



Meeting of the

TOWER HAMLETS COUNCIL

Wednesday, 15 September 2010 at 7.30 p.m.

S U P P L E M E N T A L A G E N D A

8 .1 LDF Core Strategy: Adoption of the Plan

1 - 176

Appendix 1 to the report of the Corporate Director, Development and Renewal (the Core Strategy Development Plan Document) is attached.



LDF
TOWER
HAMLETS

CORE STRATEGY 2025

DEVELOPMENT PLAN DOCUMENT

Adopted xxxx

Page 1



Agenda Item 8.1

Production

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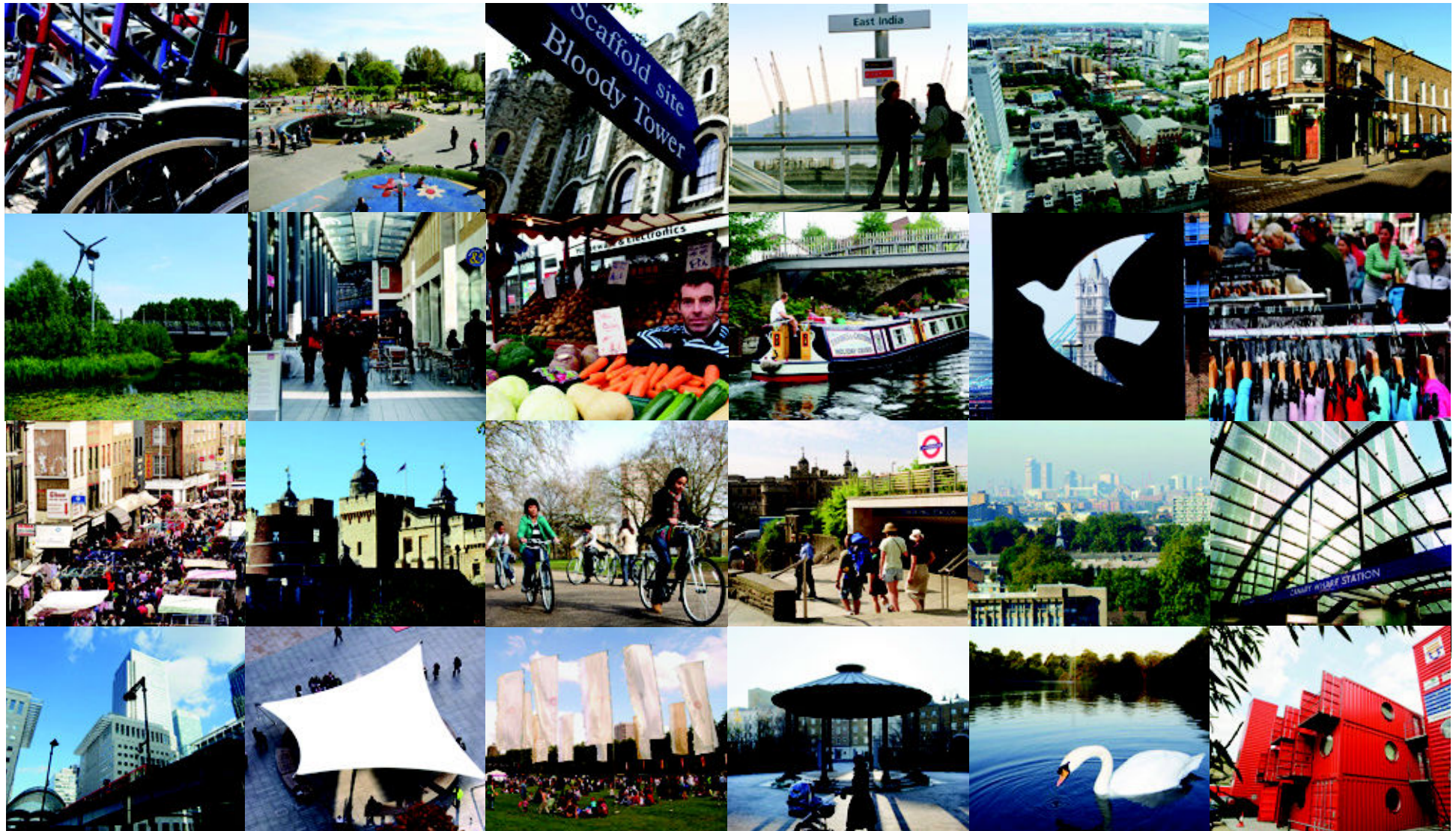
Tower Hamlets Partnership



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Foreword

The Community Plan sets out an ambitious vision for the borough; but it is achievable. The Core Strategy is one of the key tools to realise the vision of the Community Plan. It provides us with a 15 year plan which will shape what our borough looks like in the future.

At the heart of the Core Strategy's vision is the concept of reinventing the hamlets. The East End's historic hamlets, or places, are what makes our borough unique and strong. From the Victorian terraces of Bow to the modern high rise offices of Canary Wharf, and from the hustle and bustle of Spitalfields and Brick Lane to the peace and tranquillity of Victoria Park, these places all come together to create One Tower Hamlets.

Despite the ongoing successes of Tower Hamlets, we still face some difficult challenges. Foremost among them is the need to ensure there are sufficient good quality affordable homes for families in places that encourage healthy and sustainable living. We are also striving to ensure our streets and open spaces are safe and attractive for everyone to use and enjoy. Continuing to improve education and skills as well as provide opportunities for employment and enterprise remains another high priority.

The Core Strategy will also enable us to harness the opportunities available to us. The growth in the City and Canary Wharf, the Thames Gateway development and the 2012 Olympics puts Tower Hamlets firmly at the heart of London's future growth and success.

Taking its lead from our Community Plan, the Core Strategy recognises the importance of working in partnership. Together, we will seek to build on the existing qualities and strengths of each place to make Tower Hamlets a truly great place to live.

This Strategy has been shaped by ongoing consultation and engagement involving local people, businesses and communities, as well as service providers and key stakeholders.

I would like to thank everyone who has inputted into Core Strategy so far and look forward to your comments.



Moz

Councillor Marc Francis
Lead Member,
Housing and Development

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How to use this document

The Core Strategy is the key spatial planning document for Tower Hamlets, setting out the spatial vision for the borough and how it will be achieved.

To understand the overall vision and how the Core Strategy aims to achieve it, the document needs to be understood in its entirety. However, the document has also been structured for ease of use.

The five spatial themes form the bulk of the document.

- Refocusing on our town centres
- Strengthening neighbourhood well-being
- Enabling prosperous communities
- Designing a high-quality city
- Delivering placemaking

These are grouped into two parts containing the borough-wide strategies (Chapters 3 to 6) and delivering placemaking (Chapter 7).

Whilst the borough-wide strategies set out the objectives and policies for the entire borough, the placemaking chapter illustrates how these strategies will shape the 24 individual places.

Each borough-wide strategy is formed of strategic objectives (SO), a map showing the spatial representation of the strategy, a spatial policy (SP) and justification for the strategy. The placemaking chapter consists of a vision for the place, a map - illustrating the vision, details of opportunities and growth - and strategic priorities and principles.

This document is high-level and spatial, hence maps, drawings and diagrams are provided throughout to express the vision and show where things will happen. These are for indicative and illustrative purposes only and are not intended to be site specific.

The next page shows how each borough-wide strategy and the placemaking chapter is structured.

Setting the scene

Outlines the global, national, regional and local context for spatial planning in the borough. Also sets out the role and relationship of the Core Strategy with the Community Plan 2020.

The Big Spatial Vision

Sets out the spatial vision for the borough along with the key diagram and principles underpinning this vision. The chapter also sets out the strategic objectives of how we will deliver our regional role, maximise the Olympics and achieve wider sustainability.

Refocusing on our town centres

Strengthening neighbourhood well-being

Enabling prosperous communities

Designing a high-quality city

These four chapters detail the borough wide strategies.

Delivering placemaking

Presents for each place the vision, the priorities and principles that will assist in delivering place making across Tower Hamlets.

Delivery and monitoring

Sets out how the Core Strategy will be delivered and monitored.

Appendices

Contains the Glossary of terms; Programme of delivery; Monitoring framework; Town centre hierarchy; List of superseded policies; Key challenges and objectives matrix; and Endnotes.

Structure of borough-wide strategies

Where we want to be

SO01

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What it will look like

Shows an illustrative spatial
representation of the strategy
on a map

How we are going to get there SP01

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How we are going to get there

Sets out the spatial policies which
will guide development through-
out the borough.

Why we have taken this approach

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Why we have taken this approach

Explains and justifies the approach
taken and links it to the relevant
evidence base that supports it.

Where we want to be

Sets out the borough wide strategic
objectives that will enable
us to get where we want to be

Structure of delivering placemaking

Vision

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Vision diagram

Provides an annotated and
illustrative diagram of the
vision

Opportunities and growth

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Opportunities and growth

Indicates the opportunities for
change and growth likely to arise

How we are going to get there

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How we are going to get there

Sets out the priorities and wider
principles that will guide devel-
opment towards the vision.

Vision

Describes what the place will
be like

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Setting the scene

1

Building a spatial strategy

Local Development Framework

1.1 The primary purpose of the Local Development Framework is to assist in the regeneration and sustainable development of Tower Hamlets by implementing the spatial aspects of building One Tower Hamlets (see p.19). The Core Strategy is the principal document in the LDF as it sets the borough's spatial strategy to 2025.

Other Development Plan Documents that will support the Core Strategy are:

- **Development Management DPD** - setting out detailed policies to support development decisions
- **Sites and Placemaking DPD** - setting out place and site specific proposals for the borough, including key site allocations.
- **Proposals Map** - setting out specific boundaries within which particular policies apply.
- Any **Area Actions Plans** that are required
- In addition, any **Supplementary Planning Documents** required to help support and add further detail to the DPD policies.

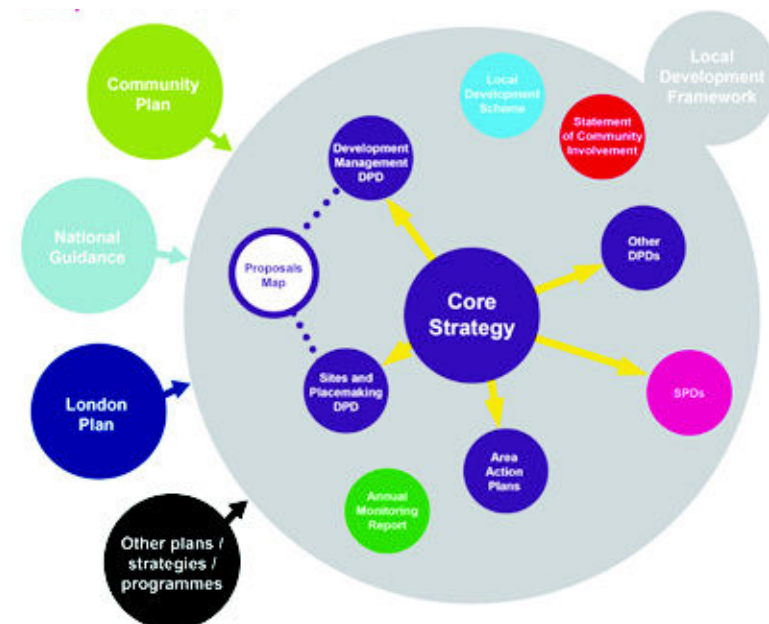
The Core Strategy 2025

1.2 The Core Strategy is not a stand-alone document; it is one piece of a wider spatial framework for the borough. The Core Strategy sets out an ambitious and long-term spatial strategy to deliver the aspirations set out in the Community Plan. It sets out broad areas and principles, and where, how and when development should be delivered across the borough until 2025. It is also outcome-focused, and does not solely relate to development decisions.

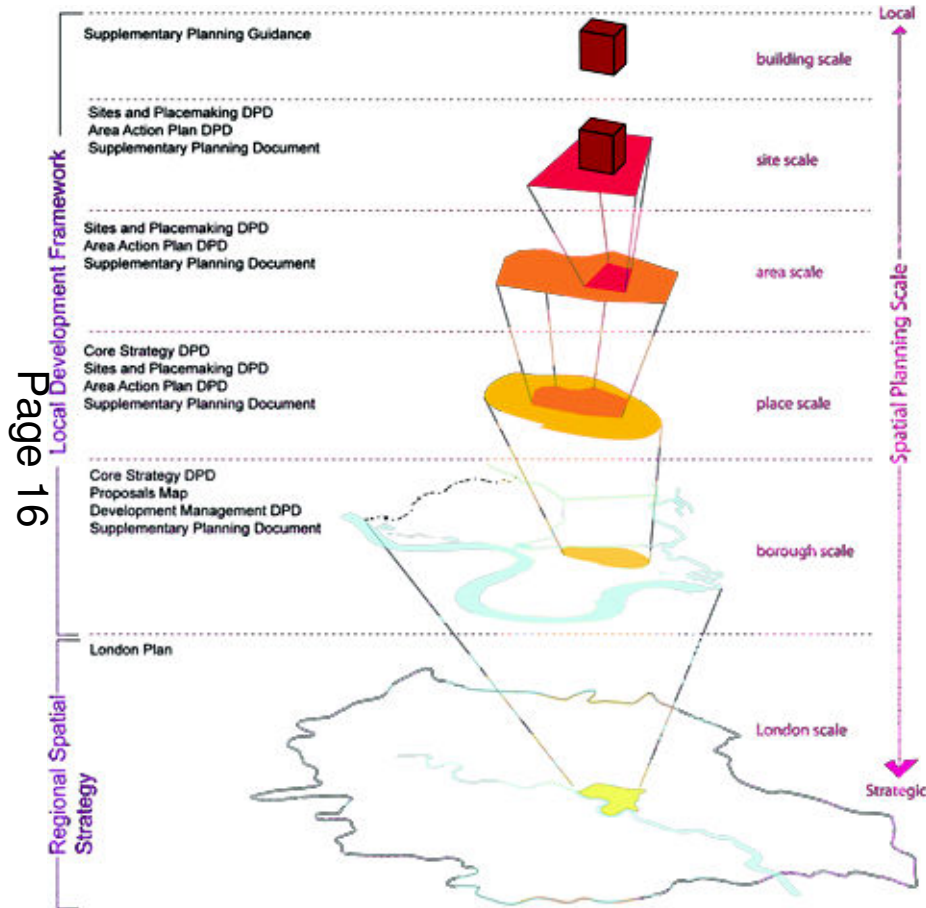
It is **not** the role of the Core Strategy to:

- set out detailed policies in relation to planning applications
- set out site specific policies and allocations
- set out defined boundaries on an OS-based map

► See Planning Policy Statement 12



▲ Fig 1. The Local Development Framework



▲ Fig 2. A diagram showing the inter-relationship between spatial scale and LDF spatial planning tools

Produced in partnership

- 1.3 The Core Strategy has been produced after extensive stakeholder engagement and wider consultation, adhering to the principles set out in the Tower Hamlets Statement of Community Involvement.
- 1.4 This document has been prepared in accordance with the Planning Act 2008, The Town and Country Planning Regulations 2008 and Planning Policy Statement 12. This document is the final submission Core Strategy informed by the two previous option consultation papers* and from previous research and engagement prior to the 2008 Act.
- 1.5 The first round of consultation identified within the Options and Alternatives Consultation Document two potential overarching strategies. One strategy was looked to refocus on our town centres, and the other advocated for organic growth across the borough. This Consultation Document also looked at options for each of the borough wide policies coming forward.
- 1.6 In selecting the overarching strategy, consultation findings and further evidence base suggested a combined approach which sought to refocus on town centres, while still recognising the organic nature of growth in the areas adjacent to the City Fringe and Canary Wharf. This preferred approach for the overarching strategy, along with the preferred approach for the borough-wide policies, was tested as part of the second consultation phase – Options and Alternatives for Places. This phase also tested options for how the borough-wide policies would affect the 24 identified individual places of Tower Hamlets. It also tested the vision for each place, which included engagement with the community and stakeholders about what each place would look like in the future and how that might be delivered.
- 1.7 The preferred approach for the overarching strategy is stated within chapter 3 “Refocusing on our town centres”.
- 1.8 The Core Strategy seeks to provide a robust spatial strategy for Tower Hamlets. It has been developed in line with national and regional planning policy, and while not repeating, it does seek to interpret this guidance locally, to the particular needs and characteristics of Tower Hamlets.

Putting it into perspective

- 1.9 The Core Strategy looks at guiding and delivering strategic growth on a local scale. But this is significantly affected by a variety of factors on global, national and regional scales.



Global challenges

Climate change

- 1.10 There is a consensus among experts that human activities are contributing to climate change through the release of greenhouse gases into the atmosphere¹. The built environment contributes to greenhouse gas emissions and therefore sustainable development plays a critical role in tackling climate change².

Global economy

- 1.11 The global economy is currently experiencing a significant downturn that is impacting on the UK's and London's economic activities³.

Health equality and well-being

- 1.12 Urban living provides many benefits but can place stresses and strains on the health and well-being of those who live and work in cities. Urban planning can play a significant role in creating healthy cities that contribute towards healthier communities⁴. The important role of planning and health is recognised by the World Health Organisation (WHO) in its Healthy Cities and urban governance programme⁵.

International migration

- 1.13 Migration is a major factor in shaping the population distribution. As the global population becomes increasingly urbanised and populations move due to the effects of climate change this creates a wide range of positive and negative issues.



▲ Fig 3. London continues to be one of the world's global cities



UK issues & responses

1.14 Global issues have a significant impact on the UK and are shown to have the following influences:

Impacts of climate change

1.15 The impact of climate change on the UK is likely to be in the form of more extreme weather events with effects on the natural environment, national prosperity and social cohesion⁶. As such, the UK Government has committed to mitigate and adapt to the impacts of climate change by meeting international and national targets⁷.

National economy

1.16 The UK is currently experiencing the effects of the global economic crisis which is limiting the country's economic growth and is expected to continue for the next two to three years⁸. The Core Strategy through the Plan-Monitor-Manage approach, is well placed to adapt to changing economic circumstances.

Health equality and well-being

1.17 Lifestyle factors and the wider determinants of health have an impact on health equality in the UK⁹. The built environment can play an important part in helping to address ill health and promote healthy and sustainable communities¹⁰. It can also provide appropriate locations for healthcare services by considering human health and well-being¹¹.

Population migration

1.18 The UK has always attracted new people for many varied reasons and this is expected to continue as the mobile global workforce seeks employment opportunities. London sits as the spatial and economic centre of the UK, it is also the Gateway to mainland Europe (see diagram to the right). Within the UK, the population of London and South-east is expanding as people move to these areas.

Spatial Planning

1.19 The UK Government responds to the preceding issues by developing and implementing national policies and guidance. One such response has been the development of new national guidance to modernise the UK planning system through spatial planning. Spatial planning is a process of placemaking and delivery which aims to streamline the planning process through a flexible, proactive and spatial approach¹².



◀ Fig 4. National context - London sits as the centre of the UK, spatially and economically.



Regional challenges

London and climate change

1.20 The effects of the increase in carbon emissions since industrialisation can already be felt in London, with milder winters and hotter summers being experienced. Some other effects of climate change on London which can be expected include¹³:

- Heat waves and other extreme weather events
- An increase in the “urban heat island” effect
- Increased risk of flooding
- Extra pressure on London’s water resources
- Increased health risks for vulnerable groups, including the elderly
- Impacts on biodiversity, including the loss of species

London’s economy

1.21 The national agenda places the Greater London region as the key driver of the UK economy, with an emphasis on growth, investment and connectivity¹⁴. Historically Tower Hamlets has been an important strategic link between central London and the east of England with the borough providing the early trading routes to eastern ports from central London¹⁵; today it forms the western edge to the Thames Gateway growth corridor.

Health equality and well-being in London

1.22 For all of London’s strengths, it is marked by high levels of deprivation, social exclusion and homelessness. It is a city showing extremes of affluence and poverty, often next door to each other. High infant death rates, levels of mental ill health, and drug misuse and addiction are of serious concern in some areas. A coordinated, London-wide approach can make a significant difference to the factors influencing Londoners’ health. Recognising this, a broad range of organisations have formed a

partnership called London Health Commission to reduce health inequalities and improve the health and well being of all Londoners.

Migration

1.23 London has always attracted new people for a variety of reasons and this is expected to continue as the highly mobile labour market takes advantage of the economic opportunities present in London¹⁶.

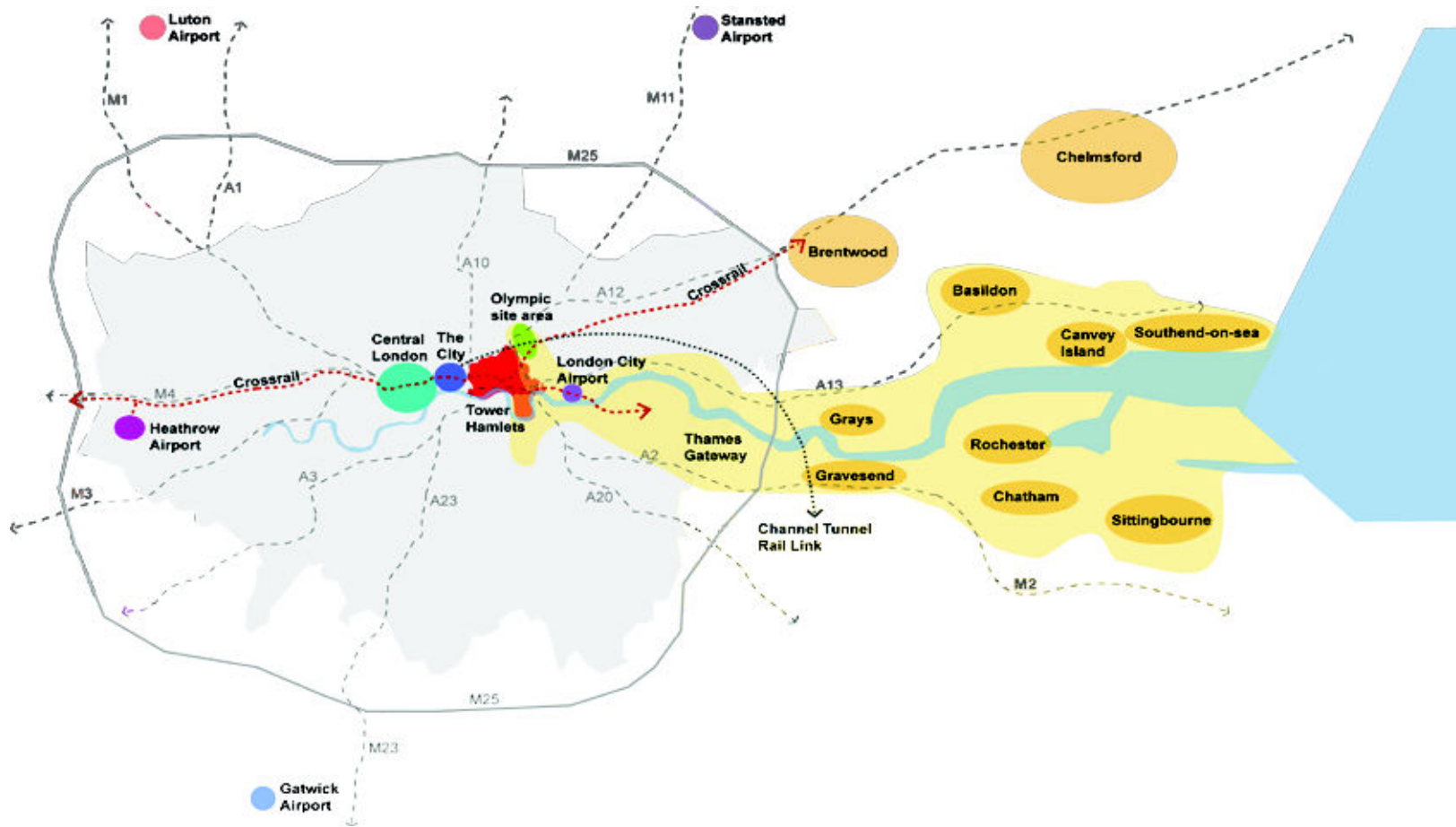
Thames Gateway growth area

1.24 The Government has identified the Thames Gateway as a key location for the delivery of new homes and sustainable communities over the next 25 years¹⁷. This will significantly help to address the regional need for more housing, partly due to population growth, but also lifestyle changes as smaller households become more common. The London Thames Gateway Development Corporation acts as the main delivery and coordinating agent for the regeneration of the Lower Lea Valley and Barking and Dagenham areas of the Thames Gateway.

1.25 Major transport improvements are underway or planned for the Thames Gateway and London in order for it to fulfil and facilitate its growth aspirations. Crossrail and the Channel Tunnel Rail Link (CTRL) are the two main infrastructure projects that will significantly improve regional and international connections from east London¹⁸.

2012 Olympic and Paralympic Games

1.26 This is the single largest regeneration project in Europe and the UK, and it is happening in east London. The legacy of the Olympic Park, including the Legacy Masterplan Framework and Stratford City, will have both immediate and lasting impacts, helping to transform Tower Hamlets. The five Olympic boroughs - Newham, Hackney, Waltham Forest, Greenwich and Tower Hamlets - are working together across a number of sectors, through the creation of a Strategic Regeneration Framework and Multi-Area Agreement¹⁹, to ensure the delivery of its legacy benefits to east London.



◀ Fig 5. A diagram showing the regional context of Tower Hamlets as part of London and its relationship to the Thames Gateway growth corridor

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One Tower Hamlets diverse communities and distinct places

A borough of diverse communities

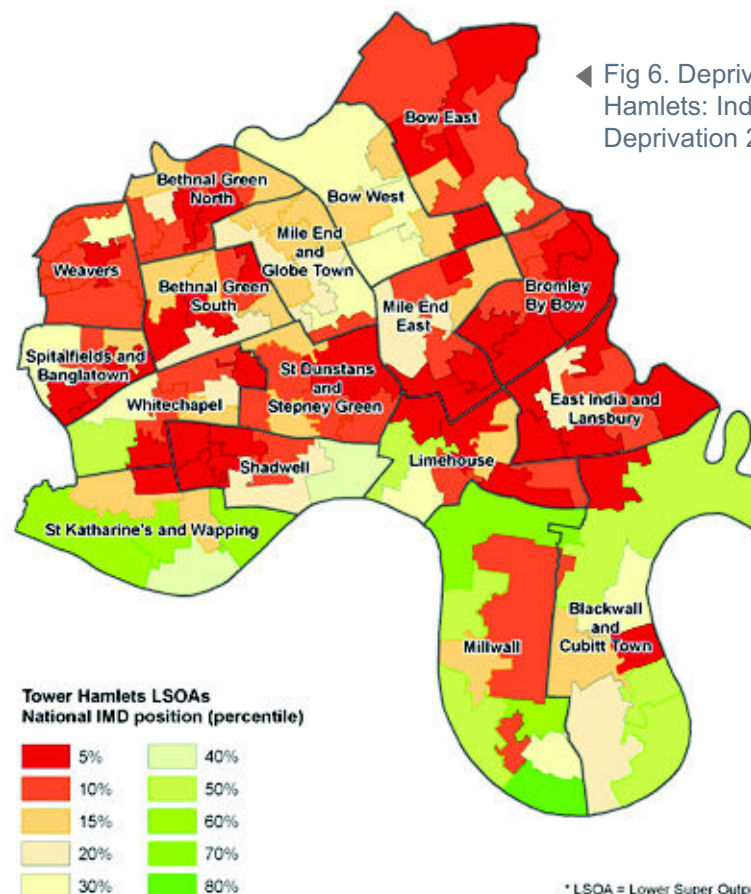
1.27 The people of Tower Hamlets are the borough's greatest asset. The community that lives and works in the borough is as diverse as the landscape around it. Tower Hamlets has always been a diverse place, attracting communities from all over the country and the rest of the world. Our population is expected to reach 300,000 by 2025 with many new communities moving into the borough which will contribute to a changing community profile over the next fifteen years²⁰.

1.28 Tower Hamlets is one of the most ethnically diverse areas in the country. About half of the total population are from black and ethnic minority communities (refer to Figure 7), and around 110 different languages are spoken by our school pupils. The proportion of young people living in Tower Hamlets currently stands at 35% (Figure 8), which is much higher than the 18% average for the rest of inner London, and over 70% of our young people are from minority ethnic backgrounds²¹.

1.29 Tower Hamlets is also ranked as the third most deprived local authority in the country (refer to Figure 6) after the London Boroughs of Hackney and Newham, with local people suffering from a number of health and well-being challenges, including high levels of obesity (approximately 20% of adults) and high levels of smoking (37% of adults)²². This is affecting overall life expectancy which stands at 75 for men and 80 for women, placing Tower Hamlets 383rd and 361st respectively, out of 432 local authority areas²³.

1.30 The population of Tower Hamlets increases significantly on weekdays, with more than 200,000 workers commuting into Canary Wharf²⁴. Conversely for people living in Tower Hamlets, worklessness is a critical issue. The employment rate for the working age population is 58.6% compared with London's 69.8% and 74.3% for the UK²⁵. In addition, whilst the average salary for those working in Tower Hamlets is nearly £69,000, 23% of families live on less than £15,000²⁶.

