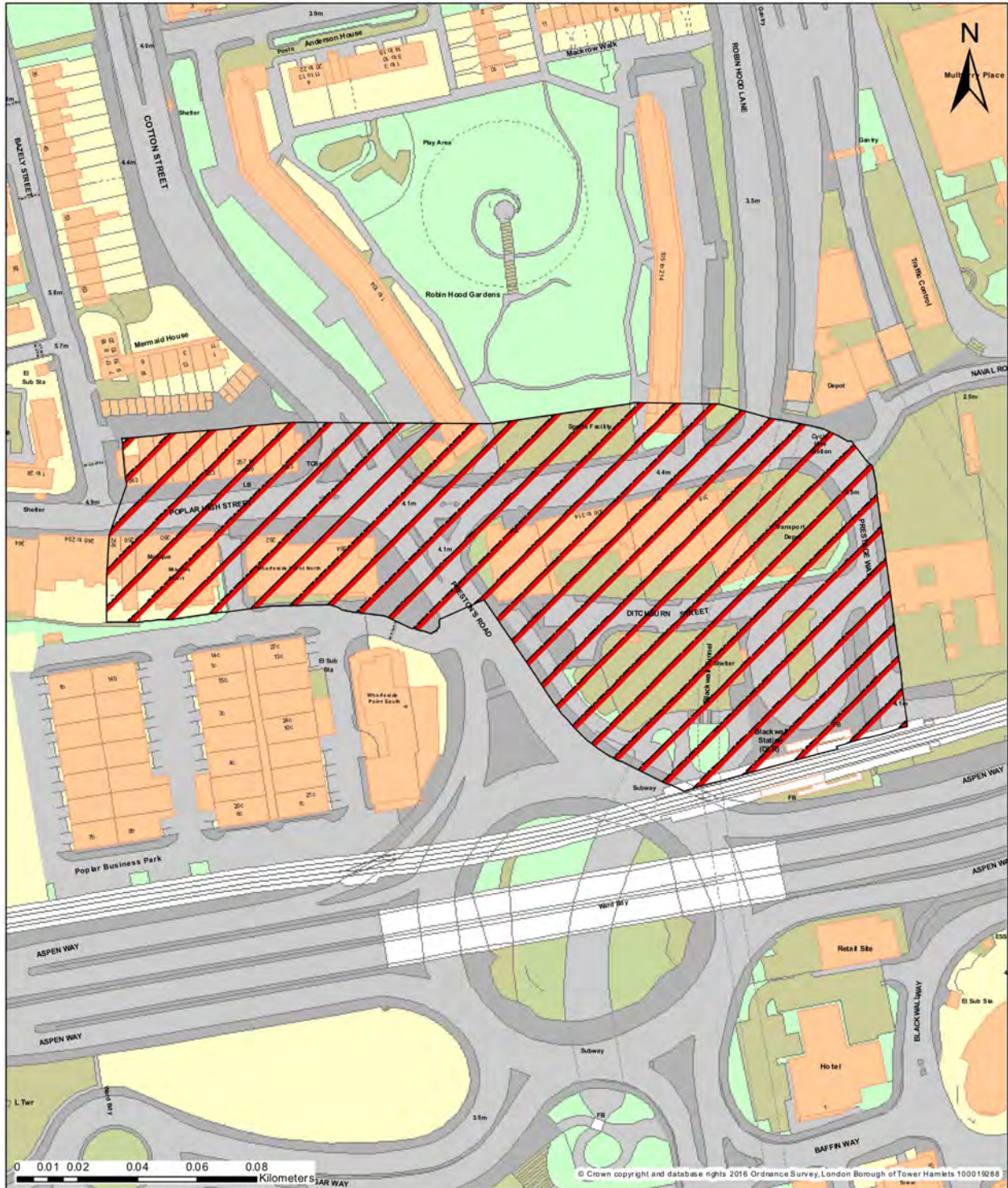
Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 1,450

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal

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Columbia Road neighbourhood centre

Proposed Town Centres

Town Centre Type

Neighbourhood

TOWER HAMLETS

GIS for Development
and Renewal
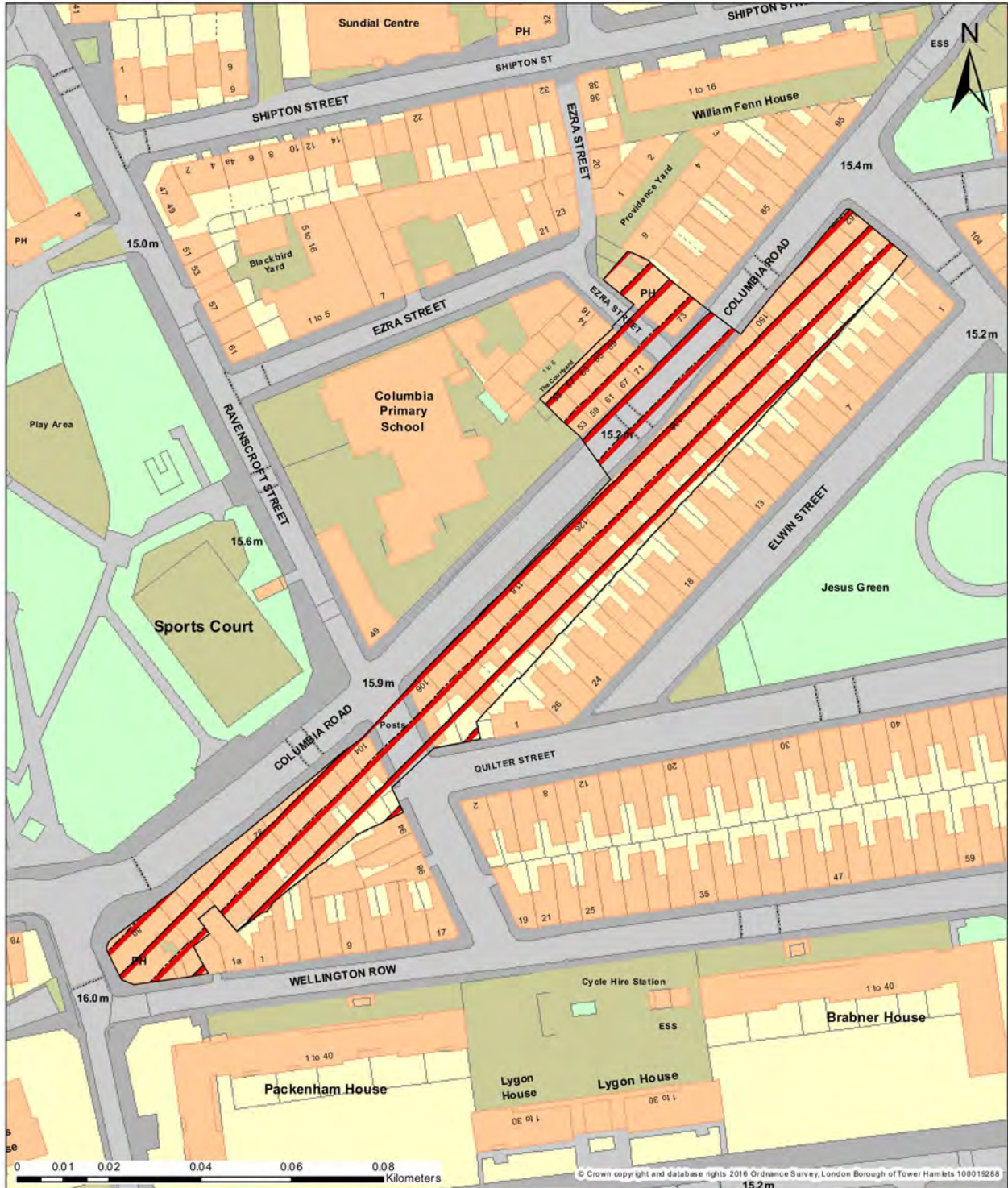
Scale @ A4: 1,070

Date: 14/11/2016
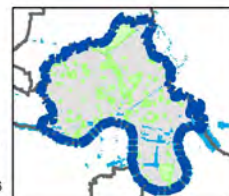
Devons Road neighbourhood centre
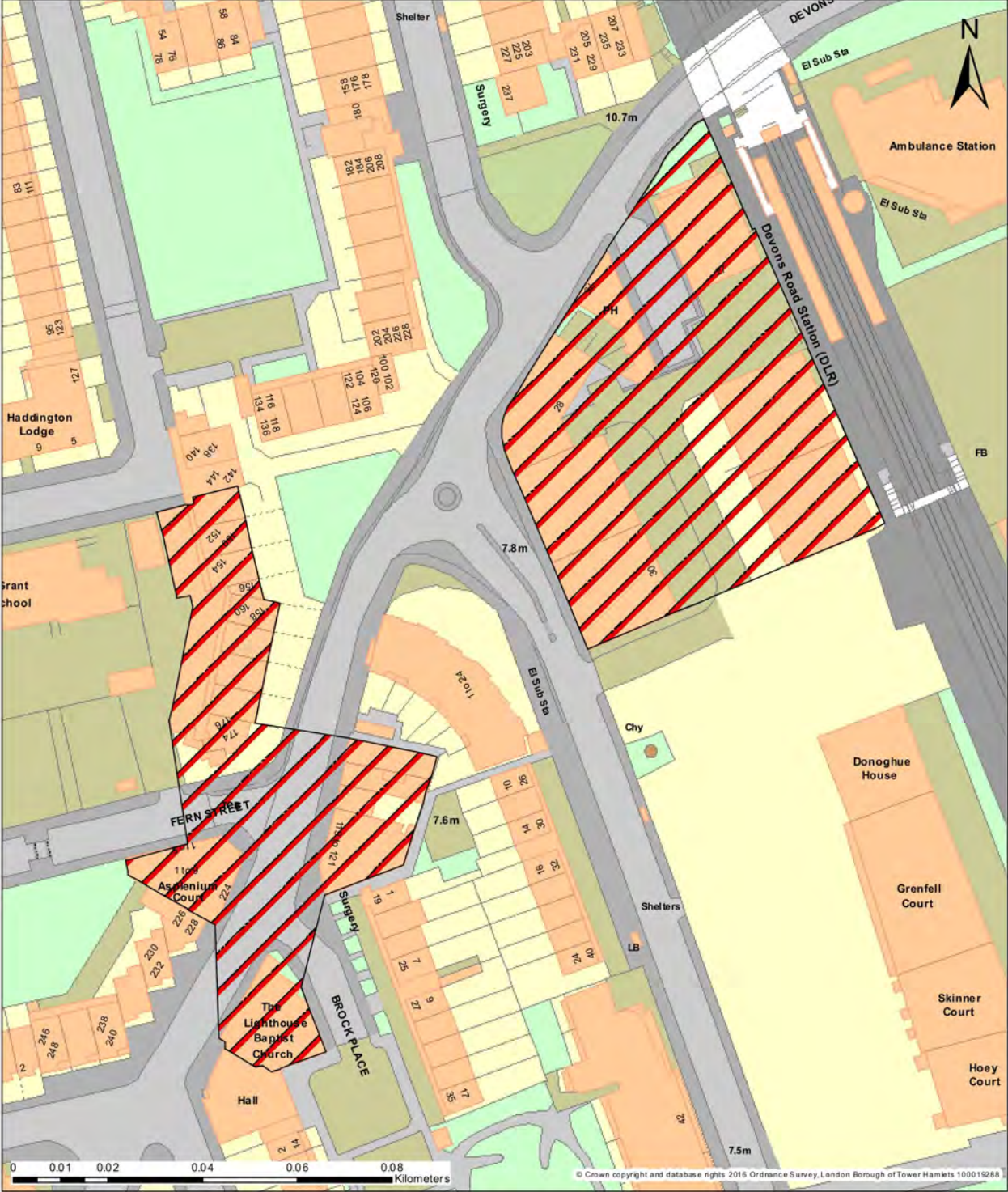
Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 1,040

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal

Limehouse neighbourhood centre
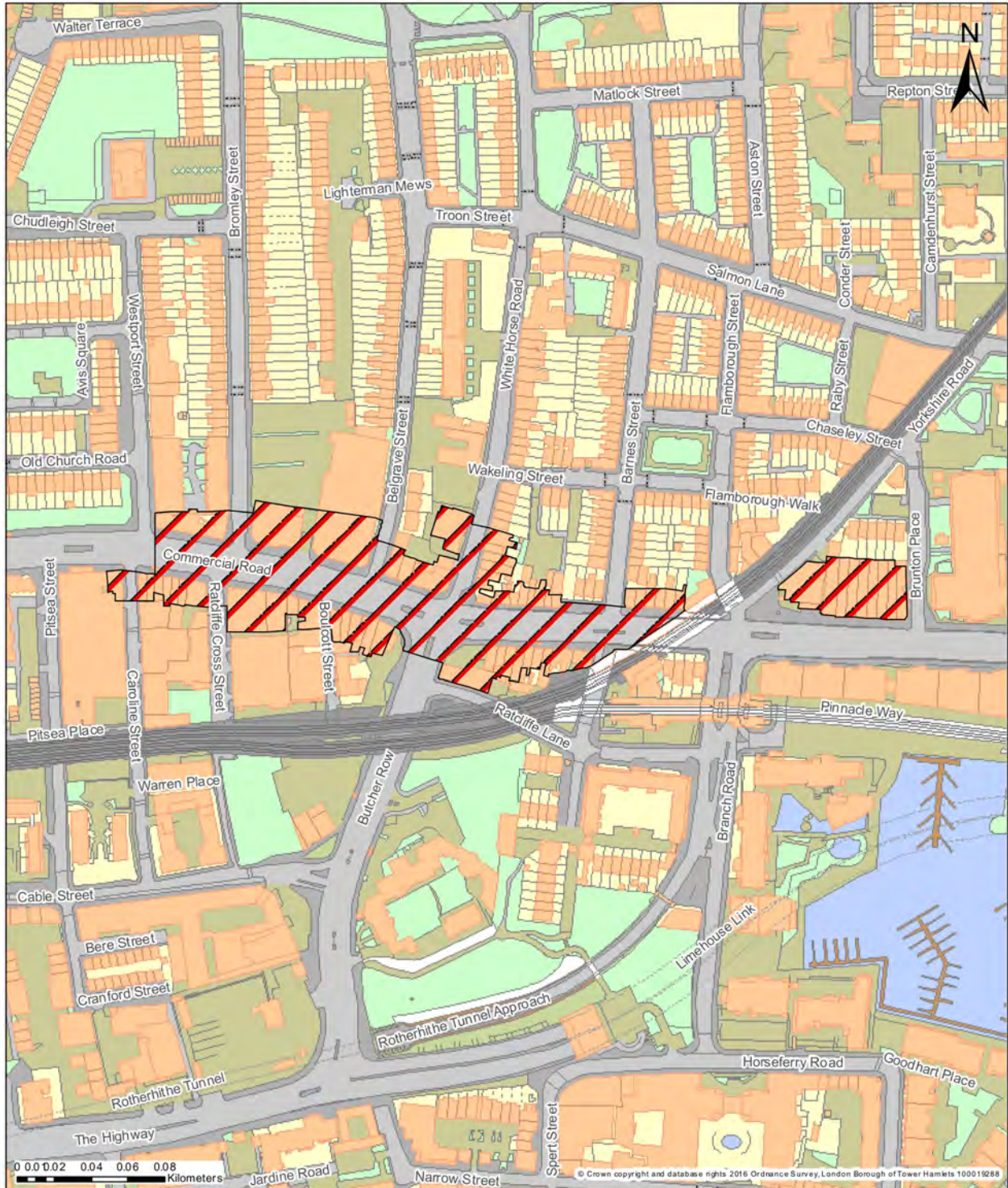
Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 2,660

Date: 14/11/2016

TOWER HAMLETS

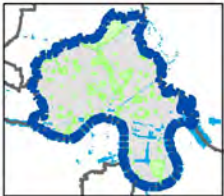GIS for Development
and Renewal

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Mile End neighbourhood centre

0 0.01 0.02   0.04   0.06   0.08
Kilometers

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TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood
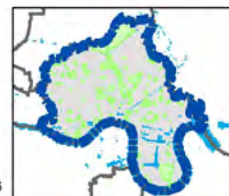
Scale @ A4: 2,400

Date: 14/11/2016

Poplar High Street neighbourhood centr

Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 1,640

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal

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Redchurch Street

Proposed Town Centres

Town Centre Type

 Neighbourhood

TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 950

Date: 14/11/2016

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Salmon Lane neighbourhood centre

Proposed Town Centres

Town Centre Type

Neighbourhood

TOWER HAMLETS

GIS for Development and Renewal
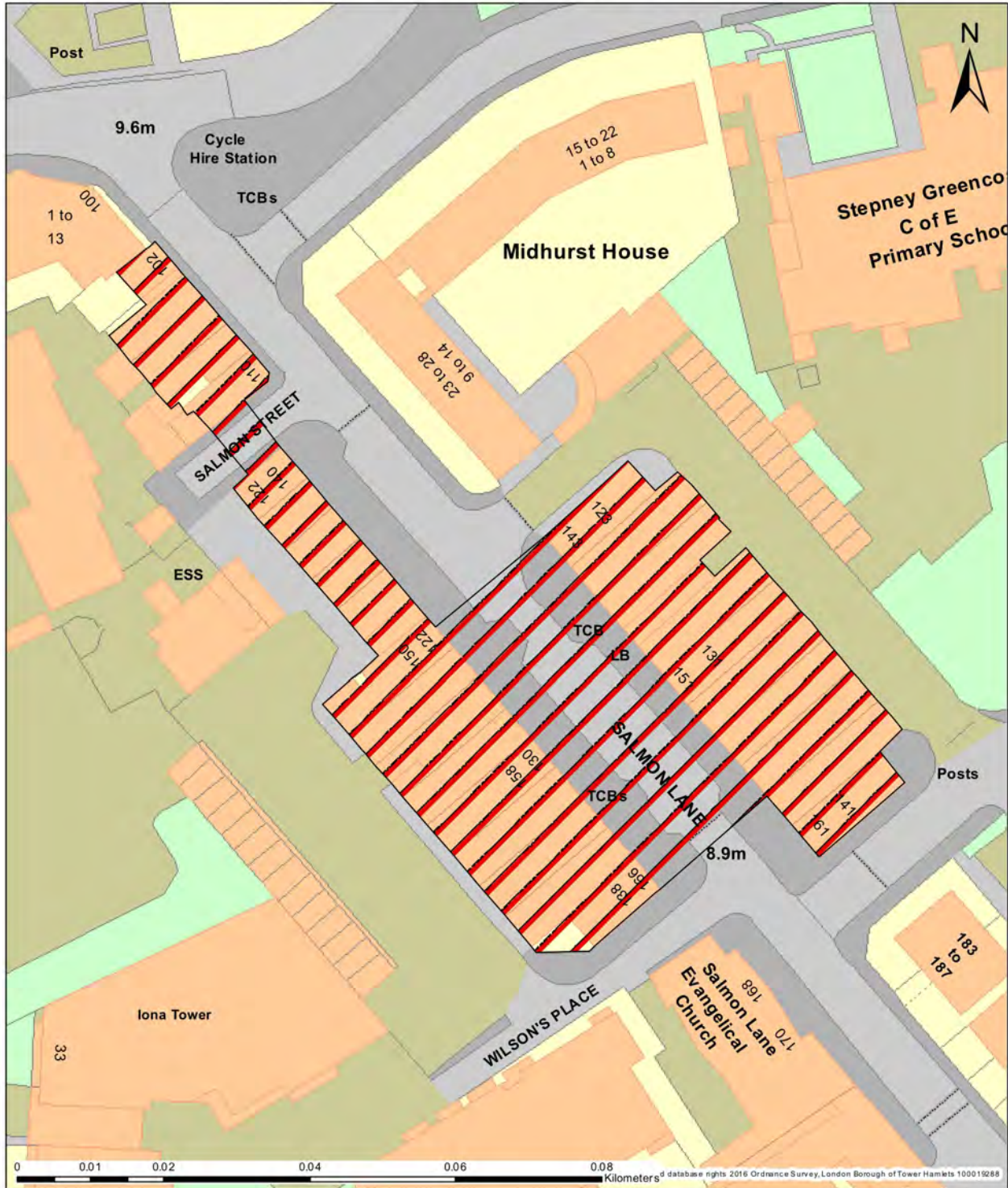
Scale @ A4: 670

Date: 14/11/2016

South Quay Neighbourhood Centre

Proposed Town Centres

Town Centre Type
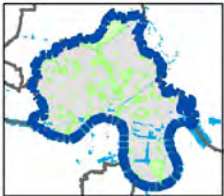
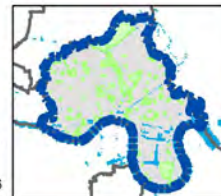Neighbourhood

Scale @ A4: 3,270

Date: 14/11/2016

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GIS for Development
and Renewal

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Stepney Green neighbourhood centre
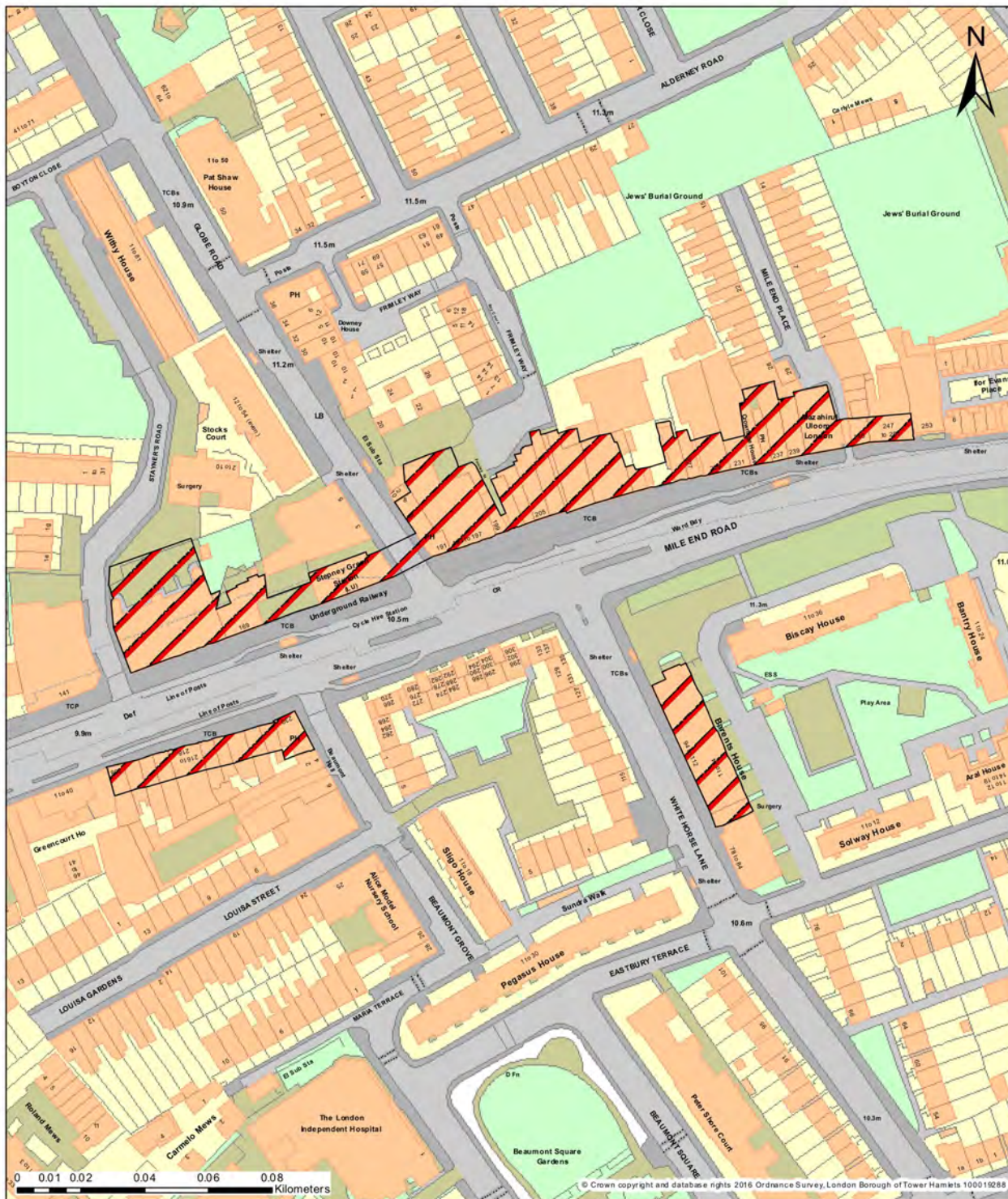
Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 1,550

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal

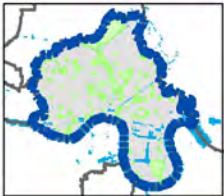© Crown copyright and database rights 2016 Ordnance Survey, London Borough of Tower Hamlets 100019288

Stroudley Walk neighbourhood centre

Proposed Town Centres

Town Centre Type

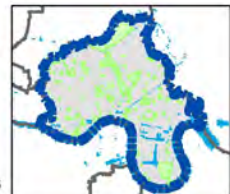Neighbourhood

Scale @ A4: 850

Date: 14/11/2016

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and Renewal

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Thomas More neighbourhood centre