1.31 Tower Hamlets has one of the highest population densities in inner London. By 2025 it's projected that there will be a further 43,000 new homes in the borough. However, housing affordability is low in comparison to national standards, and existing social housing quality (in terms of decency) is low but improving²⁷. Housing need, both in terms of quality and quantity, is one of the most significant drivers for change in the borough.



A borough of distinct places

1.32 Tower Hamlets has a long and rich history, arising from the collection of Hamlets that grew along and around the trade and movement routes between the City of London and the hinterlands of Essex (refer Figure 9).

1.33 The greatest natural asset in the borough is the River Thames and the network of inland waterways which transect the borough. Open and green spaces are dotted throughout the borough, with Victoria Park and Mile End Park providing the most significant contribution. Given the inner-London nature of the borough, improving access to open, green and water spaces continues to be a significant challenge²⁸.

1.34 There are many physical assets that put Tower Hamlets on the map, the most significant being the Tower of London - a UNESCO World Heritage Site - and the iconic Canary Wharf. Many of the places of Tower Hamlets, (Bethnal Green, Bow, and Whitechapel) are also well renowned as being the home of London's East End. Many places, from the former docklands to the Lower Lee Valley continue to be the focus for significant regeneration, with the shift in the economy away from manufacturing to a service-based economy.

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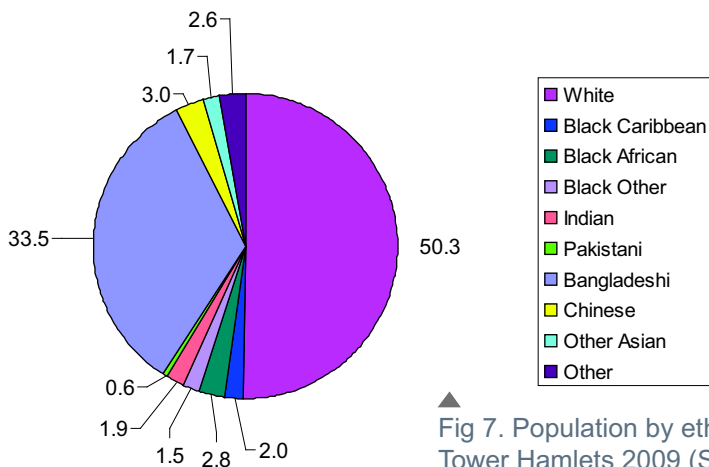


Fig 7. Population by ethnicity Tower Hamlets 2009 (Source GLA Estimate)



Fig 8. The historic hamlets as distinct places centred around the Tower of London

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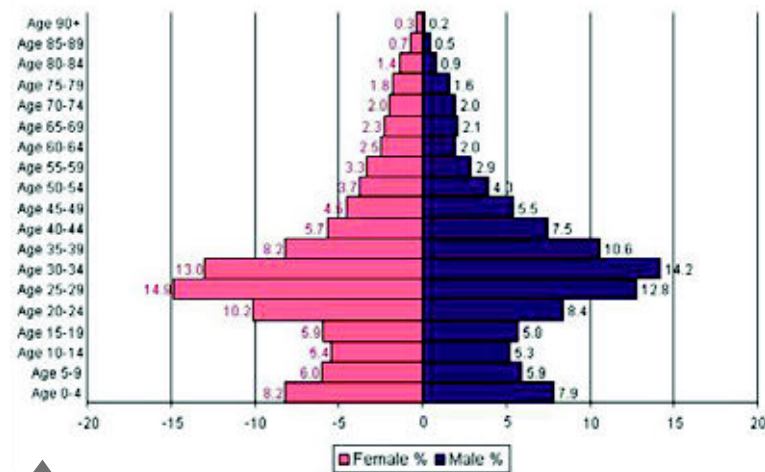


Fig 9. Age structure of Tower Hamlets Population

One Tower Hamlets a spatial response



A great place to live = Placemaking
 creating well-designed neighbourhoods that equal more than the sum of their parts

Building One Tower Hamlets through the Community Plan

1.35 Tower Hamlets Partnership has prepared the Tower Hamlets Community Plan which provides an exciting vision for the borough to 2020 and clearly defines the priorities for change. This plan sets out an ambitious agenda to ensure the borough's diverse communities are prosperous, healthy, safe and supportive. The over-arching aim of the Community Plan is to **“improve the quality of life for everyone who lives and works in the borough”** and the plan's priorities and objectives are arranged around four themes²⁹:

- A Great Place to Live
- A Prosperous Community
- A Safe and Supportive Community
- A Healthy Community

1.36 Underpinning these themes is the aspiration to build 'One Tower Hamlets' – a borough where everyone has equal stake and status; where people have the same opportunities as their neighbour; where people have a responsibility to contribute; and where families are the cornerstone of success.



Building One Tower Hamlets through the Core Strategy

1.37 Where the Community Plan sets out the aspirations for the communities of Tower Hamlets, the Core Strategy seeks to translate these into a physical reality. The Core Strategy achieves this by setting out a spatial framework to design, build and plan great places to live and work. The Core Strategy seeks to understand the roles and opportunities of each place in the borough. It brings these opportunities together to enable shared success across the borough and deliver the vision of One Tower Hamlets.

Fig 10 & 11. Diagrams showing the relationship between the Community Plan (top) and the Core Strategy (bottom)





The big spatial vision 2

A spatial vision for Tower Hamlets

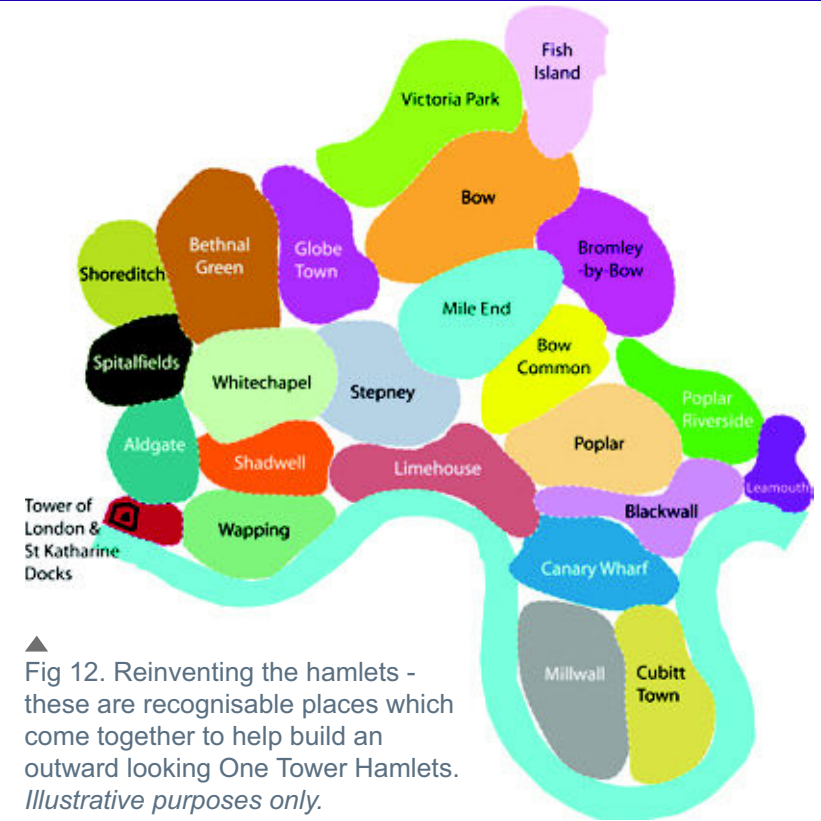
Reinventing the Hamlets

Vision Statement

Tower Hamlets will reinvent, strengthen and transform the places that makes this borough unique. It will continue to be a place for diverse communities, building on its strategic importance as a unique part of inner London. Set alongside the iconic River Thames and the Tower of London, and within a network of parks and waterways, Tower Hamlets will continue to prosper as a collection of places, coming together to build One Tower Hamlets.

Tower Hamlets will play a significant part in developing London as a successful, sustainable, global city. It will prosper through sustainable regeneration which stems from the major economic hubs of Canary Wharf, the City and Stratford.

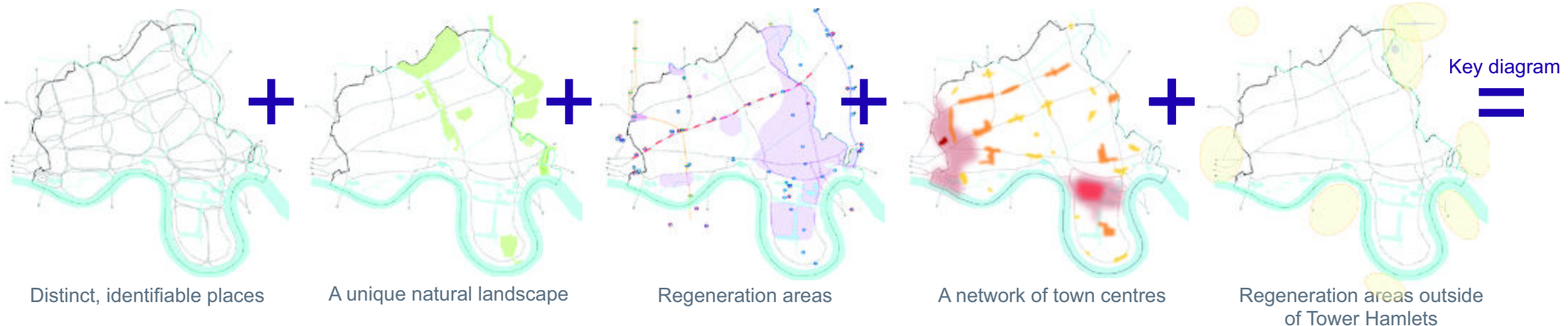
This will filter down to the connected network of vibrant and regenerated locally distinct places that has evolved from the borough's rich history. From Spitalfields to Poplar and from Canary Wharf to Bow, each place will have a distinct identity, role and function but all will be well-designed, vibrant, and above all, a great place to live.



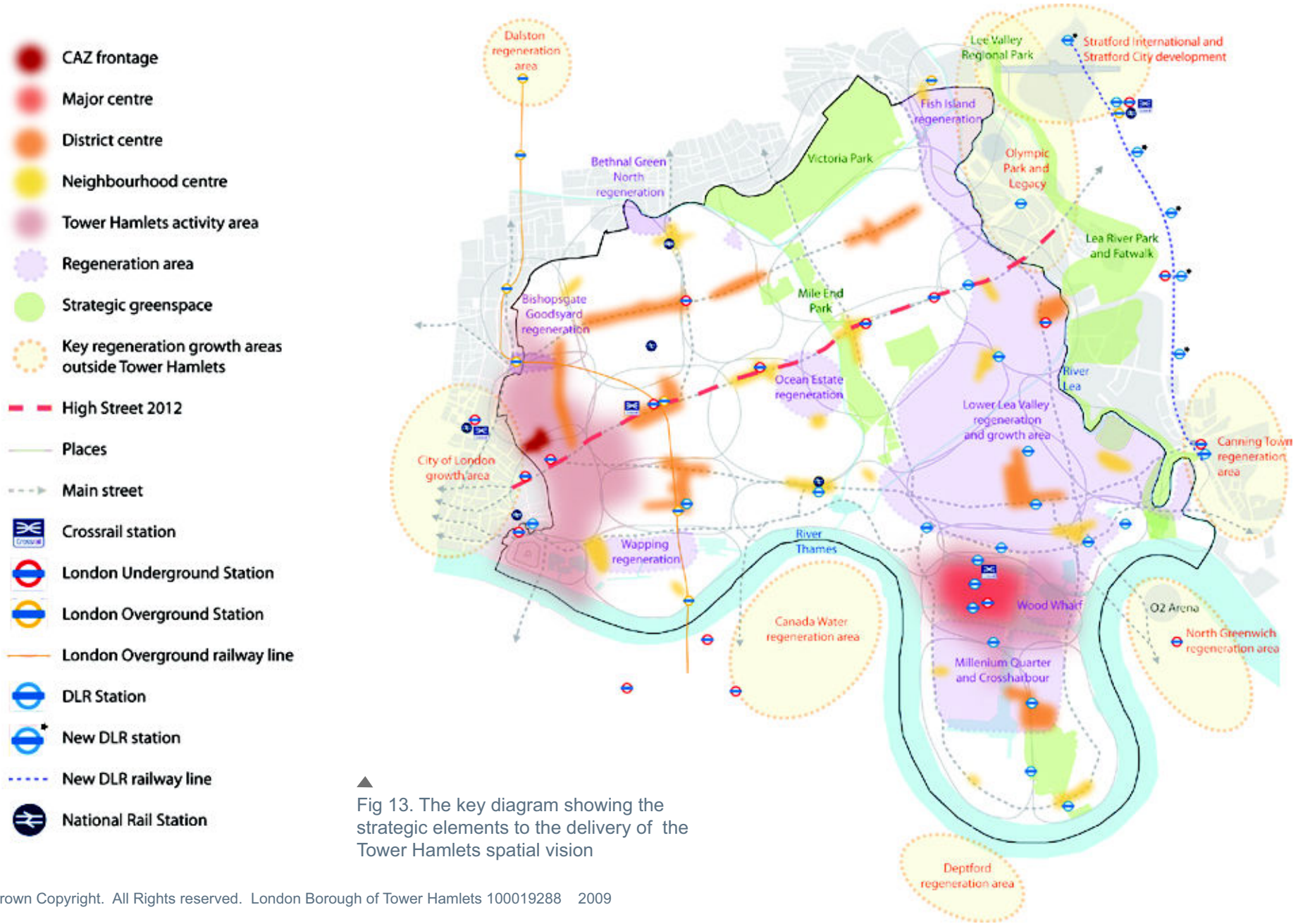
▲ Fig 12. Reinventing the hamlets - these are recognisable places which come together to help build an outward looking One Tower Hamlets. *Illustrative purposes only.*

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▼ Fig 13. The layers that combine to form the key diagram for Tower Hamlets



Key Diagram



▲ Fig 13. The key diagram showing the strategic elements to the delivery of the Tower Hamlets spatial vision

Vision Statement Key Principles

This spatial vision is underpinned by a number of key principles which guide and steer the Local Development Framework and its long term implementation:

- Optimise the use of land
- Integrate movement and land use
- Reinforce a sense of place
- Work in partnership
- Conserve and reuse resources
- Diversify and grow the economy
- Good design from the outset
- Evidence based decisions
- Support community cohesion
- Live within environmental limits
- Support human health and wellbeing
- Access to nature and open space

Programme of Delivery

Delivery of the spatial vision is an essential element of the Core Strategy; without which the vision will not be achieved. The council and its key partners are committed to ongoing delivery and pro-actively drive five transformational programmes that form a 'Programme of Delivery' to assist in the delivery of the spatial vision. The programmes are:

- Comprehensive regeneration areas
- Infrastructure Delivery Plan
- Housing investment and delivery programmes
- Policy and strategy programmes
- Tower Hamlets Green Grid

This Programme of Delivery (*refer to Appendix 2*) underpins the delivery and implementation of the Core Strategy and its spatial themes. This ensures that a clear, consistent and wide-ranging delivery approach is embedded throughout the Core Strategy.



▲ Fig 14. The spatial vision and spatial themes

Why we have taken this approach

- Page 80
- 2.1 How we design and plan our places has both a direct and indirect impact upon the quality of life of local people. Many different components come together to make a place work well, and understanding how place works is a key ingredient in the new spatial planning agenda³⁰.
- 2.2 The place making approach has taken increased prominence over recent years and is identified by a number of government papers and guidance on local spatial planning³¹. Bringing together the local public and delivery partners through place shaping will enable the effective and targeted delivery of the Community Plan objectives throughout the places of Tower Hamlets. This will create places that are outward-looking, integrated, sustainable and great places to live and work.
- 2.3 Neighbourhoods based around a clear and coherent urban structure supported by all the necessary physical, social and green infrastructure, offer a sustainable model of city living. This allows local people to benefit from local activities whilst also being part of the metropolitan scale of activities that take place in other areas of London³².
- 2.4 Achieving the Community Plan's vision of One Tower Hamlets requires an understanding of how each of the places that make up Tower Hamlets work. Understanding the role and function of each place, its strengths and weaknesses will ensure a well orchestrated approach to addressing the issues faced by these places and Tower Hamlets as a whole.
- 2.5 Reinventing the Hamlets is a vision, yet it is firmly underpinned by a number of key principles. These principles, gathered from best practice and government and regional guidance, ensure the longevity of good spatial planning is embedded at the highest, most strategic scale by which other documents take their lead.
- 2.6 The spatial vision for the borough of "reinventing the hamlets" is a spatial interpretation of the Community Plan vision and key priorities. Derived from this spatial vision are five priority outcomes; refocusing on our town centres, strengthening neighbourhood well-being, enabling prosperous communities, designing a high-quality city and delivering placemaking; each of these addresses a number of borough-wide issues. Not only have these five priority outcomes been derived from the spatial vision, but each one is a key component of the vision and achieving these outcomes is crucial to realising the vision of "reinventing the hamlets."
- 2.7 Delivery of this ambitious spatial vision requires a comprehensive and ongoing delivery model which is termed the programme of delivery. This is a package of works and projects that ensure delivery and implementation is embedded throughout the structure of the Core Strategy. The Programme of Delivery is underpinned by an infrastructure schedule and the housing growth numbers generated by the Planning for Population Change and Growth Model. The Programme of Delivery will be monitored as part of the Annual Monitoring Report. See appendix two for more information.

Key supporting evidence base

- PPS12: Local Spatial Planning, 2008
- DCLG World Class Places, 2009
- RTPI A New Vision for Planning, 2001
- DCLG Transforming Places; Changing Lives - A Framework for Regeneration, 2008
- DETR Towards an Urban Renaissance, 1999
- LBTH Community Plan, 2008
- LBTH Urban Structure and Characterisation Study, 2009
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009

Delivering our regional role

Delivering Tower Hamlets' regional role SO1

Sitting successfully in a regenerated east London, Tower Hamlets will contribute to the regional role of London and the Thames Gateway, by:

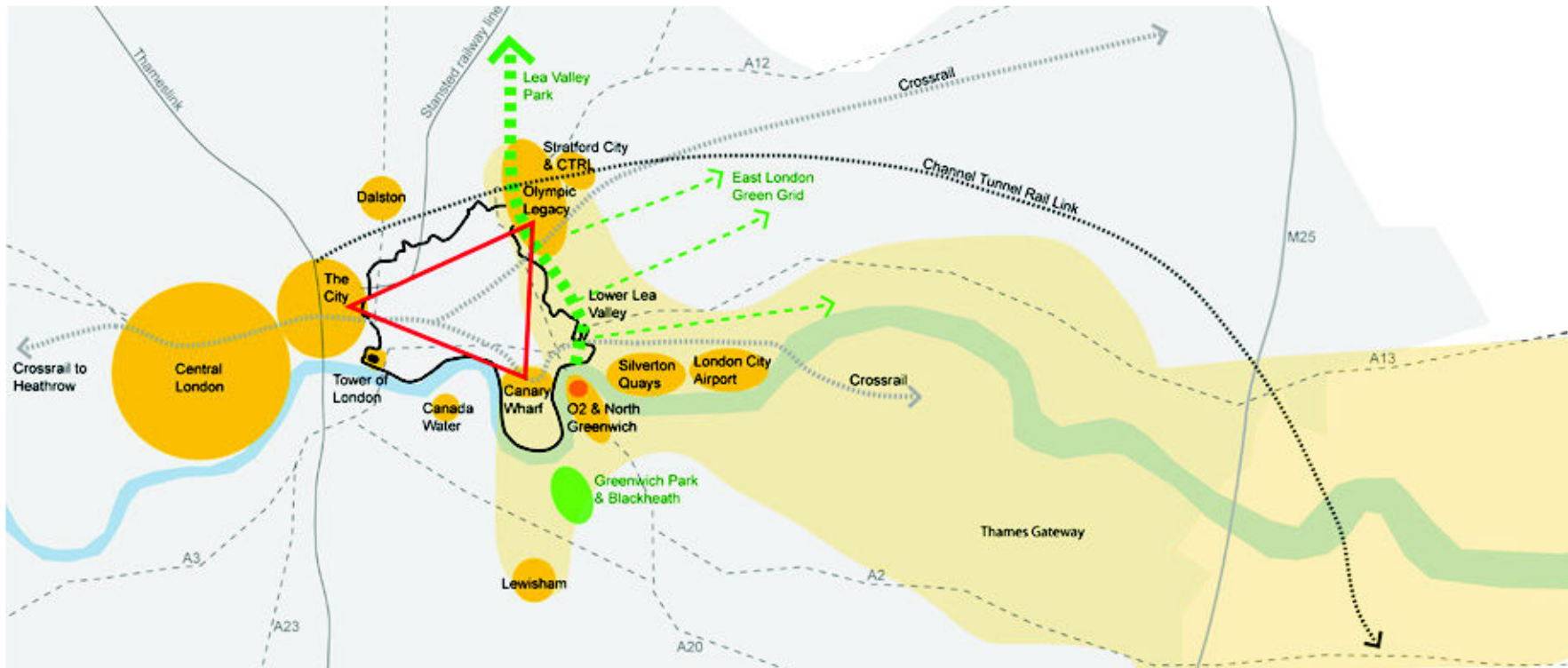
- Positioning Tower Hamlets within London's global offer to ensure it continues to be a place of diversity, enterprise and cultural significance.
- Fulfilling our gateway role in the Thames Gateway, supporting Canary Wharf, Stratford and the Lower Lea Valley as key drivers of sub-regional growth.
- Optimising the use of land to deliver the growth agenda and targets as defined by the London Plan.
- Ensuring growth is supported by all types of infrastructure, (including CTRL and Crossrail) to help Tower Hamlets develop as a liveable, sustainable and healthy area of inner London.
- Fulfilling our environmental responsibilities to protect our natural environment, manage and reduce flood risk, and live within the environmental limits of the region.
- Ensuring large developments of regional significance are planned to maximise benefits for local people and the region as a whole.
- Working in partnership to deliver a long-term and proactive approach to the regeneration of east London and Tower Hamlets.

Maximising the benefits of the Olympic legacy SO2

Tower Hamlets will maximise the benefits and opportunities offered by 2012 Olympic and Paralympic Games and its legacy through:

- Working closely with the appropriate authorities including neighbouring boroughs, ODA, GLA, CLG, LTGDC and the LDA to ensure a collaborative approach to the planning and implementation of the Olympic Legacy.
- Regenerating Fish Island to facilitate a better connected place that responds to its surroundings by connecting Bow to the Olympic Legacy area, Stratford City and wider transport links. (*See Fish Island vision p.102*)
- Delivering High Street 2012 as a series of linked physical improvement projects, economic development, marketing and cultural projects.
- Assisting in the creation of the Lea River Park to link the Olympic Legacy area and Lea Valley Regional Park with the Thames through a series of public open spaces and footpaths.
- Significant investment in Victoria Park as a green space of regional importance.
- Taking full advantage of people visiting the borough as the "playground of the Olympics", to stimulate the local economy.
- Supporting our communities in participating in activities, sports and opportunities linked with the Olympics and the Olympic Legacy.
- Stimulating economic regeneration through the creation of new local employment, enterprise and business opportunities.





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▲ Fig 15. Delivering Tower Hamlets regional role

Why we have taken this approach

- 2.8 Tower Hamlets sits within a unique regional context. It is unique because of the amount of growth, investment and regeneration occurring over the next 50 years. The Government has identified the Thames Gateway as a key location for the delivery of new homes and sustainable communities over the next 25 years³⁴. The London Thames Gateway Development Corporation acts as the main delivery and coordination agent for the regeneration of the Lower Lea Valley and Barking and Dagenham areas of the Thames Gateway.
- 2.9 Major transport improvements are underway or planned for the Thames Gateway and London in order for it to fulfil and facilitate its growth aspirations. Crossrail and the CTRL are the two main in-

frastructure projects planned that will significantly improve regional and international connections³⁵.

- 2.10 The Olympics is the single largest regeneration project in Europe and the UK. The legacy of the Olympic Park, including the Legacy Masterplan Framework and Stratford City will have both immediate and lasting impacts, helping to transform Tower Hamlets³⁶. The five Olympic boroughs - Newham, Hackney, Waltham Forest, Greenwich and Tower Hamlets - are working together across a number of sectors, through the creation of a Strategic Regeneration Framework and Multi-Area Agreement to ensure the delivery of its legacy benefits to east London.

Achieving wider sustainability

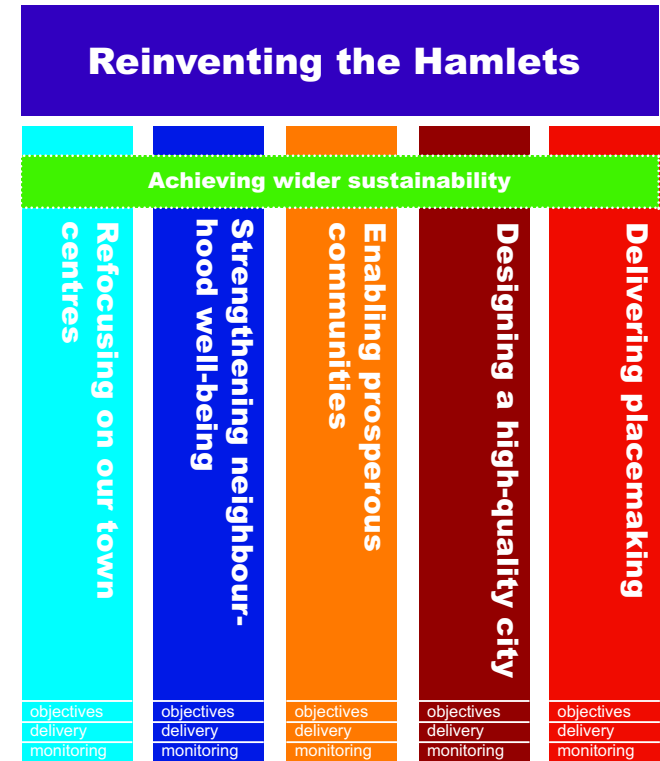
Achieving wider sustainability

SO3

Tower Hamlets will achieve environmental, social and economic development simultaneously; the improvement of one will not be to the detriment of another. Where trade-offs between competing objectives are unavoidable, these will be transparent and minimised. This will be realised by:

- Planning for healthy environments that recognise the important, interrelated health benefits of:
 - Well designed neighbourhoods;
 - High quality housing;
 - Access to employment opportunities;
 - Access to open space; and
 - Shops and services.
- Mitigating and adapting the built environment to climate change by limiting carbon emissions from development, delivering decentralised and renewable or low carbon energy and minimising vulnerability to a changeable climate.
- Minimising the use of natural resources.
- Working pro-actively to protect and enhance the quality of the environment.
- Improving air, land and water quality by minimising air, noise, land and water pollution.
- Ensuring the capacity of existing and new infrastructure is adequate to support development and growth with the cumulative impact of this development being considered.

Page 33



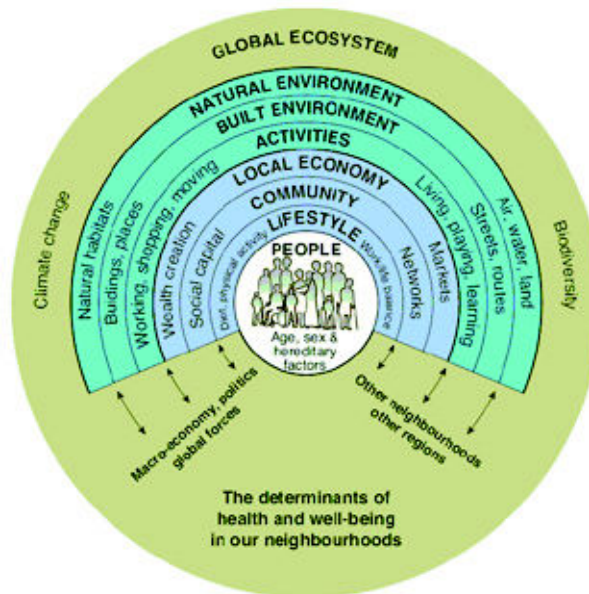
▲ Fig 16. The spatial vision sits on five spatial strands with wider sustainability crosscutting all



Why we have taken this approach

- 2.11 Tower Hamlets has the exciting opportunity to deliver successful sustainable development³⁷ and support the growth of vibrant sustainable communities³⁸ through the envisaged growth within the borough.
- 2.12 The concept of sustainability is an extremely complicated one with many interwoven factors needing to be addressed to ensure a successful approach³⁹. As such, every strategic objective and spatial policy within the Core Strategy has been developed to ensure that each contributes to the important elements of improving health and wellbeing and tackling climate change through interventions in the built environment.
- 2.13 Improving the health and wellbeing of the population is a nationally recognised priority⁴⁰ and is acknowledged to be influenced by the 'wider determinants of health' such as income, education, poverty, housing, built environment and community cohesion⁴¹. When each or a combination of these factors are linked to deprivation, these can have significant negative impacts on health⁴² and continue to reinforce health inequalities.