NESHAM STREET

19

Merita House

33

5

Cycle Hire Station

DW

DW

DW

1 to 96

26

46

DW

47

1 to 20

52 to 64

THOMAS MORE STREET

El Sub Sta

45 to 87

N

| 0 | 0.01 | 0.02 | 0.04 | 0.06 | 0.08 |

Kilometers

Ordnance Survey, London Borough of Tower Hamlets 100019288

TOWER HAMLETS
GIS for Development
and Renewal
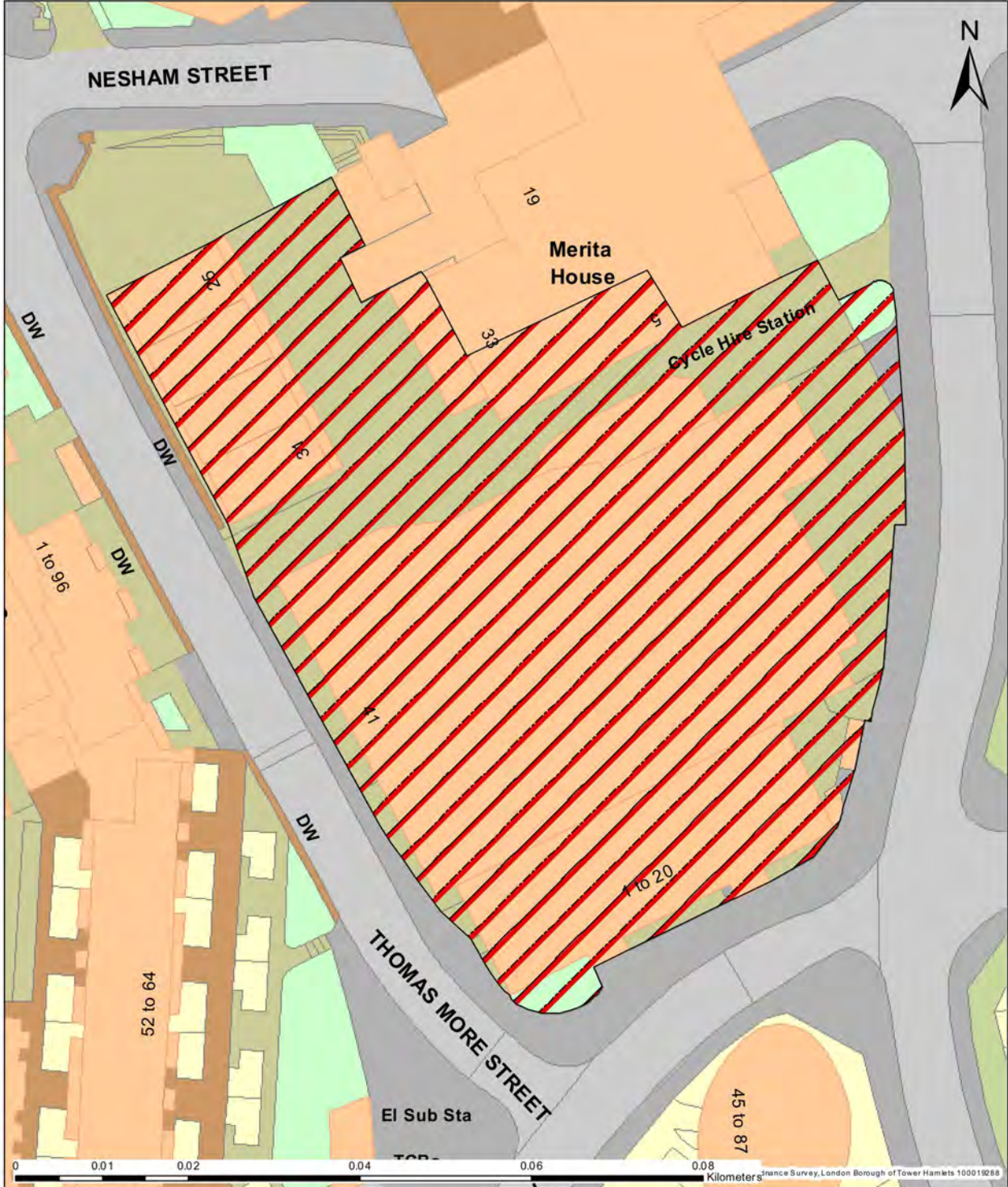
Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 570
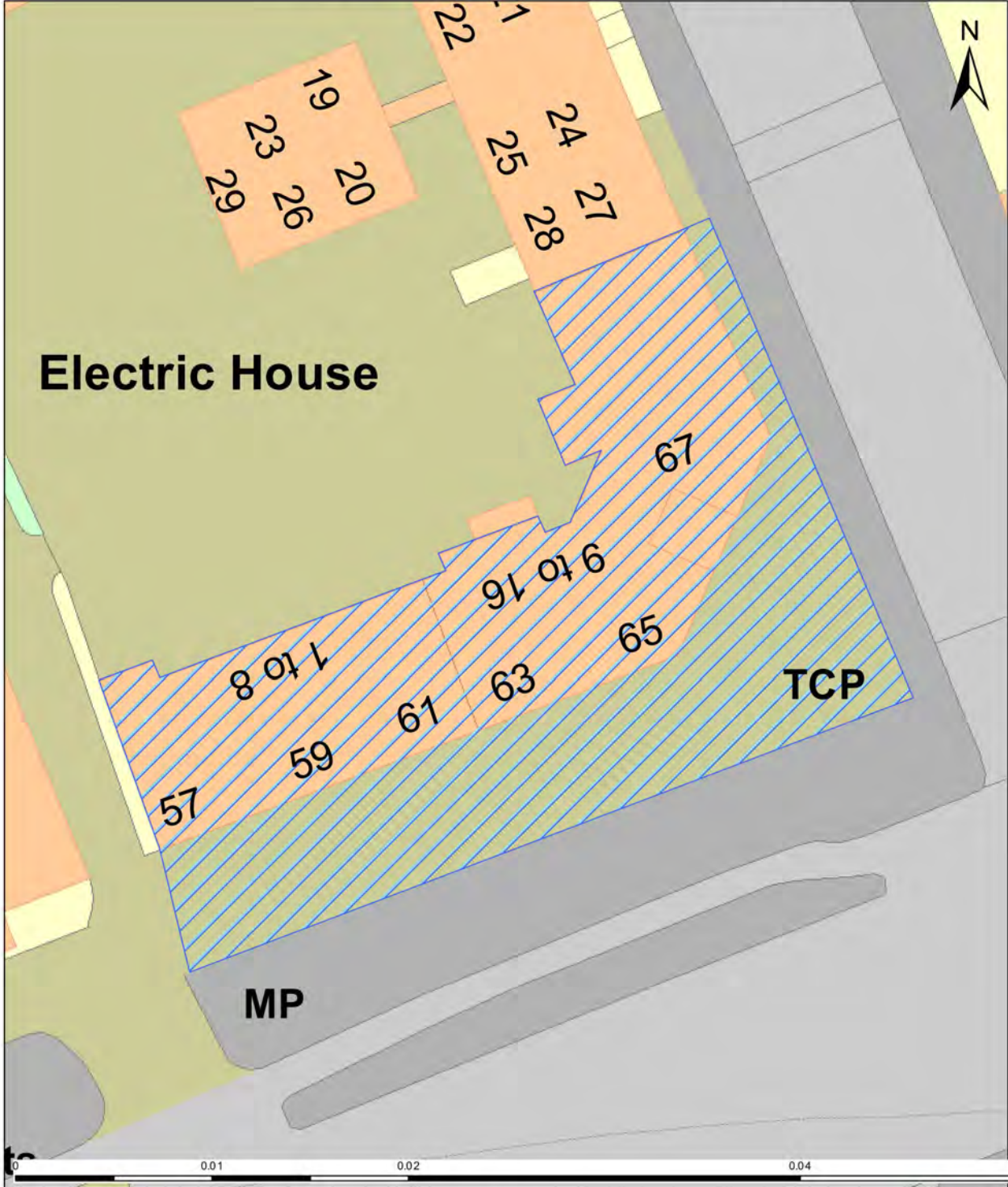
Date: 14/11/2016

Wapping Lane neighbourhood centre

Proposed Town Centres

Town Centre Type

Neighbourhood

TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 650

Date: 14/11/2016

Bow Road Neighbourhood Parade

Electric House

22
1
19
23
20
29
26
24
25
27
28
67
9 to 16
1 to 8
65
63
61
59
57
TCP
MP

0   0.01   0.02   0.04

TOWER HAMLETS
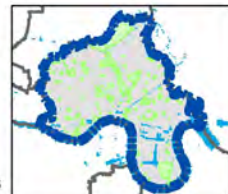GIS for Development
and Renewal

Proposed Town Centres
Town Centre Type
Neighbourhood Parade

Scale @ A4: 250

Date: 14/11/2016

Burslem Street Neighbourhood Parade

Trees

28

34

36

40

N

DW

El Sub Sta

Play Area

Surgery

Dowler House

6

1

5

5

3

7

1

9

Ps

12.7m

10

16

18

1

1

2

| 0 | 0.01 | 0.02 | 0.04 | 0.06 | 0.08 |

Kilomete

TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 410

Date: 14/11/2016

336
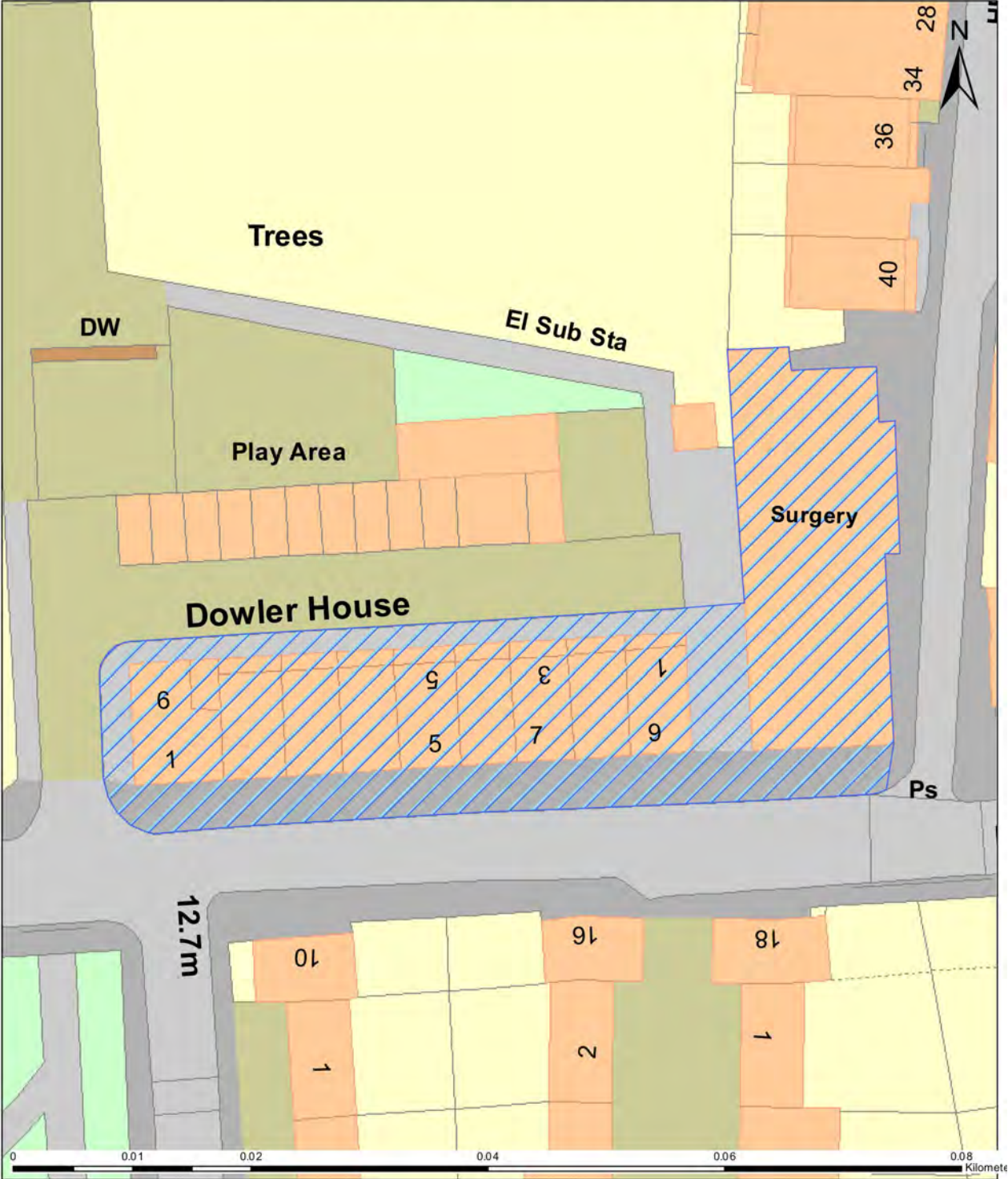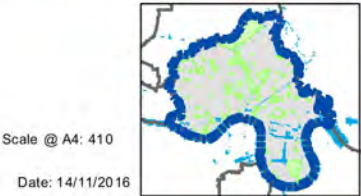
Cambridge Heath Road Neighbourhood Parade

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

TOWER HAMLETS

GIS for Development and Renewal

Scale @ A4: 340
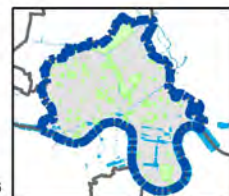
Date: 14/11/2016

Caspian Wharf Neighbourhood Parade

Sargasso Court

Maestro
Apartments

N

Alboran
Apartments

1

Seven Sea Ga

Hudson House

Aegean
Court

20

75

El Sub Sta

1 to 82

114 to 116

Caspian Wharf

8.3m

FB   Towing Path

Li

0   0.01   0.02   0.04   0.06   0.08

Kilometers   h of Tower Hamlets 100019288

TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 490

Date: 14/11/2016

338

Castalia Square Neighbourhood Parade

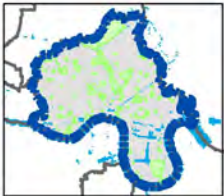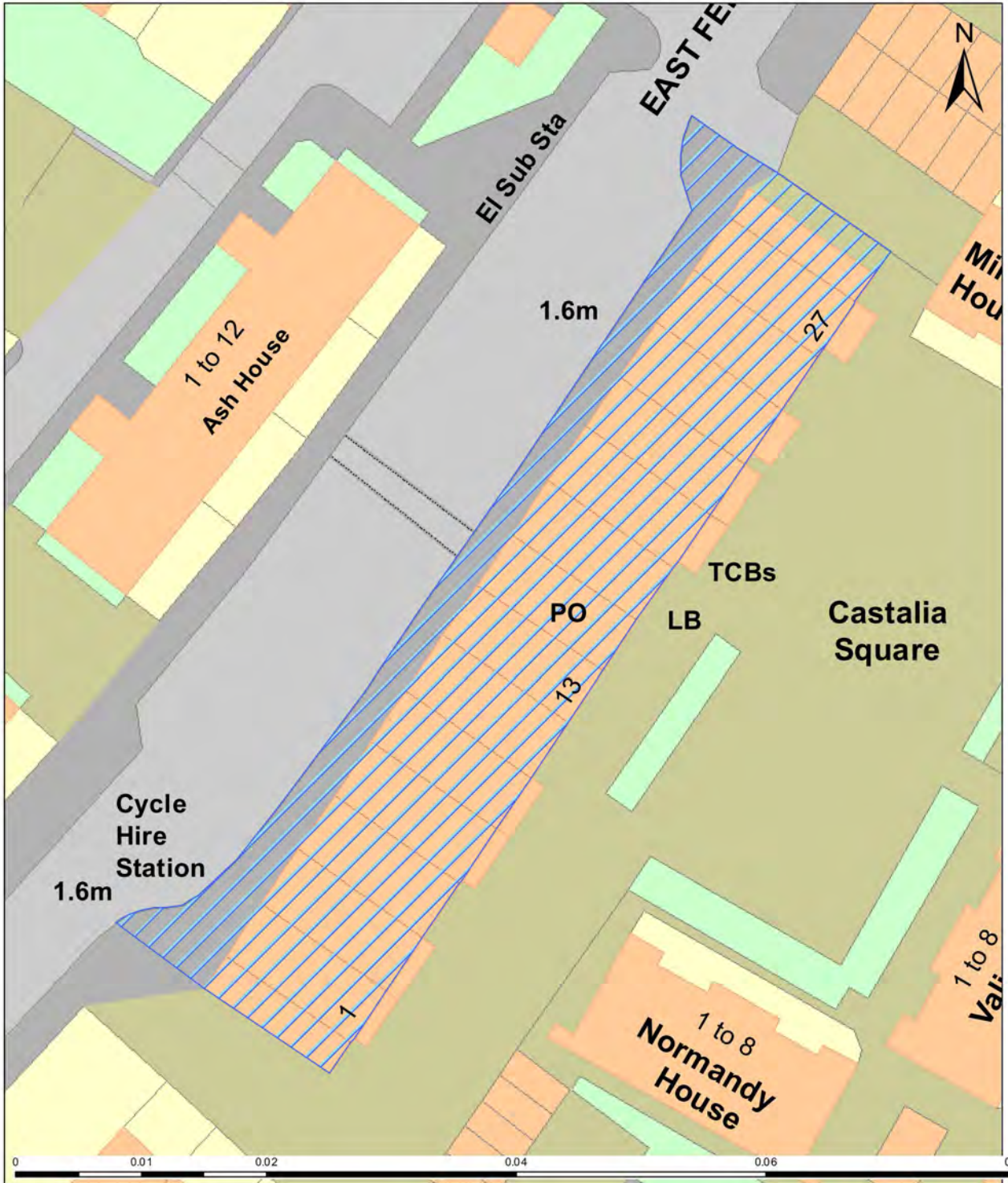**Proposed Town Centres**

Town Centre Type

Neighbourhood Parade

TOWER HAMLETS

GIS for Development and Renewal

Scale @ A4: 390

Date: 14/11/2016

Cleveland Way Neighbourhood Parade

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 200

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal
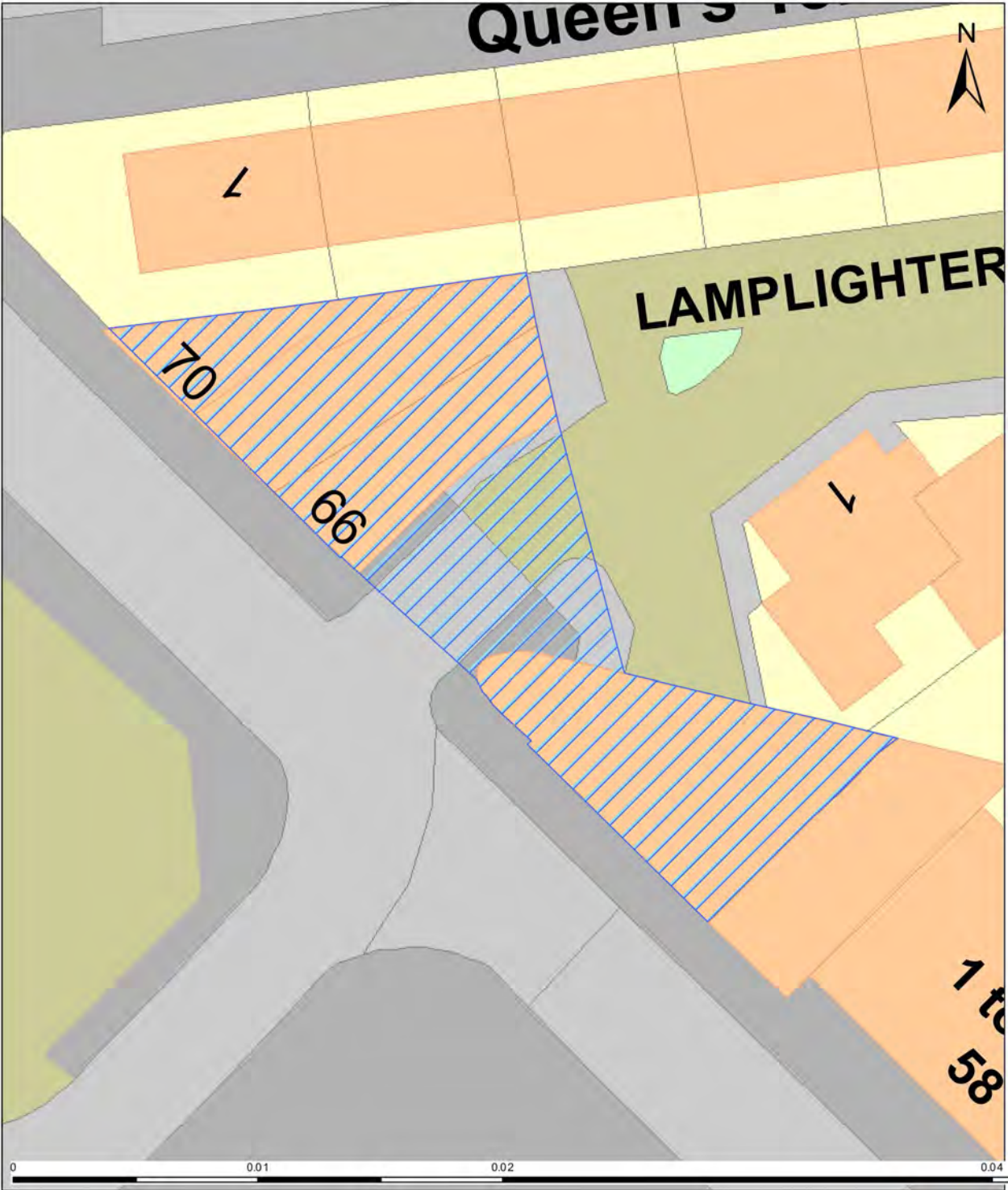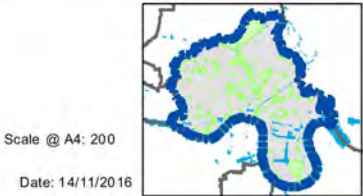
Manchester Road neighbourhood parade

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

TOWER HAMLETS

GIS for Development and Renewal
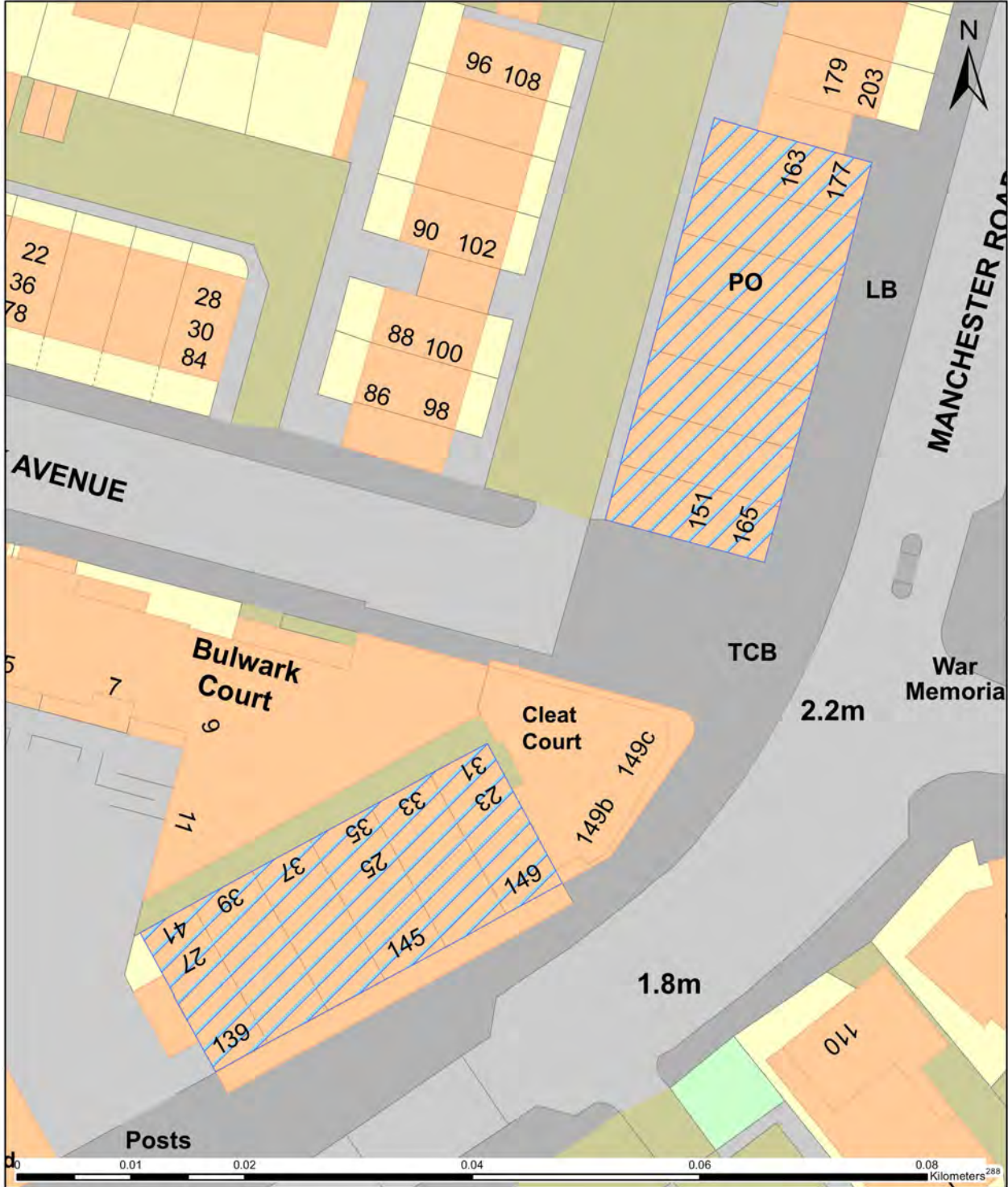
Scale @ A4: 430