Fig 17. Health determinants have wide reaching impacts on quality of life and quality of place



- 2.14 This is especially relevant for Tower Hamlets, given that it is the third most deprived local authority in England and is indicated to have population health levels that are lower than the national averages⁴³. The Joint Strategic Needs Assessment provides specific examples such as high rates of smoking in the community (37%; nationally the rate is 27%)⁴⁴ and rising levels of obesity (the borough's Reception year children have the second highest obesity rate in London)⁴⁵. In planning for the needs of a healthy population, the Core Strategy is able to help ensure resources and uses are effectively positioned and implemented to improve health within the borough.
- 2.15 A significant factor that is increasingly recognised to have an impact on the long-term health and wellbeing of communities is climate change⁴⁶. Climate change is acknowledged as an urgent and serious global issue. A growing body of scientific evidence has made an undeniable case for addressing climate change⁴⁷. Development plays a significant role in contributing to climate change, but through the effective implementation of the Core Strategy and associated policy documents, the council can help with the mitigation of and adaptation to climate change⁴⁸.
- 2.16 To ensure the Core Strategy meets the demands for sustainable development and communities, the document and its development process are critically evaluated by a Sustainability Appraisal process⁴⁹. This process assesses each spatial policy against a wide range of sustainability criteria and the results are used to inform the document's development.

Key supporting evidence base

- UK Government Climate Change Act 2008
- PPS1: Delivering Sustainable Development, 2005
- PPS1: Supplement: Planning and Climate Change, 2008
- UK Government Sustainable Development Strategy, 2005
- Sustainable Communities Plan (Sustainable Communities: Building for the future), 2003
- Choosing Health White Paper, 2004
- LBTH Community Plan, 2008
- NHS Tower Hamlets Joint Strategic Needs Assessment, 2008/09
- LBTH Climate Change Mitigation and Adaptation Report, 2009



Refocusing on our town centres

3

Refocusing on our town centres

Where we want to be

SO4

To have a hierarchy of interconnected, vibrant and inclusive town centres that are mixed use hubs for retail, commercial, leisure, civic and residential. The purpose of each town centre will differ according to its role and function.

SO5

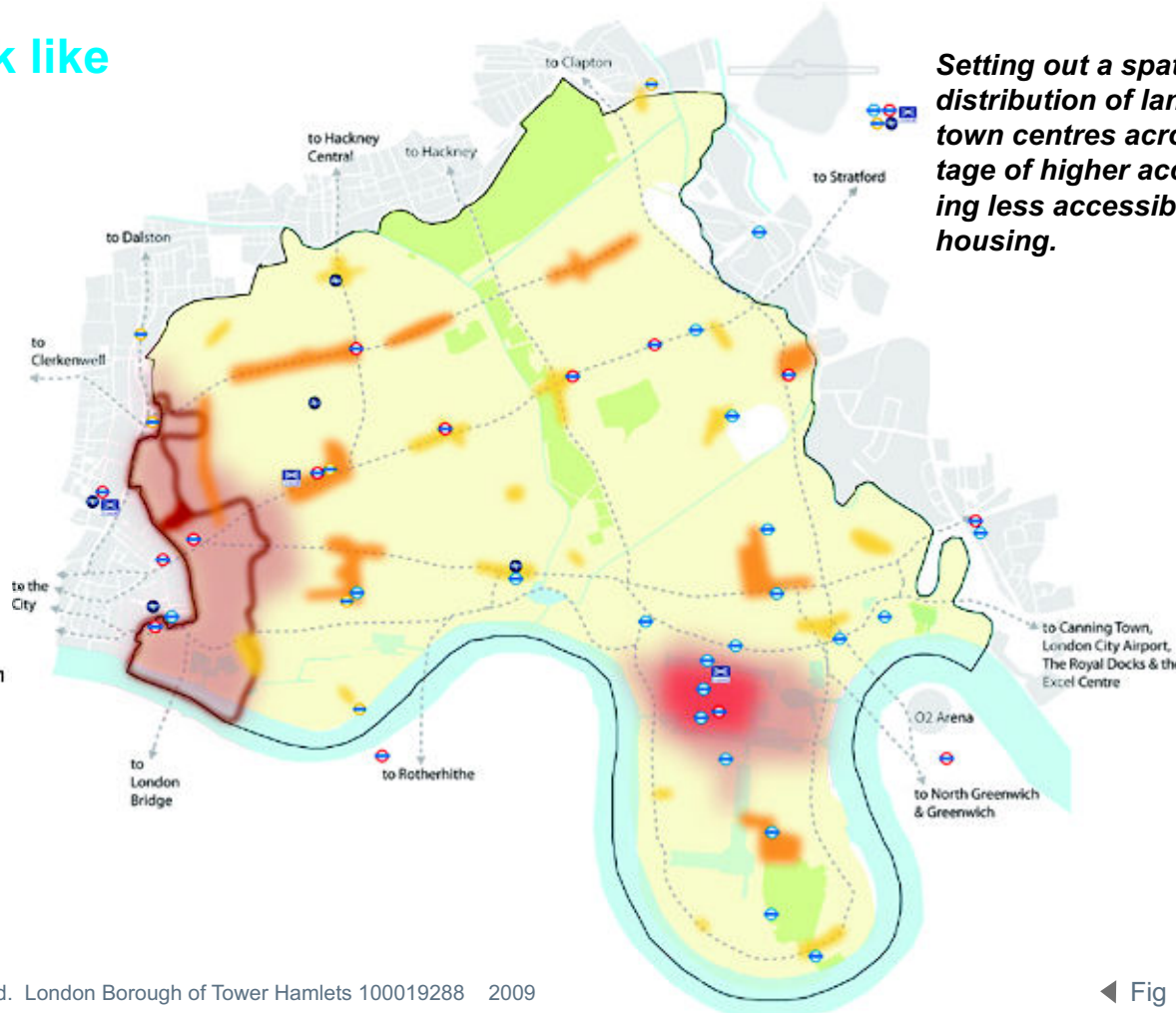
To promote mixed use at the edge of town centres and along main streets.

SO6

To promote areas outside of town centres for primarily residential and supporting uses that do not need the higher levels of accessibility that town centres require.

What will it look like

- Central Activity Zone frontage
- Major centre
- District centre
- Neighbourhood centre
- Tower Hamlets Activity Area
- Central Activity Zone
- Main street
- Predominantly residential area
- Metropolitan Open Land
-
-
-
-
-



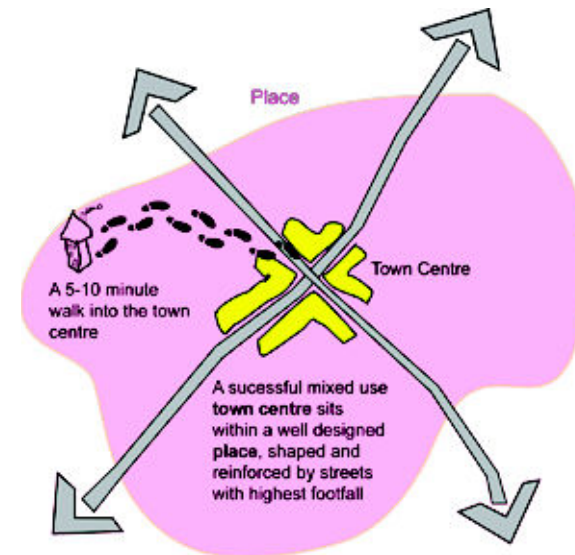
Setting out a spatial strategy that ensures the distribution of land uses supports a network of town centres across the borough, taking advantage of higher accessibility levels while promoting less accessible areas as places for primarily housing.

How we are going to get there

SP01

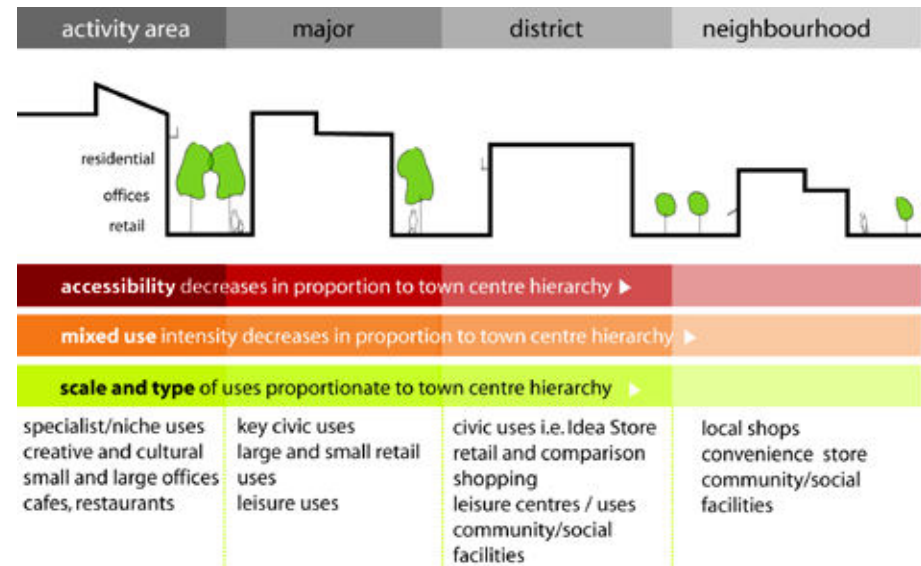
1. Redefine and apply the town centre hierarchy as follows:
 - a. **Central Activity Zone**
Apply London Plan policy on CAZ.
 - b. **Tower Hamlets Activity Area**
Provide transitional areas that are complementary, yet different, to the distinct designations of the CAZ and Canary Wharf major town centre. This will be achieved through the promotion of a vibrant mix of uses that are economically competitive, based on a set of principles, defined in the Town Centre Spatial Strategy.
 - c. **Major Centre**
Maintain and enhance Canary Wharf as an important major centre in the borough through, improving its local accessibility and supporting its continued growth.
 - d. **District Centre**
Enhance existing district centres, and create ones that contain a wide range of shops and services to meet the needs of local communities. New district centres at:
 - Bromley-by-Bow: to support wider regeneration
 - Brick Lane: reclassified from a neighbourhood centre
 - e. **Neighbourhood Centre**
Enhance existing neighbourhood centres, and create new ones that contain a range of shops including essential uses that serve a local catchment area. New neighbourhood centres to reflect existing mixed-use activity at:
 - Mile End
 - Limehouse Station
 - Thomas More
 - Stepney Green
 - Devons Road
 - Hackney Wick

▶ See Appendix Four for the detailed town centre hierarchy and see Chapter 4 of the Town Centre Spatial Strategy (2009) for further information about each town centre.



▲ Fig 19. Place and town centre relationship

Graphics are for illustrative purposes only

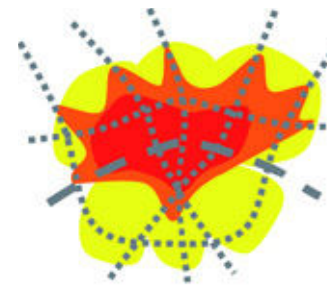


▲ Fig 20. Hierarchy of town centres

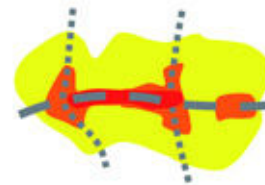
Graphics are for illustrative purposes only

SP01

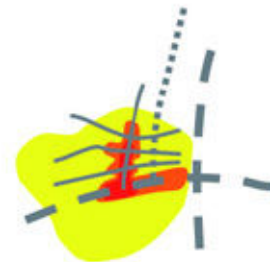
2. Ensure the scale and type of uses within town centres are consistent with the hierarchy, scale and role of each town centre. This will be achieved by:
 - a. Concentrating civic uses and service provision in town centres of the appropriate scale.
 - b. Ensuring town centres are active, well-used and safe during day and night through appropriate uses and good design.
 - c. Encourage evening and night time economy uses that contribute to the vibrancy, inclusiveness and economic vitality of our town centre hierarchy. Ensuring such uses are:
 - i. Not over-concentrated in areas where they will have a detrimental impact on local people;
 - ii. Of a balanced provision to cater for varied needs; and
 - iii. Complementary to existing uses and activities.
 - d. Promoting mixed-use and multi-purpose town centres with a mix of unit sizes and types (including smaller unit sizes) to assist in the creation of vibrant centres that offer a diversity of choice, and meet the needs of communities.
 - e. Facilitating and promoting the cultural and leisure sector in our town centres by providing multifunctional, diverse and inclusive venues, and promoting associated uses. These uses will be focused in the Tower Hamlets Activity Areas, Major Centre and District Centres.
3. Promote the good design of town centres, ensuring an appropriate and well integrated spatial layout is achieved that connects to surrounding areas. (See diagram to the right and LBTH Town Centre Spatial Strategy)

**Pervasive**

e.g. City Fringe Activity Area
These centres are defined by their continuous activity, high accessibility, pervasive nature and blurred edges.

**Online (High Street)**

e.g. Bethnal Green District Centre
These centres are the traditional high streets that are common across much of the UK. They take advantage of the high accessibility and footfall of a particular street.

**Offline-Online**

e.g. Chrisp Street District Centre
This type of centre is similar to the high street but also has activity located just off the main street.

**Pod**

e.g. Canary Wharf Major Centre
This type of centre sometimes offers very good public transport provision but is disconnected from the pedestrian street network, which makes it difficult to reach by foot and bicycle.

Fig 21. The design and spatial layout of town centres

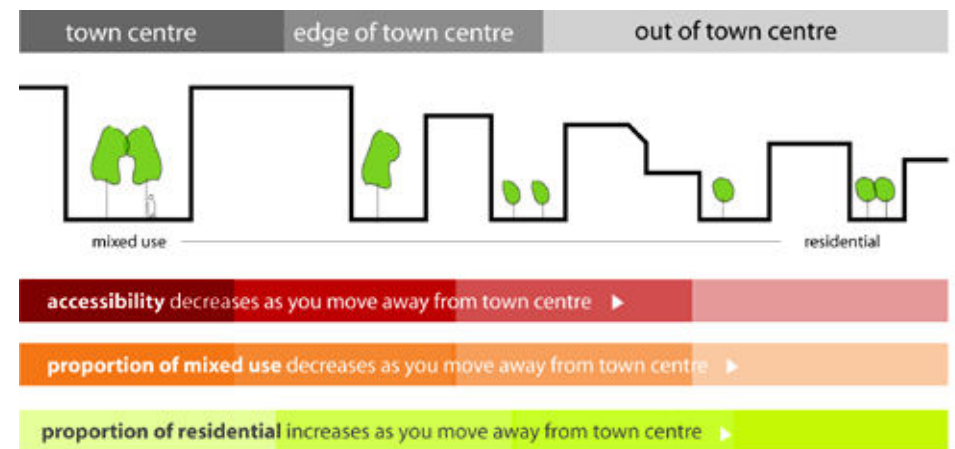
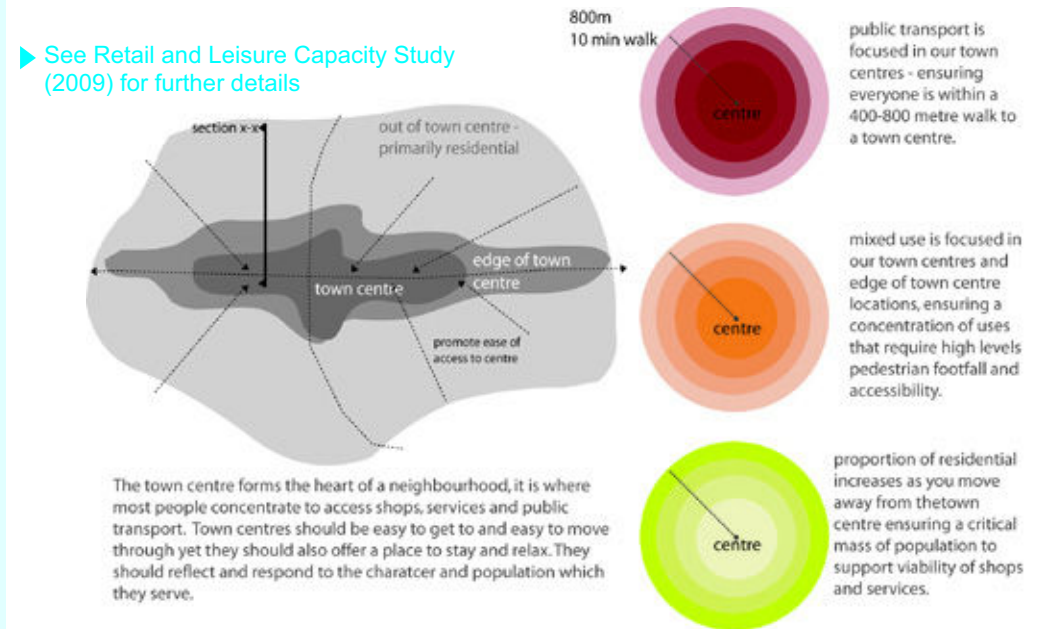
Images and descriptions courtesy of Space Syntax Ltd. Illustrative purposes only. For further information please refer to Spatial Baseline reports

SP01

4. Maintain, focus and increase the supply of town centre activity and retail floorspace across the borough to meet identified demand and support town centres as vibrant economic hubs by:
 - a. Encouraging, as a priority, 16,600sq m (net) floorspace of comparison retail in the following town centres:
 - Canary Wharf
 - Chrisp Street
 - Brick Lane
 - Bethnal Green
 - Crossharbour
 - Bromley-by-Bow
 - b. Encouraging, as a priority, 17,700sq m (net) floorspace of convenience retail in the following town centres:
 - Bethnal Green
 - Roman Road
 - Whitechapel
 - Bromley-by-Bow
 - Crossharbour
 - c. Promoting and focusing street markets in town centres; supporting their growth and their role in adding retail variety, promoting local enterprise and local character.
5. Promote areas outside, and at the edge of town centres, as places that support and assist in the creation of sustainable communities. This will be achieved by:
 - a. Promoting mixed use development at the edge of town centres and along main streets to support the role of town centres.
 - b. Promoting areas outside of town centres for primarily residential uses as well as other supporting uses that are local in nature and scale.

► SP01 – Further detailed policies relating to town centres will be provided within the Development Management DPD and Sites and Placemaking DPD.

▼ Fig 22. Urban structure and town centre plan



▲ Fig 23. The relationship of town centre, edge of centre and out of centre | section x-x

Graphics are for illustrative purposes only

Programme of Delivery

This strategy will be implemented through a number of key projects including:

- Bromley-by-Bow Masterplan
 - Whitechapel Masterplan
 - Aldgate Masterplan
 - Wapping Masterplan
 - Fish Island Area Action Plan & Poplar Area Area Action Plan
 - Town Centre Implementation Plans
 - St Pauls Way Transformation Project
- Ocean Estate Regeneration Programme
 - Blackwall Reach Regeneration Programme
- Town Centre Spatial Strategy
 - Development Management DPD
 - Sites and Placemaking DPD
 - Proposals Map
 - LBTH Market Strategy
 - LBTH Public Realm Strategy
 - Council Asset Management Strategy

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.



Why we have taken this approach

- 3.1 Town centres are the economic, transport, social and civic hearts of Tower Hamlets with each playing a different role in enabling sustainable living and community cohesion⁵⁰. The vibrancy and vitality of town centres is dependent upon the surrounding area (400 and 800 metre catchment area) including its layout, its population, its employment levels, its spending power and principally, its accessibility⁵¹.
- 3.2 The boroughs' town centres continue to evolve, they have changed in the way they look, the purposes they serve, the types of shops they have and the way they are accessed and used. With the London Plan as the starting point, the town centres of Tower Hamlets have been configured in a hierarchal manner⁵² which has been made locally specific to Tower Hamlets through extensive spatial baseline research. The creation of new town centres is proposed over the lifetime of the plan, in order to support population growth or to reflect existing town centre activity in some areas.
- 3.3 In addition two Activity Areas have been identified. The Tower Hamlets Activity Areas resulted from the Town Centre Spatial Strategy (2009) identifying specific areas bordering the Central Activities Zone and the major town centre of Canary Wharf where the scale, continuity and intensity of town centre activity and land use is different to that found across the rest of the borough. Specific challenges in policy terms of these areas required a new policy mechanism as a distinctive policy response to ensure these areas are successfully managed⁵³.
- 3.4 The Community Plan highlights vibrant town centres as a key priority, raising concerns regarding access to town centres, service provision and issues of social cohesion⁵⁴. Evidence highlighted that the design, accessibility and layout of town centres has an important impact upon those social and economic factors⁵⁵. This has been reflected in the amendments to the town centre hierarchy, key examples of which have been the development of the Tower Hamlets Activity Areas and the establishment of a new town centre at Bromley-by-Bow.
- 3.5 The council looked at the challenges facing the borough's town centres to understand how to ensure they retain their vibrancy, competitiveness and

strengths while respecting their different roles. According to the measures of town centres' health⁵⁶ (which do not reflect overtrading⁵⁷), most town centres in Tower Hamlets are in reasonable health⁵⁸. Many have benefited, as have other town centres in London, from growth, greater consumer expenditure and, in some cases, improvements in the public realm. However this growth has also brought significant challenges with pressures on town centres to meet the demands of a larger population⁵⁹. In addition there is a need to plan for a potential and significant net increase in retail floorspace over the lifetime of this plan⁶⁰.

- 3.6 The formation of town centres take advantage of areas that offer higher accessibility levels, as these areas offer the greatest opportunity for economic transactions (the high street is a example of this). Land uses that require higher accessibility levels seek those locations that are movement rich, while other land uses such as residential, seek locations that are less accessible, migrating to less accessible areas⁶¹. The success of town centres depends upon this principle of concentration in the right location, dispersing those uses reduces economic and social vibrancy and vitality⁶².
- 3.7 Following extensive evidence gathering⁶³ and in line with national guidance⁶⁴, this spatial policy puts forward a comprehensive, distinctive and tailored approach in planning for the boroughs town centres and wider land use structure. This spatial policy makes the connection between understanding the dynamics of Tower Hamlets places⁶⁵ and the role that town centres play in bringing communities together, as places for social and civic exchange⁶⁶.

Key supporting evidence base

- PPS6: Planning for Town Centres, 2005
- DETR Towards an Urban Renaissance, 1999
- GLA London Plan, 2008
- LBTH Town Centre Spatial Strategy, 2009
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009
- LBTH Retail and Leisure Capacity Study (2009)
- LBTH Community Plan, 2008
- LBTH Urban Structure and Characterisation Study, 2009
- LBTH Small and Medium Office and Workspace Study, 2006
- LBTH Creative and Cultural Industries Report (2005)



Strengthening neighbourhood well-being

4

Urban living for everyone

Where we want to be

SO7

Deliver housing growth to meet general and specialised housing demand in line with London Plan housing targets.

SO8

Ensure housing contributes to the creation of socially balanced and inclusive communities by offering housing choice reflecting the Council's priorities for affordable and family homes.

SO9

Ensure that all housing in Tower Hamlets is high quality, well designed, energy efficient, sustainable and durable.

What it will look like

Delivering the borough's housing target, deliver more affordable homes, and achieve mixed and balanced places that have a range of dwellings sizes, types and tenures, to help create sustainable communities.

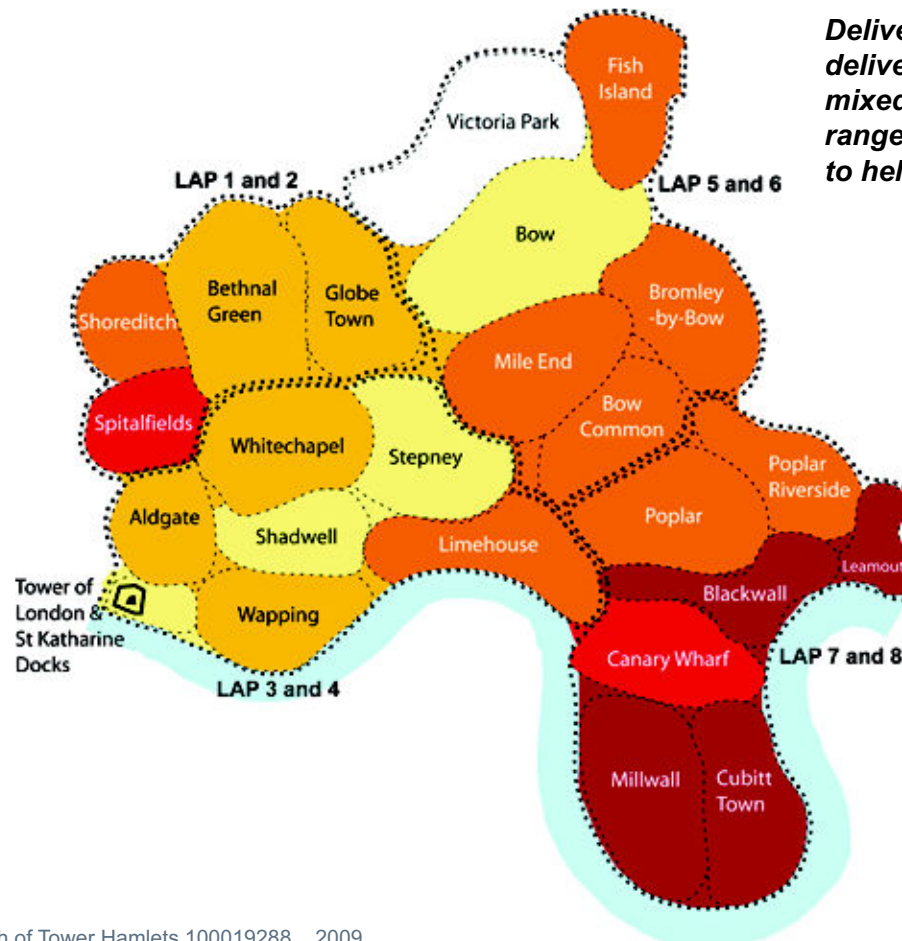
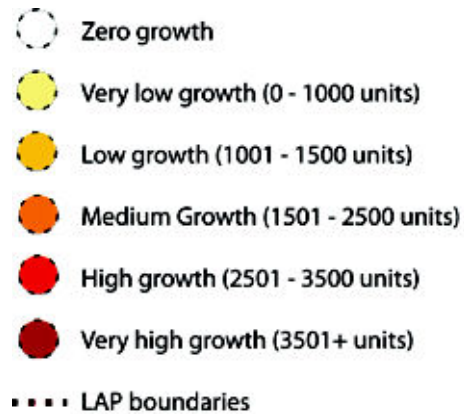


Fig 24. Urban living for everyone ▶

How we are going to get there

SP02

1. Seek to deliver 43,275 new homes (equating to 2,885 per year) from 2010 to 2025 in line with the housing targets set out in the London Plan. This will be achieved by:
 - a. Focusing the majority of new housing in the eastern part of the borough, in the following places:
 - Millwall
 - Canary Wharf
 - Cubitt Town
 - Poplar Riverside
 - Poplar
 - Leamouth
 - Blackwall
 - Bromley-by-Bow
 - Fish Island
 - b. Direct public investment in housing, in line with the Housing Strategy, to facilitate the delivery of new housing in the following places:
 - Poplar Riverside
 - Bromley-by-Bow
 - Blackwall
 - Poplar
 - Stepney
 - Globe Town
 - Mile End
 - Bethnal Green
 - Shoreditch
 - c. Supporting infill development elsewhere in the borough where it meets an identified need and contributes to creating sustainable communities.
 - d. Working with our housing partners to support the regeneration of housing estates, and ensure that homes are brought up to at least Decent Homes Standard.

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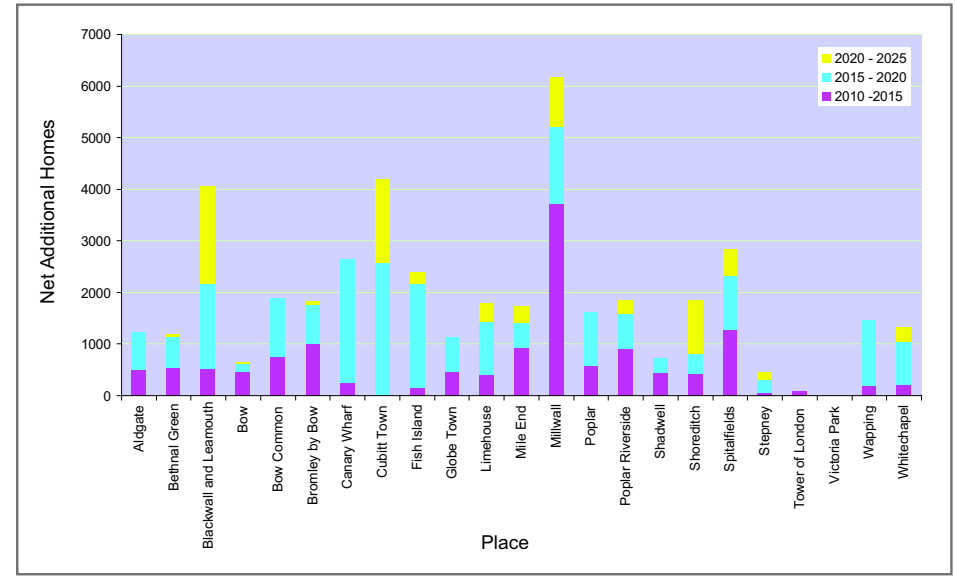


Fig 25. Housing growth by place over a fifteen-year period (2010-2025)

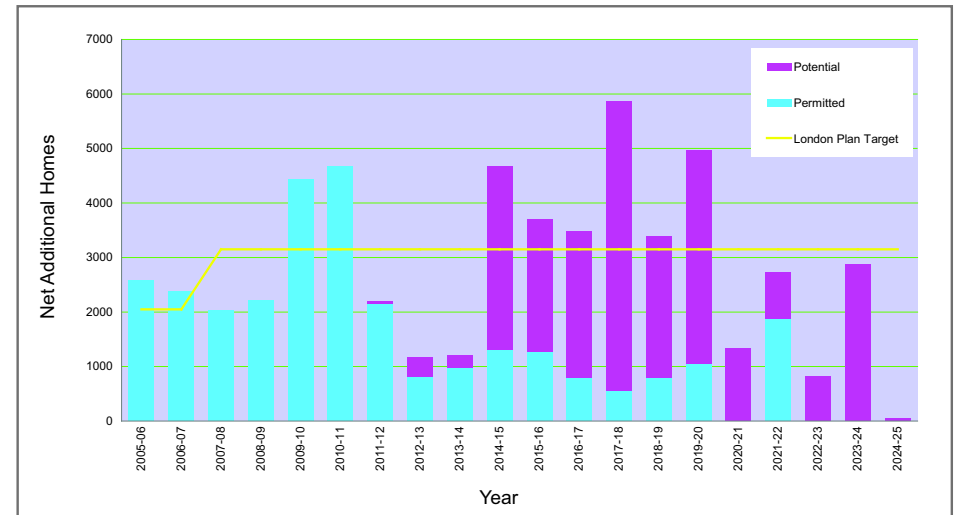


Fig 26. Permitted and potential amount of net additional homes per year until 2025

For detailed housing numbers please see Appendix two

SP02

2. Ensure new housing assists in the creation of sustainable places, by:
 - a. Ensuring new developments optimise the use of land.
 - b. Corresponding the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of that location.
 - c. Corresponding the distribution and density levels of housing to the hierarchy and proximity of the nearby town centre, 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.
3. Set an overall strategic target for affordable homes of 50% until 2025. This will be achieved by:
 - a. Requiring 35%-50% affordable homes on sites providing 10 new residential units or more (subject to viability).
 - b. Securing additional affordable homes from a range of public-sector initiatives directly with Housing Associations as identified in the Housing Strategy.
 - c. Bringing long-term vacant properties back into use.
4. Require an overall strategic tenure split for affordable homes from new development as 70% social rented and 30% intermediate.
5. Secure a mixture of small and large housing by:
 - a. Requiring a mix of housing sizes on all sites providing new housing.
 - b. Requiring an overall target of 30% of all new housing to be of a size suitable for families (three-bed plus), including 45% of new social rented homes to be for families.
 - c. Identifying locations within the Sites and Placemaking DPD and Development Management DPD where larger family housing sizes (four-bed plus) will be sought. These include:

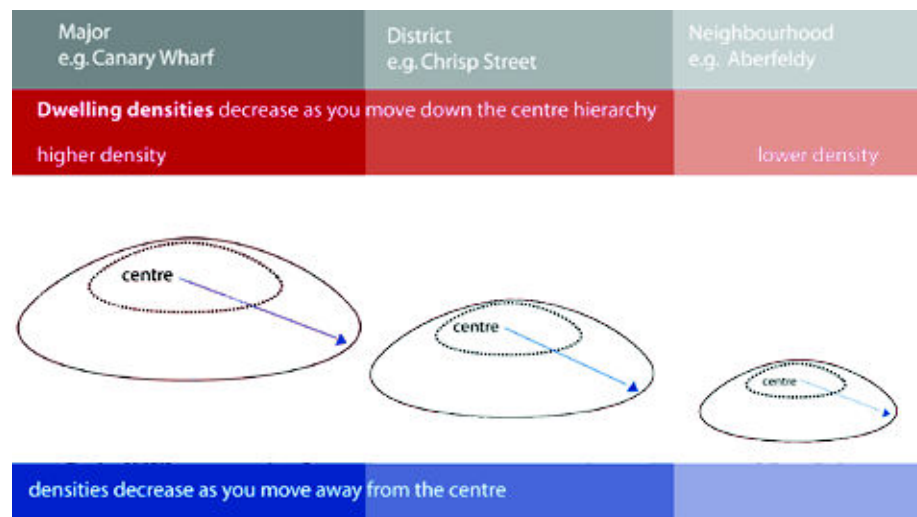


Fig 27. Housing density and town centre hierarchy

Graphics are for illustrative purposes only

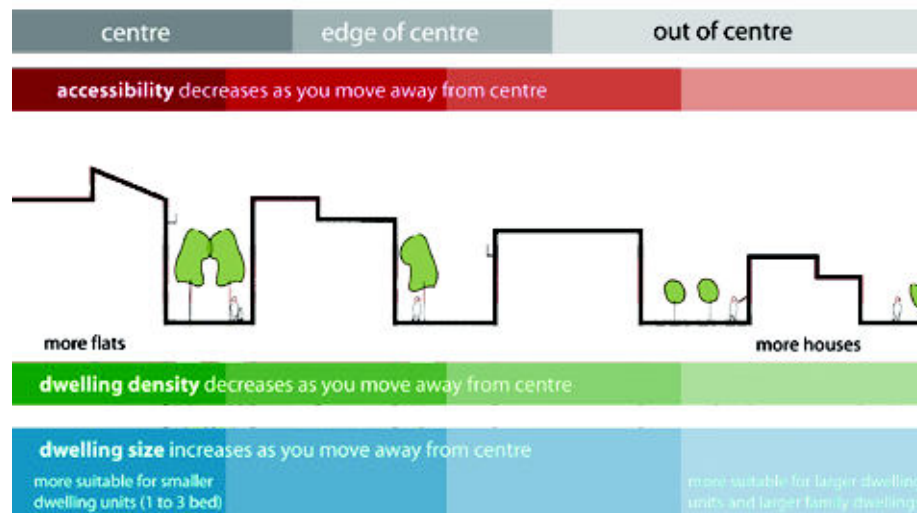


Fig 28. Spatial distribution of housing from town centre to out of centre

Graphics are for illustrative purposes only

SP02

- i. Areas outside of town centres where there is an existing residential community
 - ii. Where there is good access to open space
 - iii. Where there is good access to local services and infra structure, including primary schools.
6. Ensuring all housing is appropriate, high-quality, well-designed and sustainable. This will be achieved by:
- a. Setting housing design standards.
 - b. Working with housing partners to facilitate existing homes to be brought up to at least the Decent Homes standard.
 - c. Requiring new developments to comply with accessibility standards, including “Lifetime Homes” requirements.
 - d. Requiring adequate provision of housing amenity space for new homes (including specialist homes where appropriate), including private amenity space in every development, and communal amenity space for developments providing 10 units or more.
 - e. Requiring sites that are providing family homes to provide adequate space for play space for children.
 - f. Requiring new homes to respond to climate change, including achieving a stepped-target for carbon emissions standards in-line with government guidance.
- Further detail will be developed through the Development Management DPD and other guidance, including Supplementary Planning guidance.
7. Provide for the specialist housing needs of the borough through:
- a. Working with the borough’s universities to enable the appropriate provision of student accommodation that meets identified need by:
 - i. Focusing student accommodation supporting London Metropolitan University at Aldgate or in locations that have good public transport accessibility (PTAL 5 to 6)

SP02

- ii. Focusing student accommodation supporting Queen Mary University London in close proximity to the university.
- b. Safeguarding the existing Gypsy and Traveller site at Eleanor Street, and identifying requirements for new sites through the Site and Place Making DPD, to meet targets set in the London Plan. New sites should meet the following criteria:
- i. Those that have been identified as suitable for housing
 - ii. Have good means of access from roads and be near bus routes and other transport modes
 - iii. Not be located in areas of high flood risk (Flood Risk Zone 3).
- c. Working with partners to facilitate the appropriate amount of specialist and supported housing to cater for the homeless, vulnerable and the elderly.

Programme of Delivery

This strategy will be implemented through a number of key projects including:

- Masterplans and Area Action Plans (All)
 - Town Centre Implementation Plans
 - St Paul’s Way Transformation Project
- Decent Homes Programme
 - Ocean Estate Regeneration Programme
 - Blackwall Reach Regeneration Programme
 - Borough Investment Plan (Tower Hamlets Housing Investment Programme)
- LBTH Housing Strategy
 - Development Management DPD
 - Sites and Placemaking DPD
 - Proposals Map

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Why we have taken this approach

- 4.1 With over 101,000 homes⁶⁷, as of April 2009, housing is the dominant land-use in Tower Hamlets. Housing provision has increased by 45% since 1991⁶⁸ and has been a significant driver for much of the regeneration already undertaken in the borough.
- 4.2 Housing growth is set to continue to meet the Mayor's emerging housing targets of 43,275 additional homes by 2025⁶⁹. Housing growth will be accommodated across the borough, with the majority of new provision focused around the Opportunity Areas identified in the London Plan⁷⁰. Some new housing will also come forward as a part of strategic housing investment projects, including the regeneration of housing estates and other local housing initiatives⁷¹. This investment will ensure Decent Homes Standards are achieved across the borough. Particular areas of housing regeneration include Poplar, Stepney and Blackwall.
- The location, scale, density, and design of new housing developments are principally shaped by the accessibility and urban structure of an area. Areas which benefit from higher-accessibility levels can support higher-intensity of land uses (such as town centres) and population density; this is where higher-density housing should be located. In contrast, those areas which are less accessible and have lower population densities are suitable for lower density housing⁷². This ensures that new homes in identified growth areas will assist in creating new communities that follow a sustainable pattern of development.
- 4.4 Tower Hamlets faces significant housing challenges. There is a current affordable homes shortfall of 2,700 homes per year⁷³. Additionally, current rates of over-occupation (over-crowding) are at 16.4%, which is much higher than the national average of 2.7% of all units⁷⁴. The Community Plan identifies the delivery of a range of affordable, family homes for local people⁷⁵ as one of its priorities. The council will also prioritise delivering new family homes in the borough, particularly focusing larger-family homes in suitable locations. Given the extent of housing need, Tower Hamlets has set an affordable housing target of up to

50%. This will be delivered through negotiations as a part of private residential schemes, as well as through a range of public initiatives and effective use of grant funding. In some instances exceptional circumstances⁷⁶ may arise where the affordable housing requirements need to be varied. In these circumstances detailed and robust financial statements must be provided which demonstrate conclusively why planning policies cannot be met. Even then, there should be no presumption that such circumstances will be accepted, if other benefits do not outweigh the failure of a site to contribute towards affordable housing provision.

- 4.5 New homes in Tower Hamlets will need to be designed to a high-standard, taking account of needs for national and regional guidance on design standards. This includes requirements for improved accessibility standards such as "Lifetime Homes"⁷⁷, and carbon emissions standards including a stepped-approach to implementing "Code for Sustainable Homes"⁷⁸ starting with Level 4. Given the shortfall in open space across the borough, it will also be critical that new homes provide both housing amenity-space and child play-spaces.
- 4.6 Specialised housing need is also a pressing issue with provision for student housing⁷⁹ and Gypsy and Traveller pitches⁸⁰. Supported housing for the homeless, elderly and vulnerable⁸¹ also needs to be addressed, particularly with an aging population⁸².

Key supporting evidence base

- PPS3: Housing, 2005
- GLA London Plan, 2008 and GLA Housing in London, 2008
- GLA Gypsies and Travellers Accommodation Needs Assessment, 2008
- LBTH Housing Strategy, 2009
- LBTH Strategic Market Housing Assessment, 2009
- LBTH Student Accommodation Report, 2009
- LBTH Planning for Population Change and Growth Capacity Assessment - Baseline Report, 2009
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- LBTH Affordable Housing Viability Assessment
- LBTH Play Space Strategy 2007
- LBTH Planning and Play Design Principle for Playable Space in LB Tower Hamlets 2008

Creating healthy and liveable neighbourhoods

Where we want to be

SO10

To deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles and enhance peoples wider health and well-being.

SO11

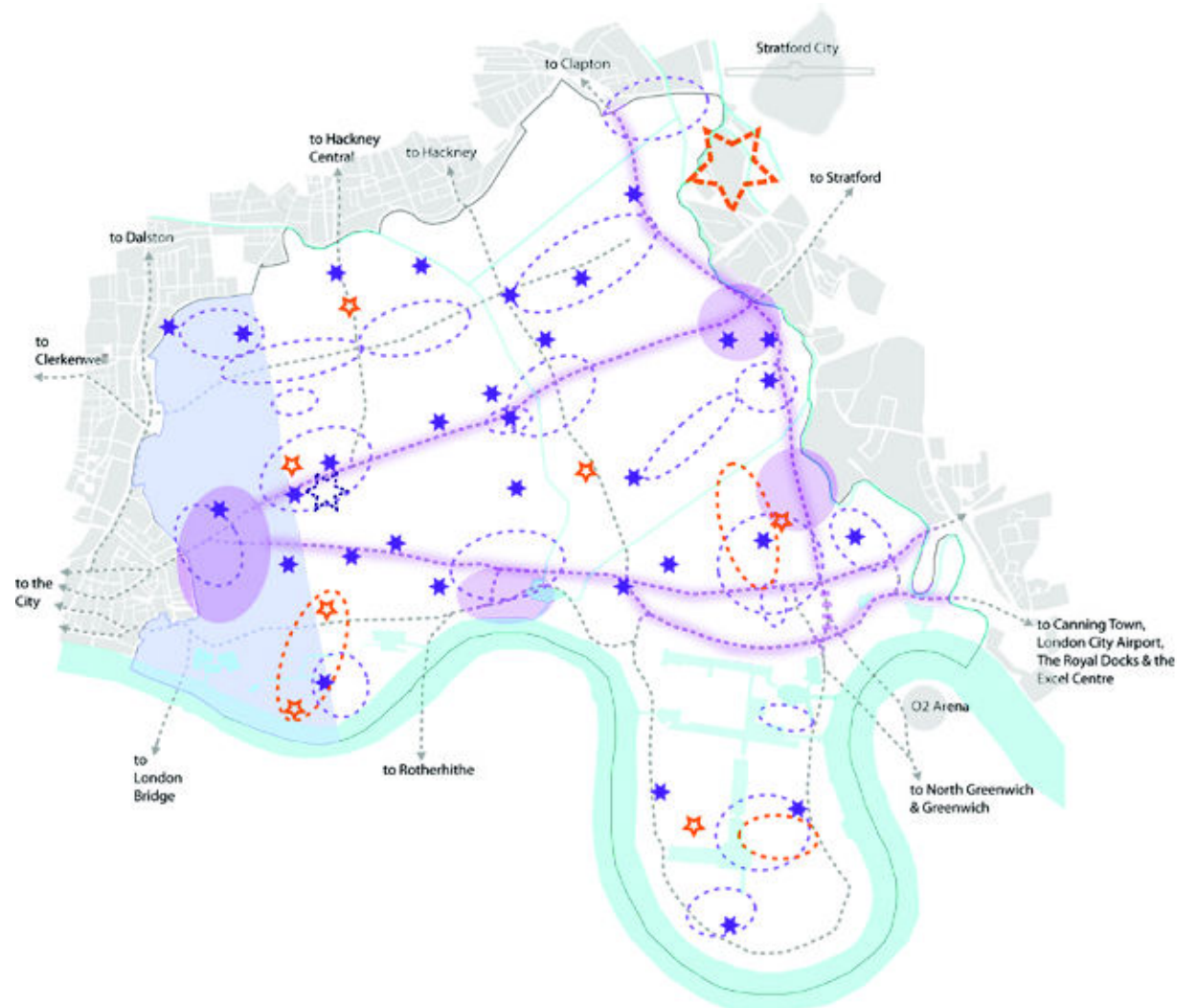
To ensure the timely provision of social infrastructure to support housing and employment growth.

What it will look like

Delivering a healthier, more active and liveable borough, where people have excellent access to a range of health, leisure and recreational facilities in accessible locations.

Page 50

-  Existing health facility
-  Area of search for new health facility
-  Royal London Hospital
-  Existing leisure centre
-  Area of search for new leisure centre
-  Olympic Legacy sporting and leisure facilities
-  Clear Zone
-  Area for air management and improvement
-  Main street



How we are going to get there

SP03

1. Support opportunities for healthy and active lifestyles through:
 - a. Working with NHS Tower Hamlets to explore new ways to improve opportunities for healthy and active lifestyles.
 - b. Providing high-quality walking and cycling routes.
 - c. Providing excellent access to leisure and recreation facilities.
 - d. Seeking to reduce the over-concentration of any use type where this detracts from the ability to adopt healthy lifestyles.
 - e. Promoting and supporting local food-growing and urban agriculture.

2. Address the impact of noise and air pollution in the borough by:
 - a. Minimising and mitigating the impact of noise in identified hot spots, such as along main vehicular routes.
 - b. Managing the impact of noise caused by the night-time economy through town centre and building design, and planning controls.
 - c. Continuing to promote the use of public transport and reducing reliance on private motor vehicles.
 - d. Managing and improving air quality along transport corridors and traffic-congestion points by working with Transport for London.
 - e. Implementing a “Clear Zone” in the borough to improve air quality.

3. Provide a hierarchy of accessible, high-quality health facilities, services and premises to meet the needs of the existing and future population by:
 - a. Identifying areas of search for new health facilities in the following locations:
 - i. One new facility in Cubitt Town / Millwall
 - ii. Three or four new facilities in the eastern part of the borough
 - iii. Two or three new facilities in the western part of the borough







SP03

- b. Improving the quality, useability and accessibility of existing health facilities, particularly in the following locations:
 - Millwall
 - Bromley-by-Bow
 - Bethnal Green
 - Bow Common
 - Poplar
 - Mile End
 - c. Encouraging the co-location and integration of health services in order to improve access to a wide range of health services for local communities.
 - d. Supporting the redevelopment of the Royal London Hospital in Whitechapel to deliver a hospital of regional and national importance by 2015, providing district general and specialist tertiary services.
 - e. Working with NHS Tower Hamlets and others to secure investment and funding, achieve good design and deliver excellence for health facilities and services in the borough.
4. Provide high-quality leisure centres to meet the needs of the existing and future population in accessible locations through:
- a. Identifying areas of search for new and improved leisure centres in the following three areas:
 - Shadwell and Wapping
 - Poplar
 - Cubitt Town
 - b. Improving the quality, usability and accessibility of existing leisure centres.
 - c. Encouraging the co-location of leisure services in multi-use facilities.
 - d. Improving access to the open spaces and sporting facilities of the Olympic and Paralympic Games and their legacy.
5. Provide high-quality social and community facilities by:
- a. Maximising opportunities to deliver facilities as part of new developments.
 - b. Locating such facilities in accessible locations in order that local people can easily use them.

6. Proactively plan for the needs and requirements of a multi-faith burial ground. Identifying the most appropriate site (or sites) will be done through the Sites and Placemaking DPD. Any multi-faith burial ground should meet the following criteria:
- i. Site must be of an appropriate size that ensures sufficient burial space for an appropriate number of years.
 - ii. Site must be accessible to all sections of the community.
 - iii. Sites must be suitable for the purpose of burial.

Programme of Delivery

This strategy will be implemented through a number of key projects including:

-  Whitechapel Masterplan
Poplar Area Area Action Plan
-  Health facilities as identified in the Health and Well-Being Strategy
Public leisure facilities as identified in the LBTH Leisure Facilities Strategy (Sporting Places)
Criteria for Multi-Faith Burial Ground Report
-  Health and Well-Being Strategy
LBTH Leisure Facilities Strategy (Sporting Places)
LBTH Air Quality Action Plan
Development Management DPD
Sites and Placemaking DPD
Clear Zone Partnership
-  Walking and cycling paths
New green open spaces and corridors

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Why we have taken this approach

- 4.7 Addressing health and well being has been a national policy priority since publication of the Government's White Paper on "Choosing Health" (2004) which sets out the overarching priorities to address issues impacting on the public's health⁸³.
- 4.8 This strategy supports the health aspects of Strategic Objective 3: "Achieving wider Sustainability", by setting out a spatial framework to address how specific health-related elements of spatial planning can address the wider determinants of health, to support healthy and active lifestyles⁸⁴. These spatial elements include a number of factors detailed below:
- 4.9 Providing a high-quality walking and cycling network to promote active travel reduces reliance on vehicular transport, which helps to increase levels of physical exercise and social interaction; this in turn has positive impacts on physical and mental health⁸⁵.
- 4.10 Reducing the over-concentration of uses that have a negative impact on the health of local people in identified locations provides a flexible long-term opportunity to address issues as they arise in a spatial manner⁸⁶.
- 4.11 Access to healthy food is shown to improve general health and lessen poor health conditions; additionally, the production of local foods can also help improve both physical health, through elevating levels of exercise, and mental health⁸⁷.
- 4.12 Air and noise pollution have negative impacts on health and well-being. Planning to address air pollution resulting from vehicle emissions and polluting land-uses reduces the incidence of chronic lung diseases and heart conditions. Addressing noise pollution, meanwhile, helps to alleviate hearing impairments, sleep disturbance and negative psychophysiological effects⁸⁸.
- 4.13 Provision and access to quality public services - including health-care facilities - has a direct positive effect on the health of local people. Planning for integrated and multi-functional public services, including health facilities, in accessible locations also has a direct positive effect on the health of local people by enabling them to access a range of services⁸⁹.
- 4.14 Accessible leisure and community facilities play an important role in ensuring local people have the opportunity to lead active lifestyles and participate in community activities, which can have positive outcomes for mental health and social cohesion⁹⁰.
- 4.15 With a significant proportion of residents in Tower Hamlets preferring burial, or whose faith requires it, there is a need to plan for burial space in Tower Hamlets⁹¹. With no operational burial space in the borough, residents requiring burial space have to look beyond the borough boundaries.

Key supporting evidence base

- PPS1: Delivering Sustainable Development, 2005
- LBTH Community Plan, 2008
- RTP1 Good Practice Note 5, Delivering Healthy Communities, 2009
- Improving Health and Well-being in Tower Hamlets 2006
- NHS Tower Hamlets Joint Strategic Needs Assessment, 2008/09
- Healthcare for London: A Framework for Action, 2007
- HUDU Watch Out for Health, 2009
- GLA BPG Health Issues in Planning, 2007
- Air Quality Action Plan 2004
- Saving Lives: Our Healthier Nation White Paper, 1999
- Choosing Health White Paper, 2004
- Criteria for Multi-Faith Burial Ground Report 2009
- LBTH Leisure Strategy (Sporting Places) 2009

Creating a green and blue grid

Where we want to be

SO12

To create a high-quality, well-connected and sustainable natural environment of green and blue spaces that are rich in biodiversity and promote active and healthy lifestyles.

SO13

To reduce the risk and impact of flooding on people, property and the environment.

What it will look like

◀ Fig 30. Creating a green and blue grid



-  Area of search for new publicly accessible green open space
-  Existing publicly accessible greenspace
-  Lea River Park, Fatwalk and Lee Valley Regional Park
-  Olympic Park
-  Green Grid

Delivering a green grid for Tower Hamlets, that links and draws upon the grid and principles set out in the East London Green Grid SPG. Ensuring that the borough's natural assets are in reach of everyone; are valued, well-designed and accessible to all.

How we are going to get there

SP04

1. Deliver a network of open spaces, by:

Protecting

- a. Protecting and safeguarding all existing open space such that there is no net loss.

Creating

- b. Maximising opportunities for new publicly accessible open space, of a range of sizes, particularly in the following locations:

- Poplar Riverside
- Bethnal Green
- Fish Island
- Bromley-by-Bow
- Aldgate
- Spitalfields and Shoreditch

- c. Assisting in the delivery of new strategic publicly accessible open spaces, including the Lea River Park, FAT Walk and the Olympic Park, to significantly address deficiencies in open space in the eastern part of the borough.

Enhancing

- d. Improving the quality, usability and accessibility of existing publicly accessible open spaces across the borough and to neighbouring boroughs.

Connecting

- e. Promoting publicly accessible open spaces as multi-functional spaces that cater for a range of activities, lifestyles, ages and needs.
- f. 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 FAT Walk.

- g. Creating new green corridors and enhancing existing ones to connect publicly accessible open spaces to main destination points, such as town centres, schools, health facilities, other publicly accessible open spaces, and also to, and along, water-spaces.







2. Promote and support new development that provides green roofs, green terraces and other measures to green the built environment.
3. Protect and enhance biodiversity value through:
 - a. The design of open space and buildings.
 - b. Ensuring development protects and enhances areas of biodiversity value in order to achieve a net gain in biodiversity.
4. Work with British Waterways and the Port of London Authority to deliver a network of high quality, usable and accessible waterspaces, through:
 - a. Identifying opportunities for new water spaces, particularly in Poplar Riverside.
 - b. Protecting and safeguarding all existing water spaces from inappropriate development.
 - c. Improving the quality, usability, accessibility of the environment of water spaces including the immediate area and water quality.
 - d. Working with relevant agencies and others to protect and enhance the aesthetic, ecological and biodiversity values of the borough's waterspaces.
 - e. Improving accessibility to and along waterspaces to maximise usability and promote these places for cultural, recreational and leisure activities.
 - f. Ensuring that new development responds positively and sensitively to the setting of waterspaces while respecting and animating waterspaces to improve usability and safety.
 - g. Using waterspaces for movement, including passenger and freight transport.
 - h. Ensuring residential and commercial moorings are in locations that do not negatively impact on waterspaces or navigation.
5. Reduce the risk and impact of flooding through:
 - a. Using the Sequential Test to assess and determine the suitability of land for development based on flood risk.
 - b. All new development that has to be located in a high risk flood zone must demonstrate that it is safe and passes the Exceptions Test (in accordance with PPS25).

SP04

- c. Ensuring that all new development across the borough does not increase the risk and impact of flooding.
 - d. Ensuring the application of flood-resilient design of all new developments in areas of Flood Risk 2 and 3a.
 - e. Protecting and where possible increasing the capacity of existing and new waterspaces to retain water.
 - f. All new developments must aim to increase the amount of permeable surfaces, including SUDS, to improve drainage and reduce surface water run-off.'
 - g. Seeking to maintain existing flood defences to the appropriate standards and, in the case of riverside development, improve the standard, lifetime and access to such defences.
 - h. Ensuring effective emergency-planning practices are in place.
 - i. Working closely with the Environment Agency to keep up-to-date information about flood risk in the borough.
6. Supporting the development of the Thames Tunnel and associated storm relief connections by working closely with Thames Water to facilitate its implementation.

Programme of Delivery

This strategy will be implemented through a number of key projects including:

-  Masterplans and Area Action Plans (All)
-  Flood barriers
 - Lea River Park and FAT Walk and Olympic Park
-  LBTH Open Space Strategy
 - Development Management DPD
 - Sites and Placemaking DPD
 - Proposals Map
 - LBTH Local Biodiversity Action Plan
-  LBTH Green Grid Projects (All)

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Why we have taken this approach

- 4.16 The provision of publicly accessible open space varies across the borough. Areas in deficiency of access to publicly accessible open space have been identified⁹², as well as some open spaces having deteriorated in quality. The deficiency was further indicated in the Annual Monitoring Report 2007/08, which stated that 1.14 hectares per 1,000 population of public open space was achieved that year. This is less than the development standard of 1.2ha set out in the Open Space Strategy⁹³.
- 4.17 In continuing to deliver the 1.2ha standard, the council would need to provide 99ha of publicly accessible open space by 2025 (approximately the same area of Victoria Park and Mile End Park combined)⁹⁴. Due to this physical constraint, the council's approach will be to "Protect, Create, Enhance and Connect" open space⁹⁵ and use the 1.2ha standard as a monitoring standard to justify local need⁹⁶ (see *Programme of Delivery, Appendix 2*).
- 4.18 This approach will address deficiencies in, and access to, open space that are indicated to have a significant negative impact on people's health⁹⁷. These impacts are likely to be exacerbated by the predicted increase in population⁹⁸. As such, maximising the provision of accessible, high quality open space is a key priority for the council⁹⁹.
- 4.19 Open space deficiency also has implications for biodiversity. Biodiversity 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, mitigating against urban heat island effect and increased risk of flooding¹⁰⁰.
- 4.20 The London Plan has designated two Areas of Deficiency for Access to Nature in the west and south-east of the borough, which indicate that people living and working in these areas have little access to observe and interact with wildlife¹⁰¹. The borough's Local Biodiversity Action Plan provides a series of aims to improve biodiversity¹⁰².
- 4.21 In assessing the above issues, the LBTH Green Grid provides a spatial approach to identifying locations for new publicly accessible open spaces, improving existing open spaces, and strengthening connections between spaces and destination points¹⁰³.