Date: 14/11/2016

Mile End Road Neighbourhood Parade

467
503

469
505

N

Underg

13.2m

CP

BP

PDB

648

Surgery

642

Def

640

LB

630 to 636

7

7 to 25

se

6
7

Hanover Place

1

7

3

2

6

75

76

12

BROKES

0   0.01   0.02   0.04   0.06   0

TOWER HAMLETS
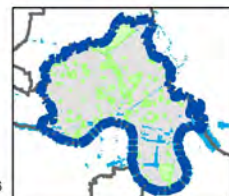
GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 390
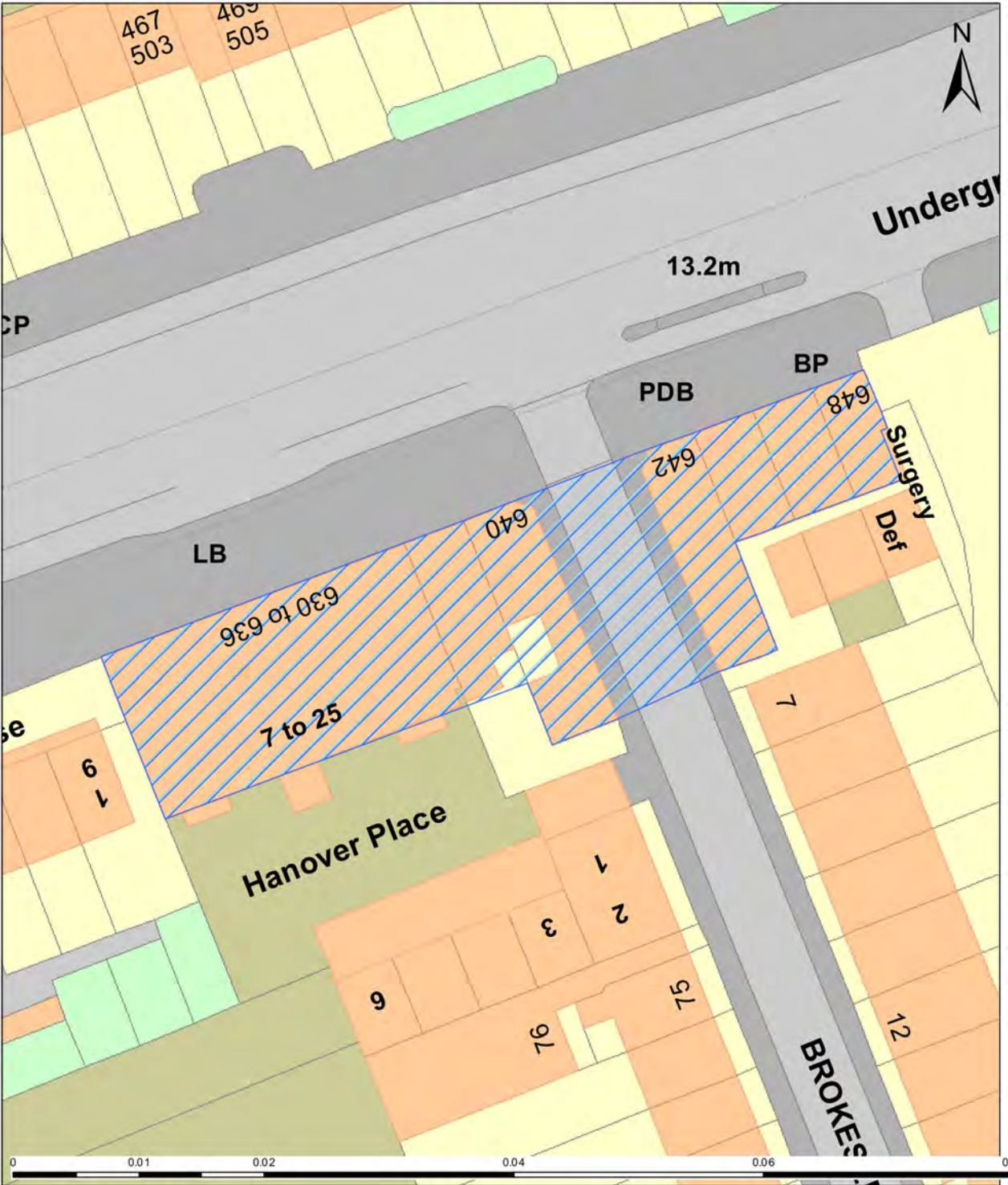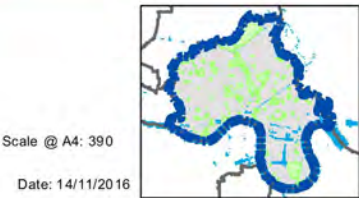
Date: 14/11/2016

Old Ford Road Neighbourhood Parade
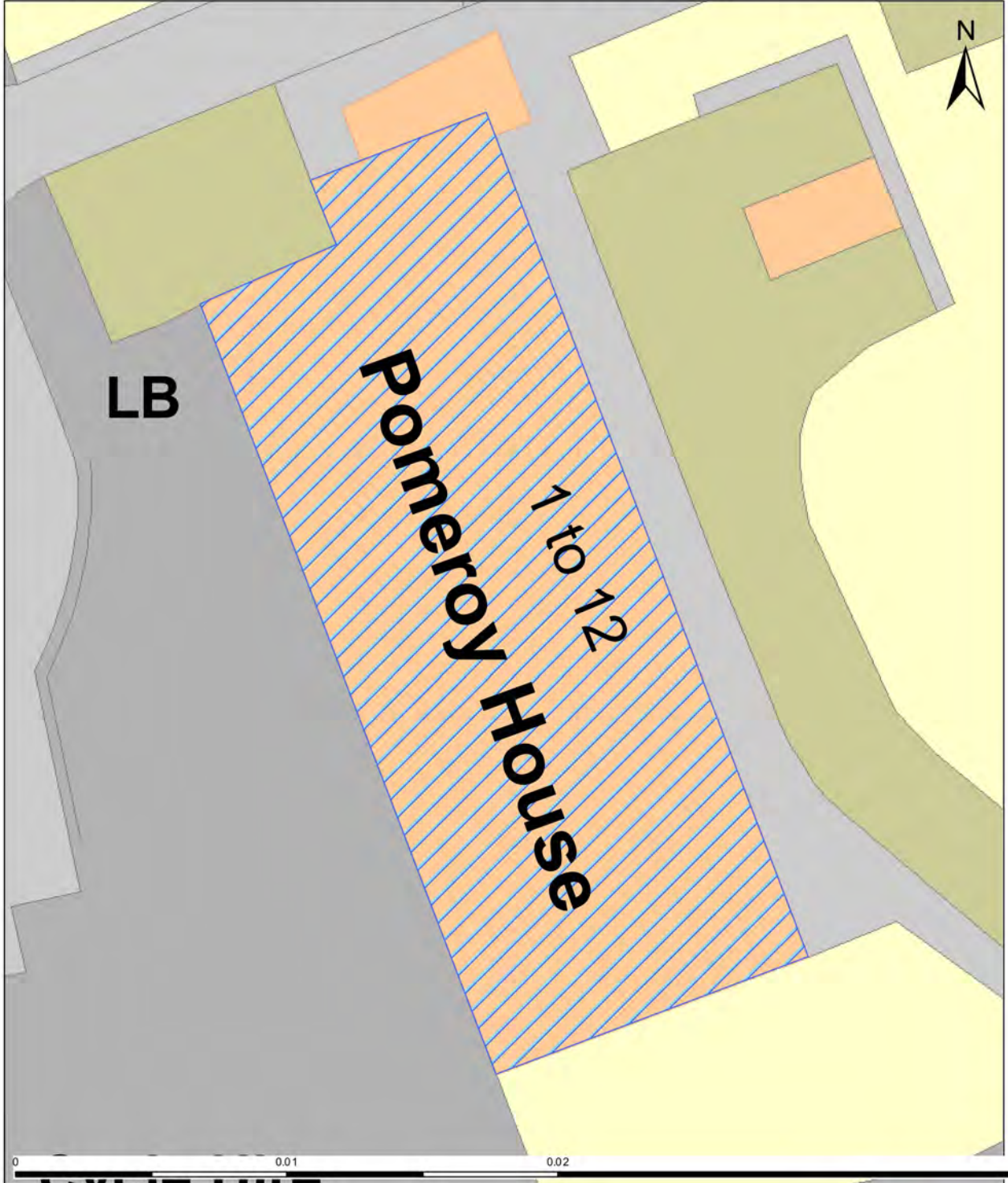
N

LB

Pomeroy House

1 to 12

0   0.01   0.02

TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 180

Date: 14/11/2016
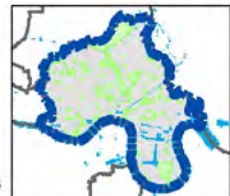
St Leonards Street Neighbourhood Parade

N

House

1 to

Newmill House

1 to 55

76 to 88

Posts

| 0 | 0.01 | 0.02 | 0.04 | 0.06 |

TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 340

Date: 14/11/2016

344
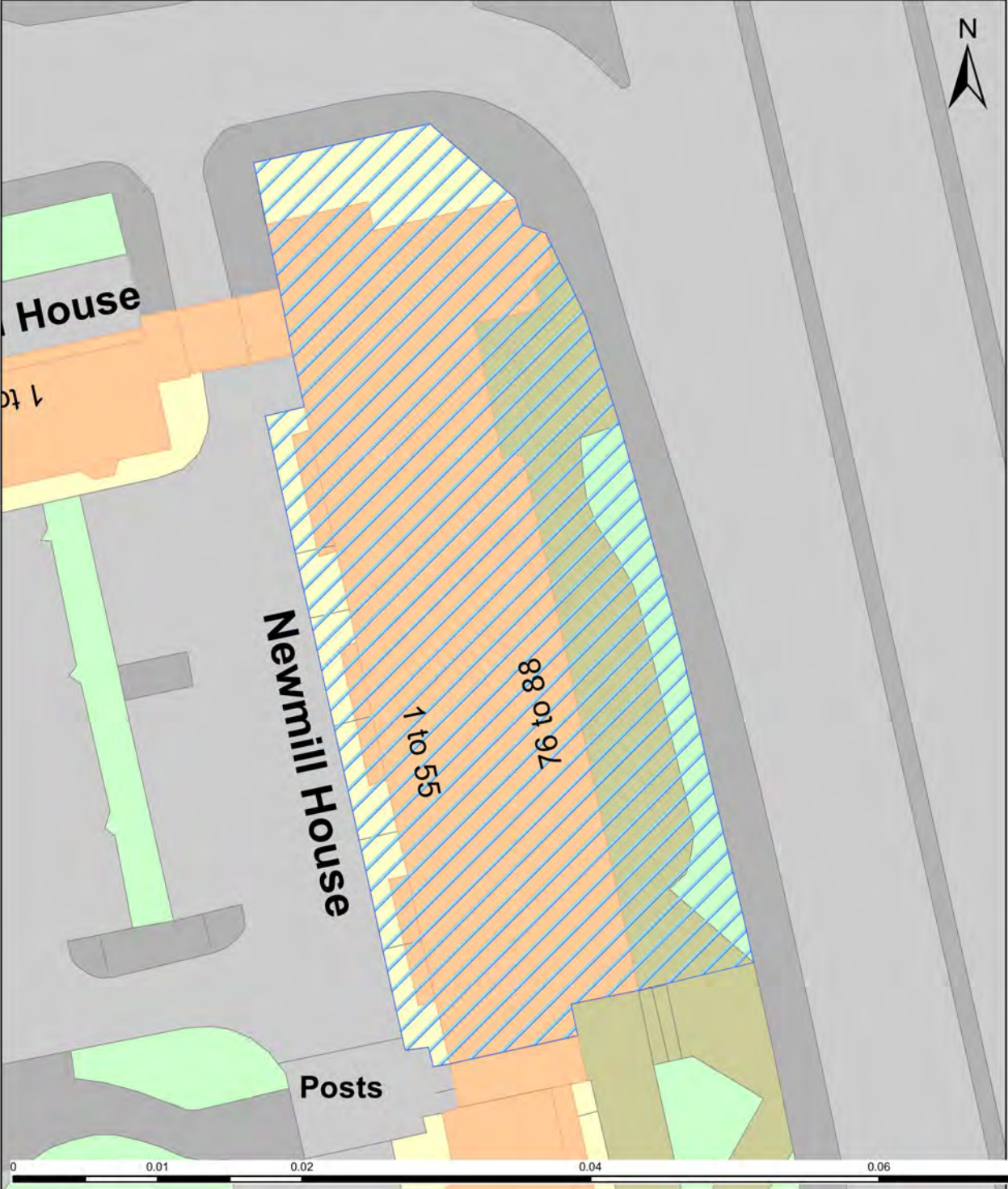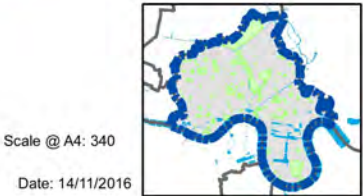
St Pauls Way Neighbourhood Parade

N

Medical Centre

99

TCB

nents

5

6

92

2

52 to 90

16

1 to

El Sub Sta

0   0.01   0.02   0.04   0.06

TOWER HAMLETS

GIS for Development
and Renewal
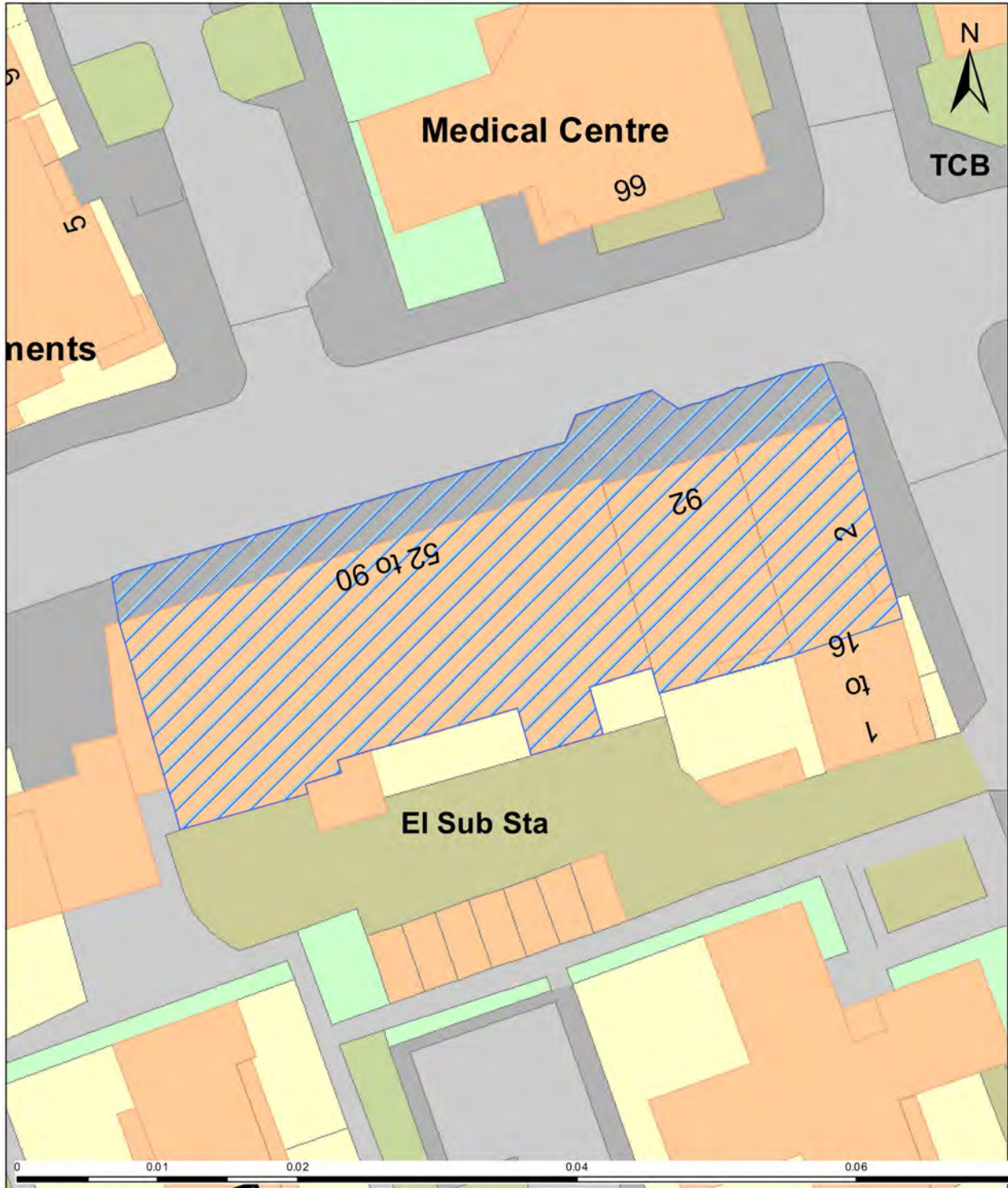
Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 350

Date: 14/11/2016
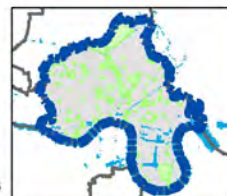
Westferry Road neighbourhood parade

N

Ak
Ho

361
363

Arethusa House
PO

1 to 34

LB

371
373
375

TCB

0   0.01   0.02

TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

Scale @ A4: 170
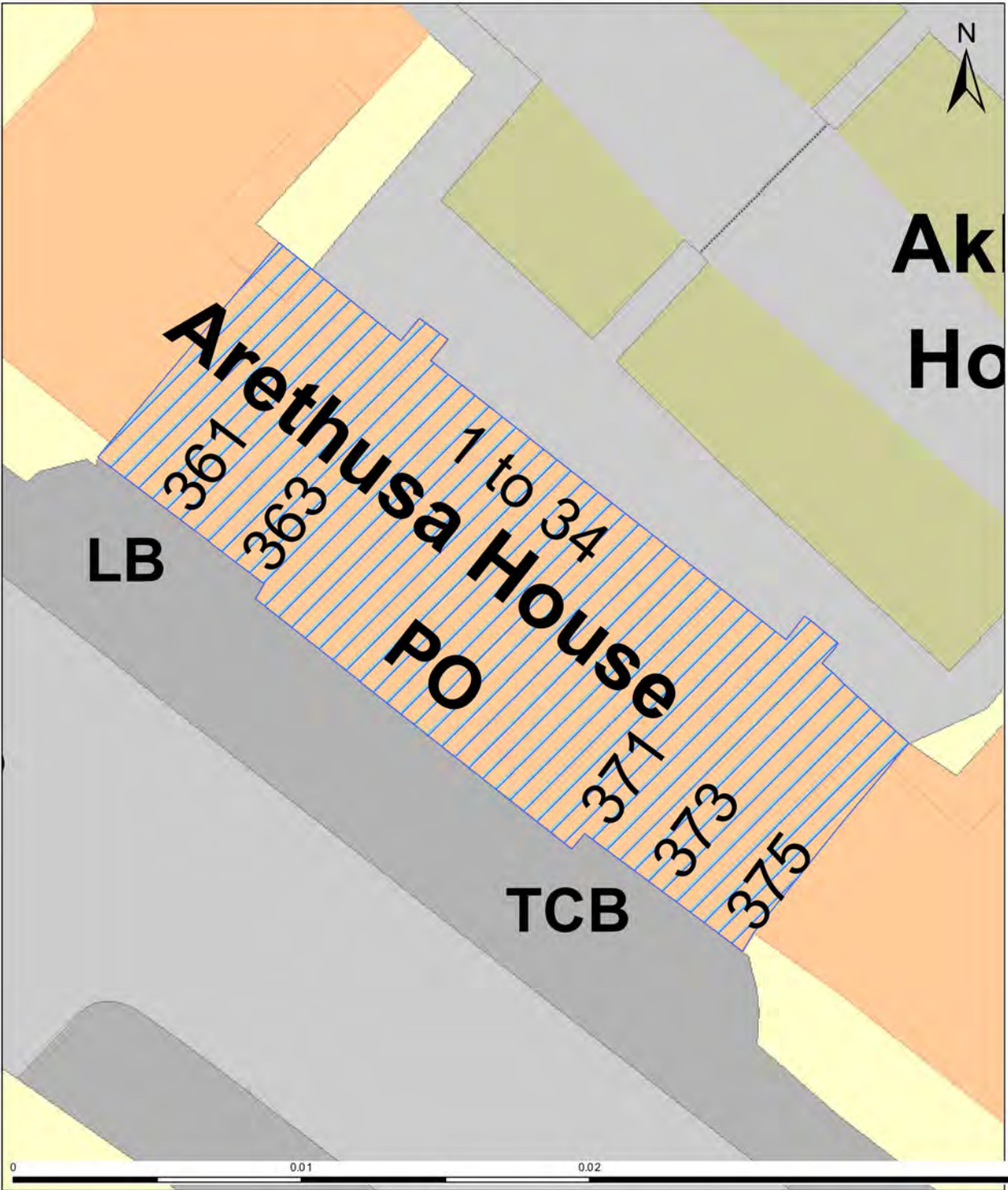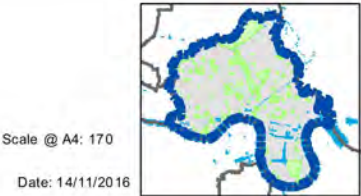
Date: 14/11/2016

Westferry/Pennyfields Neighbourhood Parade

Proposed Town Centres

Town Centre Type

Neighbourhood Parade

TOWER HAMLETS

GIS for Development and Renewal

Scale @ A4: 650

Date: 14/11/2016

Canary Wharf Major Centre
Town Centres Frontages
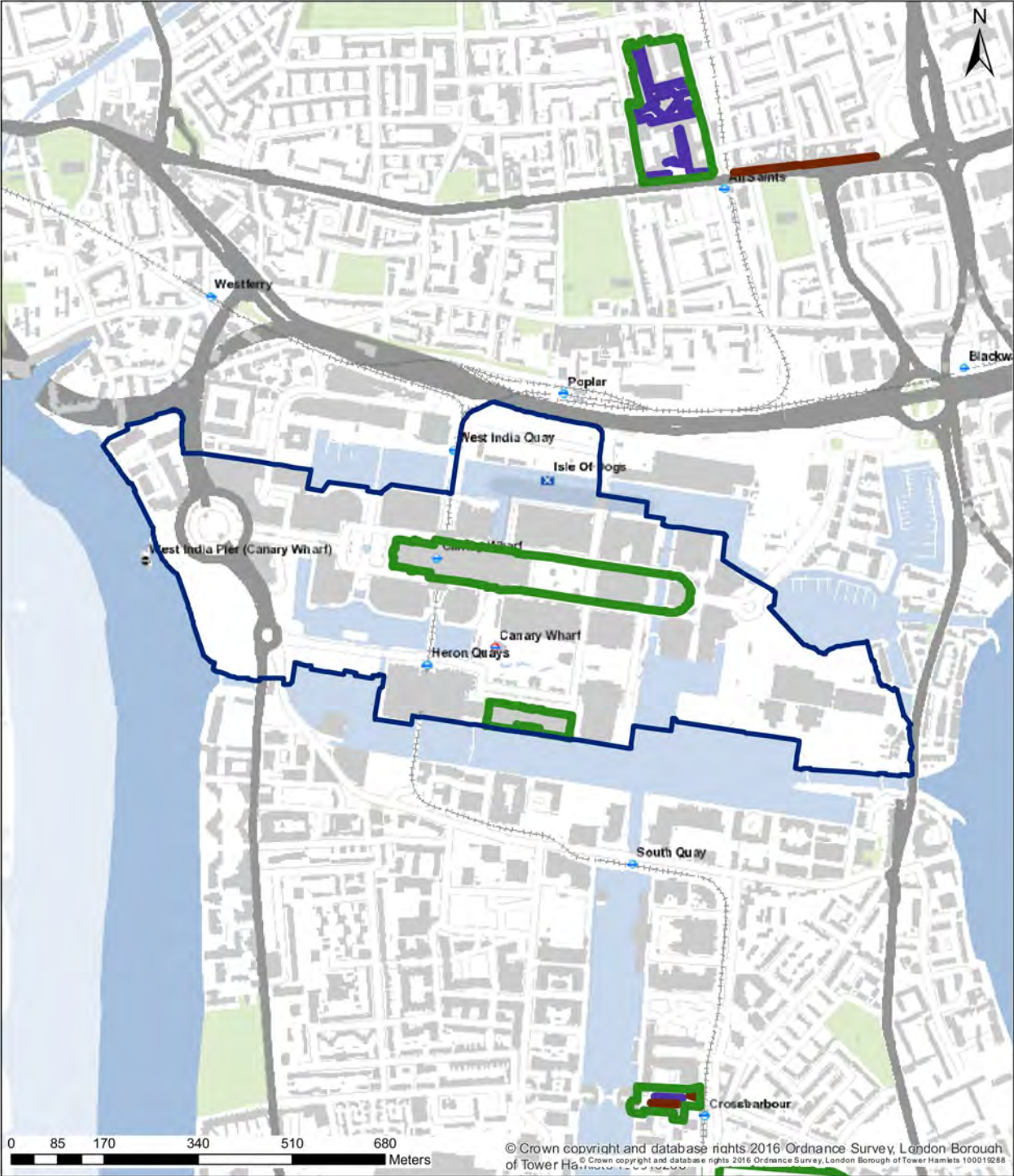
0   85   170   340   510   680
Meters

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TOWER HAMLETS

GIS for Development
and Renewal

Legend

Primary Shopping Frontage

Secondary Shopping Frontage

Suggested Primary Shopping Area

Scale @ A4: 8,970

Date: 14/11/2016

Bethnal Green district centre
Town Centres Frontages

Legend

— Primary Shopping Frontage

— Secondary Shopping Frontage

— Suggested Primary Shopping Area

TOWER HAMLETS
GIS for Development
and Renewal

Scale @ A4: 5,230

Date: 14/11/2016

Brick Lane district centre
Town Centres Frontages

0 45 90   180   270   360
Meters

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TOWER HAMLETS
GIS for Development
and Renewal

Legend

Primary Shopping Frontage

Secondary Shopping Frontage

Suggested Primary Shopping Area
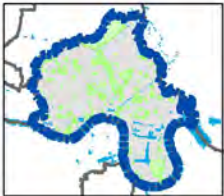
Scale @ A4: 4,950