- 4.22 The Blue Grid addresses the issues relating to the borough's water spaces and flood risk. The Strategic Flooding Risk Assessment (SFRA) (2009) identifies that parts of the borough are at potential risk of flooding within Flood Zones 1, 2 and 3. It states that the current main risks of flooding in the borough are fluvial flooding in the Lower Lea catchment, breaches in the Thames Tidal Defences during tidal surge events and surface water flooding from impermeable surfaces. It also identifies areas which are subject to actual risk, including Poplar Riverside and Fish Island. The Strategic Flood Risk Assessment was used to Sequentially Test the Core Strategy to ensure it addresses areas of potential risk to all types of flooding across the borough¹⁰⁴. However further sequential testing of sites will come forward as a part of the Sites and Placemaking DPD.
- 4.23 The risk of all types of flooding needs careful management and maintenance, with a flood-defence system that can provide an increasing level of protection against climate change and, where possible, can be integrated with new development¹⁰⁵. Achieving the wider aspiration of creating a Water City¹⁰⁶ is already underway, with the borough making better use of its waterways as places for cultural, recreational and leisure activities.

Key supporting evidence base

- European Union Waste Framework Directive
- Basin River Management Plan
- PPS1: Delivering Sustainable Development, 2005
- PPS9: Biodiversity and Geological Conservation, 2005
- PPS25: Development and Flood Risk, 2005
- GLA London Plan, 2008
- LBTH Opportunities for Sustainable Energy and Biodiversity Enhancement, 2008
- LBTH Open Space Strategy, 2006
- LBTH Green Grid Baseline Report, 2009
- LBTH Local Biodiversity Action Plan, 2009
- LBTH Strategic Flood Risk Assessment, 2008
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- Thames Estuary Action Plan Consultation Document 2009
- HUDU Watch Out for Health, 2009

Dealing with waste

Where we want to be

SO14

To plan for and manage the borough's waste efficiently, safely and sustainably, by minimising the amount of waste produced, maximising recycling, and managing non-recyclable waste using treatment methods other than landfill.

What it will look like

Delivering an interconnected network of well-designed, modern and innovative waste-treatment facilities will assist in delivering the sustainability arm of Reinventing the Hamlets.

Page 58

-  Area of search for new waste management facility
-  Olympic energy centre
-  Main street

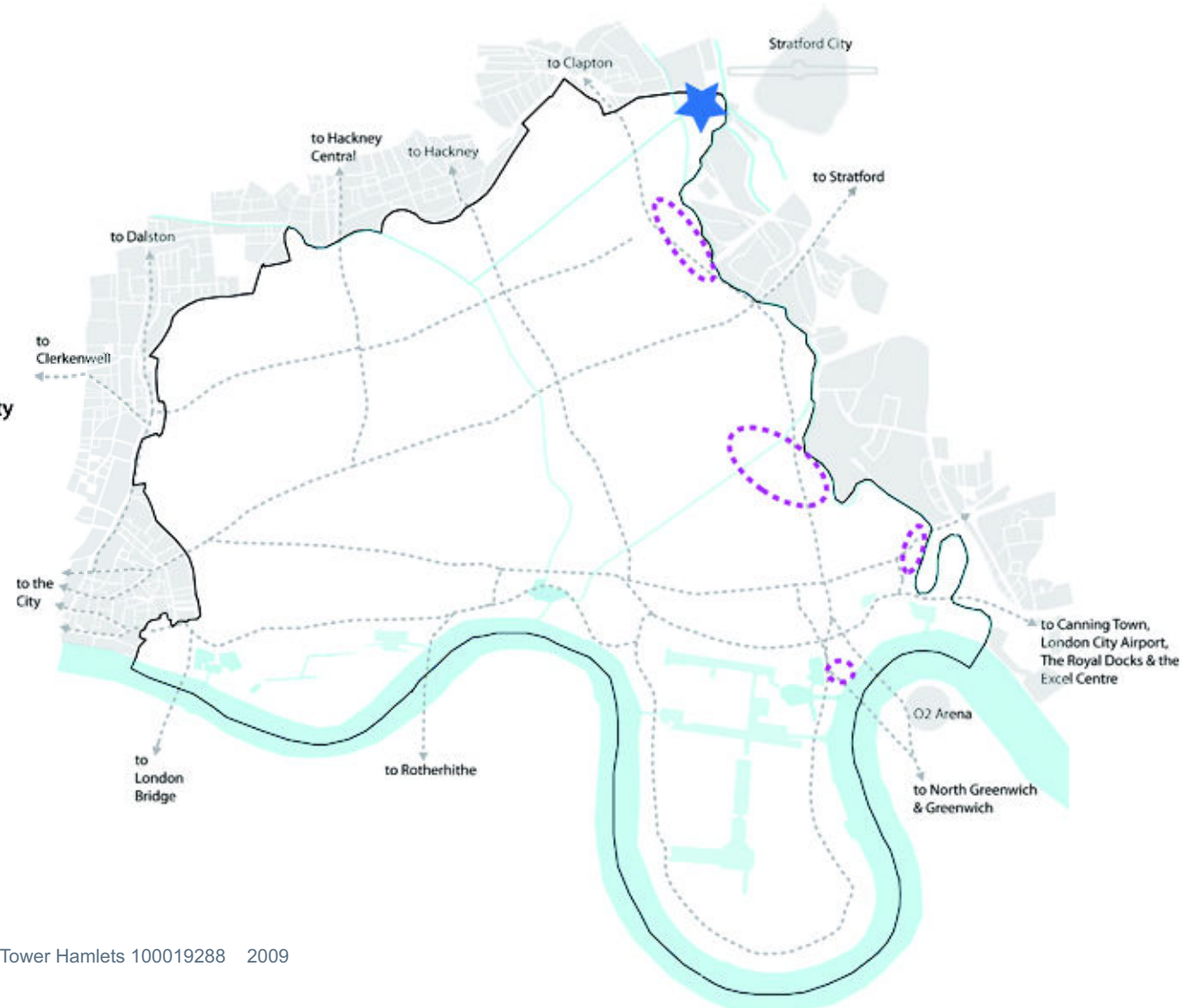


Fig 31. Dealing with waste ►

How we are going to get there

SP05




1. Implement the waste management hierarchy of reduce, reuse and recycle, by:
 - a. Ensuring that local residents reduce and manage their waste effectively.
 - b. Requiring non-waste developments to appropriately design and plan for waste storage and recycling facilities.
 - c. Requiring all developments to reduce and reuse waste from construction and demolition.
 - d. Supporting developments that use recycled materials.
2. Plan and provide for the total waste generated in the borough, in line with the apportionment targets set out in the London Plan, by:
 - a. Safeguarding all existing sites used for waste management, unless a suitable and available alternative site can be found that is more sustainable and does not affect the borough's capacity for waste management.
 - b. Identifying four areas of search that are suitable to accommodate a waste management facility and working with partners to deliver the Waste Strategy and Sites and Placemaking DPD:
 - Fish Island
 - Poplar Riverside and Bromley by Bow
 - Blackwall
 - c. Working with the Olympic Delivery Authority to connect any energy-generating waste facility with the Olympic Energy Centre in Fish Island.
 - d. Developing an interconnected network of waste management facilities that can respond to changing technologies, demands and have the scope to generate energy.
3. Ensure that any new waste management facility can accommodate a range of waste management technologies, including waste-to-energy facilities, with the potential to be linked into a borough-wide heat and power network .

SP05

4. Ensure any new waste management facility is integrated into its surroundings, is modern, innovative and well designed. The facility should minimise negative environmental, transport and amenity impacts on the surrounding area (including within neighbouring boroughs). It should be flexible enough to alter its operation and capacity as circumstances change without materially increasing these impacts. Further criteria will be set out in the Development Management DPD.

Programme of Delivery

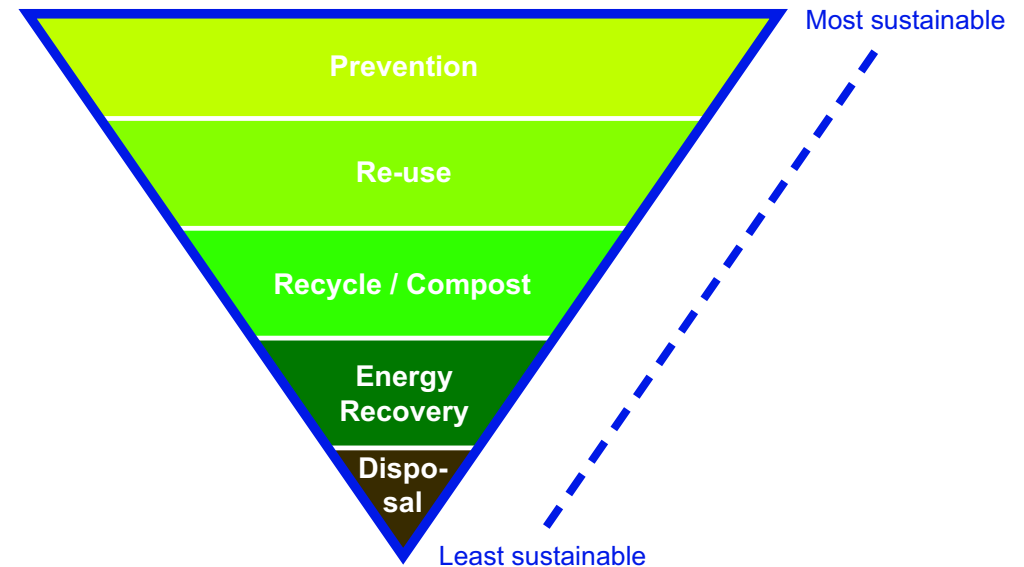
This strategy will be implemented through a number of tools including:

-  Fish Island Area Action Plan
Poplar Area Area Action Plan
-  Waste Management facilities
-  LBTH Waste Management Strategy
Development Management DPD
Sites and Placemaking DPD
Proposals Map

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Why we have taken this approach

- 4.24 With significant growth projected for Tower Hamlets and London as a whole, the need to manage waste efficiently, safely and sustainably is a pressing issue.
- 4.25 European Union legislation requires member countries to reduce the amount of waste disposed by landfill¹⁰⁷. The London Plan has set targets for managing municipal waste and commercial and industrial waste, in line with EU and national legislation, for each waste disposal authority. The borough operates as a single waste disposal authority with a target to manage 484,000 tonnes per year of municipal, commercial and industrial waste by 2020.
- 4.26 To meet the borough's targets, waste needs to be managed as near to the top of the Waste Hierarchy (see right) as possible, by severing the link between growth and waste - developing and promoting means that prevent waste generation - while reusing and recycling the remainder¹⁰⁸.
- 4.27 This strategy sets out the spatial elements needed to deliver the means to meet the above target, specifically through the safeguarding of existing waste management sites and the identification of four areas of search most suitable for new waste management facilities¹⁰⁹. Areas of search will need to accommodate approximately 5-10 hectares to house waste facilities with sufficient capacity to meet the targets¹¹⁰. These facilities will need to be well designed and managed to meet national standards and minimise any potential negative effects to surrounding areas. They will also need to be flexible in accommodating a range of existing and emerging waste management technologies, including energy generating facilities¹¹¹.
- 4.28 Waste management facilities able to generate energy have the capability to be linked into a decentralised heat and power network, alongside other localised energy-generating facilities, including the Olympics Energy Centre, to recover the residual value of waste¹¹².



▲ Fig 32. The waste hierarchy (adapted from the London Plan)

Key supporting evidence base

- European Union Directive on Landfill
- European Union Waste Framework Directive
- PPS10: Planning for Sustainable Waste Management, 2005
- GLA London Plan, 2008
- LBTH Planning for Population Change and Growth Capacity Assessment - Baseline Report, 2009
- LBTH Waste Municipal Waste Management Strategy, 2003
- LBTH Waste Evidence Base Report, 2009
- LBTH Opportunities for Sustainable Energy and Biodiversity Enhancement, 2008



Enabling prosperous communities

5

Delivering successful employment hubs

Where we want to be

SO15

To support the thriving and accessible global economic centres of Canary Wharf and the City Fringe which benefit the regional and local economies.

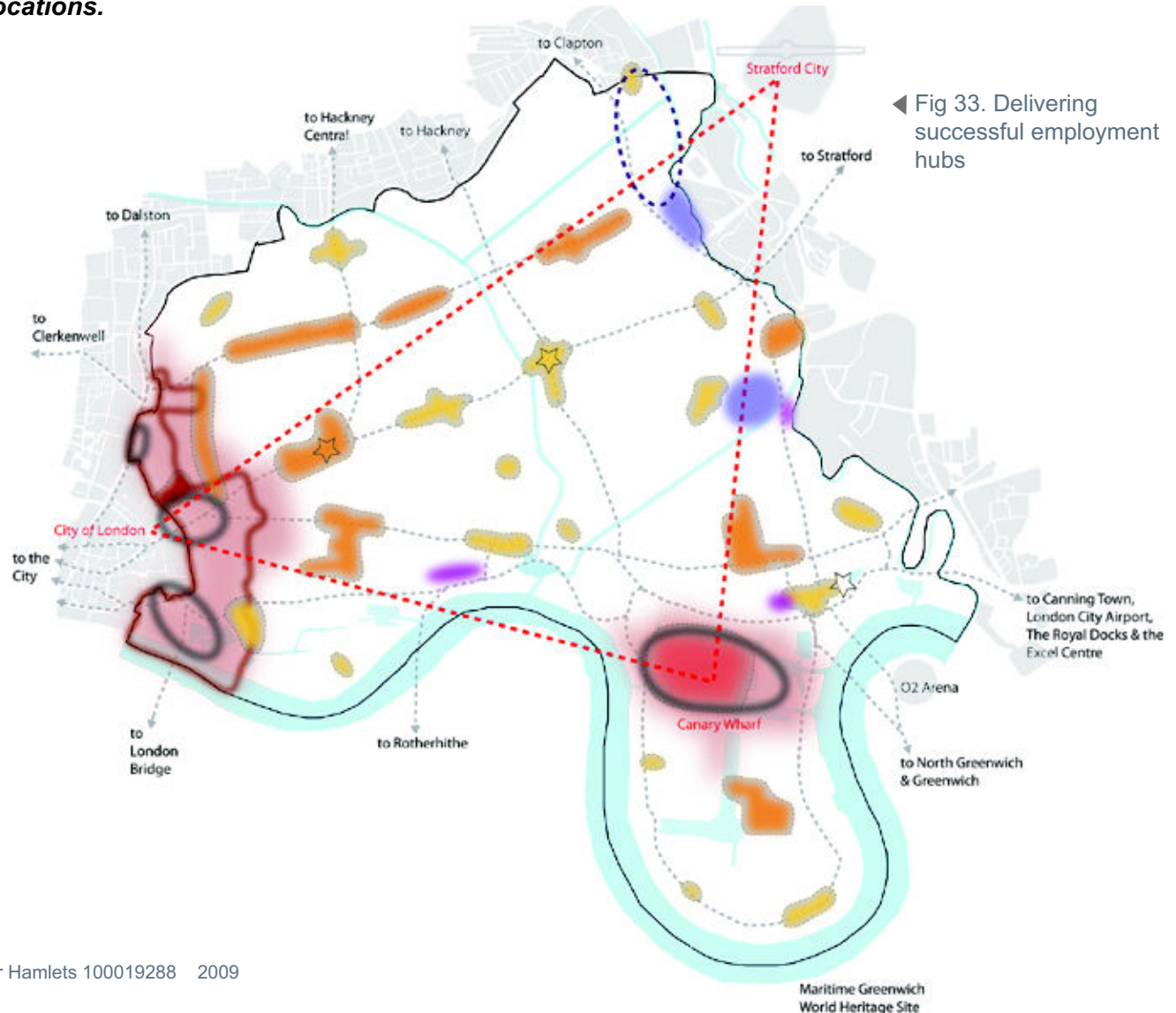
SO16

To support the growth of existing and future businesses in accessible and appropriate locations.

What it will look like

Delivering a range and mix of employment uses, sites and types in the most appropriate location for that particular use. Office, workspace and commercial uses to be located in accessible locations, close to other similar uses, to public transport and a wider support network of shops and services, while also providing for industrial land in appropriate locations.

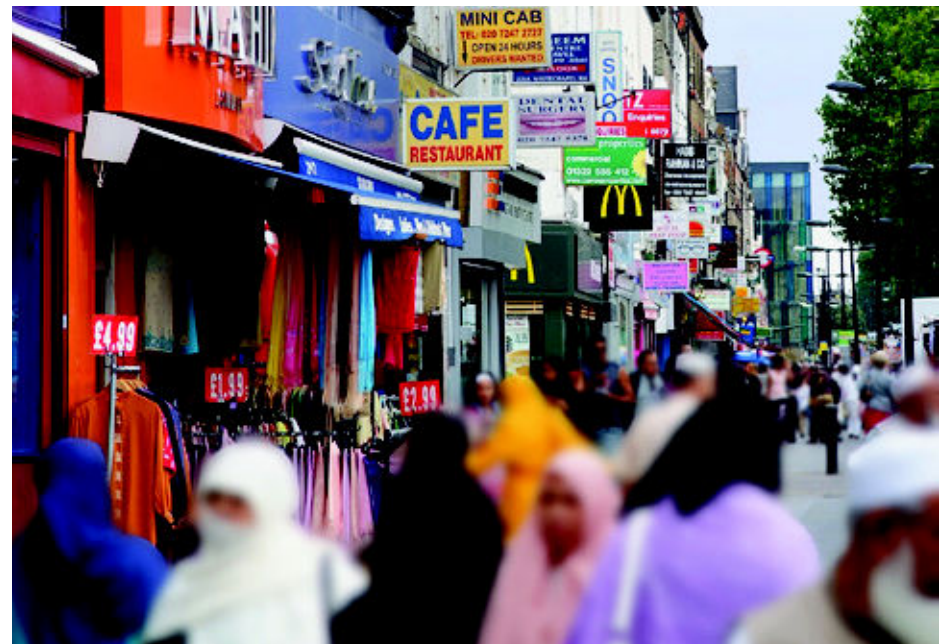
-  Three economic anchors - the City of London, Canary Wharf and Stratford City
-  Preferred Office Location
-  Local Office Location
-  Focusing employment uses in and around town centres
-  Central Activity Zone
-  Tower Hamlets Activity Area
-  Central Activity Zone Frontage
-  Major Centre
-  District Centre
-  Neighbourhood Centre
-  Strategic Industrial Location
-  Managed release of SIL once a comprehensive regeneration framework is in place
-  Local Industrial Location
-  Main street



How we are going to get there

SP06

1. Seek to maximise and deliver investment and job creation in the borough, by:
 - a. Supporting, maximising and promoting the competitiveness, vibrancy and creativity of the Tower Hamlets economy; the three economic anchors of the City of London, Canary Wharf and Stratford; and their role in delivering job growth across the region and sub-region.
 - b. Promoting the creation of a sustainable, diversified and balanced economy by ensuring a sufficient range, mix and quality of employment uses and spaces, with a particular focus on the small and medium enterprise sector.
 - c. Ensuring job opportunities are provided in each place in, and at the edge of, town centres.
2. Focus larger floor-plate offices and intensify floorspace in Preferred Office Locations (POL) in the following areas which will be defined in the Site and Placemaking DPD:
 - Canary Wharf
 - Bishopsgate road corridor
 - Aldgate
 - Around Tower Gateway public transport interchange
 - a. These locations are not appropriate locations for housing.
 - b. Development in POL will need to conform to criteria set out in the Development Management DPD.
3. Support the provision of a range and mix of employment uses and spaces in the borough, by:
 - a. Designating locations through the Site and Placemaking DPD in Whitechapel, Mile End and Blackwall as Local Office Locations (LOL) to accommodate additional demand for secondary office space in the borough.
 - b. Retaining, promoting and encouraging flexible workspace in town centre, edge-of-town centre and main street locations.
 - c. Encouraging and retaining the provision of units (of approximately 250sq m or less) suitable for small and medium enterprises.



SP06

4. Concentrate hotels, serviced apartments and conference centres, to attract visitors and promote tourism in the borough, in the following locations:
 - Central Activities Zone (CAZ)
 - City Fringe Activity Area
 - Canary Wharf Activity Area
 - Major and district centres
5. Ensure a managed approach to industrial land for the borough in order to assist in creating sustainable communities. This will be achieved through:
 - a. Safeguarding and intensifying industrial land in the following areas:
 - Fish Island South (SIL)
 - Empson Street / St. Andrews Way (SIL)
 - Gillender Street (LIL)
 - Poplar Business Park (LIL)
 - The Highway (LIL)
 - b. In the case of LIL, intensification through a mixed use approach will only be acceptable if:
 - i. There is no overall net loss of employment floorspace;
 - ii. There is no detrimental impact upon the quality and usability of that floorspace; and
 - iii. Appropriate access arrangements; and
 - iv. Mitigation of environmental impacts have been considered from the outset.
 - c. Continuing to implement the consolidation and managed release of industrial land in the following places:
 - Bromley-by-Bow
 - Poplar Riverside
 - Poplar (Limehouse Cut)
 - Bow Common (Limehouse Cut)
 - Leamouth



SP06

- d. Working with the GLA and partners to coordinate a managed, phased release of strategic industrial land in Fish Island North and Fish Island Mid, only once the Fish Island Area Action Plan is in place to deliver the wider regeneration set out in the place vision.
- e. Work with partners across the sub-region, to deliver a phased, managed and co-ordinated release of 20 to 50 Ha of industrial land, over the lifetime of the plan.

See [Fish Island vision for further information \(p.102\)](#)

Programme of Delivery

This strategy will be implemented through a number of key projects including:

-  Aldgate Masterplan
 Fish Island Area Action Plan
 Poplar Area Area Action Plan
-  Town Centre Spatial Strategy
 Development Management DPD
 Sites and Placemaking DPD
 Proposals Map
 LBTH Regeneration Strategy
 Employment Strategy

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Key supporting evidence base

- PPG4: Industrial, Commercial Development and Small Firms, 1992
- PPS6: Planning for Town Centres, 2005
- GLA London Plan, 2008
- City Fringe Opportunity Area Planning Framework (draft) 2006
- Lower Lea Valley Opportunity Area Planning Framework, 2007
- LBTH Employment Land Study, 2009
- LBTH Small and Medium Office and Workspace Study, 2006

Why we have taken this approach

- 5.1 Tower Hamlets has a diverse employment sector including commerce and business, creative and cultural industries, warehousing and some industrial uses¹¹³. As the UK economy continues to shift to a knowledge- and service-based economy, these structural changes will continue to shape and influence the employment activities within the borough¹¹⁴.
- 5.2 Employment activities are distributed in different locations within the borough with commerce and business within Canary Wharf and the City Fringe; creative and cultural industries also in the City Fringe; and industrial and warehousing largely within eastern areas. There are also pockets of other employment uses throughout the borough¹¹⁵.
- 5.3 The economic restructuring of Tower Hamlets' economy means that businesses and organisations have different locational and premise requirements¹¹⁶. They want to be located in areas of high public transport accessibility, close to similar uses, and supporting uses, such as shops, leisure and entertainment uses, and other services. Providing for the needs and fostering the growth of these sectors will require a restructuring of the borough's employment land, from edge-periphery locations to accessible, central locations within our town centre hierarchy¹¹⁷. There has been a shift from businesses needing large amounts of land for relatively low job densities to operating on small amounts of land with much higher job densities.
- 5.4 The differing current and potential needs for these employment uses need to be understood within a spatial framework to ensure successful and sustainable local and sub-regional economies. This spatial understanding enables the Council to identify locations and infrastructure suitable for the different types of employment. In applying this understanding to the location of large floor-plate office space, suitable areas for Preferred Office Locations include Canary Wharf and areas of the City Fringe, because of the existing context, infrastructure, concentration of activity and high levels of accessibility¹¹⁸. Employment space

provision for small and medium enterprises is identified as a significant need¹¹⁹, these are best located in accessible, appropriate town centres and edge-of-town centre areas but can also offer local employment opportunities outside of these areas. 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 levels¹²⁰. These areas can support specialist sectors including the research, medical, innovation and knowledge sectors as can be seen at Whitechapel.

- 5.5 Hotels and related tourism uses contribute a significant amount to the borough's economy, with over one half of this spend coming from overseas visitors¹²¹. The more accessible locations within the borough (such as the CAZ, Tower Hamlets Activity Areas, Canary Wharf and District town centres) and areas with existing tourism infrastructure provide an opportunity to deliver a range of tourism-related services, including hotels, serviced apartments and conference facilities¹²². This will enable the borough to help reduce visitor accommodation pressures on central London and help visitors to access tourist destinations within and outside of the borough.
- 5.6 Since 1998 approximately 130 to 140 Ha of industrial land¹²³ has been released for other uses, assisting in the wider regeneration of places such as Bromley-by-Bow, Leamouth and Poplar Riverside. However, the borough still has a number of sites currently designated for industrial uses as Strategic Industrial Locations (SIL) and Local Industrial Locations (LIL)¹²⁴. These locations provide an important sub-regional role for servicing central London. Industrial and warehousing related employment activities have been in decline in recent years which is a trend indicated to continue¹²⁵. An opportunity exists for further managed release of identified SIL for alternative appropriate uses, which will help to capture the opportunities presented by the Olympic Legacy¹²⁶.

Improving education and skills

Where we want to be

SO17





To improve education, skills and training in the borough and encourage and facilitate life-long learning.

SO18

To promote the growth and expansion of further and higher education establishments as drivers of improved skills and a key part of the wider knowledge economy.

What it will look like

This spatial strategy sets out a framework to deliver prosperous communities that have access to a network of high-quality, accessible and innovative educational, learning and training facilities, assisting in creating sustainable places.

-  Secondary school
-  Area of search for new secondary school
-  Primary school
-  Area of search for new primary school
-  Idea Store
-  Areas of search for new Idea Store
-  Library
-  Universities as employment hubs
-  Main street

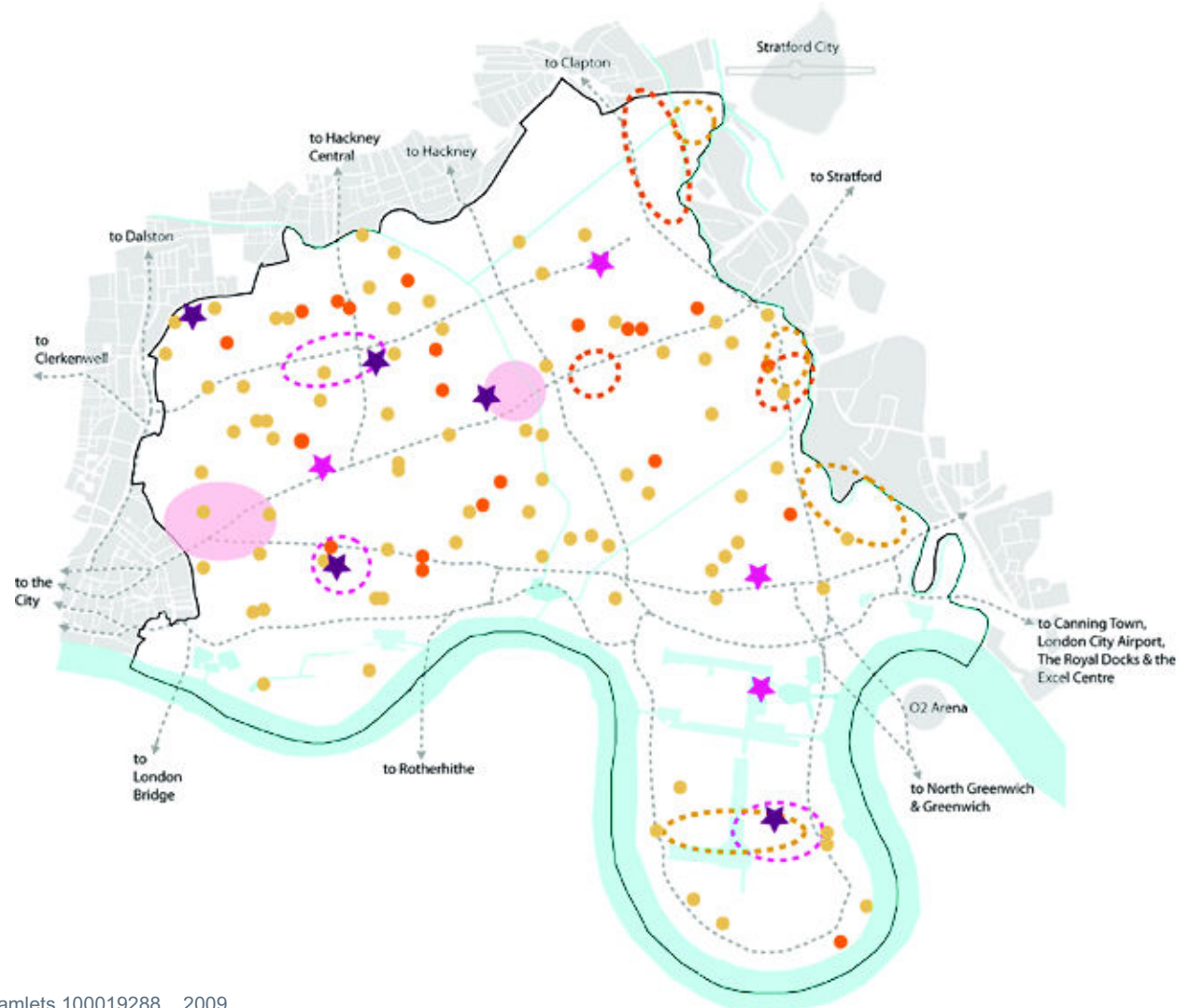


Fig 34. Improving education and skills ►

How we are going to get there

SP07

1. Support investment for the continued improvement and expansion of existing primary and secondary schools through:
 - a. The Building Schools for the Future programme.
 - b. The Primary Strategy for Change Programme.
 - c. Seeking to secure improvements for all schools in the borough by utilising planning obligations from developments.
2. Increase provision of both primary and secondary education facilities to meet an increasing population by:
 - a. Identifying three areas of search for a new secondary school: in Fish Island; Mile End; and Bromley-by-Bow.
 - b. Identifying areas of search to deliver at least four new primary schools in the following places:
 - Fish Island
 - Bromley-by-Bow
 - Poplar Riverside
 - Cubitt Town / Millwall
 - c. Using the Sites and Placemaking DPD to identify the most suitable sites for new schools within the areas of search, and secure these sites through:
 - i. Using Compulsory Purchase Order Powers (CPO) where necessary, and justified.
 - ii. Using Corporate Assets where required.
 - iii. Working with local education providers to secure land and deliver new schools.
 - d. Using the Pupil Place Planning process and the Population Growth and Change Model to identify future needs for additional school places throughout the lifetime of the plan, as part of the plan, monitor and manage approach.
 - e. Developing a network of Children Centres that combine childcare and nursery education, alongside family support and health and well-being services for young people aged 0-5 years old.