Date: 14/11/2016

Chrisp Street district centre
Town Centres Frontages
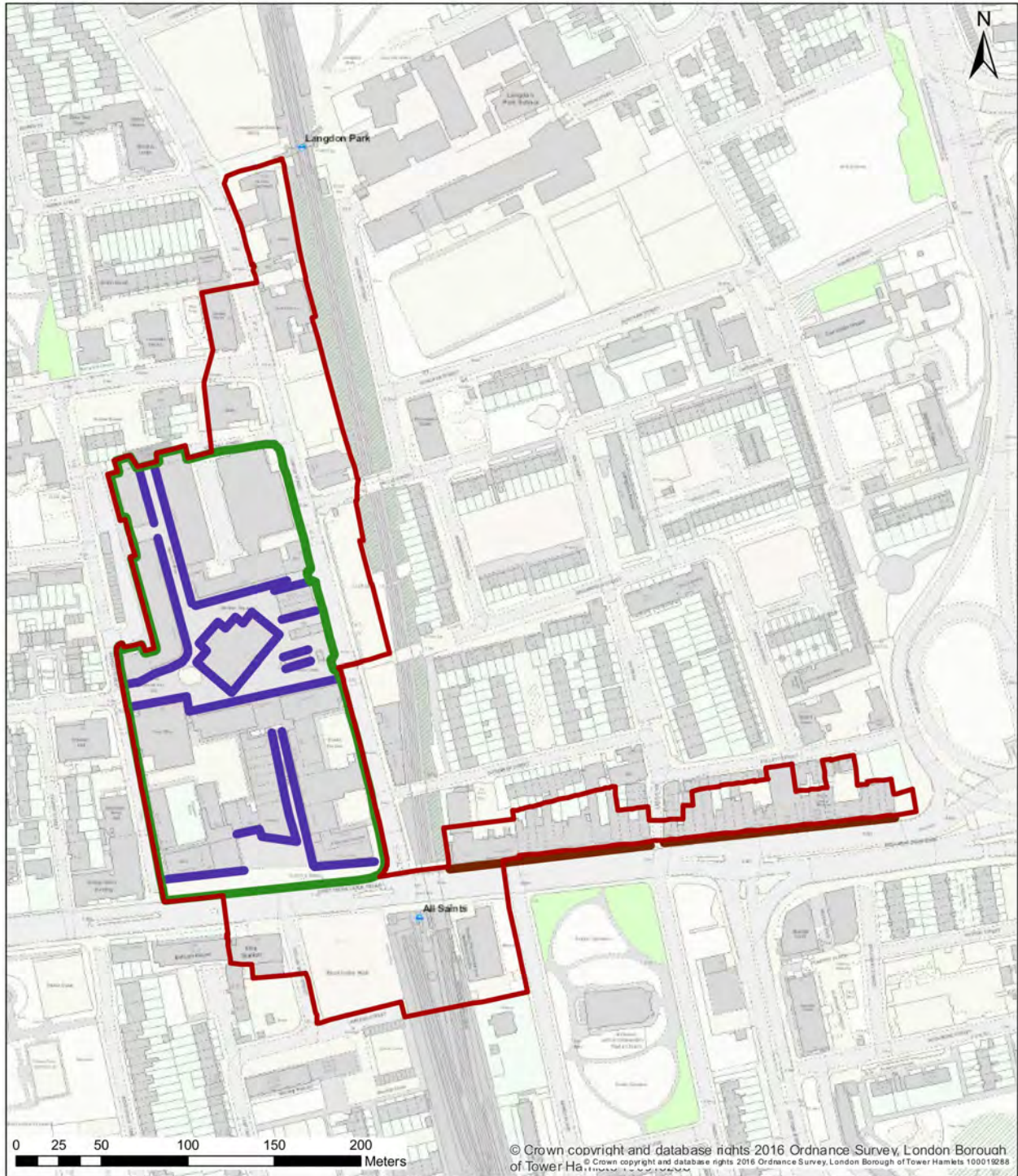
Legend

▬▬ Primary Shopping Frontage

▬▬ Secondary Shopping Frontage

▬▬ Suggested Primary Shopping Area

TOWER HAMLETS
GIS for Development and Renewal

Scale @ A4: 2,860

Date: 14/11/2016

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Crossharbour district centre
Town Centres Frontages

Legend

━━━ Primary Shopping Frontage

━━━ Secondary Shopping Frontage

━━━ Suggested Primary Shopping Area

Scale @ A4: 3,560

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal

0 30 60   120   180   240
Meters

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352

Roman Road East district centre
Town Centres Frontages

Legend

Primary Shopping Frontage

Secondary Shopping Frontage

Suggested Primary Shopping Area

TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 5,880

Date: 14/11/2016

0 55 110 220 330 440
Meters

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Roman Road West district centre
Town Centres Frontages

Legend

Primary Shopping Frontage

Secondary Shopping Frontage

Suggested Primary Shopping Area

TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 3,200

Date: 14/11/2016

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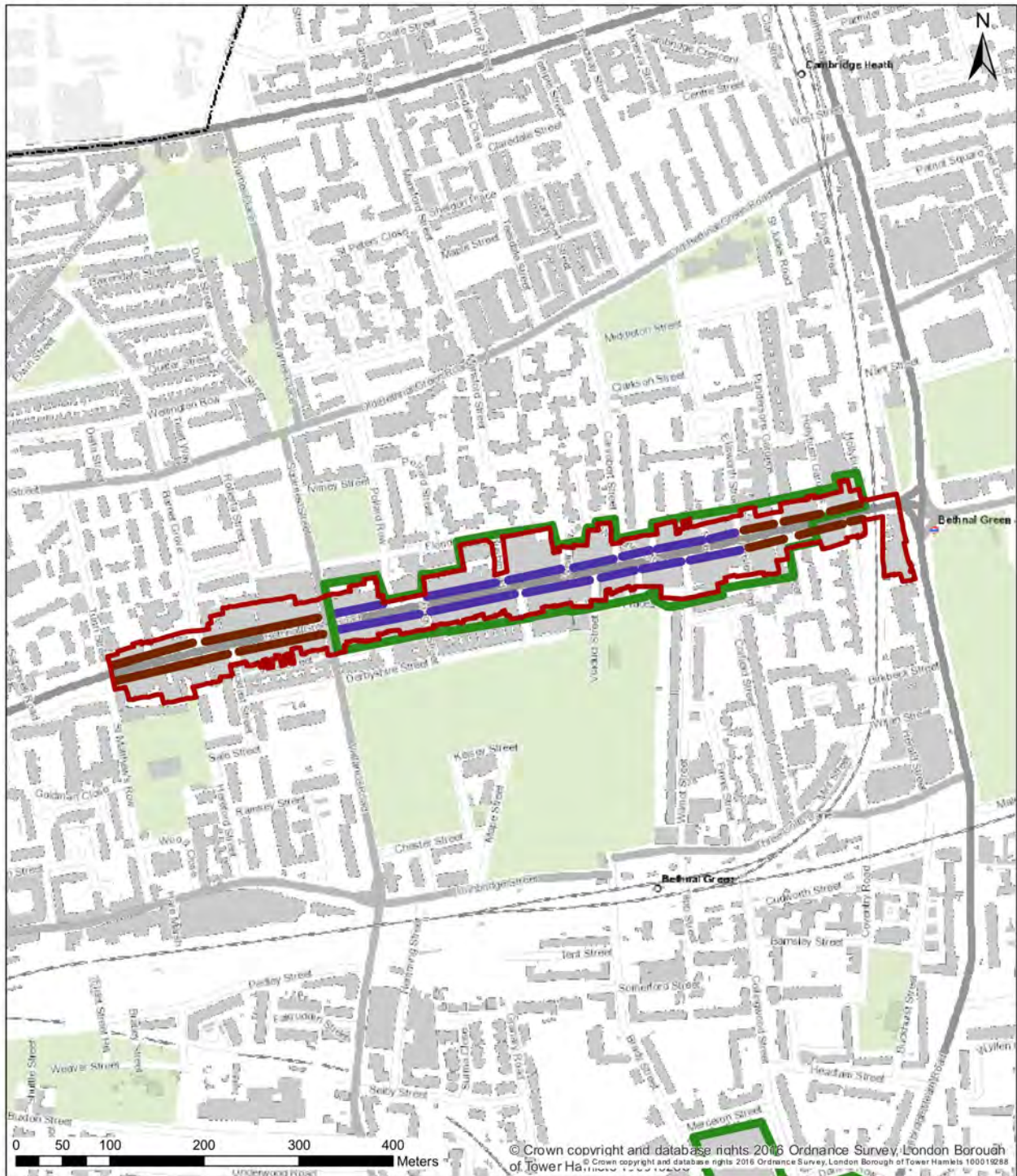
Watney Market district centre
Town Centres Frontages

Legend

Primary Shopping Frontage

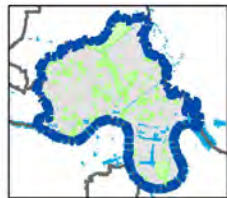Secondary Shopping Frontage

Suggested Primary Shopping Area

Scale @ A4: 3,230

Date: 14/11/2016

TOWER HAMLETS

GIS for Development
and Renewal

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Whitechapel district centre
Town Centres Frontages
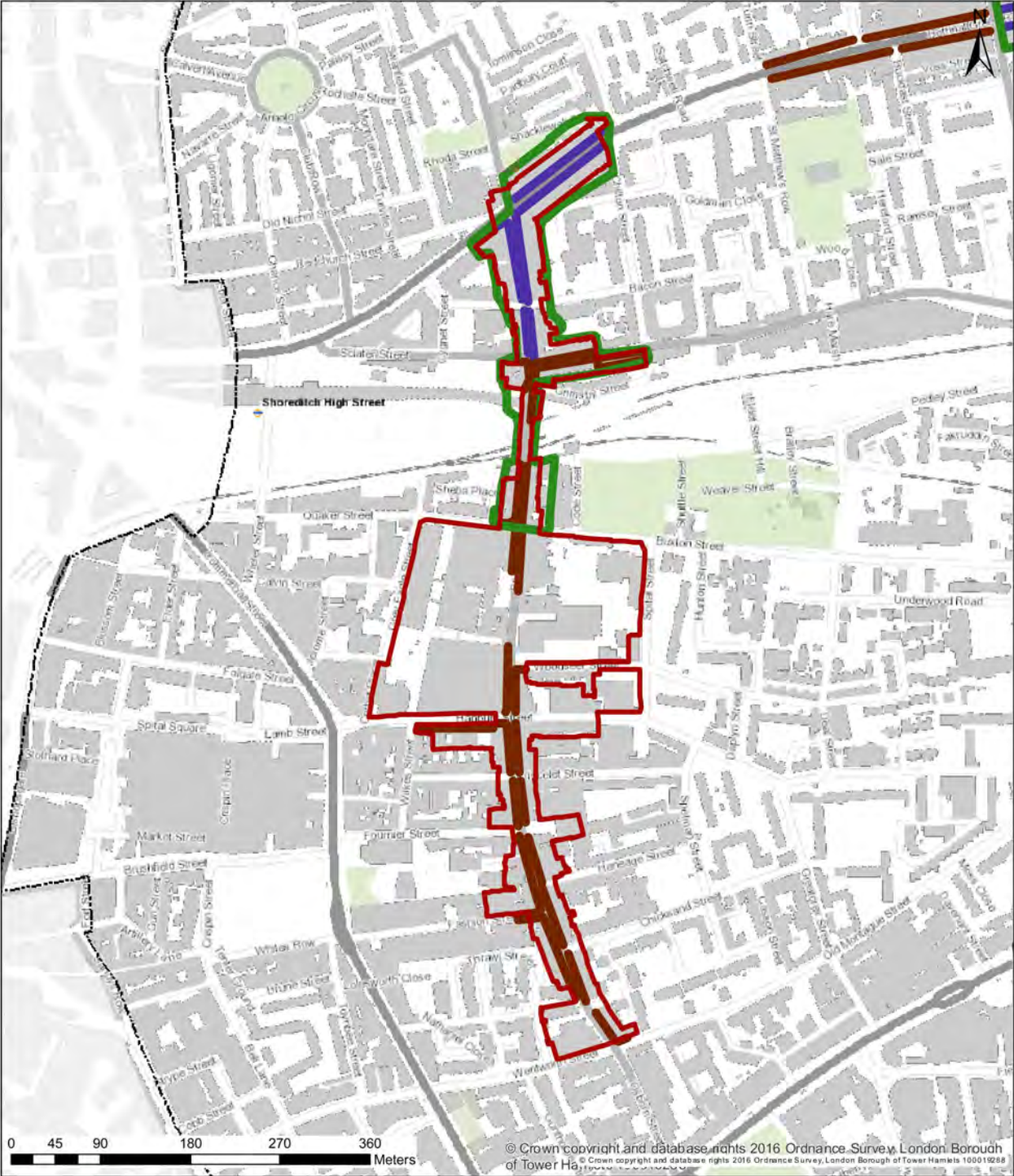
TOWER HAMLETS

GIS for Development
and Renewal

Legend

—— Primary Shopping Frontage

—— Secondary Shopping Frontage

—— Suggested Primary Shopping Area

Scale @ A4: 4,050

Date: 14/11/2016

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Ailsa Street

Proposed Town Centres

Town Centre Type

Neighbourhood

TOWER HAMLETS

GIS for Development and Renewal

Scale @ A4: 1,480

Date: 14/11/2016

Burdett Road South

PO Sorting Office

Shelter

314

6.

Towing Path

ST ANNE'S ROW

1 to 30
Carnell
Apartments

2

12

1 to 13

ST ANNE STREET

Gloster
Ridley
Court

19 to 23

14 to 18

318

789 to 791

795

799 to 801

805

PH

1 to 6

1

Gousan Place

324

332

Shelter

809

813

819
821

TCB

6.4m

Sh

War
Memorial

1 to 10

658

660
664

3

1 to 11

THREE COLT STREET

El Sub
Sta

1 to 33
Providence
House

3a

3

1 to 18

1 to 5

1

668

6.0m

680

5.5m

GILL STR

1 to 12

5

5

688

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0   0.01   0.02   0.04   0.06   0.08
                                                              Kilometers

TOWER HAMLETS

GIS for Development
and Renewal

Proposed Town Centres

Town Centre Type

Neighbourhood

Scale @ A4: 820

Date: 14/11/2016

London City Island

Proposed Town Centres

Town Centre Type

Neighbourhood

TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 2,170

Date: 14/11/2016

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6.3 Proposed Employment Designations

360

PROPOSED EMPLOYMENT AREAS
Around Tower Gateway East, Local Employment Location

Legend

Local Employment Location

TOWER HAMLETS
GIS for Development and Renewal

Scale @ A4: 1,120
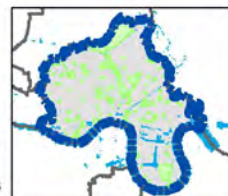
Date: 14/11/2016

PROPOSED EMPLOYMENT AREAS
Blackwall, Local Employment Location

Legend

◻ Local Employment Location
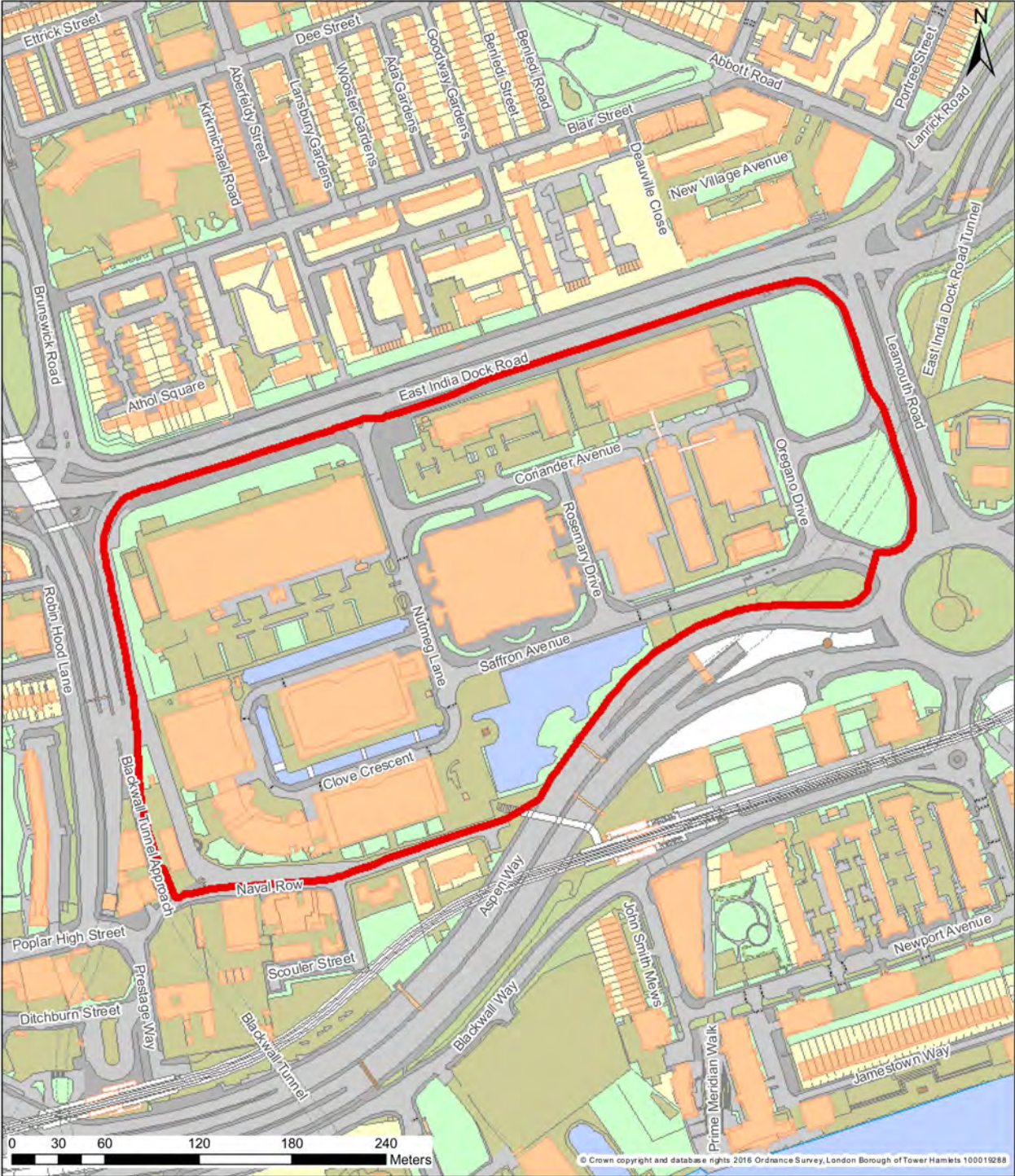
TOWER HAMLETS
GIS for Development and Renewal

Scale @ A4: 3,170

Date: 14/11/2016

PROPOSED EMPLOYMENT AREAS
Cambridge Heath, Local Employment Location

362

Legend

Local Employment Location

TOWER HAMLETS

GIS for Development
and Renewal

Scale @ A4: 3,480

Date: 14/11/2016

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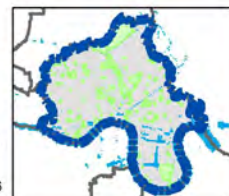
PROPOSED EMPLOYMENT AREAS
Whitechapel, Local Employment Location

Legend

Local Employment Location

TOWER HAMLETS

GIS for Development and Renewal

Scale @ A4: 5,970

Date: 14/11/2016
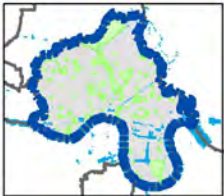
PROPOSED EMPLOYMENT AREAS
Blackwall Trading Estate, Local Industrial Location

TOWER HAMLETS
GIS for Development
and Renewal
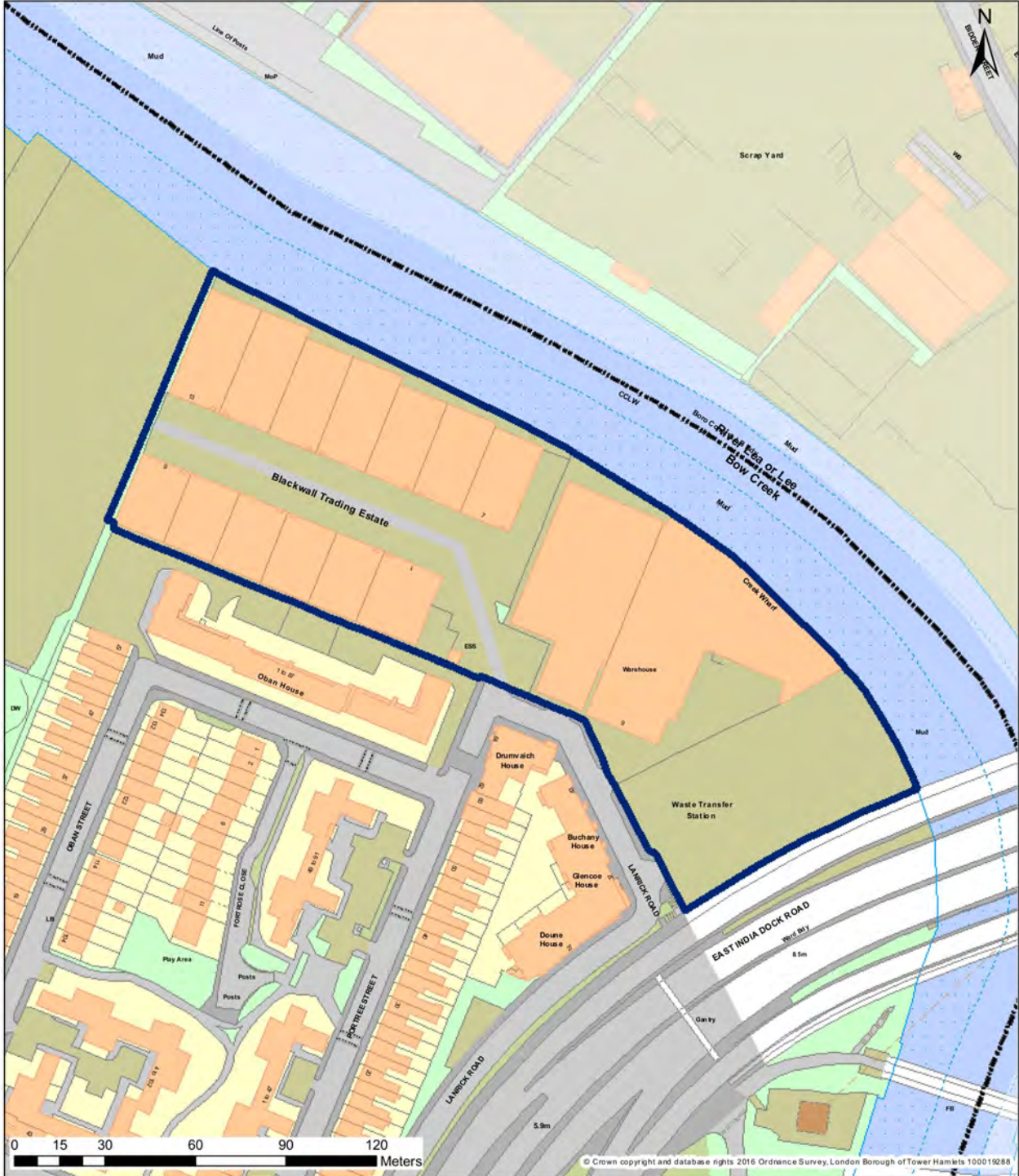
Legend

Local Industrial Location

Scale @ A4: 1,640

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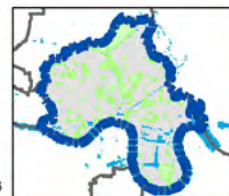
PROPOSED EMPLOYMENT AREAS
Gillender Street, Local Industrial Location

Legend

Local Industrial Location

TOWER HAMLETS
GIS for Development
and Renewal

Scale @ A4: 1,610

Date: 14/11/2016

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366
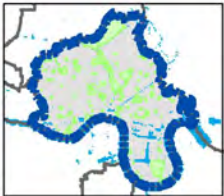
PROPOSED EMPLOYMENT AREAS
Poplar Business Park, Local Industrial Location

Legend

Local Industrial Location

TOWER HAMLETS
GIS for Development
and Renewal

Scale @ A4: 1,120

Date: 14/11/2016

PROPOSED EMPLOYMENT AREAS
Thomas Road, Local Industrial Location

Legend

Local Industrial Location

TOWER HAMLETS
GIS for Development
and Renewal

Scale @ A4: 1,600

Date: 14/11/2016
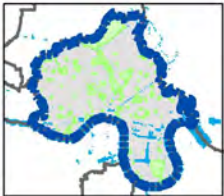
PROPOSED EMPLOYMENT AREAS
The Highway (Core), Local Industrial Location

Legend

Local Industrial Location

TOWER HAMLETS
GIS for Development
and Renewal

Scale @ A4: 1,480

Date: 14/11/2016

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PROPOSED EMPLOYMENT AREAS
Aldgate, Preferred Office Location

Legend

Preferred Office Location

TOWER HAMLETS

GIS for Development
and Renewal
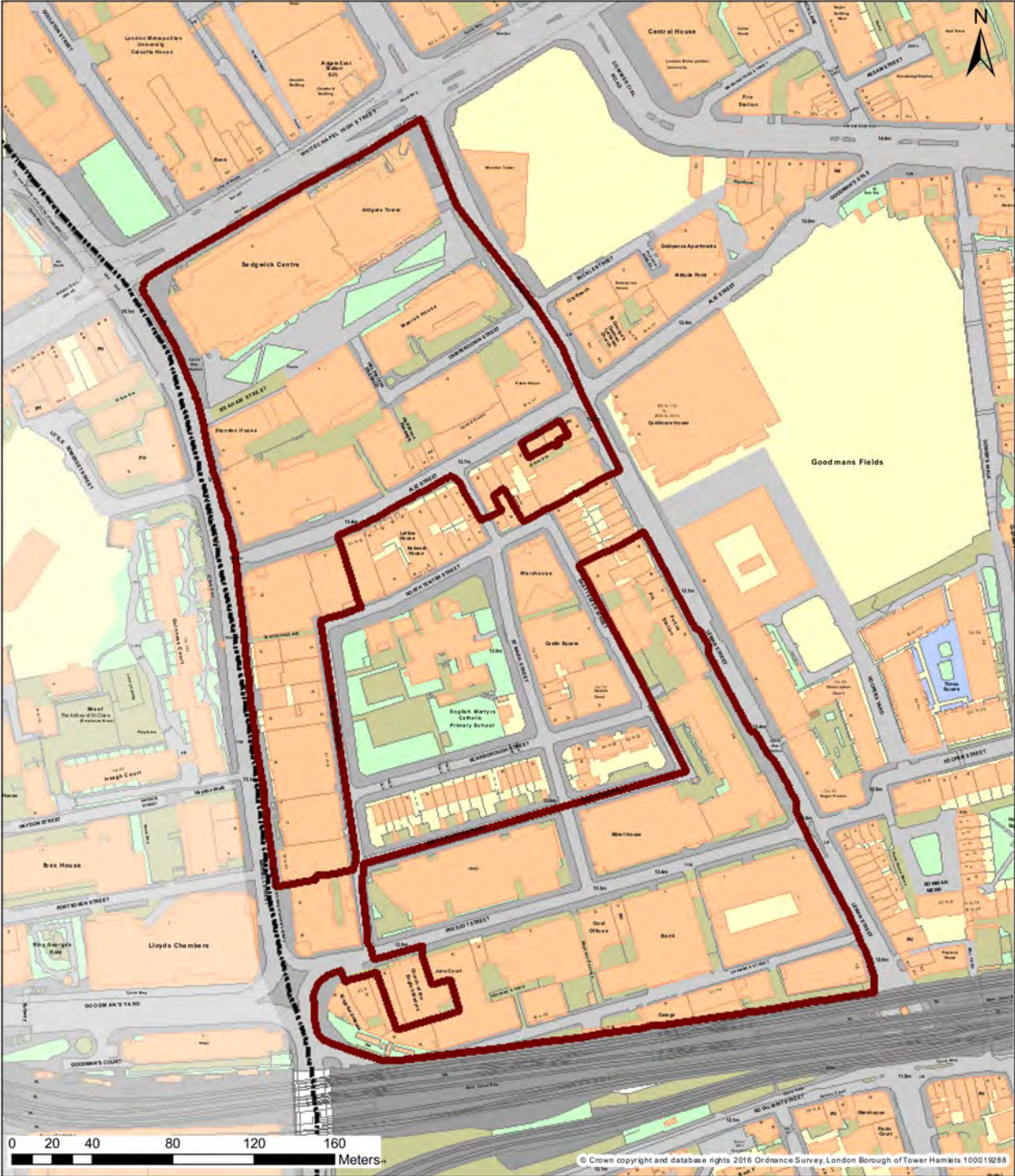
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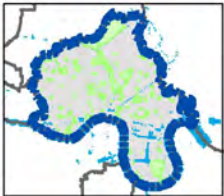
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PROPOSED EMPLOYMENT AREAS
Around Tower Gateway South, Preferred Office Location

Legend

Preferred Office Location

TOWER HAMLETS
GIS for Development
and Renewal

Scale @ A4: 1,210

Date: 14/11/2016
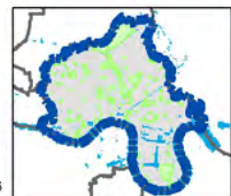
PROPOSED EMPLOYMENT AREAS
Around Tower Gateway West, Preferred Office Location

Legend

□ Preferred Office Location

TOWER HAMLETS
GIS for Development
and Renewal

Scale @ A4: 1,440

Date: 14/11/2016

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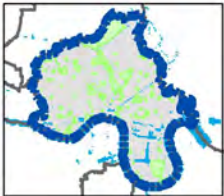
PROPOSED EMPLOYMENT AREAS
Bishopsgate road corridor, Preferred Office Location

Legend

☐ Preferred Office Location

TOWER HAMLETS
GIS for Development and Renewal
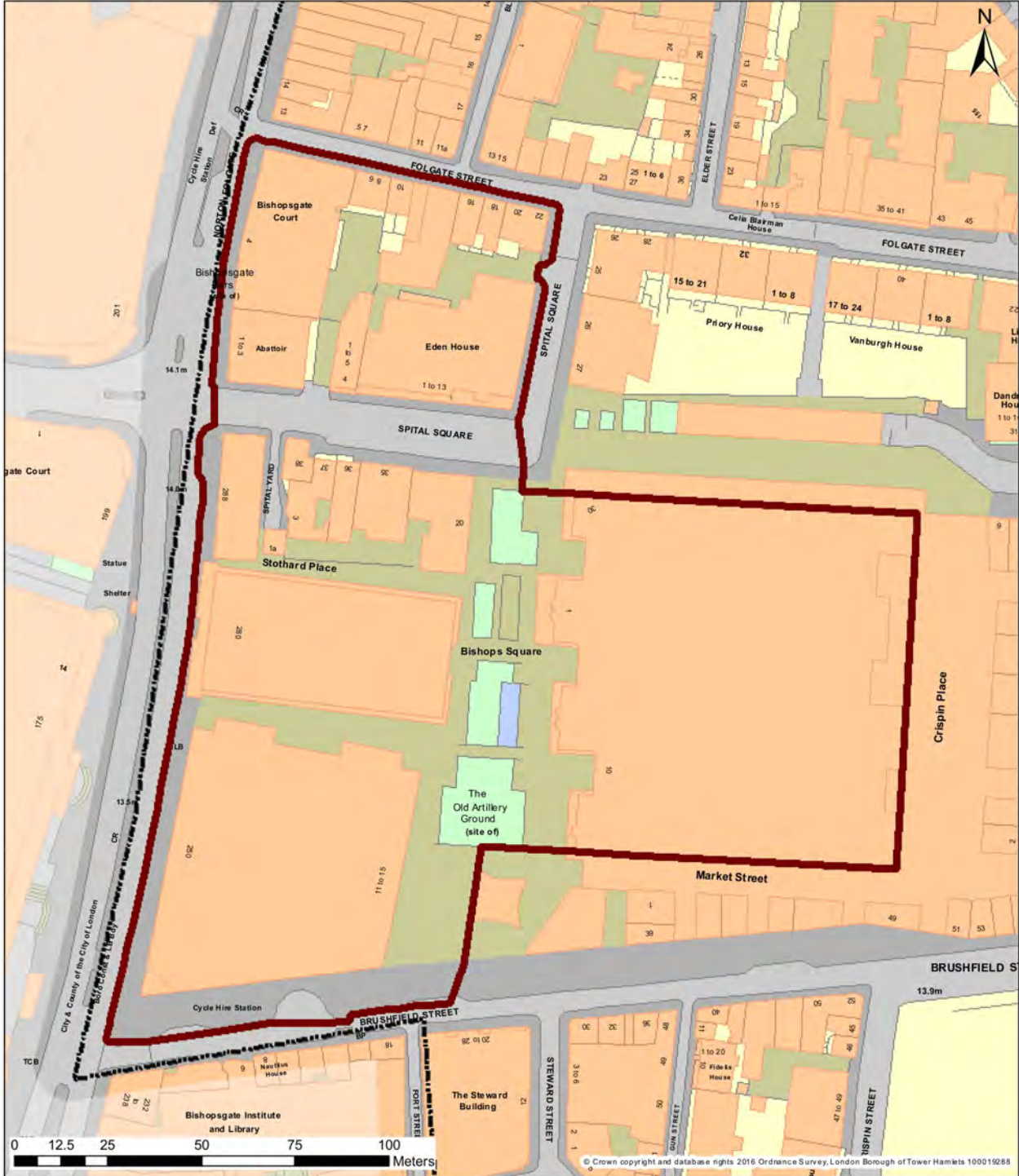
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Date: 14/11/2016

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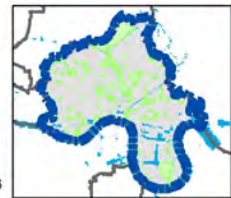
PROPOSED EMPLOYMENT AREAS
Canary Wharf, Preferred Office Location

Legend

Preferred Office Location

TOWER HAMLETS
GIS for Development
and Renewal
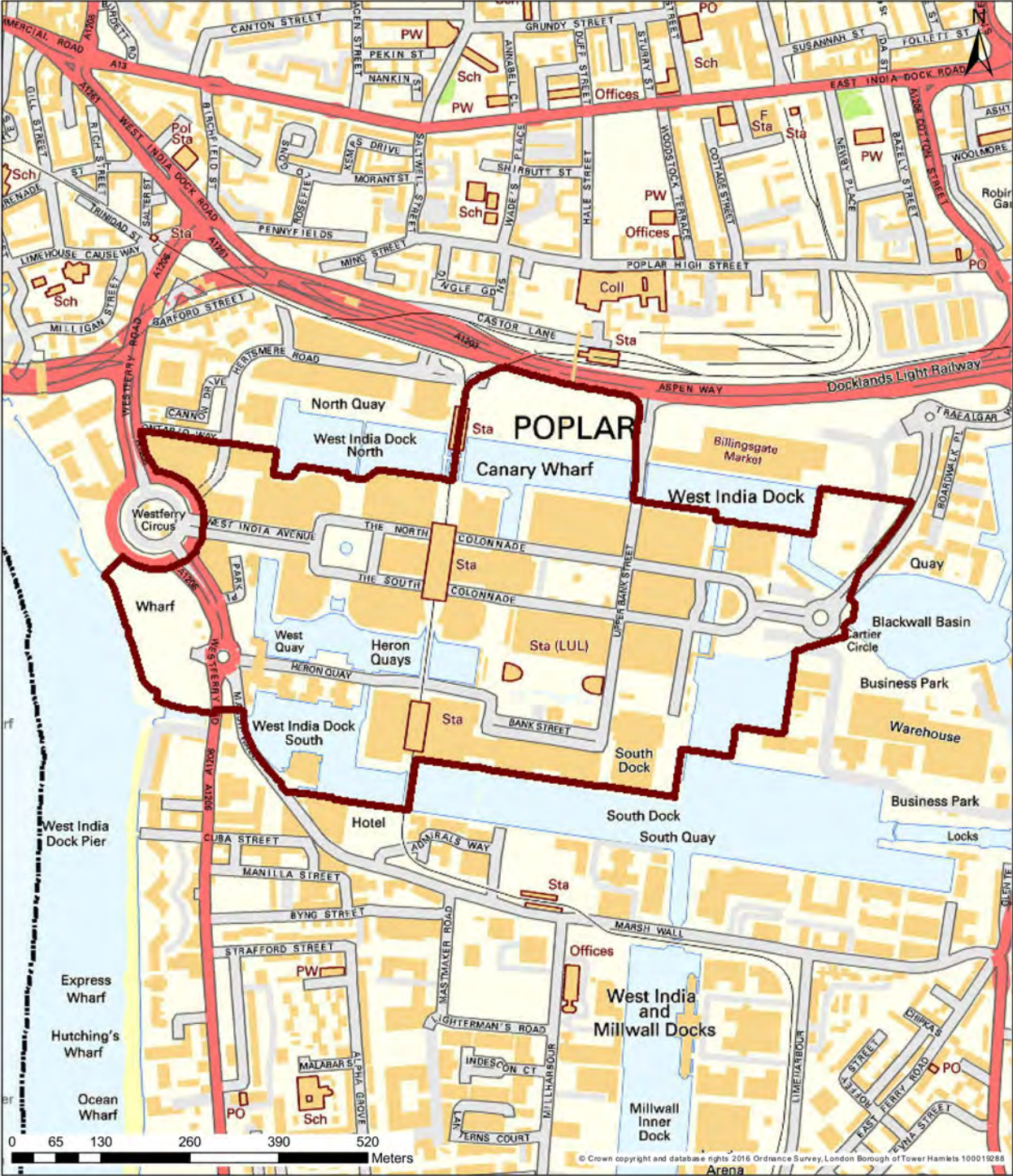
Scale @ A4: 7,200

Date: 14/11/2016

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374

PROPOSED EMPLOYMENT AREAS
Empson Street, Strategic Industrial Location

Legend

Strategic Industrial Location

TOWER HAMLETS
GIS for Development
and Renewal
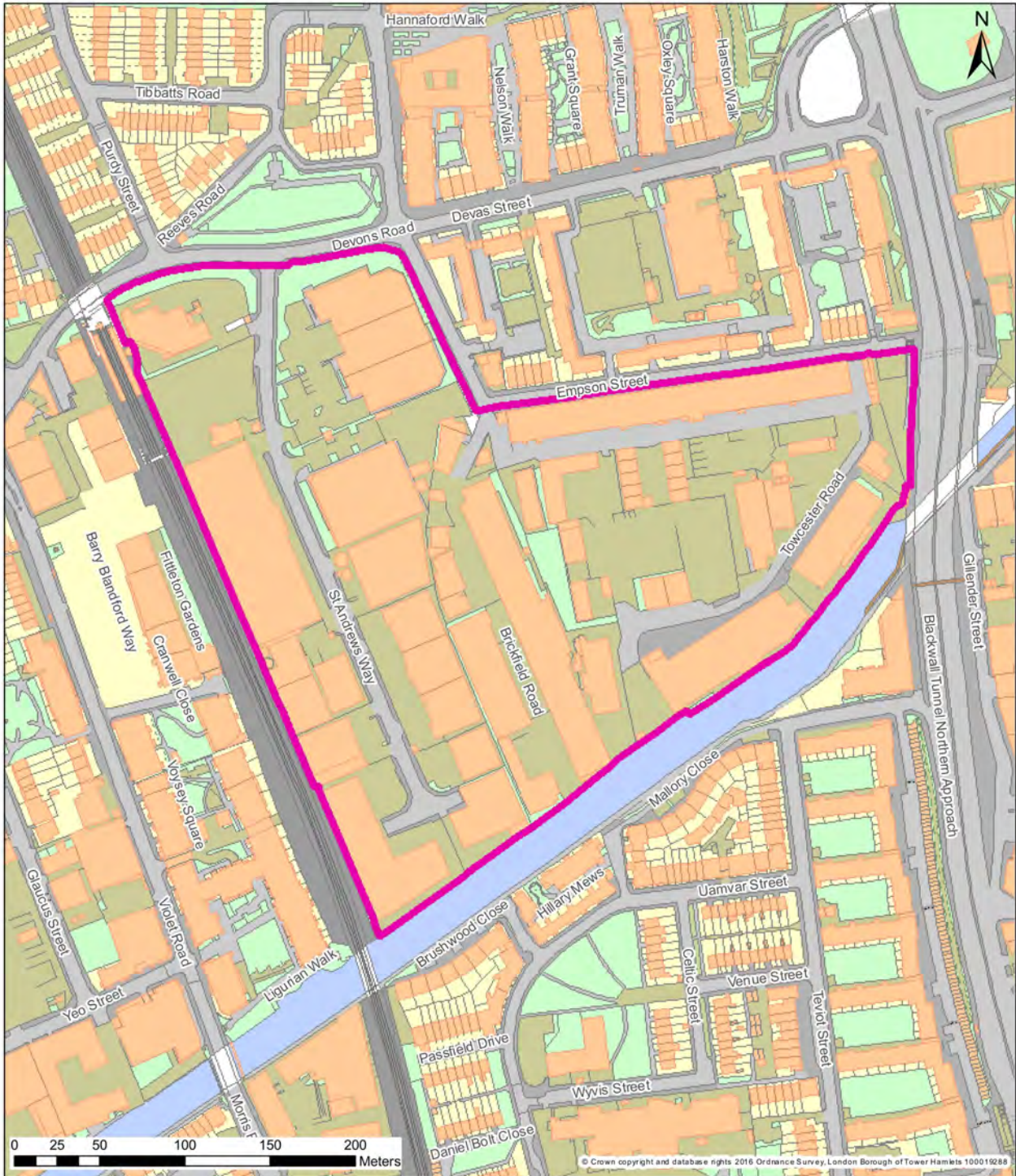
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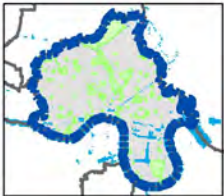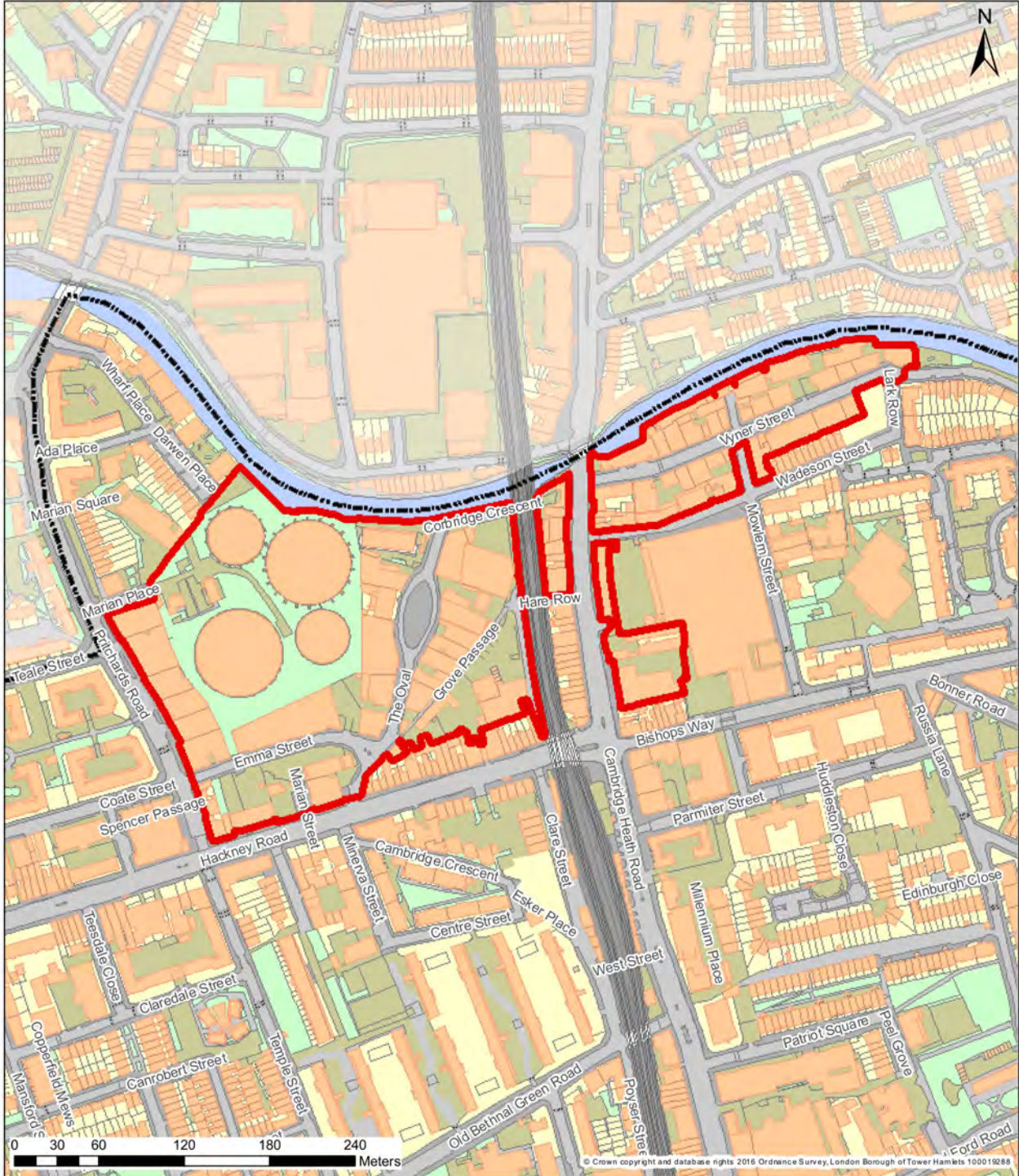© Crown copyright and database rights 2016 Ordnance Survey, London Borough of Tower Hamlets 100019288

6.4 Draft Policies Map

Figure 6.2 Adopted Policies Map

Glossary:

|	
Active frontages	A building front that promotes activity and encourages cross-movement between the building at ground level and the adjacent public realm by the way the building is designed or orientated. A building provides active frontage if the ground floor avoids blank walls or obscured frontages, includes windows and openings, provides a variety of uses all of which also contribute to natural surveillance and support the visual and physical relationship between building and ground level.
Affordable Housing	Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and the council's housing allocation policy.
Affordable Housing Commission	A panel established by the Mayor of Tower Hamlets to promote the delivery of genuinely affordable housing across the borough.
Amenity Space	An area within the curtilage of a residential development that is used for recreation and provides visual amenity, e.g. gardens or landscaped space. This includes both 'private' and 'communal' amenity space.
Archaeological Priority Area	Areas identified by the Council to help protect archaeological remains that might be affected by development.
Area Action Plan (AAP)	A type of Development Plan Document that is used when there is a need to provide the planning framework for areas where significant change or conservation is needed (for example key regeneration areas).
Blue Grid	A network consisting of the River Thames and the rivers, streams, canals, docks and other open water spaces throughout the borough and the land alongside them.
Building for Life	The national standard for well-designed homes and neighbourhoods, made up of various assessment criteria.
Building Research Establishment Environmental Assessment Method (BREEAM)	A widely used method to assess the sustainability of non-residential developments.

Appendix 1 . Glossary and Acronyms

Car-free development	Car-free developments do not have parking on-site and there is no entitlement to on-street parking permits for residents.
Central Activities Zone	The Central Activities Zone forms London's "vibrant centre and one of the world's most attractive and competitive business locations". It contains key areas for employment, retail, leisure, culture, tourism as well as housing.
Clear Zone	An integrated area initiative comprising an incremental package of measures to improve air quality and reduce CO_2 emissions by lowering motor traffic levels, improving the public realm, together with encouraging a shift to walking, cycling and public transport to make our streets and spaces better, more livable places.
Community Infrastructure Levy (CIL)	A tariff on development which creates net additional floor space, where the gross internal area of new build exceeds 100 square metres, to help fund new infrastructure required to support the development.
Connectivity	Refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from A to B, by foot, bicycle and vehicle.
Defensible Space	An environment whose building layout, design features and site plan discourages crime and anti-social behaviour through increasing visibility and positive activity in the space.
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 and any Neighbourhood Plans that may come forward. 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.

Development Plan Document	Statutory required spatial planning documents comprising the Local Plan which includes Spatial policies and Development Management policies, and any Area Action Plans as prepared by the Local Planning Authority. These are subject to independent examination and together with the London Plan form the Development Plan for the borough.
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 focuses for the future investment in civic functions given 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.
Duty to cooperate	The duties on the Council and other public bodies to proactively engage with each other on an on-going basis to ensure any strategic cross boundary issues are addressed through the plan making process.
Dwelling	Also referred to as a 'residential unit' is a self-contained unit of residential accommodation.
Early years settings (EYS)	Facilities and services for children of pre-school age (0-4), which include childcare providers, children's centres and nurseries.
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.

Energy Opportunity Areas	Areas of new development where more energy efficient solutions can be applied by considering potential sites together. It is in these areas that the principles of Mayor of London's Energy Action Areas will be best applied.
Evening and night-time economy	Uses and activities including bars, cafes, nightclubs, restaurants and leisure activities which provide opportunities for people to enjoy and socialise in the evening and night time.
Evidence base	Policies contained in the Local Plan are supported and justified by appropriate, up-to-date and relevant evidence in terms of the economic, social and environmental characteristics and prospects of the area and must meet identified needs. This makes up the evidence base for the Local Plan. A wide range of evidence base studies is listed in Appendix 4 of the document.
Family Housing	Houses and flats which contain three or more bedrooms.
FAT Walk	A proposed continuous riverside walkway along the River Lea.
Flood Risk Zone	Areas within the borough which are at risk from flooding. The flood risk zones consist of zones 1, 2 and 3 (the higher the number the greater the risk of flooding) and are based on the Environment Agency's Flood Map for England and Wales.
Gated communities	Walled or fenced housing developments to which public access is restricted, often guarded using CCTV and/or security personnel.
Green Grid	A network of interlinked high quality and multi-functional open spaces, waterways and other corridors.
Hamlets	Refers to the 24 places consisting of historic as well as more recently established places within Tower Hamlets, as set out in Chapter 2: Setting the Scene, of the Local Plan.
Health facilities	For the purposes of the Local Plan, health facilities can include hospitals, walk in health centres, local health centres, doctors surgeries, health and wellbeing centres and community health services.

Home Quality Mark	The Home Quality Mark (HQM) is a new residential quality design and construction standard, developed by the BRE. It is an optional standard that housebuilders can apply to demonstrate the quality of their homes in the absence of the Code for Sustainable Homes.
Housing Strategy	The Council's Housing Strategy sets out the approach to deliver the housing aspects of the Council's vision in the Community Plan. London's Housing Strategy.
Housing zone	An initiative of the Mayor of London to accelerate new housing development in specific areas of London, including Poplar Riverside in Tower Hamlets.
Human Scale	The size and scale of buildings and structures which relate well in size to an individual human being and arranged in a way which makes people feel comfortable rather than overwhelmed.
Idea Stores	Owned and run by Tower Hamlets Council, Idea Stores provide traditional library services as well as additional services including IT facilities and places for socialising as well as access to lifelong learning courses.
Infil development	Development that takes place on vacant or undeveloped site between other developments and/or built form.
Infrastructure	Services which are necessary for the day-to-day functions of the community and economy such as roads, railways, and social and community facilities. Infrastructure includes utility services, transport, schools, health and leisure services, and energy.
Integrated Impact Assessment (IIA)	As part of developing Tower Hamlet's Local Plan all policies will be subject to an IIA. The IIA comprises: a Sustainability Appraisal (SA), Health Impact Assessment (HIA), Equalities Impact Assessment (EQIA) and a Habitat Regulation Assessment (HRA).
Intermediate Housing	Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent.