SP07




3. Ensure school facilities and Children Centres are located in order to maximise accessibility for pedestrians, cyclists and public transport users, and ensure they promote inclusive access for all users. In addition:
 - a. Primary schools should be located to be integrated into the local movement routes, the neighbourhood they serve, and be easy to access on foot or by bicycle.
 - b. Secondary schools should be located in highly accessible locations, to be integrated into the secondary and main movement routes, as they generate trips from a wider catchment area.
 - c. Support the co-location and clustering of services within multi-use facilities to maximise the potential of sites, particularly the use of schools after hours.
4. Support the growth and expansion of further and higher education facilities in the borough through:
 - a. Promoting universities as employment hubs for the innovation sector and the wider knowledge economy.
 - b. Supporting London Metropolitan University as a key regeneration anchor in the City Fringe area and major contributor to the academic, creative and cultural and knowledge economy prosperity of that area. This will be achieved through working with LMU through the continued implementation of the Aldgate Masterplan.
 - c. Promoting the area around Queen Mary University London as a place for local office and the knowledge economy, to help reinforce the academic role of this area.
 - d. Work with universities to better integrate buildings and campuses into the surrounding areas to improve accessibility.

SP07

5. Support the wider skills training and education of residents within the borough by:
 - a. Supporting the role and growth of Idea Stores and libraries in accessible locations, and providing new Idea Stores in the following places:
 - Shadwell
 - Bethnal Green
 - Crossharbour
 - b. Supporting and working with the Skillsmatch job brokerage service to increase the number of local people obtaining access to employment opportunities.
 - c. Support local universities and colleges, which provide further opportunities for improving skills and training for local people.
 - d. Support developments that promote local enterprise, and the employment and skills training of local residents.

Programme of Delivery

This strategy will be implemented through a number of key projects including:

-  Fish Island Area Action Plan & Poplar Area Area Action Plan
 Legacy Masterplan Framework (LMF)
 St Pauls Way Transformation Project
 Bromley-by-Bow Masterplan
 Wood Wharf Masterplan
-  Building Schools for the Future and Primary Strategy for Change programme - to deliver primary and secondary schools
 Children centres
 Idea Stores
-  Idea Store Strategy
 Sites and Placemaking DPD

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Why we have taken this approach

- Page 70
- 5.7 The current levels of education and qualification-achievement in the borough contribute to limiting the social and economic opportunities for local people¹²⁷. This factor, alongside many others, means there is a need to improve the quality of primary, secondary, further, higher and life-long education.
- 5.8 These aims are set out in the Community Plan to achieve 'A Prosperous Community' which looks to build on the borough's recent improvements in educational achievement¹²⁸. By working closely with education providers, this strategy sets out the spatial framework to ensure educational, skills and training services are well-integrated in the borough.
- 5.9 Education infrastructure needs to meet the needs of local people. The Mayor's housing targets for the borough¹²⁹ indicate a growth in population that will lead to a demand for school places and associated facilities. Forward planning is necessary to ensure future educational needs are met by ensuring that new schools and Children Centres are delivered in the right location, at the right time.
- 5.10 Schools play an important role in creating and supporting inclusive and vibrant neighbourhoods. Ensuring that schools are well placed, integrated, prominent and accessible to local communities is central to the Big Spatial Vision and creating sustainable, healthy and well-connected communities.
- 5.11 To deliver these aspirations, the national Building Schools for the Future programme is currently being implemented to deliver new and refurbished secondary schools across the borough. This is accompanied by the Primary Strategy for Change, which sets forth aims to improve primary school facilities.
- 5.12 In addition to schools, Children Centres also need to be delivered to

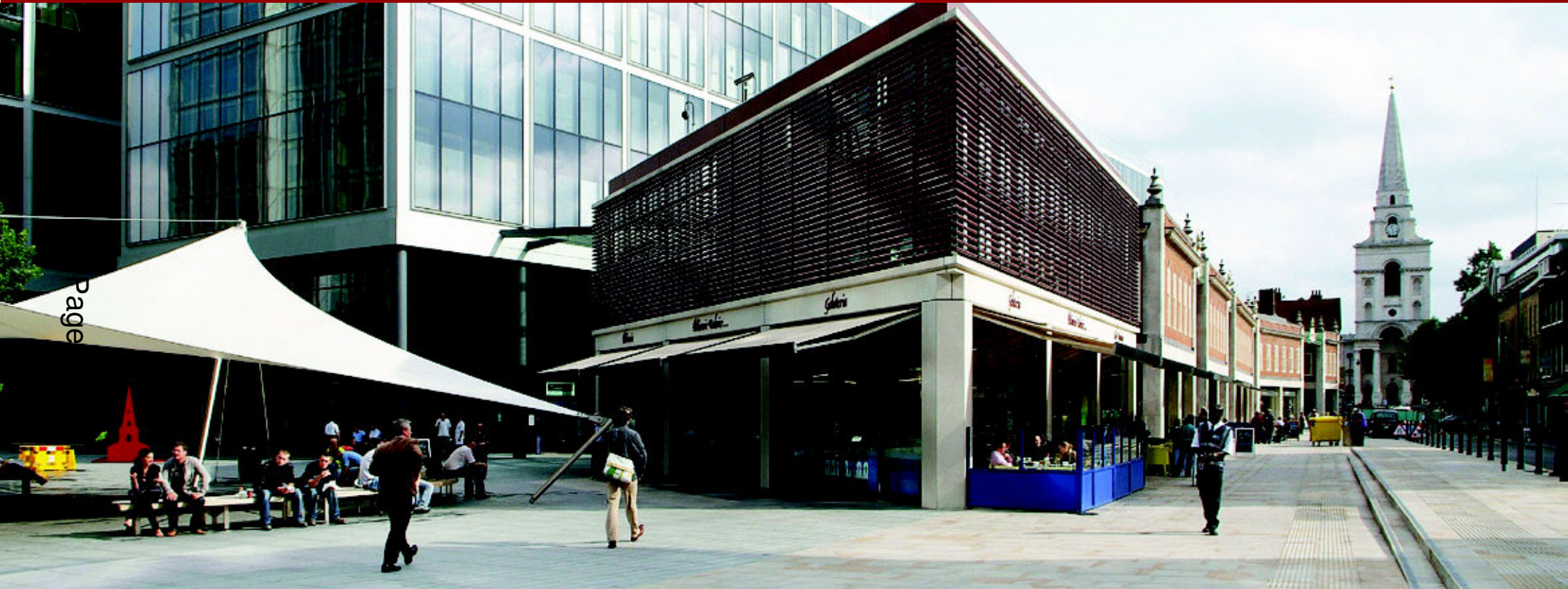
provide a range of services for children under five. Current delivery of these services will see 24 centres provided by 2010.

- 5.13 Tower Hamlets is also home to many further and higher educational establishments, which provide important opportunities for local people to gain and refine skills for employment. The universities within the borough also have a role as hubs for the knowledge sector in their local areas, which provide important support for small and medium enterprises. As a result, the Council continues to support the role and growth of these establishments.
- 5.14 Accompanying these learning facilities, lifelong learning facilities such as Idea Stores and libraries provide valuable opportunities to continue to help expand the skills of local people¹³⁰. The Skillsmatch programme, meanwhile, helps to match the skills of local people with employment opportunities.

Key supporting evidence base

- GLA London Plan, 2008
- LBTH Employment Strategy, 2008
- LBTH Planning for Population Change and Growth Capacity Assessment - Baseline Report, 2009
- LBTH A Library and Lifelong Learning Development Strategy, 2002
- LBTH Children and Young People's Plan, 2009
- LBTH Community Plan, 2008





Designing a high-quality city

6

Making connected places

Where we want to be

SO19

Deliver an accessible, efficient, high quality, sustainable and integrated transport network to reach destinations within and outside the borough.

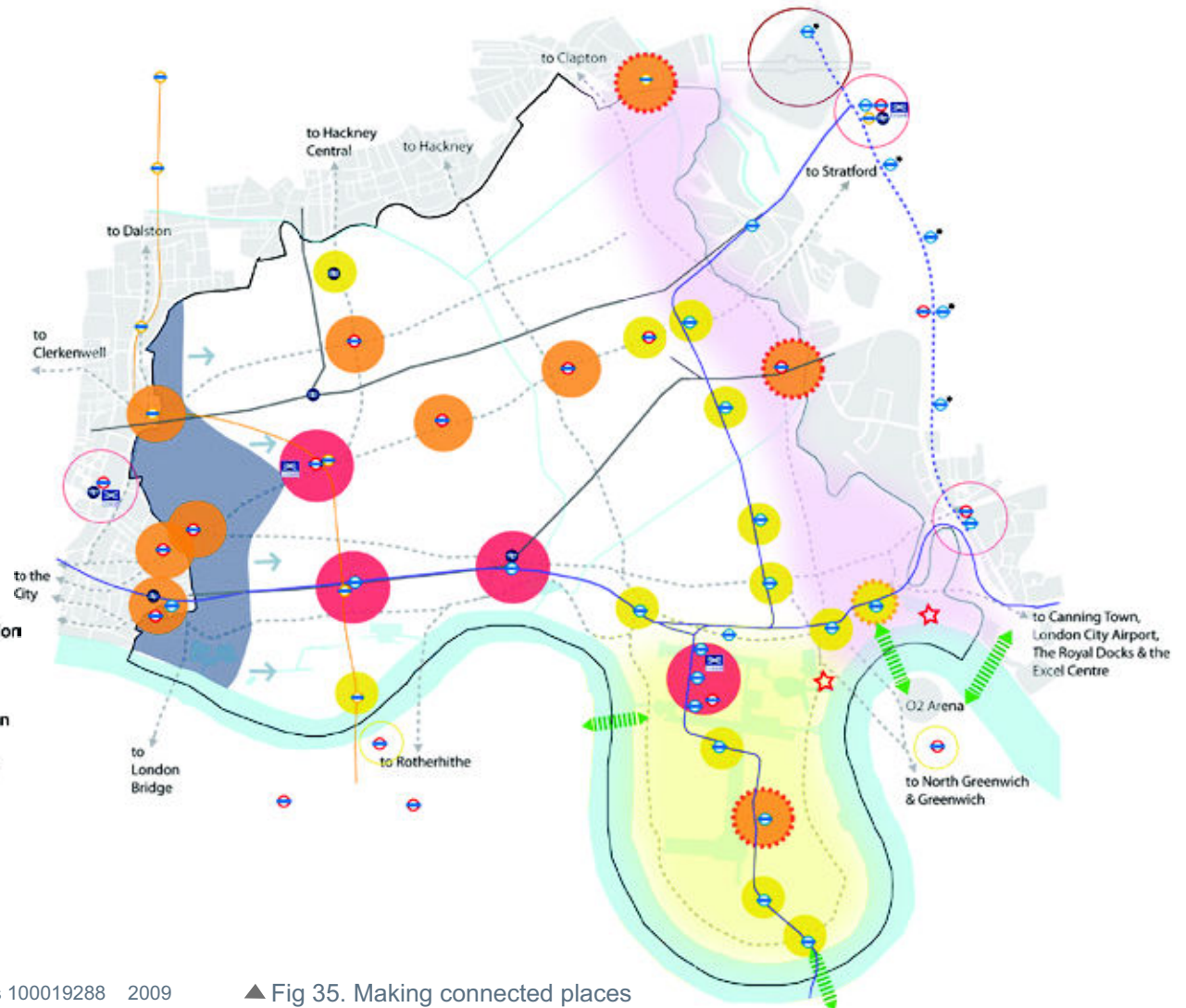
What it will look like

The spatial strategy sets out a framework to deliver a connected, high-quality and efficient public-transport network for the borough that promotes local and strategic accessibility, supports the population and assists in creating sustainable communities.

Page 73

- International interchange
- Interchanges outside of Tower Hamlets
- Sub-regional interchange
- District interchange
- New district interchange
- Local interchange
- New local interchange
- Public transport improvement area for the eastern part of the borough
- Public transport improvement area for the Isle of Dogs
- Cycle Hire Scheme with proposed extension across borough
- Proposed river crossings
- Safeguarded Wharf
- Main street
- Railway lines
- DLR lines
- DLR extension

- London Overground extension
- Crossrail station
- London Underground station
- London Overground station
- DLR station
- New DLR station
- National Rail station



How we are going to get there

SP08

1. Provide for a hierarchy of integrated transport interchanges that offer access to a range of public transport modes across the borough. This will be achieved by:
 - International interchange**
 - a. Improving and maximising accessibility to Stratford International station from Tower Hamlets, principally through improving the strategic and local connectivity to, and through, Fish Island and High Street 2012.
 - Sub-regional interchanges**
 - b. Seeking to improve the capacity, quality and accessibility of existing sub-regional interchanges, particularly at:
 - Whitechapel and Canary Wharf with the delivery of Crossrail
 - Improve accessibility to interchanges outside of Tower Hamlets, including, Canning Town and Stratford interchanges.
 - District interchanges**
 - c. Seeking to improve the capacity, quality and accessibility of existing district interchanges and the creation of new district interchanges at:
 - Hackney Wick and Bromley-by-Bow, in order to support regeneration and population growth in the eastern part of the borough.
 - Crossharbour, to support the growth and enhancement of the District Centre and surrounding population.
 - Local interchanges**
 - d. Seeking to improve the capacity, quality and accessibility of existing local interchanges and creating a new local interchange at East India DLR Station.
 - e. Locating transport interchanges in town centres that are appropriate in scale to the town centre hierarchy and surrounding population density.
 - f. Promoting the good design of public transport interchanges to ensure they are integrated with the surrounding urban fabric, offer inclusive access for all members of the community, and

Page 74

SP08

- provide a high-quality, safe and comfortable pedestrian environment.
2. Work with Transport for London to ensure the capacity of the public transport network meets the demands of current population needs and future growth. This will be achieved by the delivery of strategic transport projects including:
 - Crossrail.
 - London Overground extension with new/improved stations at Shoreditch, Whitechapel, Shadwell and Wapping.
 - Interchange improvements at Bromley-by-Bow and Hackney Wick.
 - Extension of the London Cycle Hire Scheme across the borough in the longer-term, alongside delivery of Cycle Superhighways.
 - TfL Crossing projects across the River Thames.
 - Capacity, design and junction improvements to the A12 road network.



SP08

3. Improve public transport in, and accessibility to, identified growth areas. This will be achieved by:
 - a. Supporting growth in the east of the borough by providing improved bus connections, bridges, and pedestrian and cycling routes to existing surrounding public transport interchanges, including:
 - Hackney Wick / Fish Island
 - Bromley-by-Bow
 - Langdon Park
 - All Saints
 - East India
 - Blackwall
 - Canning Town (in Newham)
 - West Ham (in Newham)
 - b. Supporting growth on the Isle of Dogs by working in partnership to deliver Crossrail, improve bus connections to, and through, the area and improve pedestrian and cycling routes to existing public transport interchanges, which include:
 - Heron Quays
 - Canary Wharf
 - South Quay
 - Crossharbour
 - Mudchute
 - Island Gardens
 - c. Continuing to work with neighbouring boroughs and TfL to explore and deliver cross-boundary public transport projects.
4. Promote the sustainable transportation of freight (including waste). This will be achieved by:
 - a. Promoting and maximising the movement of freight by water and rail to take the load off the strategic road network.

SP08

- b. Safeguarding the following identified wharfs for cargo handling and to enable the future transportation of waste through water freight:
 - Orchard Wharf in Leamouth
 - Northumberland Wharf in Blackwall
- c. Safeguarding Bow West Rail Depot.

Programme of Delivery

This strategy will be implemented through a number of key projects including:

- Whitechapel Masterplan
- Bishopsgate Goodsyards Masterplan
- Bromley-by-Bow Masterplan
- Legacy Masterplan Framework
- Fish Island Area Action Plan & Poplar Area Area Action Plan
- A12 Study
- Major transport improvements including Crossrail, 3 Car DLR, London Overground
- Bridges and crossings
- Sites and Placemaking DPD
- Development Management DPD
- Proposals Map
- Making Connections: Towards a Climate Friendly Transport Future
- Local Implementation Plan
- GLA Transport Strategy

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Why we have taken this approach

6.1 This strategy brings forward the Mayor’s Transport Strategy priorities to address the issues facing London’s transport system. It gives spatial representation to the priorities set out in the Council’s Local Implementation Plan¹³¹ and the “Making Connections” strategy¹³², which seek to improve local public transport provision and pedestrian and cycling networks.

6.2 A number of issues are affecting transport within the borough. Primarily these arise from the need to provide and maintain public transport to serve a growing population, in the right locations while helping to mitigate climate change and improve the health and well-being of local people by enabling less use of private vehicular transport.

The previous two decades have seen a growth in the population of London and the borough, which is set to continue¹³³. This growth needs to be accommodated by improvements to the local and regional transport networks. Enhancements will need to provide an increase in the capacity of existing transport infrastructure and provide new local and regional transport infrastructure¹³⁴.

6.4 The borough is well positioned to take advantage of regional transport improvements with two new Crossrail stations at Whitechapel and Canary Wharf, the incorporation of the East London Line into the London Overground network, the three-car Docklands Light Railway upgrade, and the London Cycle Hire Scheme. Tower Hamlets also has good linkages with national and international transport networks through rail routes to Stansted Airport, Stratford International railway station and London City Airport.

6.5 These improvements will be delivered to, and accessed by, local people by enhancing and creating transport interchanges in appropriate town centres. The hierarchy of transport interchanges broadly correlates to the hierarchy of town centres¹³⁵. The focus for capacity improvements will need to be located in areas of major housing growth: in the east of the borough and the Isle of Dogs¹³⁶.

6.6 Through the provision of improved public transport and pedestrian and cycling networks there will be positive impacts on local people’s health and well-being, as well as social cohesion, through increased activity and social interaction¹³⁷. The use of sustainable transport modes also helps to lower resource use and in turn, the borough’s carbon emissions¹³⁸.

Key supporting evidence base

- The Future of Transport White Paper, 2004
- PPS1: Delivering Sustainable Development, 2005
- PPG13: Transport, 2001
- GLA London Plan, 2008
- GLA Transport Strategy, 2001
- LBTH Local Implementation Plan, 2005
- LBTH Making Connections: Towards a Climate Friendly Transport Future, 2008
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009
- LBTH Planning for Population Change and Growth – Baseline Report 2009
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- HUDU Watch Out for Health, 2009



Creating attractive and safe streets and spaces

Where we want to be

SO20

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.

SO21

Create streets, spaces and places which promote social interaction and inclusion, and where people value, enjoy and feel safe and comfortable.

What it will look like

The spatial strategy sets a framework to deliver a high-quality public realm consisting of streets and spaces that are safe, attractive and integrated with buildings that respond and overlook public spaces.



Fig 36. Creating attractive and safe streets and spaces ►

How we are going to get there

SP09

1. Implement a street hierarchy that puts pedestrians first and promotes streets, both as links for movement and places in their own right, to ensure a strategic, accessible and safe street network across the borough. This will be done through:

Main Streets

- a. Working with Transport for London to ensure that main streets' primary function of distributing vehicle traffic (particularly their importance for providing bus routes) is maintained and protected. Also working with TfL to design and promote these streets as important places for pedestrians and cyclists. Main streets include:

- Commercial Street;
- Mansell Street / Leman Street / Cambridge Heath Road;
- Tower Hill Approach, East Smithfield, The Highway;
- Limehouse Link / Aspen Way;
- A11 Whitechapel Road / Mile End Road / Bow Road;
- Burdett Road;
- A12 Blackwall Tunnel Approach;
- A13 Commercial Road / East India Dock Road; and
- Butcher Road and Branch Road / Rotherhithe Tunnel

Secondary Streets

- b. Protecting, enhancing secondary streets that function as important distribution routes for vehicles (including buses), cyclists and pedestrians, as well as places to gather, and which provide key links between the borough's town centres.

Local Streets

- c. Protecting and enhancing the place and social gathering function that local residential streets provide, by promoting them as places to gather and socialise in, alongside their function of providing safe and convenient access to individual properties.



SP09






2. Protect, promote and ensure a well connected, joined-up street network that integrates street types and users by:
 - a. Improving connectivity between Tower Hamlets and neighbouring boroughs in order to improve strategic accessibility through:
 - i. Ensuring the provision of bridges and connections across and along the River Lea to Newham.
 - ii. Improving connections to Hackney through the regeneration of Fish Island.
 - iii. Improving the quality of existing streets and spaces between Tower Hamlets and City of London.
 - iv. Improving connectivity to Greenwich, Lewisham and Southwark through new and enhanced crossings.
 - b. Improving the connectivity of identified areas that suffer from poor permeability through:
 - i. Creating new routes through identified development sites.
 - ii. Working in partnership with Housing Associations to improve connectivity through housing estates which suffer from poor integration and accessibility.
 - iii. Improve accessibility between the parts of the borough that suffer from barriers to movement including Aspen Way, and the A12 and A13 corridors.
 - c. Not supporting developments that create gated communities which restrict pedestrian movement.
3. Ensure new development has no adverse impact on the safety and capacity of the road network.
4. Promoting car free developments and those schemes which minimise on-site and off-site car parking provision, particularly in areas with good access to public transport.

SP09

5. Create a high-quality public realm network which, provides a range of sizes of public space that can function as places for social gathering.
6. Primarily focussing public realm improvements and investment in areas identified by the Public Realm Strategy, including:
 - town centres;
 - main streets; and
 - public transport nodes

Programme of Delivery

This strategy will be implemented through a number of key projects including:

-  Masterplans and Area Action Plans (All)
 - St Pauls Way Transformation Project
 - High Street 2012
 - Town Centre Implementation Plans
-  Adopting identified new streets
 - Bridges and crossings
 - Cycling routes and cycle hire hubs
-  Estate regeneration projects
-  LBTH Public Realm Strategy
 - Local Implementation Plan
 - Development Management DPD
 - Sites and Placemaking DPD
-  Green corridors and spaces

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.

Why we have taken this approach

- 6.7 Ensuring high-quality design of public streets and spaces is central to delivering sustainable communities¹³⁹.
- 6.8 The quality of the public realm in the borough varies¹⁴⁰, and the Community Plan views good urban form as a key component in achieving the vision of One Tower Hamlets. A high-quality urban environment and layout can help deliver social benefits, including civic pride, increased connectivity, social cohesion, reduced fear and levels of crime and improved health and well-being¹⁴¹, while a poor quality public realm can have severe negative effects on communities. To understand how to address poor quality public realm, it needs to be assessed within a spatial framework.
- 6.9 Accessibility and movement networks are crucial in creating a high-quality urban environment¹⁴² and can affect the uses, activities, density and security of an area. As Tower Hamlets has some of the highest housing densities in London, the quality of streets and spaces is important to maintain and create a high quality of life. As is designing the urban environment so that it follows Secured by Design principles and ensures secure, safe and quality places.
- 6.10 Identified “grot-spots” (areas of very low-quality public realm) need to be addressed to reduce the negative perception of the area and impact on surrounding areas. Given that the borough’s town centres are also its transport interchanges, the public realm of town centres needs to be high quality to support and promote movement¹⁴³.
- 6.11 Barriers to movement within, and to areas outside of, the borough restrict and alter the movement network, resulting in a loss in permeability, legibility and mobility¹⁴⁴. Significant barriers within Tower Hamlets include road corridors and post-war development, which have isolated communities adjacent to them.

- 6.12 To improve accessibility and increase movement, the hierarchy of streets and spaces needs to be restored. This will support movement networks within the borough and between Tower Hamlets and neighbouring boroughs¹⁴⁵.
- 6.13 Restricting parking levels, and promoting car free developments, is one way in which the Council will manage demand and encourage more sustainable travel to achieve sustainable development objectives and tackle climate change. Promoting car free lifestyles can also add to the safety and also to the vibrancy of an area, making it safer for pedestrians and cyclists.

Key supporting evidence base

- DETR By Design, 2000
- English Heritage Streets For All, 2004
- Building for Life, 2008
- TfL Streetscape Guidance, 2009
- Link & Place: A Guide to Street Planning and Design, 2007
- DfT Manual for Streets, 2007
- Urban Design Compendium 1 and 2, 2007
- Secured by Design Guidance
- LBTH Town Centre Spatial Strategy, 2009
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009
- LBTH Urban Structure and Characterisation Study, 2009



Creating distinct and durable places

Where we want to be

SO22

Protect, celebrate and improve access to our historical and heritage assets by placing these at the heart of reinventing the hamlets to enhance local distinctiveness, character and townscape views.

SO23

Promote a borough of well designed, high quality, sustainable and robust buildings that enrich the local environment and contribute to quality of life.

-  Areas of priority to protect and improve local distinctiveness, character and townscape in areas of high growth
-  Protecting areas of established character and townscape
-  Protecting, managing and enhancing the Tower of London and its surroundings
-  Protecting and enhancing areas of existing character around waterways and open spaces
-  Tall building locations for economic clusters of large floor plate offices
-  Main streets

What it will look like

The spatial strategy sets out a framework to deliver buildings and neighbourhoods that are well-designed, high-quality and durable, in order to promote locally distinct places that are positively shaped by their history and heritage.