Large floor plate offices	An office typology that requires large floor plates.
Legibility	The degree to which a place can be easily understood and moved around in. Ensuring legibility within a place helps to create a clear image for a place.
Leisure facilities	For the purposes of the Local Plan, leisure facilities can include leisure centres, indoor and outdoor sports facilities and swimming pools.
Local Development Document (LDD)	All documents that form part of the Tower Hamlets Planning Guidance are considered Local Development Documents. These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). Local Development Documents collectively deliver the spatial planning strategy for the local planning authority's area.
Local Development Scheme	A live public 'project plan' produced by Tower Hamlets Council setting out, over a period of three years, which Development Plan Documents will be prepared and when. Part of the Local Development Documents.
Local Employment Location (LEL)	LELs have unique individual characteristics. They are areas of high accessibility that provide or could provide significant capacity for employment accommodation meeting secondary, more local or specialist employment needs, and to support the needs of start-ups, SMEs and creative and digital industries.
Local Industrial Location (LIL)	An area or site identified as being important to local employment and required for the reservoir of industrial employment land, to be safeguarded for industrial employment uses.
Local landmarks	A locally well-known and recognised building or structure that stands out from its background by virtue of height, size or some other aspect of design.
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.

Local views	A local line of sight from a particular point to an important local landmark, view or skyline.
Locally Listed Buildings	These are buildings designated by the Council to be of local significance and included in a local list. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.
London Legacy Development Corporation (LLDC)	The LLDC became the planning authority for the Olympic Legacy area following the Olympic Games in 2012. The north- east area of Tower Hamlets (Hackney Wick/Fish Island and Bromley-by-Bow) was transferred to LLDC in terms of planning responsibilities. Nevertheless, Tower Hamlets continues to provide other services and responsibilities such as the allocation of affordable housing and provision of school places.
London Plan	The London Plan is the spatial development strategy for all of London. It is prepared by the Greater London Authority. London boroughs' Local Plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the London Mayor.
Low threshold enterprise space	Lower value non-residential space often found at the edge of town centres or in areas of lower footfall. It may also consist of lower-quality premises than other properties in the area.
Main street	The most accessible street in a street hierarchy often where most activity is concentrated.
Major centre	Canary Wharf has been identified as the only major centre within the borough because it has over 50,000sqm 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 (MDD)	The Managing Development Document was adopted in 2013. It is used to help manage development across the borough through development management policies and provides strategic guidance for key development sites within site allocations (2013).

Movement hierarchy	The hierarchy of roads, streets and other movement routes that shape how people move around.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the national Government's economic , environmental and social planning policies for England.
National Planning Practice Guidance (NPPG)	Online resource giving up-to-date Government planning guidance and requirements.
Neighbourhood centre	Neighbourhood centres 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.
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 Planning	Neighbourhood Planning gives communities the ability to create planning documents and development orders: Neighbourhood Development Plans and Neighbourhood Development Orders. A Plan must be in 'general conformity' with the strategic policies of the council's Local Plan and should not promote less development than set out in the Local Plan or undermine its strategic policies. An adopted plan will form a part of the statutory development plan and will be used to inform planning application decision making for the relevant area. Neighbourhood Planning is undertaken by Neighbourhood Forums within designated Neighbourhood Areas.
Open space (wider definition of open space)	All open space that offers opportunity for play, recreation and sport or is of amenity value including land, as well as areas of water such as rivers, canals, lakes and docks. This wider definition covers all open space, whether in public or private ownership, where public access is unrestricted, partially-restricted or restricted.

Open space (publically accessible)	Open space will be considered to be publicly accessible, where access for the public is secured by virtue of legal agreements and formal arrangement; whether it is in public or private ownership. Publicly accessible open space will not include areas of water such as rivers, canals, lakes, docks or incidental spaces.
Opportunity Area	The London Plan identifies a number of Opportunity Areas, this includes the City Fringe/Tech City, Isle of Dogs and South Poplar and Lower Lea Valley in Tower Hamlets. These are the growth locations identified to have the ability to accommodate high levels of growth, focusing on housing.
Parking stress	The availability of parking spaces in an area.
Permeability	The degree to which an area has a variety of pleasant, convenient and safe routes through it and the capacity to which those routes can enable the movement of pedestrians, cyclists and vehicles.
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.
Placemaking	A process and philosophy which promotes bringing all those involved in shaping the quality of their place together in an inclusive and multi-dimensional manner, in order to create sustainable communities and great places. Placemaking capitalises on a local community's assets, inspiration, and potential, ultimately creating places that people feel proud of and have a stake in.
Planning Obligation (Section 106 agreement)	A legal agreement between the developer, local authority and other interested parties primarily intended to make acceptable those developments that would otherwise be unacceptable in planning terms.
Planning Policy for Traveller Sites (PPTS)	Planning Policy for Traveller Sites sets out the governments planning policy for Travellers Sites.
Policies Map	A part of the Local Plan showing the location of proposals in all current Development Plan Documents on an Ordnance Survey base map.

Preferred Office Location (POL)	Area 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.
Private Rented Sector	All non-owner occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).
Public realm	The space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages.
Short stay accommodation	Short stay accommodation is defined as hotels, apart-hotels, serviced apartments and hostels.
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 in the current Local Plan) and key infrastructure which will help the borough meet its housing targets and for key regeneration sites.
Sites of Importance for Nature Conservation (SINC)	Local landscape features, both in built up areas and on open land that are affected by development and will promote conservation and enhancement.
Skillsmatch	A Tower Hamlets service that acts as a broker between local job seekers and employers with job vacancies.
Small and medium-sized enterprise (SME)	A category of businesses that employs overall a total of no more than 250 people.
Social and community facilities	For the purposes of this Local Plan, 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 Planning	Approach to planning which goes beyond the traditional land use planning. Spatial planning brings together and integrates policies for the development and use of land with other policies and programmes which can influence the nature and function of places.

Spatial Policy	Spatial Policies are high-level, strategic policies stated within the Core Strategy to help guide development throughout the borough.
Specialist housing	Specialist housing refers to supported housing such as sheltered housing and care homes.
Starter Homes	Included in the draft Housing and Planning Bill, this is a new dwelling which is only available for purchase by qualifying first time buyers and which is made available at a price which is at least 20 per cent less than the market value. The maximum price a Starter Home may be sold to a first time buyer in London is £450,000.
Statement of Community Involvement (SCI)	Sets out how and when the Council will consult with local and statutory stakeholders in preparing, altering and reviewing Tower Hamlets planning documents.
Strategic Industrial Location (SIL)	This spatial policy allocation 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.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment which identifies a future supply of land that is suitable, available and achievable for housing and economic development uses over the plan period.
Strategic Housing Market Assessment (SHMA)	An assessment of objectively assessed needs for market and affordable housing.
Strategic Objective	Strategic Objectives define the Local Plan's aspirations to deliver the Spatial Vision.
Strategic Policies	These are considered to be the policies set out in the Local Plan and site allocations.
Streetscape	The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages.
Supplementary guidance	For the purposes of the DPD, supplementary guidance is material that is adopted or approved by the Council to supplement the strategic guidance given in the Local Plan. This may include Supplementary Planning Documents, Best Practice Guides or Development Briefs.

Supplementary Planning Document (SPD)	A Local Development Document that may cover a range of issues either focusing on a specific area or theme, and provides further details on policies and proposals in a 'parent' document.
Supplementary text	Text providing additional information for the policy regarding definition, implementation and justification.
Sustainability Appraisal (SA)	The SA appraises the policies in the Local Plan, to identify the potential social, economic and environmental policy impacts and identify alternatives. This is used alongside the Strategic Environmental Assessment, Health Impact Assessment, Habitats Regulations Assessment and Equalities Impact Assessment, which also appraise impacts on specific groups or characteristics. The SA Scoping Report and the other impact assessments Screening Reports which required at this stage are published alongside this document for consultation.
Tall buildings	Any building that is significantly taller than their surroundings and/or have a significant impact on the skyline. Within the context of buildings in an area identified as a 'Tall Building Zone', tall buildings are those of 30m or higher.
Tall Building Zone	Areas identified as the only areas appropriate for tall buildings.
Tower Hamlets Activity Area (THAA)	These are the City Fringe Activity Area and the Canary Wharf Activity Area. These areas follow the principles set out in the Town Centre Spatial Strategy which are flexibility, anchors, concentration, stacking, scale and accessibility.
Tower Hamlets Community Plan (2015)	The Community Plan provides the Tower Hamlets Partnership's long-term vision for the borough, articulating local aspirations, needs and priorities. It informs all other strategies and delivery plans of the partnership, including the council's Strategic Plan.
Tower Hamlets Growth Model	A dynamic model used to project development in the borough over the next 20 years.
Town centre	An area of commercial uses within a boundary defined by an adopted Local Plan, often serving as a focal point for a community/communities. Not all areas of predominantly retail/commercial activity will therefore be officially defined as town centres.

Town centre hierarchy	Sets out what role and function different town centres in the borough perform in relation to each other and across London. It includes the borough's Central Activities Zone (CAZ), activity areas, major centre, district centres and neighbouring centres.
Transport Interchange Area	Areas centered around transport interchanges which require improvements to the local public realm, connections and way-finding.
Urban grain	An urban design term referring to the pattern and arrangement of streets, buildings and other features within an urban area.
Vertical and horizontal stacking	Arrangement of a building's floorspace and land use either horizontally or vertically, where the building is arranged in a number of levels.
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.
Water City	A vision to revitalise the industrial area along the length of the River Lea and surrounding areas by utilising the waterways.
Water space	Bodies of water including rivers, canals, docks, basins, ponds and marshland.
Windfall Site	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Acronyms:

AAP	Area Action Plan
AMR	Annual Monitoring Report
BRE	Building Research Establishment
BREEAM	Building Research Establishment Environmental Assessment Method

Appendix 1 . Glossary and Acronyms

CABE	Commission for Architecture and the Built Environment
CAZ	Central Activities Zone
CIL	Community Infrastructure Levy
CL:AIRE	Contaminated Land: Applications in Real Environments
CLG	Communities and Local Government
CPO	Compulsory Purchase Order
CTRL	Channel Tunnel Rail Link
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
DPD	Development Plan Document
EIA	Environmental Impact Assessment
EQIA	Equalities Impact assessment
FE	Forms of Entry
GLA	Greater London Authority
GTAA	Gypsy and Traveller Accommodation Assessment

HCA	Homes and Communities Agency
HQM	Home Quality Mark
HER	Historic Environment Record
HRP	Historic Royal Palaces
HSE	Health and Safety Executive
HUDU	Healthy Urban Development Unit
IDP	Infrastructure Delivery Plan
LEL	Local Employment Location
LIL	Local Industrial Location
LIP	Local Implementation Plan (transport)
LLDC	London Legacy Development Corporation
MDD	Managing Development Document
NHS	National Health Service
LAA	Local Area Agreement
LBTH	London Borough of Tower Hamlets
LLDC	London Legacy Development Corporation
NDSS	National Described Space Standard
NHS	National Health Service

NPPF	National Planning Policy Framework
NPPW	National Planning Policy for Waste
OAPF	Opportunity Area Planning Framework
OUV	Outstanding Universal Value
PADHI	Planning Advice for Developments near Hazardous Installations
POL	Preferred Office Location
PPTS	Planning Policy for Travellers Sites
PRS	Private Rented Sector
PTAL	Public Transport Accessibility Level
QMUL	Queen Mary University London
RP	Registered Provider
RTPI	Royal Town Planning Institute
SFRA	Strategic Flood Risk Assessment
SIL	Strategic Industrial Location
SME	Small / Medium Enterprise
SO	Strategic Objective
SP	Spatial Policy
SPD	Supplementary Planning Document

SUDS	Sustainable Urban Drainage System
TBZ	Tall Building Zone
TfL	Transport for London
THAA	Tower Hamlets Activity Area
TS	Transport Statement
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WHS	World Heritage Site

Appendix 2 . Links with the Core Strategy and Managing Development Document

The table below shows how the draft policies relate to the existing Local Plan policies (Core Strategy 2010 and Managing Development Document 2013).

2.0.1   SP = Strategic Policy

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
SP01	Refocusing on our town centres	1a	SPTC 1a	The Town Centre Hierarchy	
		1b	SPTC 1c	The Town Centre Hierarchy	
		1c	SPTC 1b	The Town Centre Hierarchy	
		1d	SPTC 1d	The Town Centre Hierarchy	
		1e	SPTC 1e	The Town Centre Hierarchy	
		2a	N/A	N/A	Deleted – Not required as referenced within SPTC 1
		2b	SPTC 3.1a	Protecting and Enhancing Retail in Our Town Centres	
		2c	SPTC 3.1b	Protecting and Enhancing Retail in Our Town Centres	
		2d	SPTC 3.1c	Protecting and Enhancing Retail in Our Town Centres	
		2e	SPTC 3.1d	Protecting and Enhancing Retail in Our Town Centres	
		3	N/A	N/A	Deleted – Not required as design referenced within DH policies

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		4a	SPTC 2.1	Protecting and Enhancing Our Town Centres	
		4b	SPTC 2.1	Protecting and Enhancing Our Town Centres	
		4c	SPTC3	Protecting and Enhancing Retail in Our Town Centres	
		5a	N/A	N/A	Deleted – Principles covered within other policies
			N/A	N/A	Deleted – Principles covered within other policies
SP02	Urban living for everyone	1a	SPH1.1a	Delivering Housing	
		1b	SPH1.1d	Delivering Housing	
		1c	SPH1.1d	Delivering Housing	
		1d	SPH1.1d	Delivering Housing	
		2a - c	H1.2 (a -d)	Delivering Housing	
		3 and 3a	SPH1.2a	Delivering Housing	
		3b	SPH1.2a(i)	Delivering Housing	
		3c	SPH1.1e	Delivering Housing	
		4	SPH2.1	Delivering Housing	
		5a	SPH1.2b	Delivering Housing	
		5b	SPH2.5	Delivering Mixed and Balanced Communities	

Appendix 2 . Links with the Core Strategy and Managing Development Document

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		5c	N/A	N/A	Deleted as not preparing a Sites and Placemaking DPD.
		6	H1.3	Housing Standards and Quality	
		6a	N/A	N/A	Deleted - at this stage housing design standards will be led by the GLA's policy and guidance.
		6b	N/A	N/A	Deleted as Decent Homes Standard no longer applicable.
		6c	H3.1c	Housing Standards and Quality	
		6d	H3.3	Housing Standards and Quality	
		6e	H3.3	Housing Standards and Quality	
		6f	N/A	N/A	Deleted as this is managed by Environmental Sustainability policies.
		7a	H1.5 & H6.1-2	Housing Standards and Quality	
			H1.5 & H5.1-3	Delivering Housing and Gypsy and Traveller Housing	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		7c	H1.5 & H4.1-4	Delivering Housing and Specialist Housing	
SP03	Creating healthy and liveable neighbourhoods	1 (a-c)	Strategic Objective		
		1 d	TC6.3 and TC6.4	Food, drink, entertainment and the night-time economy	
		1 e	OS3.7	Open Space and Green Grid	
		3a, 3b, 3c, 3e	CSF5	Health and Medical Facilities	
		3d			Not required as hospital redevelopment has been delivered.
		4a, 4b, 4c, 4d	CSF6	Sports and Leisure	
		5a,5b	CSF1	Supporting Community, Cultural and Social Facilities	
		6			Not required as a multi-faith burial ground has been delivered outside of the borough.
SP04	Creating a green and blue grid	1a	SP OS1.a	Creating a green and blue grid	
		1b	SP OS1.c	Creating a green and blue grid	
		1c	SP OS1.d	Creating a green and blue grid	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		1d	SP OS1.e	Creating a green and blue grid	
		1e	SP OS1.g	Creating a green and blue grid	
		1f	SP OS1.h	Creating a green and blue grid	
		1g	SP OS1.i	Creating a green and blue grid	
		2	ES3	Urban Greening and Biodiversity	
		3	ES3	Urban Greening and Biodiversity	
		4	SP OS.2	Enhancing Water Spaces	
		5a, 5b, 5g, 5h, 5i	SPES1	Protect and Enhance our Environment	
		5c, 5d, 5e, 5f	ES4	Reducing Flood Risk	
		6	ES1	Protect and Enhance our Environment	Deleted
SP05	Dealing with waste	1	ES1.1g	Protect and Enhance our Environment	
		1a 1b 1c 1d	SPES1d ES8.1a ES7.1b FS7.1c	Protect and Enhance our Environment Waste Management Contaminated land and development and storage of hazardous substances	Deleted as absorbed by other relevant policies.
		2	ES7 1-4	Waste Management	
		2a	ES7.1a	Waste Management	
		2b	ES7.2b	Waste Management	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		2c	N/A	N/A	Deleted as the Council is no longer pursuing the development of a waste facility (or facilities) in the Borough.
		2d	N/A	N/A	Deleted as the Council is no longer pursuing the development of a waste facility (or facilities) in the Borough.
		3	ES8.3	Waste Management	
		4	ES8.3	Waste Management	
SP06	Delivering successful employment hubs	1a	EMP1.1a	Investment and Job Creation	
		1b	EMP1.2a	Investment and Job Creation	
		1c	EMP1.1c	Investment and Job Creation	
		2a	EMP2.1a	Employment Locations	
		2b	EMP2.1a	Employment Locations	
		3a	EMP2.1c	Employment Locations	
		3b	EMP2.1e	Employment Locations	
		3c	EMP1.2a	Investment and Job Creation	
		4	TC7.1	Short-stay Accommodation	
		5a	EMP2.1b & 2.1d	Employment Locations	

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Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		5b	EMP2.1d	Employment Locations	
		5c	N/A	N/A	Deleted – Evidence shows that remaining industrial land should be retained
		5d	N/A	N/A	Deleted – Fish Island within LLDC boundary
		5e	N/A	N/A	Deleted – Evidence shows that remaining industrial land should be retained
SP07	Improving education and skills	1a, 1b	N/A	N/A	Deleted - Building Schools for the Future and Primary Strategy for Change programmes have been withdrawn
		1c	CSF SP1.1	Supporting community, cultural and social facilities	
		2a, 2b	CSF SP1.1	Supporting community, cultural and social facilities	
		2c, 2d	N/A	N/A	Deleted – This is covered within Site Allocations
		2e	CSF3.1	Pre-school provision	
		3a, 3b, 3c	CSF4.1	Schools and Lifelong Learning	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		4a, 4b, 4c, 4d	CSF4.3	Schools and Lifelong Learning	
		5a	CSF SP1.1	Supporting community, cultural and social facilities	
		5b, 5c, 5d	N/A	N/A	Deleted – Covered by Key Objective 2
SP08	Making connected places	1	SPTR1.1	Sustainable Travel	
		2	SPTR1.1	Sustainable Travel	
		3	SPTR1.1	Sustainable Travel	
		4	SPTR1.4	Sustainable Transportation of freight	
SP09	Creating attractive and safe streets and spaces	1 to 3 + SP5	SPDH2	Attractive and Safe Streets, Spaces and Public Realm	
		4+6	SPDH2.1	TR3 Parking and Permit Free	
SP10	Creating distinct and durable places	1	N/A	N/A	Deleted
		2	DH3.1	Heritage and the Historic Environment	
		3	SPDH1	Good Design, Local Character and Historic Environment	
		4	SPDH1	Good Design, Local Character and Historic Environment	
		5	SPDH1	Good Design, Local Character and Historic Environment	
SP11	Working towards a zero-carbon borough	1	ES1	Protect and Enhance our Environment	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		2			Deleted - Covered in ES6
		3			Deleted -Covered in ES6
		4			Deleted -Covered in ES6
		5			Deleted -Considered unnecessary
		6			Deleted -Covered in ES6
		7			Deleted -Covered in ES6
		8			Deleted -Covered in ES6
SP12	Delivering placemaking	a –c+ i	SPDP1	Delivering Place Making	
		–d-h			Deleted, covered in Sustainability and Transport
SP13	Delivering and monitoring		DC1	Planning Contributions	Deleted, covered in other Council's guidance.
DM0	Delivering Sustainable Development	1 to 3	SPSG1	Sustainable Growth in Tower Hamlets	
DM1	Development within the town centre hierarchy	1	TC1.2a	The Town Centre Hierarchy	
		2	TC2.1c	The Town Centre Hierarchy	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		3	TC3.1a	Protecting and Enhancing Our Town Centres	
		4	TC6.1 & TC6.2	Food, Drink, Entertainment and the Night-time Economy	
		5	TC6.3	Food, Drink, Entertainment and the Night-time Economy	
		6	N/A	N/A	Deleted – New policies are sufficiently flexible so as not to require bespoke policies for the named town centres
		7	N/A	N/A	Deleted – Referenced within DH policies
DM2	Local shops	1	TC4.2	Managing and Supporting Retail Outside of Our Town Centres	
		2	TC4.1	Managing and Supporting Retail Outside of Our Town Centres	
DM3	Delivering Homes	1	H2.1	Mixed and Balanced Communities	
		2	H2.4	Mixed and Balanced Communities	
		3	H2.2 & H2.3	Mixed and Balanced Communities	
		4a	H2.3c	Mixed and Balanced Communities	
		4b	H2.3d	Mixed and Balanced Communities	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		5	H2.6	Mixed and Balanced Communities	
		6	H1.1d & H2.7	Delivering Housing and Mixed and Balanced Communities	
		7	H2.5 & H 2.6	Mixed and Balanced Communities	
DM4	Housing standards and amenity space	1	H3.1	Housing Standards and Quality	
		2	H3.2 & H3.3	Housing Standards and Quality	
DM5	Specialist housing	1	H4.1	Older People and Vulnerable People Housing	
		2	H4.3	Older People and Vulnerable People Housing	
		3	H4.4	Older People and Vulnerable People Housing	
DM6	Student accommodation	1	H6.1 & H6.2	Student Housing	
DM7	Short stay accommodation	1 to 3	TC7	Short-stay Accommodation	
DM8	Community infrastructure	1	SP CSF.1	Supporting Community, Cultural and Social Facilities	
		2	SP CSF2.3	Safeguarding Community Facilities	
		3	CSF2.1	Safeguarding Community Facilities	
		4	CSF1	Supporting Community, Cultural and Social Facilities	

Appendix 2 . Links with the Core Strategy and Managing Development Document

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
DM9	Improving Air Quality	1 and 2	ES1	Improving Air Quality	
DM10	Delivering Open Space	1	SPOS1.1	Open Spaces and Green Grid	
		2	SPOS1.2	Open Spaces and Green Grid	
		3	SPOS1.6	Open Spaces and Green Grid	
DM11	Living buildings and biodiversity	1	ES3.1	Urban Greening and Biodiversity	
		2	ES3.2	Urban Greening and Biodiversity	
		3	ES3.5	Urban Greening and Biodiversity	
		4	ES3 supporting text	Urban Greening and Biodiversity	
DM12	Water spaces	1	SPOS2.1	Enhancing Water Spaces	
		2	SPOS2.2	Enhancing Water Spaces	
		3	SPOS2.1	Enhancing Water Spaces	
		4	SPOS2.3	Enhancing Water Spaces	
DM13	Sustainable Drainage	1	ES3.5	Reducing Flood Risk	
DM14	Managing waste	1	ES7.1-4	Waste Management	
		2	ES8.1	Waste Management in Development	
		3	ES7.2	Waste Management in Development	
DM15	Local job creation and investment	1	EM4.2	Protecting Employment	

Appendix 2 . Links with the Core Strategy and Managing Development Document

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Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
		2	EM5.3	Redevelopment within the Borough's Employment Areas	
		3	SP EMP1.2a	Investment and Job Creation	
		4	SP EMP3.2	Provision of New Employment Space	
DM16	Office locations	1	EMP4.1	Protecting Employment	
		2	EMP5.2	Redevelopment within the Borough's Employment Areas	
		3	EMP4.2	Protecting Employment	
DM17	Local Industrial Locations	1	EMP4.1	Protecting Employment	
		2	EM5.1	Redevelopment within the Borough's Employment Areas	
DM18	Delivering schools and early learning	1	SPCF1, CF3 and CF4.1 & 2	Supporting Community, Cultural and Social Facilities and Schools and Lifelong Learning	
DM19	Further and higher education	1	CSF4.3	Schools and Lifelong Learning	
		2	CSF4.3	Schools and Lifelong Learning	
DM20	Supporting a sustainable transport network	1	TRN1.1a	Sustainable Travel	
		2	TRN1.1b	Sustainable Travel	
		3	TRN2.1	Assessing the impacts on the transport network	
		4	TRN2.1b	Assessing the impacts on the transport network	
		5	TRN2.2	Assessing the impacts on the transport network	

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
DM21	Sustainable transportation of freight	1	TR4.1	Sustainable transportation of freight	
		2	TR4.2	Sustainable transportation of freight	
		3	TR4.3	Sustainable transportation of freight	
DM22	Parking	1	TR3.1	Parking and car-free	
		2	TR3.2	Parking and car-free	
		3	TR3.3	Parking and car-free	
		4	TR3.5	Parking and car-free	
DM23	Streets and the public realm	1	DH5.1	Streets and the public realm	
		2	DH5.1	Streets and the public realm	
		3	DH5.2	Streets and the public realm	
		4a	DH11	Shopfronts	
		4b	DH12	Advertisements and Hoardings	
		4c	DH13	Telecommunications	
DM24	Place-sensitive design	1	SPDH1.3	Local Character, Historic Environment and Place-sensitive design	
DM25	Amenity	1	DH8	Amenity	
DM26	Building heights	1	DH6.1	Building Heights	
		2	DH6.3	Building Heights	
		3			Deleted, covered by DH6 implementation.

Policy	Current Title	Policy Part	New Policy Number	New Policy Title	Reason for deletion
DM27	Heritage and the historic environment	1	SPDH3.2	Heritage and the Historic Environment	
		2	SPDH3.2	Heritage and the Historic Environment	
		3	SPDH3.3	Heritage and the Historic Environment	
		4	SPDH3.4	Heritage and the Historic Environment	
DM28	World Heritage Sites	1	DH4.1+2	World Heritage Sites	
		2	DH74.3	World Heritage Sites	
DM29	Achieving a Zero Carbon Borough and addressing climate change	1	ES6.1	Achieving a Zero Carbon Borough	
		2	ES6.2	Achieving a Zero Carbon Borough	
		3	ES6.3	Achieving a Zero Carbon Borough	
		4	ES6.2	Achieving a Zero Carbon Borough	
DM30	Contaminated land and development and storage of hazardous substances	1	ES7.1	Contaminated land and development and storage of hazardous substances	
		2	ES7.2	Contaminated land and development and storage of hazardous substances	

3.0.1 **The table below summarises the policy options and alternatives considered for each policy area as set out in the Draft Local Plan.**

Appendix 3 . Policy Options Matrix

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
Ch.1: Introduction	N/A	N/A		
Ch.2: Setting the Scene	N/A	N/A		
Ch.3: Vision & Objectives	N/A	No reasonable policy options have been identified. This Local Plan must be in general conformity with the London Plan and the NPPF.		
CH3: Spatial Strategy	N/A	Reasonable policy options have been considered. Refer to Ch5: Delivering Placemaking.	Refer to Ch5: Delivering Placemaking.	The spatial strategy links with Ch5: Delivering Placemaking.
		Ch.4 Draft Policies		
Ch.4.1: Sustainable Growth in Tower Hamlets		No reasonable alternative policy options have been identified. This Local Plan must be in general conformity with the London Plan and the NPPF.		

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
Ch.4.2: Design and Historic Environment				
Building Heights	DH5	1. Identify suitable tall building zones in the CAZ, Canary Wharf Major Centre and Activity Area and apply a step down approach from the zone 2. Maintain existing approach to managing building heights in accordance with the town centre hierarchy	**Option 1** Increasingly developments are coming forward in the Borough for tall buildings. To manage this, the Council proposes introducing Tall Buildings Zones to make it clear where it considers the principle of tall buildings are appropriate subject to meet other relevant policy requirements.	
Density	DH6	1. Provide further guidance to maintain densities that	**Option 1**	

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
		exceed the London Plan's Density Matrix 2. Adopt a locally specific density matrix to manage the scale of development.	This option would be in conformity with the London Plan but provide further detail to manage the scale of development.	
Ch.4.3:Housing Mixed and Balanced Communities	Policy H2.1	1. Adopt a London Plan compliant tenure split of 60/40 for social and affordable rent and intermediate rent or sale respectively. 2. Maintain existing tenure split policy of 70/30 for social and affordable rent and intermediate	**Option 2** The LBTH SHMA 2014 shows an objectively assessed need for the new housing stock to comprise 62.3% social rented housing and 4.3% intermediate housing. These figures are substantially different from the 2013 London Strategic Housing Market Assessment. This option better meets identified local needs for affordable housing.	

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
		rent or sale respectively 3. Adopt a new tenure split of 80/20 for social and affordable rent and intermediate rent or sale respectively		
Mixed and Balanced Communities	Policy H2.5	1. Adopt a new mix of 1 beds, 2 beds, 3 beds and 4 beds across all three tenures (social and affordable /intermediate and market) 2. Adopt a new mix of 1 beds, 2 beds, 3 beds and 4 beds across all affordable housing tenures (social and affordable /intermediate). 3. Adopt a new mix of 1 beds,	**Option 2** The LBTH SHMA 2014 identifies that the majority of Tower Hamlets need is in the affordable sector. As such the delivery of this form of housing is a priority for the borough.	

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
		2 beds, 3 beds and 4 beds in the social and affordable tenure only		
Housing Standards and Quality	Policy H3.1b	1. To apply the nationally described space standards for floor to ceiling height of 2.3 m 2. To apply the London Plan approach of strongly encouraging a floor to ceiling height of 2.5m 3. To require a local standard of 2.5m floor to ceiling height	**Option 3** The borough is the second densest borough in London and the dominant form of new housing is flatted. To date, a floor to ceiling height of 2.5m has been deliverable. These considerations alongside health and wellbeing considerations inform the rational for option 3.	
Ch.4.4:Economy and Jobs				
Protecting Employment	Policy EMP4.1	1. To retain existing prohibition of housing within Preferred Office Locations (POLs)	**Option 1**	

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
		2. To allow housing within POLs	The Council's draft Employment Land Review supports this position, along with the GLA's CAZ SPG.	
Protecting Employment	EMP4.2ai	1. To maintain existing 12 month period for evidence of marketing for loss of employment space 2. To extend 12 month period of evidence to 24 months	**Option 2** The need to maintain employment floorspace to meet needs means that a greater period of marketing is required.	
Ch.4.5:Town Centres in Tower Hamlets				
Protecting and Enhancing Our Town Centres	TC2.1	1. Maintain existing town centre designations 2. Identify additional town centres and consider re-designation of existing town centres	**Option 2** Additional town centres have been identified to strengthen the borough's network of town centres and retail provision, and to support future growth.	

Appendix 3 . Policy Options Matrix

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
	TC2.2a & b	To consider an appropriate percentage of retail (A1) units within primary and secondary frontages: 1. 70/30 2. 60/40 3. No minimum within secondary frontages	**Option 2** To ensure a dominance of A1 units within the primary shopping areas without over concentrating A1 units in such areas, and to ensure a range of uses throughout the wider town centres.	
Protecting and Enhancing Retail in our Town Centres	TC3.1aii	a. Maintain the existing 12 month period for evidence where loss of A1 retail is proposed b. Extend period to 18 or 24 months	**Option 1** It is considered that the existing requirement is sufficient, and where A1 uses are genuinely unviable having units vacant for a longer period could be counter-productive to ensuring the vitality and viability of the town centre.	
Ch.4.6: Community, Culture and Social Facilities		No reasonable alternative policy options have been identified. This Local Plan must be in general conformity with the London Plan and the NPPF.		

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
Ch.4.7: Open Spaces		No reasonable alternative policy options have been identified. This Local Plan must be in general conformity with the London Plan and the NPPF.		
Ch.4.8: Environmental Sustainability	ES7 . 2	1. Continue to safeguard waste sites as in the Managing Development Document (MDD). 2. Safeguard suitable waste sites as identified in the Waste Management Evidence Base.	**Option 2** Since the development of the MDD, some waste sites have not renewed their waste license and have been subject to strategic and local development pressure with the result that their suitability has altered.	
Achieving a Zero Carbon Borough	ES6.1	1. Require residential and non-residential development (by 2016 and 2019 respectively) to achieve zero carbon with a minimum 45% reduction on-site. (Current Local Plan Policy) 2. Require residential and non-residential development (by 2016 and 2019 respectively) to achieve zero	**Option 1** Require residential and non-residential development (by 2016 and 2019 respectively) to achieve zero carbon with a minimum 45% reduction on-site. (Current Local Plan Policy)	

Appendix 3 . Policy Options Matrix

Chapter/Topic	Policy		Options	Preferred option and rationale	Comments
			carbon with a minimum 35% reduction on-site. (Current London Plan Policy)	In order to contribute to meet the London Plan and Strategic Objective 12 target of a 60% reduction of carbon emissions (below the 1990 level) by 2025, Tower Hamlets needs to reduce CO2 emissions per person significantly more than most other London boroughs, as Tower Hamlets is currently the third worst performing borough within the capital [82] . This policy maintains the Council's policy trajectory which has required progressive reductions in developments' carbon emissions	
Ch.4.9:Transport and connectivity in Tower Hamlets					

82   National Statistics, UK local authority and regional carbon dioxide emissions national statistics: 2005-2014, 2016

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
Car parking standards (appendix four)	TRN3.1 Parking and Permit-free	1. Increase to London Plan standards 2. Maintain current MDD standards (lower than London Plan) 3. Reduce standards	**Option 3** This is to better reflect the borough's unique local characteristics, relatively high levels of public transport accessibility, the level of parking stress and highway congestion within the borough.	
Cycle parking standards (Appendix 6)	TRN3.5 Parking and Permit-free	1. London Plan standards 2. Maintain current MDD standards	**Option 2** In response to the tightened car parking standards proposed for residential and office uses, it is necessary for the corresponding minimum cycling parking standards to ensure those developments provide good quality and sufficient cycle parking to encourage the	

Chapter/Topic	Policy	Options	Preferred option and rationale	Comments
			potential for growth in cycling journeys to be realised.	
Ch.4.10:Developer Contributions		No reasonable alternative policy options have been identified. This Local Plan must be in general conformity with the London Plan and the NPPF.		
Ch.5: Delivering the Vision through Place Making				
Sub Areas	DP1 Delivering Place Making	1. Maintain the existing 24 places 2. Take forward the GLAs designated Opportunity Areas as sub areas 3. Merge option 1 and 2 and designate the remaining part of the borough as the central sub-area.	**Option 3** Given the level of growth in the borough, it is essential that growth and infrastructure provision is coordinated on a strategic level to ensure it is directed in the appropriate locations and delivers livable and sustainable communities.	

Chapter/Topic	Policy			Options	Preferred option and rationale	Comments
					However, whilst planning at a strategic level, it is important to reflect the distinct character of the existing places as an opportunity to understand and respond to the intricacies that shape Tower Hamlets at a local level.	

Appendix 4 . List of Evidence Base

Author	Title	Year
Association of Town & City Management	A Case for the Effective Management of Town & City Centres	2014
BRE	Site layout planning for daylight and sunlight: A guide to good practice	2011
British Standards Institution	British Standard 4142: Method for rating industrial noise affecting mixed residential and industrial areas	2014
British Standards Institution	British Standard 5228 – 1+ A1:2014. Code of practice for noise and vibration control on construction and open sites. Noise.	2008
British Standards Institution	British Standard 5228 – 1+ A1:2014. Code of practice for noise and vibration control on construction and open sites. Vibration.	2008
British Standards Institution	British Standards 6472-1:2008. Guide to evaluation of human expose to vibration in buildings. Vibration sources other than human blasting.	2008
British Standards Institution	British Standards 6472-2:2008. Guide to evaluation of human expose to vibration in buildings. Blast induced vibration.	2008
British Standards Institution	British Standard 8233: Guidance on sound insulation and noise reduction for buildings	2014
DEFRA	Acoustic design of schools: performance standards (Building Bulletin 93) (BB93)	2015
DEFRA	Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems	2005
DEFRA	Noise Policy Statement for England	2010
Department for Health	National Minimum Standards for Care Homes for Older People	2003
Economic & Social Research Council/ Loughborough University	The Customer Experience of Town Centres	2014
English Heritage	The Setting of Heritage Assets Consultation draft	2015

Author	Title	Year
Environment Agency	Thames river basin district River Basin Management Plan (RBMP)	2015
Environment Agency	The Thames Estuary 2100 Plan (TE2100)	2014
Environment Agency	Water stressed areas – final classification	2013
Faculty of Public Health	Briefing Paper	2010
GLA	All London Green Grid SPG	2012
GLA	Analysing Air Pollution Exposure in London	2016
GLA	Central Activities Zone	2016
GLA	London Atmospheric Inventory, 2013	2016
GLA	London Industrial Land Supply and Economy Study	2016
GLA	London View Management Framework	2012
GLA	London's Grassroots Music Venues Rescue Plan	2015
GLA	Mayor's Academic Forum (Strategic Planning Issues for student housing in London)	2016
GLA	Non-Domestic Carbon Dioxide Emissions Target: Feasibility And Viability Study	2015
GLA	Preparing Borough Tree and Woodland Strategies	2013
GLA	Shaping Neighbourhoods: Play & Informal Recreation SPG	2012
GLA	Social Infrastructure SPG	2015
GLA	Sustainable Design and Construction SPG	2014
GLA	The London Plan Housing SPG	2016
GLA	Mayor's Academic Forum, Strategic planning issues for student housing in London, Recommendations	2014

Appendix 4 . List of Evidence Base

Author	Title	Year
Greater London Authority	Moor or Less: Moorings on London's Waterways	2013
Health and Safety Executive	PADHI Land Use Planning Methodology	2011
HRP	Tower of London World Heritage Site Management Plan	2016
HRP	WHS Tower of London World Heritage Site Local Setting Study	2010
Institute for Grocery Distribution	UK grocery market to be worth £203bn by 2019	2014
LBTH	Affordable Housing Commission	2016
LBTH	Ailsa Street Development Brief	2003
LBTH	Air Quality Action Plan	Expected 2017
LBTH	Aldgate Masterplan	2007
LBTH	Blackwall and Poplar Connections and Public Realm Study	2011
LBTH	Bromley-by-Bow Masterplan	2012
LBTH	Carbon Offset Study	2016
LBTH	Carbon Policy Evidence Base	2016
LBTH	Clear Zone Plan 2010-2025	2010
LBTH	Community Plan	2015
LBTH	Conservation Area Character Appraisals and Management Guidelines	Various
LBTH	Draft Conservation Strategy	2016
LBTH	Contaminated Land Strategy	2004
LBTH	Cycling Strategy	2015
LBTH	Employment Land Review (Draft)	2016
LBTH	Green Grid Strategy	2010 (update expected 2017)

Author	Title	Year
LBTH	Gypsies and Traveller Accommodation Assessment (Draft)	2016
LBTH	Spatial Planning and Health	2016
LBTH	Heat Map Study Report	2011
LBTH	Housing Strategy	2016
LBTH	Housing Evidence Base	2016
LBTH	Idea Store Strategy	2009
LBTH	Infrastructure Delivery Plan (Draft)	2016
LBTH	Leisure Facilities Strategy (Sporting Places)	2009 (update expected 2017)
LBTH	Local Biodiversity Action Plan	2014
LBTH	Millennium Quarter Public Realm Guidance Manual	2008
LBTH	Open Space Audit	2016
LBTH	Open Space Strategy	2006
LBTH	Open Space Strategy (Mid-term update)	2011 (update expected 2017)
LBTH	Parking Control Team Survey	2016
LBTH	Playing Pitches Assessment	Expected, 2017
LBTH	Public Health Joint Strategic Needs Assessment	2015
LBTH	Retail Capacity Study (Draft)	2016
LBTH	Review of Sites of Nature Conservation Importance in Tower Hamlets	2016
LBTH	Site Selection Methodology Note (Draft)	2016
LBTH	South Quay Masterplan	2015
LBTH	Sports and Physical Activities Strategy	Expected 2016/17
LBTH	Strategic Flood Risk Assessment (Part 1) (Draft)	2016

Author	Title	Year
LBTH	Strategic Flood Risk Assessment (Part 2)	Expected, 2016
LBTH	Strategic Housing Market Assessment	2014 (update expected 2017)
LBTH	Student Accommodation Report	2009
LBTH	Tall Buildings Evidence Base (Draft)	2016
LBTH	Tower Hamlets Air Quality Annual Status Summary Report for 2016	2016
LBTH	Tower Hamlets Growth Model	Ongoing
LBTH	Town Centre Retail Capacity Study (Draft)	2016
LBTH	Town Centre Strategies Draft	Expected 2017
LBTH	Transport Strategy (Draft)	2016
LBTH	Urban Structure and Characterisation Study	2009
LBTH	Viability Assessment	Expected, 2016
LBTH	Walking Connections	2011
LBTH	Waste Evidence Base Report (Draft)	2016
LBTH	Waste Management Evidence (Draft)	2016
LBTH	Whitechapel Vision	2013
LBTH	Wood Wharf Masterplan	2003
Maritime Greenwich	Maritime Greenwich World Heritage Site Management Plan	2014
National Statistics	UK local authority and regional carbon dioxide emissions national statistics: 2005-2014	2016
Royal Society for Public Health	Health on the High Street	2015
Sport England	Facilities Costs	2016
Thames Estuary Partnership	Thames Strategy East	2008

Author	Title	Year
Town and Country Planning Association, with the support of British Waterways	Inland Waterways: Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System	2009
Zoological Society of London (ZSL)	Guidance Document: Conservation of Tidal Thames Fish through the Planning Process	2016

Appendix 5 . Housing Pipeline & Trajectory

The following information is also contained in the Annual Monitoring Report (2014/15)

5.0.1   At the time of writing, Tower Hamlets have a supply pipeline for over 50,000 additional homes over 2016-31, around 35,000 homes are from sites currently under development or has a current planning permission (at April 2016). It is estimated that over the next ten years more than 45,500 additional homes would be provided in the borough. Table 6 below illustrates the borough's housing pipeline figures based on the following assumptions:

- remaining sites to commence works within next five years, building out at 100 units p.a. per site,
- all remaining housing from the identified sites will be delivered within 2026-31.

5.0.2   There is scope for housing supply in Tower Hamlets to be changed subject to the forthcoming *Strategic Housing Land Availability Assessment* and the Isle of Dogs OAPF work by GLA and the Council. This work may revise current assumptions regarding housing supply capacity in Tower Hamlet, through the identification of new housing sites, and the increase of development density on existing sites.

5.0.3   **Housing pipeline & trajectory**

Table 13

	2015/16	2016-21 (Yrs 01-05)	2021-26 (Yrs 06-10)	2026-31 (Yrs 11-15)	*Total*
Large sites: completed & works have commenced	3,415	15,100	4,815	981	*24,311*
Large sites: with a current permission	-	5,247	3,492	1,940	*10,679*
Large sites: remaining 2013 SHLAA sites *	-	405	13,788	1,115	*15,308*
Small sites: completed / windfall allowance	219	750	750	750	*2,469*
Other sites (incl. emerging allocations) **	-	0	1,524	0	*1,524*
LBTH Housing Supply Pipeline Total	3,634	21,502	24,369	4,786	*54,29*

5.0.4   Notes: * figures for "remaining 2013 SHLAA sites" include sites allocated in the current development plan; ** figures for "other sites" include sites from the emerging Local Plan 2031.

London Borough of Tower Hamlets
Housing Trajectory 2015-31 (in 5 yr phases)

Legend:
- Other sites**
- Small sites: completed / windfall allowance
- Large sites: remaining 2013 SHLAA sites *
- Large sites: with a current permission
- Large sites: completed & works have commenced
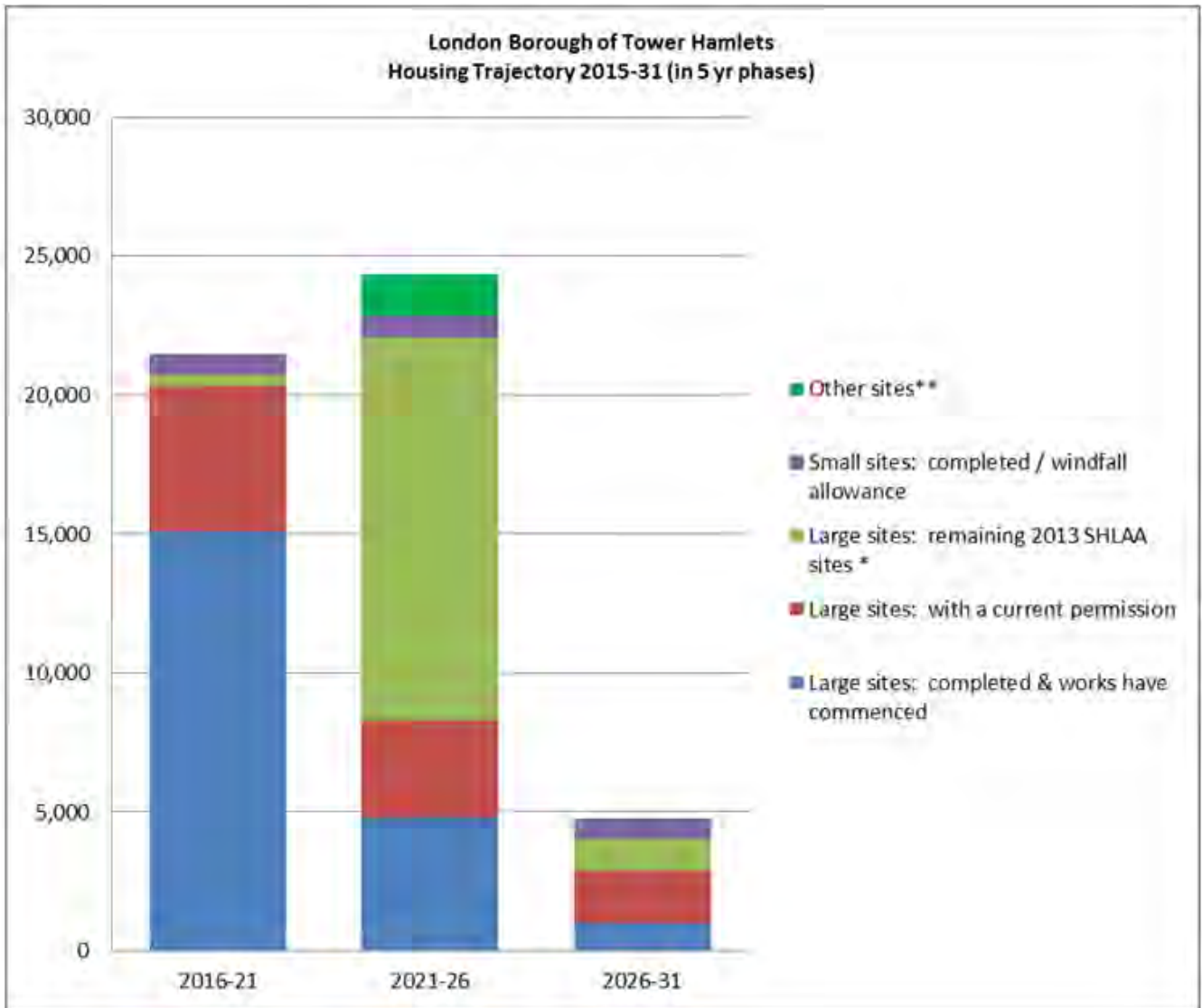
6.1 Parking

Appendix 6: Standards

Parking

Use Class	Maximum Car* / motorcycle		Minimum Cycle parking	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	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	1/120 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/ set down 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.

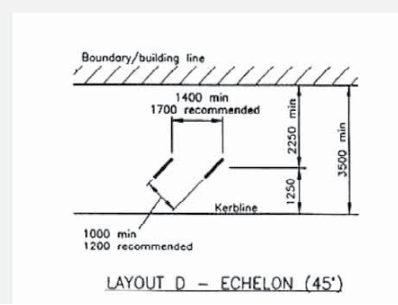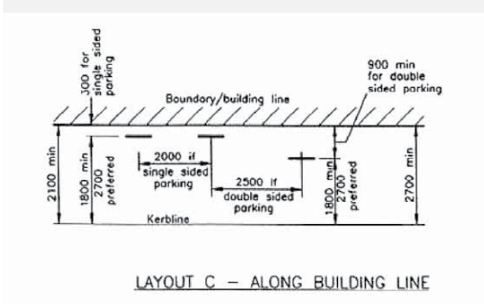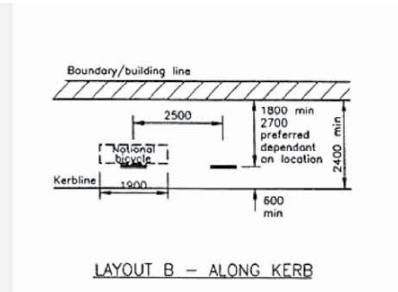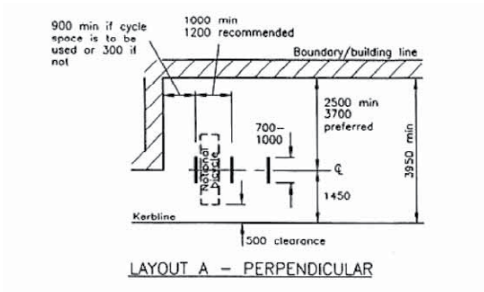| D1 Non-Residential Institutions			
Clinics and health centres	Spaces will be considered provided they are supported by a Transport Assessment and a Travel Plan can be secured.	1/30 staff 1/5 staff or visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles Taxi Pick-up/set-down bay adequate for 2 required for clinics or health centres over 2000 sqm. 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
Clear Zone	0	0.1
Isle of Dogs	0	0.1
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

SHEFFIELD STAND DIMENSIONS
SURFACE FIXING MODEL

SHEFFIELD STAND DIMENSIONS
GROUND EMBEDDING MODEL

NOTES

1. Material to be galvanised or stainless steel.

2. Nylon coated finish is preferable on galvanised steel.

LAYOUT A – PERPENDICULAR

LAYOUT B – ALONG KERB

LAYOUT C – ALONG BUILDING LINE

LAYOUT D – ECHELON (45°)
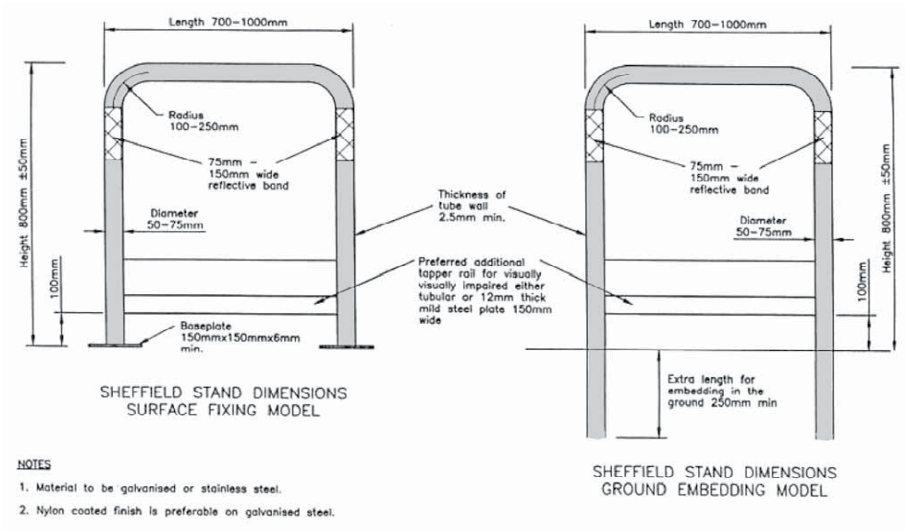
Vehicle Parking – Forecourt to Wall or Garage Opposite
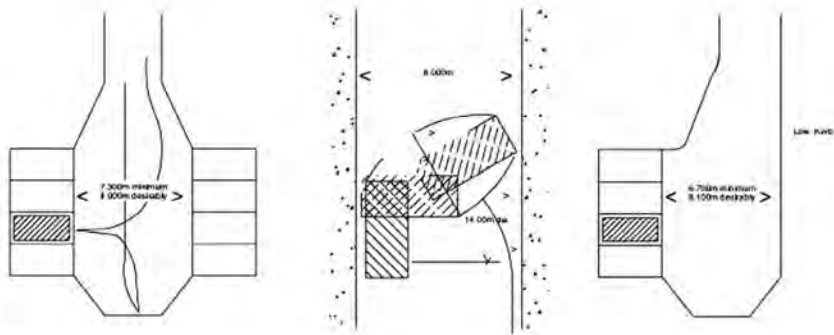
Vehicle Parking Bay Sizes

Maneuvering Space for Lorry Parking and Loading Bays

10°
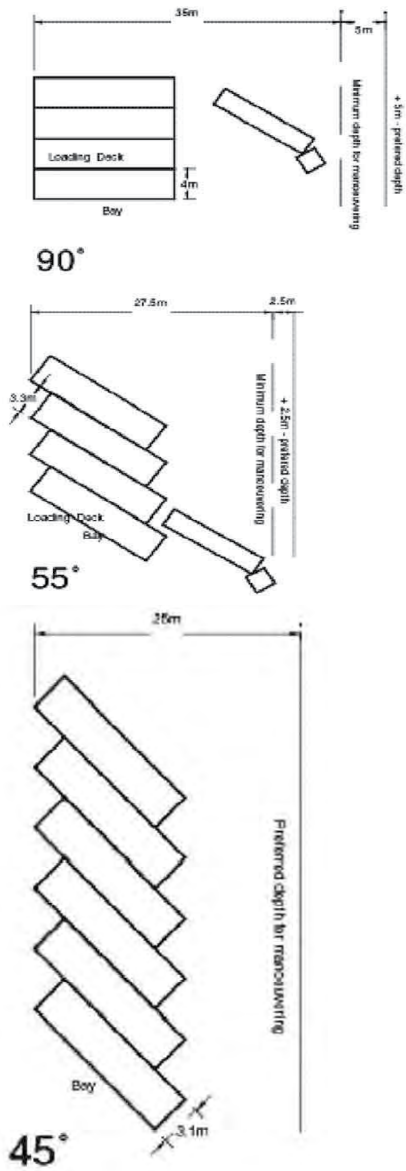
6.2 Noise

Noise Thresholds

6.2.1   Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. Noise can interfere with residential and community amenity and the utility of noise-sensitive land uses.