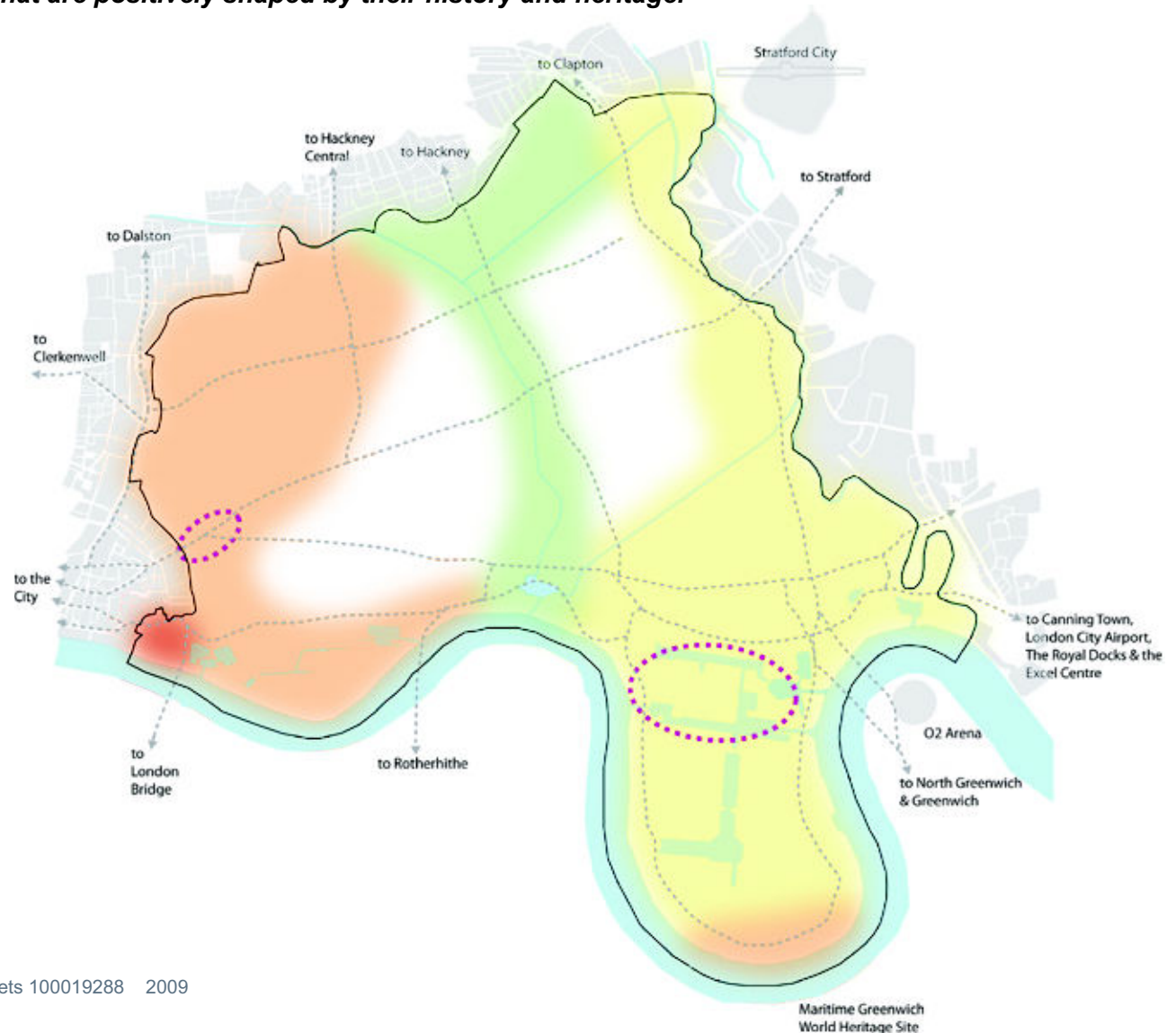


Fig 37. Creating distinct and durable places ►

How we are going to get there

SP10

1. Protect, manage and enhance the Tower of London World Heritage Site, its setting, and surrounding area, as well as the buffer zone and setting of the Maritime Greenwich World Heritage Site through:
 - a. The respective World Heritage Site Management Plans and associated documents.

2. Protect and enhance the following heritage assets and their settings:
 - World Heritage Sites
 - Statutory Listed Buildings
 - Conservation Areas
 - London Squares
 - Historic Parks and Gardens
 - Scheduled Ancient Monuments
 - Archaeological Remains
 - Archaeological Priority Areas
 - Locally Listed Buildings
 - Local Landmarks
 - Other buildings and areas that are identified through the Conservation Area Character Appraisals and Management Guidelines

3. Preserve or enhance the wider built heritage and historic environment of the borough, enabling the creation of locally distinctive neighbourhoods, through:
 - a. Promoting and implementing placemaking across the borough to ensure that the locally distinctive character and context of each place is acknowledged and enhanced.
 - b. Protecting, conserving, and promoting the beneficial reuse of, old buildings that provide suitable locations for employment uses, including small and medium enterprises.
 - c. Encouraging and supporting development that preserves and enhances the heritage value of the immediate and surrounding environment and the wider setting.
 - d. Working to reduce Heritage at Risk.



SP10

4. Ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds. This will be achieved through ensuring development:
 - a. Protects amenity, and promotes well-being (including preventing loss of privacy and access to daylight and sunlight);
 - b. Uses design and construction techniques to reduce the impact of noise and air pollution;
 - c. Respects strategic and local views and their role in creating local identity and assisting in wayfinding;
 - d. Respects its local context and townscape, including the character, bulk and scale of the surrounding area;
 - e. Contributes to the enhancement or creation of local distinctiveness;
 - f. Is flexible and adaptable to change;
 - g. Uses high quality architecture, urban and landscape design;
 - h. Assists in creating a well-connected public realm that is easy and safe to navigate.

5. The following locations are where tall buildings will be acceptable:
 - Canary Wharf
 - Aldgate
 - a. The above locations are identified as they meet the following criteria:
 - i. Be part of an existing economic cluster and respond to existing built character of the area.
 - ii. Have a large floor-plate office building typology.
 - iii. Be in areas of high accessibility.
 - b. Appropriate sites for tall buildings will be identified within the Sites and Placemaking DPD. All tall buildings including those outside of the above locations will be assessed against criteria set out in the Development Management DPD.

Programme of Delivery

This strategy will be implemented through a number of key projects including:

- Area Action Plans (All)
 - Aldgate Masterplan
 - Aspen Way Masterplan
 - Millennium Quarter Masterplan
 - Wood Wharf Masterplan

- Housing estate regeneration projects

- Conservation Areas Character Appraisal and Management Guidelines
 - LBTH Conservation Strategy
 - Development Management DPD
 - Sites and Placemaking DPD
 - Proposals Map
 - Building for Life
 - Code for Sustainable Homes: Setting the standard in sustainability for new homes
 - GLA guidance on housing design standards



Why we have taken this approach

- 6.14 The built environment of Tower Hamlets is strongly influenced by the borough's history and heritage¹⁴⁶. As the borough faces development pressure generated by housing and employment targets, it is critical that building design and the wider built environment is sustainable¹⁴⁷, of a high-quality, and able to be adapted to the effects of climate change¹⁴⁸. To achieve this the Council will use development management policies and the available tools of the Code for Sustainable Homes and 'Buildings for Life'; and will look to utilise appropriate forthcoming guidance as it emerges.
- 6.15 A critical component to achieving a high-quality built environment is to ensure that the borough's historic environment is sustainably managed, enhanced and protected, while supporting appropriate development¹⁴⁹. This includes the beneficial reuse of built heritage to bring many social, cultural and economic benefits to communities and help in the wider regeneration of the borough. These areas will be identified and detailed policies stated in the Development Management DPD and the Site and Placemaking DPD. Figure 34 identifies broad areas of different townscapes currently existing in the borough. These areas require different responses when managing growth and change.
- 6.16 Some development within Tower Hamlets has led to negative impacts on the borough's heritage, which needs to be addressed¹⁵⁰. This is specifically relevant to the borough's World Heritage Site, the Tower of London, and its wider setting. The Tower of London has been isolated from adjacent areas by the road network, and careful consideration needs to be given to any development that will impact on the site and setting.
- 6.17 The above tools are especially relevant for defining the preferred locations for tall buildings. Tall buildings can have a significant impact on the built environment and the activities of local people¹⁵¹. As such, tall buildings are best suited to established economic clusters at Canary Wharf and Aldgate, where they complement the existing context.
- 6.18 Strategic views guidance is provided within the London Plan (2008) with local views to be set out in the forthcoming Development Management DPD and Proposals Map.

Key supporting evidence base

- PPG15: Planning and the Historic Environment, 1994
- PPG16: Archaeology and Planning, 1990
- DETR By Design, 2000
- English Heritage, Heritage Counts, 2008
- GLA London Plan, 2008
- Building for life, 2008
- LBTH Urban Structure and Characterisation Study, 2009
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- Urban Design Compendium 1 & 2, 2007
- English Heritage Enabling Development and the Conservation of Significant Places, 2008
- English Heritage Moving Towards Excellence in Urban Design, 2003
- English Heritage and CABE Guidance on Tall Buildings, 2007



Working towards a zero-carbon borough

Where we want to be

SO24

Achieve a zero carbon borough in the 21st century, with a 60% reduction in carbon emissions by 2025.

What it will look like

The spatial strategy sets a framework to realise a zero-carbon borough through the designation of low-carbon areas and de-centralised energy-facilities that will assist in delivering a sustainable and energy-secure borough.

- Low carbon areas
- Area of search for combined cooling and heat power plants
- Metropolitan Open Land
- Proposed route for heat main
- Main street

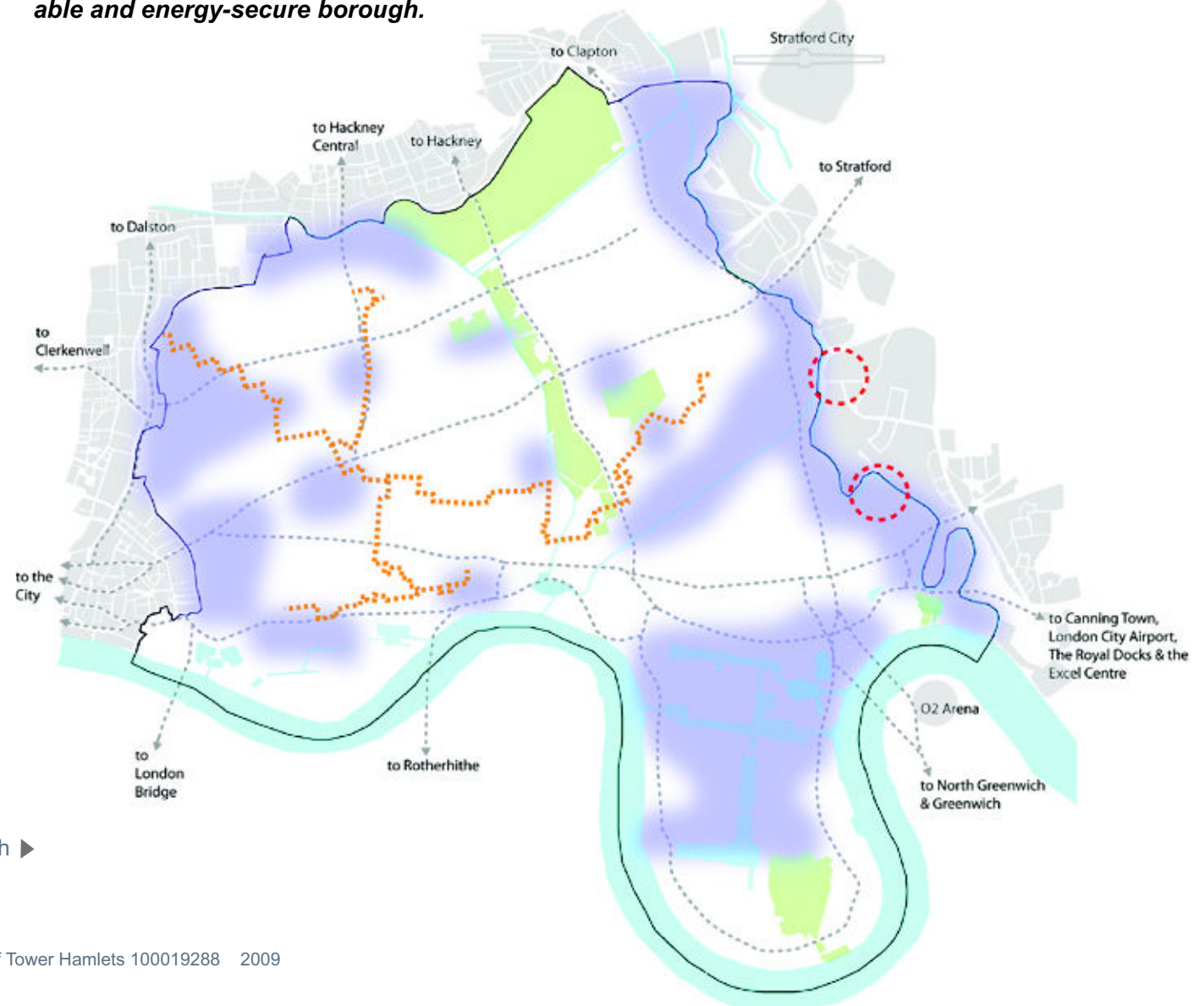


Fig 38. Working towards a zero-carbon borough ▶

How we are going to get there

SP11

1. Implement a borough-wide carbon emission reduction target of 60% below 1990 levels by 2025.
2. Ensure that all new homes are built in-line with government guidance to reach zero carbon by 2016, and that all new non-domestic development reaches zero-carbon by 2019.
3. Promote low- and zero-carbon energy generation through:
 - a. Safeguarding existing renewable energy decentralised energy systems.
 - b. Implementing a network of decentralised heat and energy facilities that connect into a heat and power network, including working with the LDA to link with the Olympic Park Energy Centre and the wider East London Heat Network.
 - c. Promoting the development of new decentralised energy facilities that have the potential to link into a wider sub-regional network.
 - d. Exploring the use of waste-to-energy facilities, particularly in the east of the borough, to support the borough's waste management and recycling targets.
 - e. Working with partners inside and outside the borough to explore ways of implementing decentralised energy systems.
 - f. Supporting development that uses intelligent design to make use of renewable-energy technologies.
4. Reducing carbon emissions in non-domestic buildings by:
 - a. Working with partners to implement ways to reduce carbon emissions particularly large businesses in the borough
 - b. Supporting non-domestic developments that promote the use of renewable energy technologies
 - c. Reducing the carbon emissions of all public buildings in the borough



SP11

5. Implement an area-based approach in which new development should achieve higher levels of carbon reductions than elsewhere in the borough.
6. Maximising the energy efficiency of existing housing stock by:
 - a. Working with housing providers to ensure regeneration of existing housing stock and redevelopment promotes carbon emissions reductions and is adapted for climate change.
 - b. Seeking to establish Energy Opportunity Areas in places likely to be affected by fuel poverty.
7. Require all new developments to provide 20% reduction of carbon dioxide emissions through on-site renewable energy generation where feasible.
8. Ensure the built environment adapts to the effects of climate change. Please refer to SP04 and the Development Management DPD for more detail.

- See Opportunities for Sustainable Energy and Biodiversity Enhancement 2008 and the Climate Change Mitigation and Adaptation Report 2009

Programme of Delivery

This strategy will be implemented through a number of key projects including:

- Masterplans and Area Action Plans (All)
- Heat and Power Network
Renewable Energy infrastructure
- Housing estate regeneration projects
- Development Management DPD
Sites and Placemaking DPD
Carbon Management Programme
- LBTH Green Grid Projects (All)

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.



Why we have taken this approach

- 6.19 Climate change is rapidly being acknowledged as an urgent and serious global issue that needs to be addressed to mitigate and adapt to its effects on the borough and local people¹⁵².
- 6.20 A significant contributor to climate change is the concentration of carbon dioxide in the atmosphere. These levels are rapidly increasing and, if left unchecked, will continue to contribute to climate change¹⁵³. Of the 33 Local Authorities in Greater London, Tower Hamlets produces the second highest level of total carbon emissions (2,348 ktCO₂) after the City of Westminster¹⁵⁴.
- 6.21 This strategy provides a responsive spatial framework to take forward the GLA Climate Change Action Plan (with a target to reduce carbon emissions by 60% by 2025 against a 1990 baseline) and the Community Plan's aspirations to address climate change to reduce the borough's carbon emissions.
- 6.22 To mitigate contributing to the effects of climate change and achieve the above targets, the Council will implement a range of interventions and actions that have been informed by a number of key pieces of evidence¹⁵⁵. These interventions look at reducing carbon dioxide emissions from existing and new, domestic and non-domestic, buildings through design, renewable energy generation and identifying areas suitable for higher levels of carbon emissions reduction. Further information on mitigating the effects of climate change will be provided in the council's emerging climate change strategy.
- 6.23 Buildings, with their need for energy, make up a significant proportion of carbon emissions. Therefore, a key element of this strategy for reducing carbon emissions¹⁵⁶ is to minimise the need for energy in both new and existing buildings. This will have a positive impact on addressing fuel poverty¹⁵⁷.
- 6.24 Adapting to the effects of climate change is necessary in a changing climate. Climate change will affect the borough in a number of ways

including an increased risk in flooding, disruption to water supplies and an increased "Urban Heat Island Effect"¹⁵⁸. Adaptations required to address these effects include providing new green open spaces, greening of the built environment, improved efficiency of water usage and the appropriate location, orientation and design of new development¹⁵⁹.

- 6.25 Supplying energy via the national grid is an inefficient method, with more than half of the energy lost as waste heat¹⁶⁰. The efficiency of energy supply can be improved by capturing waste heat for use, and by generating energy closer to the point of use, which minimises the amount of energy lost through transmission¹⁶¹. A move towards decentralised energy generation at higher efficiencies, as well as using available renewable energy sources, will simultaneously lower carbon emissions and improve the overall security of supply¹⁶².
- 6.26 Focusing higher proportions of carbon emissions reduction measures in specific areas will help to capture and maximise the cumulative benefits¹⁶³. The most appropriate areas are those with larger concentrations of identified development sites. Current identified clusters correspond with the low carbon areas on Fig 35.
- 6.27 The Government is in the process of reviewing building regulations and the Code for Sustainable Homes to meet its commitment to delivering zero-carbon development. This strategy will likely need adjusting following this review.

Key supporting evidence base

- UK Government Climate Change Act 2008
- PPS1 Supplement: Planning and Climate Change
- PPS22: Renewable Energy
- GLA London Plan, 2008
- GLA Climate Change Action Plan, 2007
- GLA London Climate Change Adaptation Strategy, 2008
- LBTH Opportunities for Sustainable Energy and Biodiversity Enhancement, 2008
- LBTH Climate Change Mitigation and Adaptation Report, 2009



Delivering placemaking 7

Delivering placemaking

The spatial strategy sets a framework to deliver placemaking; a network of well designed, accessible and healthy neighbourhoods which collectively form One Tower Hamlets, a place of diversity, inclusiveness and opportunity.

Where we want to be

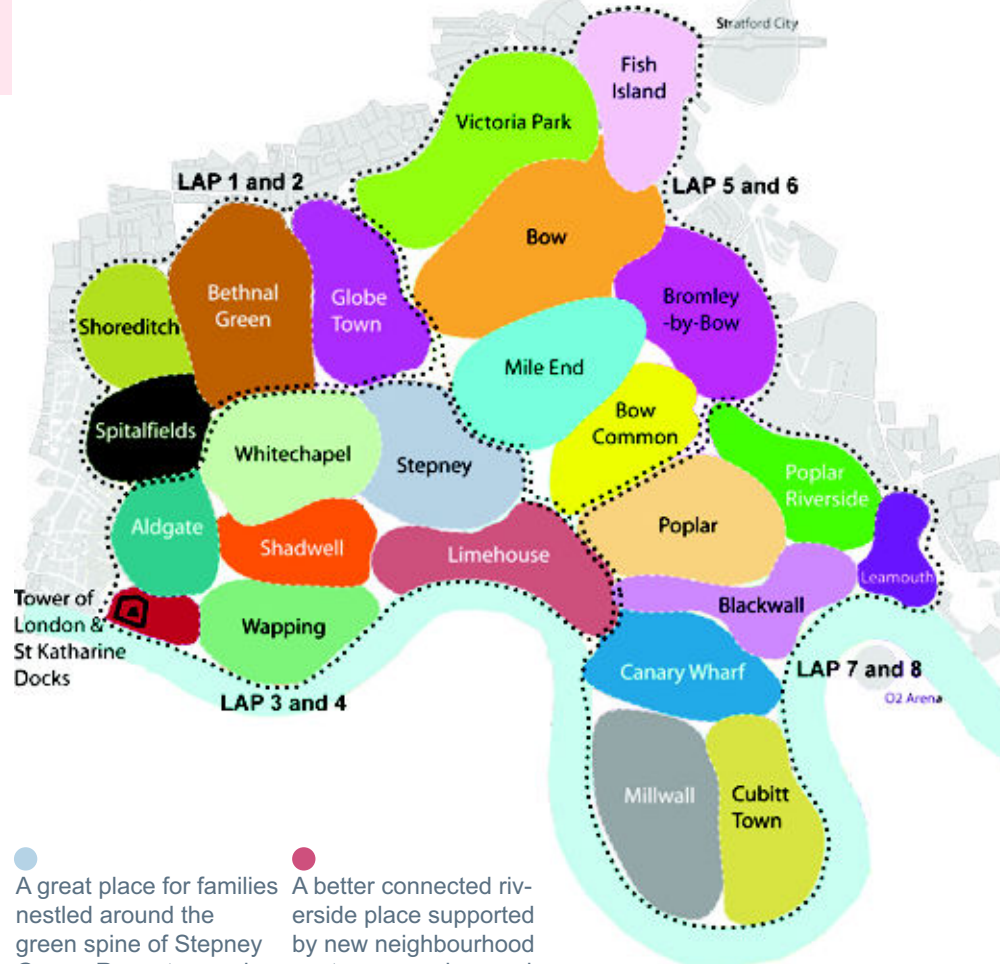
SO25

Deliver successful placemaking in Tower Hamlets to create locally distinctive, well designed, healthy and great places which interconnect with, respond and integrate into the wider London area.

- Reinforcing and reflecting the historic qualities in Shoreditch to shape future growth and improve connectivity.
- Will continue to be a historic gateway to the vibrancy of Spitalfields Market, Trumans Brewery and Brick Lane.
- Shaping the future of Bethnal Green around its rich history, strong residential communities and thriving Bethnal Green High Street.
- Uncovering Globe Town's historic and natural assets for existing and new communities to enjoy.
- Rediscovering its gateway role as a mixed use, high density area with a commercial centre.
- Reintegrating the Tower of London back into its surroundings.
- A historic place set around Whitechapel High Street with Crossrail and the Royal London Hospital providing a regional role.
- Integrating Wapping's working and residential communities and connecting them to the canals, basins and River Thames.
- Strengthening Watney Market town centre through re-connection onto Commercial Road and capitalising on investment opportunities.

What it will look like

- Making Victoria Park an exemplary 21st century green space. Victoria Park will continue to be one of the borough's best assets.
- Showcasing Bow's traditional character through its market, street patterns and relationship with Victoria Park.
- A lively and well connected place with a vibrant town centre complemented by the natural qualities offered by the local open spaces.



- A mixed use sustainable community offering a unique place to work and live, right next to the Olympic Park and within walking distance of Stratford.
- A prosperous neighbourhood set against the River Lea and Park and a transformed A12.
- Establishing Bow Common as a family focused residential neighbourhood set around the civic spine of St Paul's Way.
- Regenerating Poplar into a great place for families set around a vibrant Chrisp Street and a revitalised Bartlett Park.
- Transforming Poplar Riverside into a revitalised and integrated community reconnecting with the A12 and River Lea.
- Creating a modern waterside place where the River Lea meets the River Thames
- A mixed use area with a new town centre and the Town Hall as its commercial and civic hearts.
- Canary Wharf will retain and enhance its global role as a competitive financial district as well as adopting a stronger local function.
- A community brought together through its waterways and a newly established high street at Millharbour.
- A residential waterside place set around a thriving mixed use town centre at Crossharbour.

▲ Fig 39. Strategic visions for places

How we are going to get there

SP12

Improve, enhance and develop a network of sustainable, connected, well-designed places across the borough through:

- a. Ensuring places are well-designed, so that they offer the right layout to support the day-to-day activities of local people.
- b. Retaining and respecting the features that contribute to each places' heritage, character and local distinctiveness.
- c. Ensuring places have a range and mix of dwelling types and tenures to promote balanced, socially mixed communities.
- d. Ensuring places have access to a mixed-use town centre that offers a variety of shops and services.
- e. Ensuring places have a range and mix of high-quality, publicly accessible green spaces that promote biodiversity, health and well-being.
- f. Promoting places that have access to a range of public transport modes in order for local people to access other parts of the borough and the rest of London.
- g. Ensuring places provide for a well-connected, safe, and attractive network of streets and spaces that make it easy and pleasant to walk and cycle.
- h. Ensuring places promote wider sustainability and assist in reducing society's consumption of resources and its carbon footprint.
- i. Ensuring development proposals recognise their role and function in helping to deliver the vision, priorities and principles for each place.

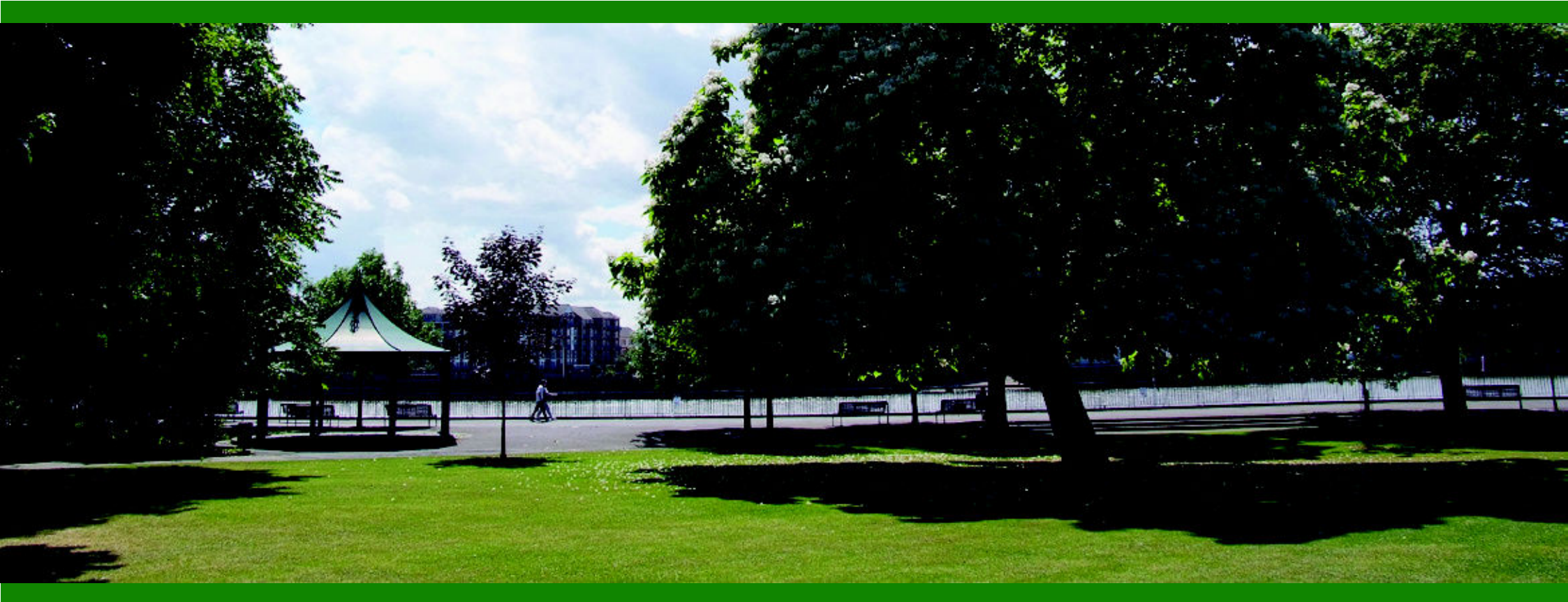
Please refer to Annex: Delivering placemaking (p.98)

Key supporting evidence base

- PPS12: Local Spatial Planning 2008
- Local Government White Paper, 2007
- DCLG World Class Places, 2009
- RTP1 A New Vision for Planning, 2001
- DETR By Design, 2000
- Urban Design Compendium 1 & 2, 2007
- DETR Towards an Urban Renaissance, 1999
- LBTH Community Plan, 2008
- LBTH Urban Structure and Characterisation Study, 2009

Why we have taken this approach

- 7.1 Placemaking is an increasingly important national objective. National guidance clearly sets out the challenge for local authorities, stating the need for planning to be "spatial" - dealing with the unique needs and characteristics of places¹⁶⁴. This role of placemaking is key to delivering the national agenda of creating sustainable communities¹⁶⁵. The links between quality of place and quality of life for residents, including wider positive outcomes are widely recognised¹⁶⁶.
- 7.2 The Community Plan places great importance on the diversity of the borough and wider social cohesion of those living and working in Tower Hamlets¹⁶⁷. The way we plan, build and design places has an important impact on this social agenda¹⁶⁸. It is the role of this placemaking chapter to begin this complex placemaking process, which forms part of the wider spatial planning agenda. They are not fixed plans, but rather spatial frameworks that help steer those involved in shaping the built environment, in order to assist in creating liveable, sustainable and well designed neighbourhoods.
- 7.3 The Sustainability Appraisal process strongly supported the approach to placemaking, advocating it as a key spatial planning tool to help deliver sustainable communities¹⁶⁹. In developing this approach in partnership with the Tower Hamlets Partnership, considerable and extensive analysis and consultation has been undertaken to shape future physical and social change in each identified place.
- 7.4 This section drives the process of delivering the spatial vision of Re-inventing the Hamlets. Collectively, all those involved in making great places can use these place visions to build upon the strengths and tackle the weaknesses of each place to help build the Community Plan vision of One Tower Hamlets.
- 7.5 The role of Delivering placemaking is to provide clear visions, priorities and principles for each of the places (please refer to Annex: Delivering placemaking). It aims to show how the combination of the borough wide strategies specifically directs the future of each place. These will be implemented through forthcoming planning documents, including DPDs and SPDs, as well as planning applications.



Delivery and Monitoring






8

Delivery and Implementation

8.1 The Core Strategy sets out an ambitious spatial strategy which must be demonstrated to be deliverable over the lifetime of the plan. Delivery and implementation is already embedded across the Council with a series of delivery plans and projects ongoing. The Core Strategy's effectiveness is dependent upon continued and successful implementation. This includes making it clear how the infrastructure necessary to deliver the spatial strategy will be delivered and that key partners needed to deliver are signed up to the process. The Core Strategy has two main delivery strands. The first strand is a programme of delivery. The second focuses on ensuring the appropriate regulatory framework for development decisions.