6.2.2   The significance of noise impact varies dependent on the different noise sources, receptors and times of operation presented for consideration within a planning application. Therefore, thresholds for noise and vibration evaluate noise impact in terms of various 'effect levels' described in the National
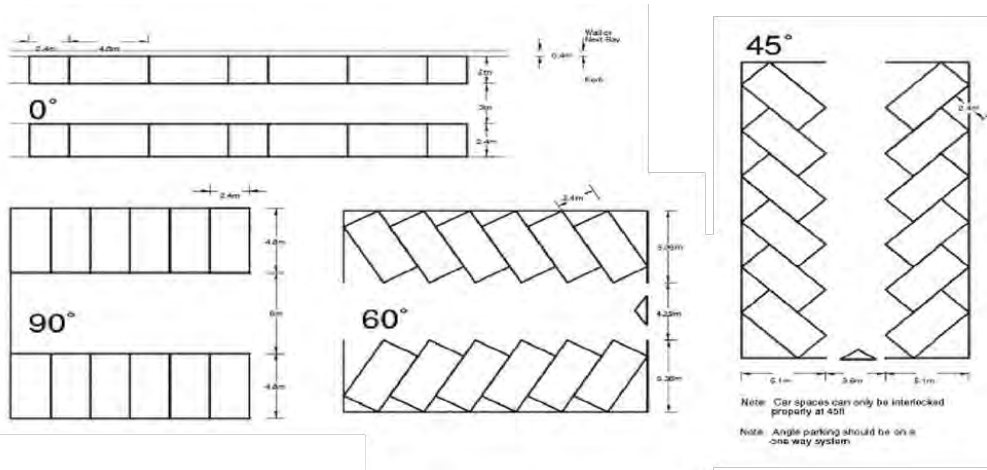
Noise Policy Aims

6.2.3   Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

1.   Avoid significant adverse impacts on health and quality of life;
2.   Mitigate and minimise adverse impacts on health and quality of life; and
3.   Where possible, contribute to the improvement of health and quality of life.

Approaches to Managing 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 Environmental Health Officers or those with similar expertise.

General principles

6.2.4   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.

6.2.5 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 pro- posed.

6.2.6 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.

6.2.7 A Noise Impact Assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure.

6.2.8 This will be required to assess the impact of the proposal as a noise generator or receptor, as appropriate. It will also be required to demonstrate in full how the development will be designed, located, and controlled to mitigate (as appropriate) the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

6.2.9 In all cases, the best practical means of mitigation will be required to mitigate noise impact to an appropriate level, and in liaison with London Borough of Tower Hamlets Environmental Health Service.

6.2.10 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.

Further information and guidance

- DEFRA: Noise Policy Statement for England
- DEFRA: The control of odour and noise from commercial kitchen exhaust systems and for Schools Building Bulletin 93 (BB93)
- Chartered Institute of Environmental Health, Acoustic and Noise Consultants and Institute of Acoustics: Professional Practice Guidance on Planning and Noise
- British Standard 8233 Sound Insulation and Noise Reduction for Buildings
- British Standard 4142 Method for rating industrial noise affecting mixed residential and industrial areas
- British Standard 5228 Code of practice for noise and vibration control on construction and open sites
- British Standard 6472 Vibration
- BB93 Acoustic design of schools: performance standards

Appendix 6 . Standards; Parking, Noise and Waste

Design Criteria

6.2.11   Three basic design criteria have been set for proposed developments, these being aimed at guiding applicants as to the degree of detailed consideration needed to be given to noise in any planning application. The design criteria outlined below are defined in the corresponding noise tables.

- NOEL – No Observed Effect Level
- LOAEL – Lowest Observed Adverse Effect Level
- SOAEL – Significant Observed Adverse Effect Level

6.2.12   The values will vary depending on the context, type of noise and sensitivity of the receptor:

- Green – where noise is considered to be at an acceptable level. In this category development is likely to be granted

- Amber – where noise is observed to have an adverse effect level, but which may be considered acceptable when assessed in the context of other merits of the development. In this category permission is likely to be refused unless a good acoustic design process is followed.

- Red – where noise is observed to have a significant adverse effect. In this category development is likely to be refused. Applicants should seek expert advice on possible noise mitigation measures.

Proposed Developments likely to be Sensitive to Noise

6.2.13   Special consideration will need to be given to noise sensitive developments that are proposed in areas which are, or expected to become, subject to levels of noise likely to have an adverse effect. The threshold of acceptability of the noise will primarily depend on two factors: the intended use of the noise sensitive development and the source of the noise experienced, or likely to be experienced.

6.2.14   Table A Noise Levels Applicable to Noise Sensitive Residential Development Proposed in Areas of Existing Noise

Dominant Noise Source	Assessment Location	Design Period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Anonymous noise such as general environmental	Noise at 1 metre from noise	Day	<50dBLAeq 16hr*	50dB to 69dBLAeq 16hr*	>69dBLAeq 16hr*

Appendix 6 . Standards; Parking, Noise and Waste

Dominant Noise Source	Assessment Location	Design Period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
noise, road traffic and rail traffic ~	sensitive façade/free field				
		Night	<45dBLAeq 8hr <40 dBLAeq,8hr**	Between 45dB and 60dB LAeq,8hr.	>60dB LAeq 8hr > 80dB LAfmax
	Inside a bedroom	Day	<40dBLAeq,16hr	40dBLAeq,16hr	>40dBLAeq,16hr
		Night	<35dBLAeq,8hr 70dBLAmax,fast	35dB to 40dBLAeq,8hr 80dBLAmax,fast	>40dBLAeq, 8hr >80dBLAfmax
	Outdoor living space (free field)	Day	<50dBLAeq,16hr	50dB to 55dBLAeq,6hr	>55dBLAeq,16hr
Non anonymous noise	See guidance note on non-anonymous noise				

6.2.15   *LAeq, T values specified for outside a bedroom window are façade levels

6.2.16   **Lnight values specified for outside a bedroom window are free field levels

6.2.17   The levels given above are for dwellings; however, levels are use specific and different levels will apply dependent on the use of the premises. The Council will also take into account the likely times of occupation for types of development and will be amended according to the times of operation of the establishment under consideration.

Industrial and Commercial Noise Sources

6.2.18   A relevant standard or guidance document should be referenced when determining values for LOAEL and SOAEL for non-anonymous noise.

6.2.19   Where appropriate it is expected that British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' (British Standard 4142) will be used. For such cases a 'Rating Level' of 10 dB below background (15dB if tonal components are present) should be considered as the design criterion).

Noise insulation

6.2.20 Where the development falls within an area of high noise (amber and red), the 'good' standard of British Standard 8233 (2014) should be met, the reasonable standard may only be allowed where other overriding factors have been agreed with environmental health.

6.2.21 Table B Noise Levels Applicable to Proposed Industrial and Commercial Developments (Including Plant and Machinery)

Existing Noise sensitive receptor	Assessment Location	Design Period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Dwellings**	Garden used for main amenity (free field) and Outside living or dining or bedroom window (façade)	Day	'Rating level 10dB* below background	'Rating level' between 9dB below and 5dB above background	'Rating level' greater than 5dB above background
Dwellings**	Outside bedroom window (façade)	Night	'Rating level' 10dB* below background and no events exceeding 57dBLAmax	'Rating level' between 9dB below and 5dB above background or noise events between 57dB and 88dB LAmax	'Rating level' greater than 5dB above background and/or events exceeding 88dBLAmax

6.2.22 The high density of industrial plant and air-handling units (including kitchen extracts, air-condition units and refrigeration plant) has a cumulative effect of increasing the overall background noise level. To prevent this level continually increasing to the detriment of the local residential amenity in those locations there will be an expectation that all new noise sources would be expected to operate at a Rating Level (British Standard S4142) of 10dB below the background noise level measured as a LA90.

6.2.23 *10dB should be increased to 15dB if the noise contains audible tonal elements (day and night). However, if it can be demonstrated that there is no significant difference in the character of the residual background noise and the specific noise from the proposed development then this reduction may not be required.

6.2.24   In addition, a frequency analysis (to include, the use of Noise Rating (NR) curves or other criteria curves) for the assessment of tonal or low frequency noise may be required.

6.2.25   **levels given are for dwellings, however, levels are use specific and different levels will apply dependent on the use of the premises.

6.2.26   The periods in Table B correspond to 0700 hours to 2300 hours for the day and 2300 hours to 0700 hours for the night. The Council will take into account the likely times of occupation for types of development and will be amended according to the times of operation of the establishment under consideration.

6.2.27   There are certain smaller pieces of equipment on commercial premises, such as extract ventilation, air conditioning units and condensers, where achievement of the rating levels (ordinarily determined by a British Standard 4142 assessment) may not afford the necessary protection. In these cases, the Council will generally also require a NR curve specification of NR35 or below, dependent on the room (based upon measured or predicted Leq,5mins noise levels in octave bands) 1 metre from the façade of affected premises, where the noise sensitive premise is located in a quiet background area.

Entertainment Noise

6.2.28   Assessments for noise from entertainment and leisure premises must include consideration to amplified and unamplified music, human voices, footfall and vehicle movements and other general activity. Appropriate metrics must be used to measure and assess the noise impact including LAeq and LAmax metrics and appropriate frequency spectrum. Planning permission will not be granted in instances where it is not possible to achieve suitable and sufficient internal noise levels with reference to the most up to date and appropriate guidance within proposed noise sensitive receptors despite appropriate mitigation proposals due to the totality of noise from existing entertainment venues.

6.2.29   Table C Noise Levels Applicable to Proposed Entertainment Premises (Customer Noise)

Noise sensitive receptor	Assessment Location	Design Period	LOAE (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Dwellings	Garden used for amenity (free field)	Day	The higher of 55dB LAeq,5min Or 10dB below existing LAeq,5min	56dB to 60dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min	The higher of 61dB LAeq,5min Or 2dB below existing LAeq,5min

Noise sensitive receptor	Assessment Location	Design Period	LOAE (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
			Without entertainment noise	Without entertainment noise	Without entertainment noise
Dwellings	Garden used for amenity (free field)	Evening	The higher of 50dB LAeq,5min Or 10dB below existing LAeq,5min Without entertainment noise	51dB to 55dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The higher of 56dB LAeq,5min Or 2dB below existing LAeq,5min Without entertainment noise
Dwellings	Garden used for amenity (free field)	Night	The higher of 45dB LAeq,5min Or 10dB below existing LAeq,5min Without entertainment noise	46dB to 50dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The higher of 51dB LAeq,5min Or 2dB below existing LAeq,5min Without entertainment noise

6.2.30 For entertainment and plant noise rating curves should be measured as a 15 minute linear Leq at the octave band centre frequencies.

Room	Noise rating curve	Design period
Bedrooms	NR25	23:00-07:00hrs

Room	Noise rating curve	Design period
All habitable rooms	NR35	07:00-23:00hrs

Vibration

6.2.31 Table D Vibration Levels from Uses Such As Railways, Roads, Leisure and Entertainment Premises and/or Plant or Machinery at Which Planning Permission Will Not Normally be Granted or in Line With the Most Current Version of British Standard 6472

Vibration description and location of measurement	Period	Time	Vibration Levels (Vibration Dose Values)
Vibration inside critical areas such as a hospital operating theatre	Day, evening and night	00:00-24:00	0.1 VDV ms$^{-1.75}$
Vibration inside dwellings	Day	07:00-23:00	0.8 VDV ms$^{-1.75}$
	Night	23:00-07:00	0.4 VDV ms$^{-1.75}$
Vibration inside offices	Day, evening and night	00:00-24:00	0.4 VDV ms$^{-1.75}$
Vibration inside workshops	Day, evening and night	00:00-24:00	0.8 VDV ms$^{-1.75}$

6.2.32 Advice note: We recommend that you seek advice from the Environmental

6.2.33 Health department in advance of any noise surveys on the location of measurements and the nearest noise sensitive receptor.

6.3 Waste

Residential Reuse and Recycling Provision

6.3.1 <u>Capacity guidelines</u>

6.3.2 The Council provides a weekly collection of refuse and recyclables operational between 7am to 3.30pm Monday-Friday. All dwellings must have sufficient storage capacity to store all materials for a minimum of eight days-worth of waste as detailed in Table 1.

6.3.3 Table 1 Capacity Guidelines by LBTH

Table 14

Number of Bedrooms	Suggested capacity per week (ltr)			
	Refuse	Dry recyclables	Compostable waste	
			Without Garden	With garden
1	70	50	23	100
2	120	80	23	100
3	165	110	23	200
4	215	140	23	200

6.3.4 <u>Internal Storage Requirements</u>

6.3.5 All new properties should be provided with two internal storage bins per dwelling with a minimum capacity of 40 litres and an additional dedicated storage unit/bin with a minimum capacity of 10 litres for food waste.

6.3.6 All storage 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.

6.3.7 <u>Waste Containers for Residential Properties</u>

6.3.8 The Council has no statutory duty to supply containers for the storage of waste and it is the responsibility of the developer or managing agent to provide all collection containers for all waste streams. However, for standardisation purposes, the Council will provide containers for the storage of recycling, food waste and garden waste in individual properties (houses).

6.3.9 All containers should conform to British Standards EN 840 and in the case of bulk bins, be constructed of metal. More detailed information on container types that are compliant to London Borough of Tower Hamlets requirements are detailed below. Food waste from multi-occupancy properties is to be collected from wheelie bins with a maximum capacity of 240 litres.

6.3.10 Containers for recyclables must be colour coated in RAL 4008 (signal violet) or a very similar colour. The Council will provide the artwork for the vinyl stickers to be affixed to the containers, which will state which materials can be collected for recycling. The supplier of the bins should affix the recommended stickers to the bins prior to supply. It is the responsibility of the developer to ensure that they have the correct colour bins and the recommended stickers.

6.3.11 Table 2 Dimensions of Standard Wheeled Bin and Euro Bin Containers

Table 15

RECYCLING				
Type of Bin	Capacity *(ltr)*	Height *(mm)*	Width *(mm)*	Depth *(mm)*
Wheelie Bin	140	1054	480	565
Wheelie Bin	240	1070	580	740
Wheelie Bin	360	1100	630	860
Bulk Euro Bin (metal)	770	1400	1240	970
Bulk Euro Bin (metal)	1280	1430	1270	990

NB – All recycling bins must be colour coded Signal Violet RAL 4008 or similar colour. They should also be labelled with LBTH recycling signage

REFUSE				
Type of Bin	Capacity *(ltr)*	Height *(mm)*	Width *(mm)*	Depth *(mm)*
Wheelie Bin	140	1054	480	565
Wheelie Bin	240	1070	580	740
Wheelie Bin	360	1100	630	860
Bulk Euro Bin (metal)	770	1400	1240	970
Bulk Euro Bin (metal)	1100	1370	1260	985

RECYCLING				
Type of Bin	**Capacity** *(ltr)*	**Height** *(mm)*	**Width** *(mm)*	**Depth** *(mm)*
NB – All refuse bins should be either grey or black. They should be clearly labelled as 'refuse only'.				

Picture 6.1
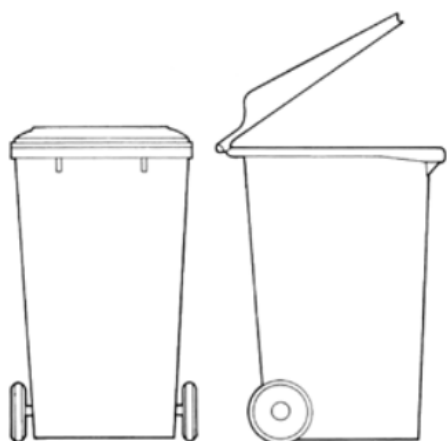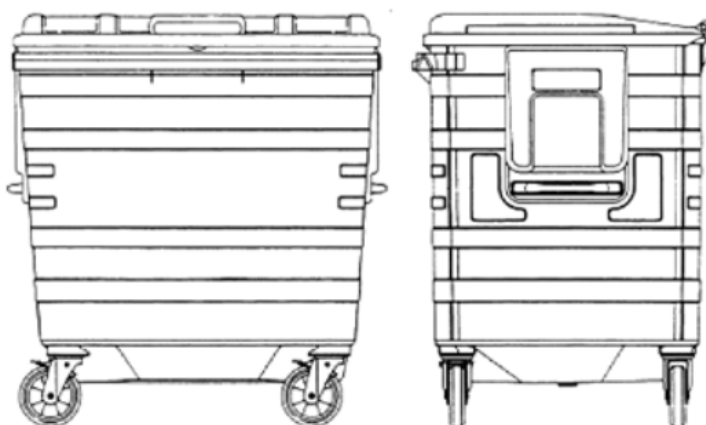
Wheelie Bin   Bulk Euro Bin

Multi-occupancy Properties

6.3.12 In the case of strategic multi-occupancy developments (flatted developments with more than 150 units), the Council advises pre-application consultation to explore alternative waste storage methods to help reduce the impact on the local environment. All proposals must be discussed on an individual basis and will be subject to agreement by the Councils Waste Management Section. Information about alternative waste storage and collection methods will be provided in a supplementary guidance document.

6.3.13 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 obstructions and steps, have a solid foundation and be suitably paved with a smooth continuous finish. The ground should be level and not have a gradient more than 1:12, towards the vehicle. A dropped kerb is also required to wheel the bins where the pavement is steep.

6.3.14 If stores are fitted with locks, then these should be standard FB1 or FB2 Fire Brigade locks.

6.3.15 Where access is required across a public highway, suitable drop kerb crossovers should be provided. Where parking spaces are in existence, arrangements should be made with the Council to enable a bin with dimensions of 1500x1000mm to be wheeled between the parked vehicles.

6.3.16 Enclosed bin stores must have internal lighting and there must be enough space and a wide enough doorway for operative to easily maneuver the containers in and out.

6.3.17 The Council prefers collection of waste from ground floor level and any property that proposes storage elsewhere should make arrangements to present waste at ground floor level. Where this is not achievable, the waste management team should be consulted prior to submission of a full planning application.

6.3.18 Where compactors are planned at basement or ground level, it is preferred that provision for storage of organic waste is also made at the same level.

6.3.19 Where chute systems are proposed, there must be provision for collecting refuse, recyclable and compostable materials via this method. The chute termination should be by a bifurcated baffle plate or by a swivel chute end.

6.3.20 For mixed-use developments there must be segregation between residential and commercial waste bins. The locations of the waste receptacles should be clearly shown on drawings, including the sizes of the bins proposed.

6.3.21 It is the responsibility of the Managing Agent to ensure waste is stored in a suitable container away from the highway as it is not permitted for bins to be placed on the highway.

6.3.22 Doors to bin stores where collections are directly off the highway should have either sliding doors or doors opening inwards. This is to ensure that the highway is not obstructed.

6.3.23 Applicants should note that Part H6 of Building Regulations makes it a requirement for a resident not to carry a waste bag for more than 30 metres from the front door of the development.

Individual Properties

6.3.24 <u>Detached, Semi-Detached and Mid-terrace houses and other property without side or rear access</u>

6.3.25 Proposals for the above housing types must include unobtrusive areas suitable for housing two wheelie bins, a food caddy and a garden waste bag (where appropriate).

6.3.26 Such areas must be convenient for use by residents with easy access to the curtilage by the refuse collection crew and steps should be avoided. If the area has a gradient, it should not exceed 1:12 towards the vehicle. If the storage area is within prominent view of the highway, a footpath or other public vantage point, then the bin area should be screened to avoid public usage. All waste receptacles should be stored not more

than 10m from the collection point and should be unobstructed. If the bin collection point is in front of parking spaces, there should be adequate room for them to be wheeled to the collection vehicle. There must be at least 150mm clearance between each bin and the enclosure must have a minimum height of 1200mm.

6.3.27 Table 2 highlights the bin size requirements for individual properties. The sizes do not take into account the actual capacity requirements, but are to ensure that there is standardization of bins. All bins for individual properties should conform to British Standard BS EN 840:1997.

6.3.28 Bulky Waste Collection

6.3.29 Applicants should consider having an appropriate location for short-term storage of bulky items of furniture or electrical items in the design of new developments. It may be appropriate to provide covered accommodation for the storage of these items, as some may be re-usable. Where necessary, the Waste Management Team at LB of Tower Hamlets and the Fire Brigade should be consulted to help with advice regarding size of bulky waste store and minimisation of arson risk.

6.3.30 Commercial Waste Provision

6.3.31 The Council does offer a commercial waste collection service with a range of container options and collection frequencies to suit all types of premises. Businesses can also choose to take a contract with a fully licensed private waste collection firm.

6.3.32 It is difficult to anticipate the volume of refuse produced at commercial premises. Waste Services requires the provision of sufficient storage space for waste and recyclable material, for either two days or four days output, depending on the frequency of collection. Wash down and drainage facilities are also desirable in order to facilitate required hygiene standards. The Council will treat each application individually.

6.3.33 In mixed developments segregation of residential and commercial waste is required. The residential development should follow guidance on multi-occupancy developments detailed in the section on 'waste provision for multi-occupancy properties.

6.3.34 Refuse Collection Vehicles – Specifications & Guidance

6.3.35 Developers should ensure 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.

6.3.36 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 maneuvering space for the collection vehicle (which may be a six-wheeled HGV) as specified by the Freight Transport Association's publication '*Designing for Deliveries*'.

6.3.37 Proposals for new sites should demonstrate with auto tracks that the collection vehicles can maneuver alongside the hoppers without undue impact on pedestrian safety or traffic flow.

6.3.38 <u>Maintenance of Waste Containers and Related facilities</u>

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

6.3.40 Managing organisations are responsible for the management and maintenance of sites, bin stores, waste containers including URS, compactors and AVAC

6.3.41 The council is not responsible for container maintenance or replacement. Managing organisations must ensure that the containers are regularly and properly maintained.

Appendix 7 . Site Allocations Summary Matrix

#	Site	Address
1	Aspen Way	Aspen Way
2	Bishopsgate Goods Yard	Shoreditch High Street
3	Bow Common Gas Works	Bow Common Lane
4	Billingsgate Market	Trafalgar Way
5	Ailsa Street	Ailsa Street
6	North Quay	Upper Bank Street
7	Reuters Ltd	Paul Julius Close
8	Riverside South	Westferry Circus
9	Hercules Wharf	Orchard Place
10	Clove Crescent	East India, Dock Clove Crescent
11	Limeharbour	Limeharbour Marshwall
12	Marsh Wall East	Limeharbour Marsh Wall
13	Marsh Wall West	Marsh Wall
14	Millharbour	2 Millharbour
15	Oban Street	Oban street
16	Crossharbour Town Centre	East Ferry Road
17	Chrisp Street Town Centre	Chrisp Street / East India Road / Kerbey Street
18	Wood Wharf	Prestons Road
19	Westferry Printworks	Westferry Road
20	Leven Road Gas Works	Leven Road
21	London Dock	Pennington Street
22	Marian Place Gas Works and The Oval	Marian Place / The Oval / Emma Street
23	The Highway	The Highway/Pennington Street
24	The Docklands Delivery Office	310 Burdett Road
25	Whitechapel South	Whitechapel Road

#	Site	Address
26	Millharbour South	Greenwich View Place/Muirfield Crescent

Appendix 8 . Planning Application Checklist

8.0.1 When submitting a planning application, in order for a planning application to be valid, there is a list of requirements that must be met. The list comprises of two elements:

1. National validation requirements
2. Local requirements.

8.0.2 The national requirements are set out in the National Planning Practice Guidance, drawing on the relevant legislation (Development Management Procedure Order 2015).   The Council's Local List details any additional specific plans or documentation required to accompany a planning application and will vary according to the type of application, i.e. householder, full permission, outline permission, etc.

8.0.3 The Councils local list requirements are published on the website and are reviewed periodically. The current local list can be found at the following link:
http://www.towerhamlets.gov.uk/lgnl/environment_and_planning/planning/Development_management/local_lists.aspx