Programme of Delivery

8.2 This is comprised of **five transformational programmes** in which sit a series of projects that will assist in delivering the Core Strategy's spatial vision. This programme of delivery is critical in delivering the borough's vision and goes beyond the Council's regulatory planning framework. This approach reflects Tower Hamlets' commitment to ensuring development is sustainable and to the quality required to achieve the Core Strategy aspirations. The overall programme of delivery is made up of five transformational programmes, which are:

-  Comprehensive regeneration areas
 -  Infrastructure Delivery Plan
 -  Housing investment programmes
 -  Policy and strategy programmes
 -  Tower Hamlets Green Grid
- Please refer to page 26 for more information

8.3 Underpinning the programme of delivery is the Population Change and Growth Model, whose regular outputs will provide a detailed understanding of population and housing growth across the borough. These outputs will directly inform and shape the Infrastructure Delivery Plan. These ongoing, interdependent projects will assist in the creation of sustainable communities by ensuring the necessary and timely provision of all forms of infrastructure. The above approach ensures

a robust and flexible delivery framework is embedded into the Core Strategy. This will be frequently monitored and managed, with risks and changes fed into the appropriate spatial and infrastructure planning processes.

Regulatory Framework

8.4 This delivery strand focuses providing an appropriate regulatory framework for development decisions. This strand is the production and implementation of Local Development Documents that make up the Local Development Framework. Local Development Documents are outlined throughout the Core Strategy and include a Sites and Placemaking DPD, Development Management DPD, Proposals Map, supplementary planning documents and other planning documents and briefs.

Governance Arrangements

8.5 The vision will be directly delivered or "enabled" by a wide range of stakeholders spanning the public, private and third sector. Consequently, while the Council is the statutory Planning Authority, the overall vision is owned by Tower Hamlets Partnership.

8.6 Responsibility for the programme of delivery will be delegated to the Great Place to Live Delivery Group within the Tower Hamlets Partnership. The Local Planning Authority, has responsibility for planning decisions and will therefore retain overall responsibility for the implementation of Local Development Documents.

Planning obligations

8.7 Planning obligations will be agreed between the Local Planning Authority and developers in the context of granting planning permission, to mitigate, compensate and prescribe matters relating to the development. The Council acknowledges the London Thames Gateway Development Corporation's proposed Planning Obligations Community Benefit Strategy.

8.8 The Council may pool contributions relating to significant infrastructure i.e. transport, education and health. The Council may chose to achieve this through adopting the Community Infrastructure Levy in the future and / or through the use of planning obligations.

Any pooling of contributions, including the calculation of planning contribution requirements or a CIL levy will be determined through either a SPD on planning contributions or through a CIL charging schedule.

8.9 For further information see Circular 05/05: Planning Obligations, LBTH Planning Obligations SPD and the Community Infrastructure Levy Regulations 2010.

Compulsory Purchase

8.10 Compulsory purchase powers are recognised as an important tool for effective and efficient urban regeneration, as they provide a means of assembling the land needed to help deliver social and economic change and infrastructure.

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Planning obligations

SP13

The Council will negotiate planning obligations in relation to proposed development. These may be delivered in kind or through financial contributions.

The following represent the Council’s priorities:

- Affordable housing
- Sustainable transport
- Publicly accessible open space
- Education
- Health
- Training, employment and enterprise
- Biodiversity enhancements
- Community facilities
- Highway works
- Public realm and public art

▲ For further information see Circular 05/05: Planning Obligations and LBTH Planning Obligations SPD



▲ Fig 40. The cyclical nature of how the Core Strategy assists in delivery at a number of spatial scales

Plan, monitor and manage

8.11 The Local Development Framework (LDF) comprises a “live” set of documents that will be reviewed regularly by assessing whether the policies are meeting the Core Strategy’s strategic objectives. Careful, comprehensive and frequent monitoring of the Core Strategy will ensure successful delivery and implementation. Tower Hamlets’ spatial vision is based on a holistic and integrative approach. The monitoring process reflects this new approach and advocates a wide and integrative view of the Core Strategy in its entirety.

8.12 The Annual Monitoring Report (AMR) will be the principal tool that will monitor the Core Strategy, alongside other processes including the borough’s monitoring systems, national indicators, Community Plan indicators, resident surveys, Local Area Agreement and Multi-Area Agreement indicators.

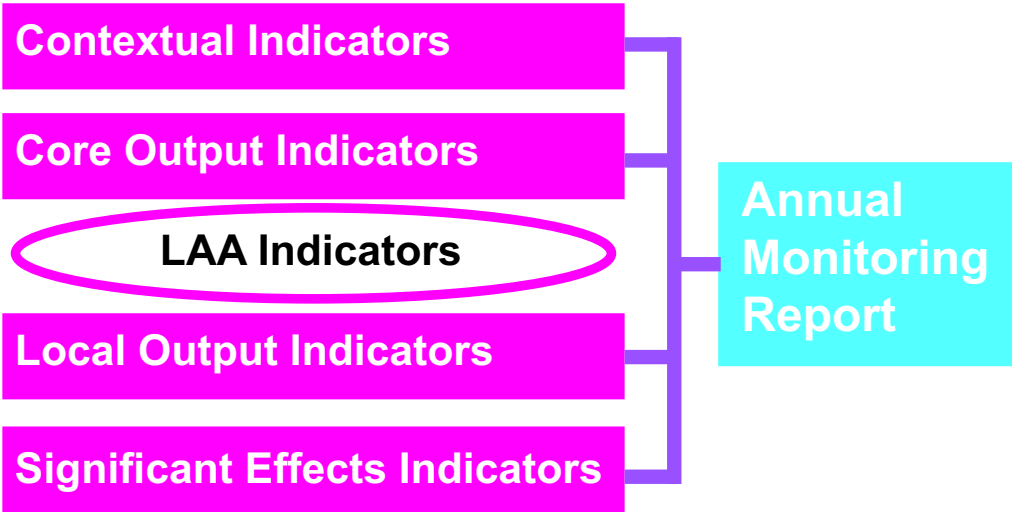
► [View the latest AMR at www.towerhamlets.gov.uk](http://www.towerhamlets.gov.uk)

Delivery against the Core Strategy strategic objectives will be monitored through the LDF Annual Monitoring Report. The Annual Monitoring Report will report on a collection of indicators to assess progress towards the spatial vision and the effectiveness of policies within the Local Development Framework. Following a Plan-Monitor-Manage approach, the Annual Monitoring Report will identify any areas for review or further work required (*see diagram opposite*).

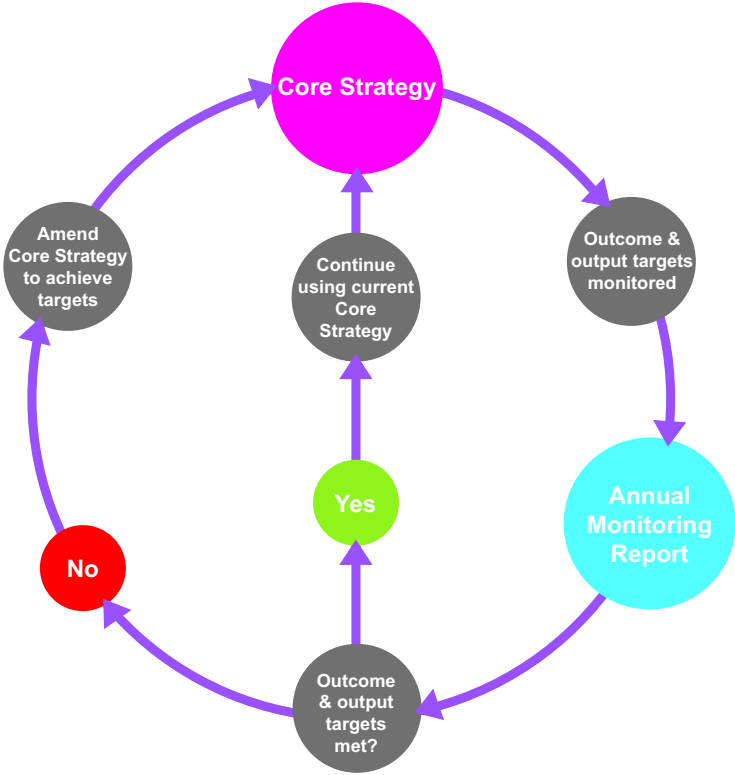
8.13 Tower Hamlets has developed a series of indicators which are updated annually to ensure they are fit for purpose.

- **Contextual Indicators**
- **Core Output Indicators (COI)**
- **Local Output Indicators (LOI)**
- **Significant Effects Indicators (SEI)**





▲ Fig 41. The Core Strategy will be monitored through a series of indicators to ensure national and local delivery outcomes



▲ Fig 42. The Core Strategy will be regularly monitored to ensure it is delivering its vision and objectives. It will be amended where necessary as part of a Plan-Monitor-Manage approach.



Annex: Delivering placemaking

9

Vision

Reinforcing and reflecting the historic qualities in Shoreditch to shape future growth

The borough's area of Shoreditch will build on the diverse heritage, culture and enterprise that it shares with its neighbouring borough, Hackney. It will accommodate and encourage sustainable growth through the synthesis of old and new and maintaining the character and townscape qualities of this place.

Small scale employment opportunities particularly day-time uses will continue to be encouraged and supported in and around the vibrant Columbia Road market which will continue to act as the heart and civic focus of the area.

Opportunities and growth

Bishopsgate Goodsyard which crosses the Tower Hamlets-Hackney boundary is a major opportunity for mixed-use development. Shoreditch High Street Station will be finished in 2010 as part of the London Overground.

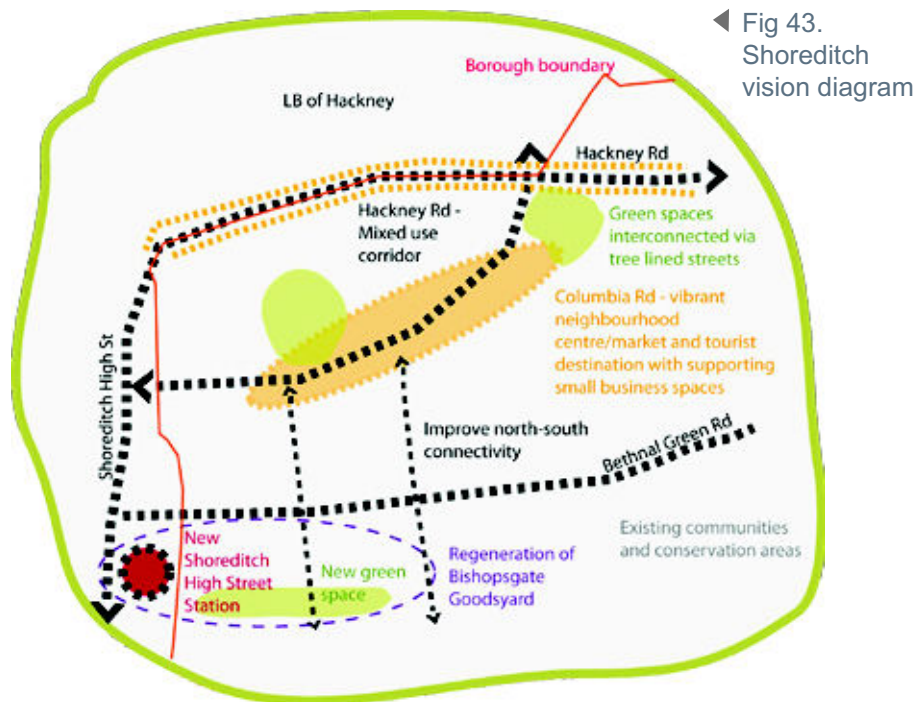
How we are going to get there

Priorities

1. To ensure the regeneration of Bishopsgate Goodsyard is responsive to, and reinforces, the character and vibrancy of Shoreditch and improves connectivity with surrounding areas.
2. To improve health and well-being through increased access and better targeting of health provision, which includes a new health facility on the Bishopsgate Goodsyard site.
3. To protect residential amenity in the area using night-time environmental, safety, licensing and planning management in and around Redchurch Street and Brick Lane.
4. To deliver new green space on Bishopsgate Goodsyard and ensure it links with Allen Gardens to form a linear green spine.

Principles

1. Heritage will be protected in conservation areas. Small-scale redevelopment may be acceptable where it preserves or enhances the character and appearance of the area.
2. Development outside of the Bishopsgate Goodsyard area should seek to retain and enhance the traditional street pattern and medium-rise character of the area.
3. Retain and encourage the vibrant mix of uses, which consists of small shops, businesses and enterprise spaces, in and around the neighbourhood centre, to the west of the area, and along the main routes.



Vision

A historic gateway to the vibrancy of Spitalfields Market, Trumans Brewery and Brick Lane

Spitalfields will continue to be a vibrant, diverse and mixed use area. It will continue to be characterised by its diverse ethnic communities and its specialist offer in fashion, arts and restaurants.

Development in Spitalfields will be sensitive and responsive to the mixed use, fine urban grain character that defines the places in the city fringe. It will conserve the historic fabric and enable the integration of new development to reinforce this unique townscape.

Improving Spitalfield's network of streets and spaces will open up access to its many attractions including Banglatown, Brick Lane Market, Bishops Square and Christ Church.

Page 102



Fig 44. Spitalfields vision diagram

Opportunities and growth

Spitalfields' accessible location means there will be an opportunity for growth in housing and the commercial sector, centring on employment, retail and hospitality.

How we are going to get there

Priorities

1. To conserve and enhance the existing urban fabric, thereby giving a strong steer to new proposals and projects.
2. To promote mixed-use development which adds to the vibrancy, economy and character of the area, while ensuring the management of any negative impacts.
3. To enhance the streetscape of Commercial Street, reinforcing its role as a main thoroughfare for pedestrians and cyclists.
4. To protect residential amenity in the area using night-time environmental, safety, licensing and planning management particularly in and around Brick Lane.
5. To improve the quality, cleanliness and management of the public realm by providing local infrastructure and signage.

Principles

1. Developments should preserve or enhance the fine urban grain and traditional street pattern that characterises the area.
2. Large floor-plate offices will be appropriate in areas designated as Preferred Office Locations (POL). They should positively contribute to ground-level activity by ensuring they provide active frontages and overlooking at street level. The height of these buildings should respect the setting and character of Spitalfields, which is a medium-rise area.
3. Promote a mix of uses that successfully reinforce the city fringe character of small shops and businesses, alongside residential.

Vision

Shaping the future of Bethnal Green around its rich history, residential communities and thriving Bethnal Green High Street

Bethnal Green will draw upon and respect its natural and built assets to reinforce its distinctive identity. Development and regeneration will respect and reinforce the historical layout of Bethnal Green's spaces and buildings. These include its network of conservation areas, historic buildings, terraced housing and traditional street pattern.

Bethnal Green town centre will reinforce its role as the retail, commercial and civic hub of the area, making it a place to work, shop and socialise. By redeveloping its under used sites, including the gasworks, access to the area's natural assets of the canal and green spaces will improve. This will enhance health and wellbeing by improving walking and cycling opportunities.

Opportunities and growth

Opportunities for growth and change will be delivered by a number of industrial areas being redeveloped for residential, infill development in existing built areas and housing estate renewal.

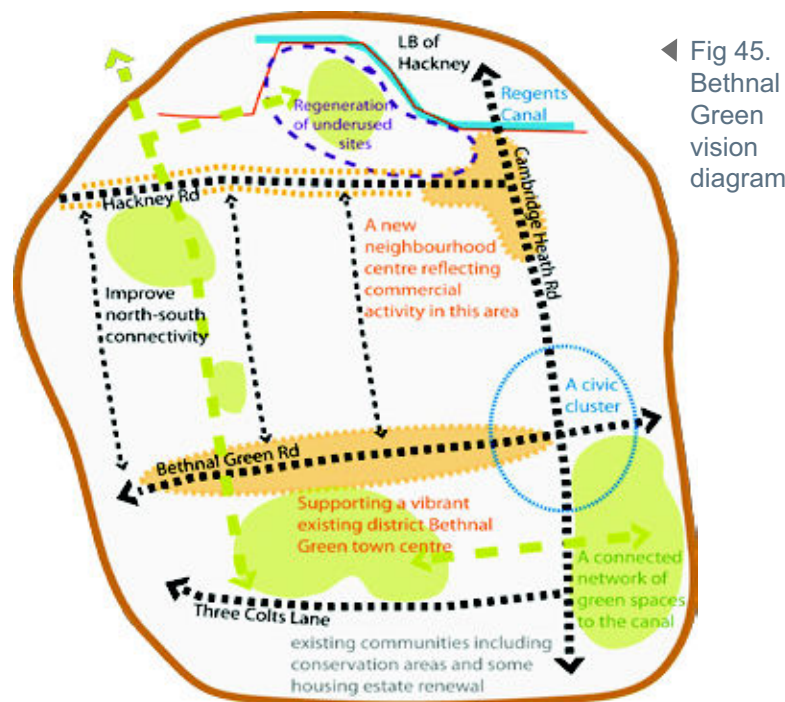
How we are going to get there

Priorities

1. To improve Bethnal Green town centre as a place for commerce, retail and small and medium enterprises.
2. To promote a better quality of uses in and along the railway arches, improving their attraction and accessibility through Bethnal Green.
3. To reinstate the Oval as a London Square, as part of wider regeneration of that area.
4. To reinforce the civic hub in and around Bethnal Green tube station and town centre, encompassing the Museum of Childhood, St John's Church, York Hall and the historic green spaces.
5. To assist in the regeneration of the former Queen Elizabeth Hospital site for primarily residential uses.

Principles

1. Higher density to be focused in and around Bethnal Green transport node and along main routes. However, density and heights should respect the setting of the conservation area and existing building heights.
2. Housing estate regeneration and major development to reinstate clear and direct north south routes from the Canal to Bethnal Green Road.
3. Development and regeneration should protect, and promote the conversion and conservation of, historic and older buildings, so they may be brought into beneficial reuse.



◀ Fig 45. Bethnal Green vision diagram

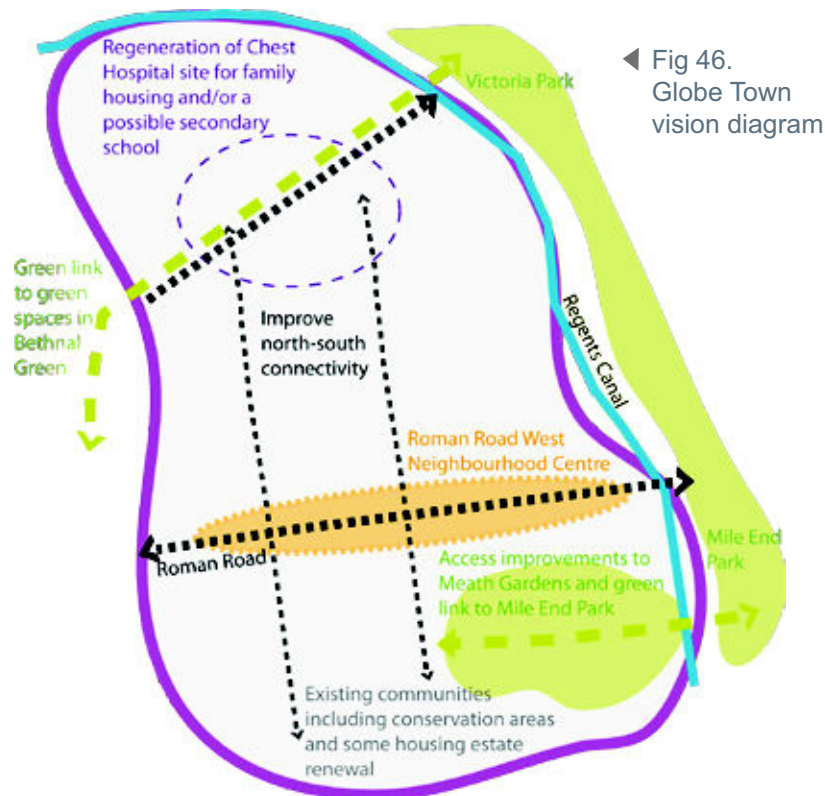
Vision

Uncovering Globe Town's historic and natural assets for existing and new communities to enjoy

Reinstating a clear street pattern, highlighting Globe Town's heritage including Meath Gardens, Victoria Park, Regents Canal and its unique collections of buildings and terraced housing.

By enhancing its town centre through improving the market and streetscape. Roman Road East town centre will be an inviting place for people to spend time and enjoy the shops, cafes and restaurants. New development will open up access to Regents Canal and Mile End Park.

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Opportunities and growth

Globe Town has in recent years experienced some significant housing growth, in and around the canal and Meath Gardens. Future growth is likely to be more limited as the area is already built up and established with a number of conservation areas.

How we are going to get there

Priorities

1. To provide a significant amount of family housing alongside other homes, mirroring the existing character in the northern part of Globe Town.
2. To improve the quality of the public square along Roman Road to make a place that encourages people to spend time there.
3. To reinstate a joined-up street pattern which allows ease of movement.
4. To support the enhancement, and increase the capacity of, the market, as well as supporting small-business creation.
5. To re-create a visually coherent north-south spine, connecting Meath Gardens to Victoria Park, via the centre of Globe Town.
6. To improve access to green spaces and to the canal network.

Principles

1. To promote this area for lower rise family housing with the London Chest Hospital site offering an opportunity to provide a significant amount of family housing.
2. Improving access to, and through Meath Gardens, with new development and regeneration framing the green space and improving overlooking and the vibrancy of this neighbourhood park.

Vision

Reintegrating the Tower of London back into the Hamlets

The Tower of London will be linked to nearby communities and places with pedestrians and cyclists encouraged to explore these colourful and historical places along Mansell Street, East Smithfield and Royal Mint Street. The Tower of London and its setting will continue to be protected, reflecting its World Heritage status and national importance.

St Katharine Docks will continue to be a place offering a mixed residential, working and leisure environment. Improvements to connectivity through the area will ensure this historic asset is enjoyed by all.

Opportunities and growth

The Tower of London is a World Heritage Site in recognition of its international heritage role. The protection and preservation of this landmark and its surroundings is of great importance.

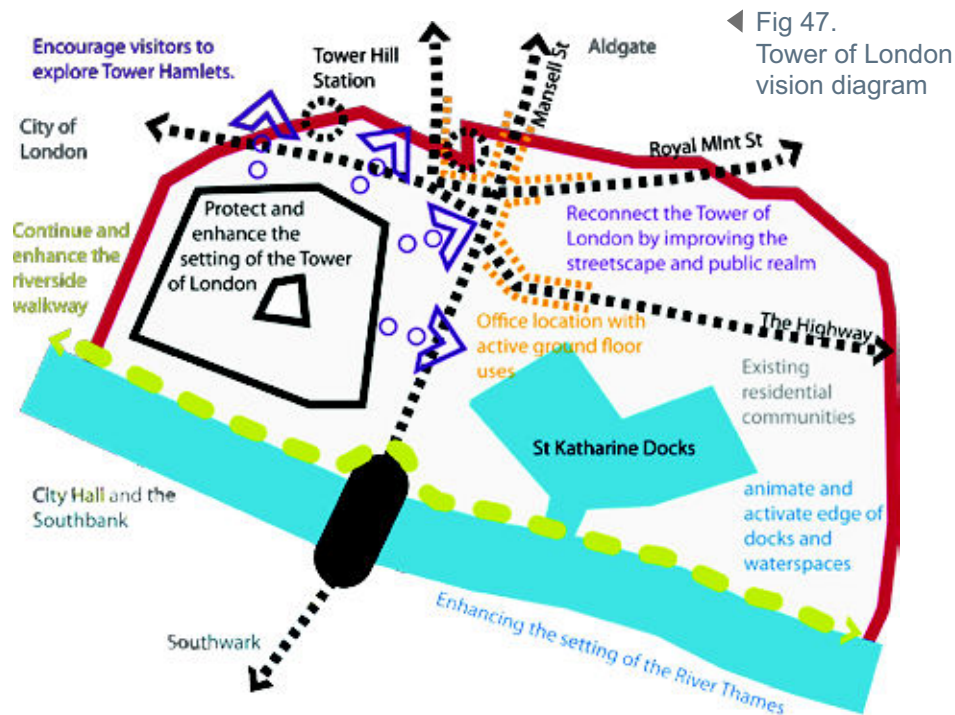
How we are going to get there

Priorities

1. To continue to protect and enhance the Outstanding Universal Value of the Tower of London World Heritage Site and its setting.
2. To improve the overall quality of the public realm, including the streetscape of the Highway, reducing the impact of vehicle traffic and improving crossing points.
3. To create a riverside walkway extending the existing one outside the Tower of London along St Katharine Docks and towards Wapping.
4. To improve connections to and through Tobacco Docks, alongside the wider regeneration of this historic building.
5. To support and enhance the leisure and tourism role of St Katharine Docks.

Principles

1. Focus commercial buildings in the Preferred Office Location, ensuring they offer activity and animation at ground-floor level - particularly on key routes to surrounding places such as Aldgate and Wapping.
2. Ensure buildings respond sensitively to the setting of the Tower of London and do not negatively impact on strategic or local views.
3. Regeneration to provide significant improvements to accessibility, improving ease of movement from the Tower of London to surrounding areas.
4. New development should be of the highest architectural quality, be sensitive and creatively respond to the historic character of the area.



Vision

Rediscovering its gateway role as a mixed use, high density area with a commercial centre

Aldgate will rediscover its gateway role, acting as an area of transition between the City of London and the East End. With this, it will become an important place where large-scale office uses cluster around the transport interchange at Aldgate, alongside a consolidated London Metropolitan University. Associated residential, commercial and evening uses will come, forward ensuring a mixed-use area that is lively both during the day and at night.

High-quality public spaces will be provided along with a new park at Braham Street. It will be easier and safer to walk around with the removal of the subway network, and its mix of architecture will reflect the transition from the City to the East End.

Opportunities and growth

Through the masterplan programme, Aldgate is undergoing a significant level of growth and change with new developments, parks and public realm improvements bringing about long-term regeneration.

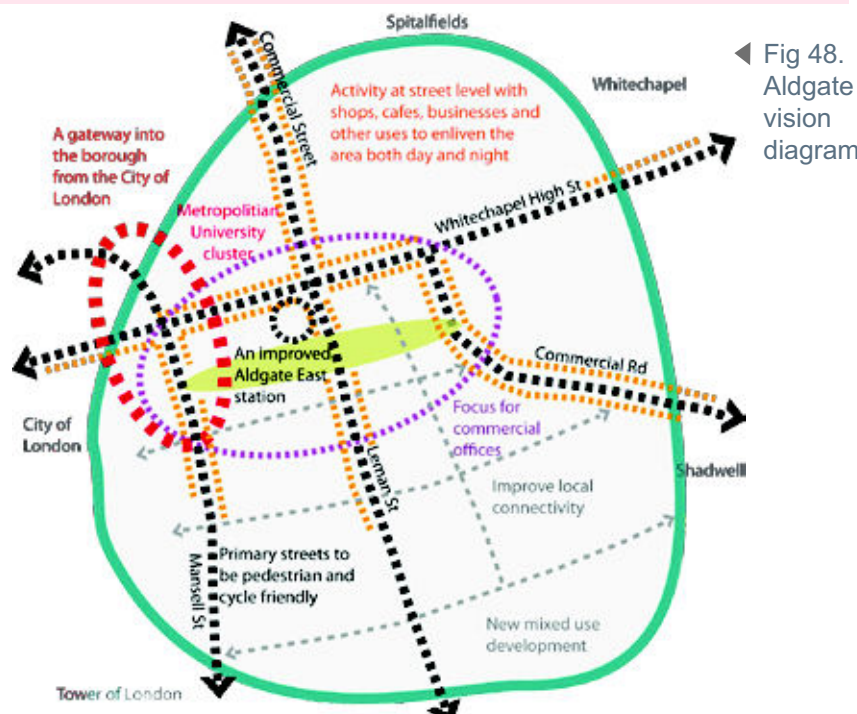
How we are going to get there

Priorities

1. To deliver a new public green space where the southern part of the gyratory used to be, alongside significant streetscape improvements as part of High Street 2012.
2. To create a new commercial heart in Aldgate, focused around the public transport node and new green space at Braham Street.
3. Consolidate and support the higher-education function of the area, including student housing provision, to act as a driver of regeneration.
4. To promote mixed-use development alongside commercial buildings, particularly at Goodmans Fields.
5. To ensure residential uses form part of mixed-use schemes outside of the Preferred Office Location.
6. To continue to transform the quality of the public realm in Aldgate and the Tower of London, and specifically Whitechapel High Street, Commercial Road, Commercial Street and Lemn Street.

Principles

1. Reorganise distribution of land uses to focus offices and education uses around the public transport node at Aldgate and facilitate mixed use in other areas.
2. Ensure new development contributes to animating the street level by providing active frontages.
3. Promote evening and night-time uses to draw people from the City into the area and contribute to the vibrancy of Aldgate.
4. New buildings should be sensitive and responsive to the setting of the Tower of London and strategic and local view corridors.



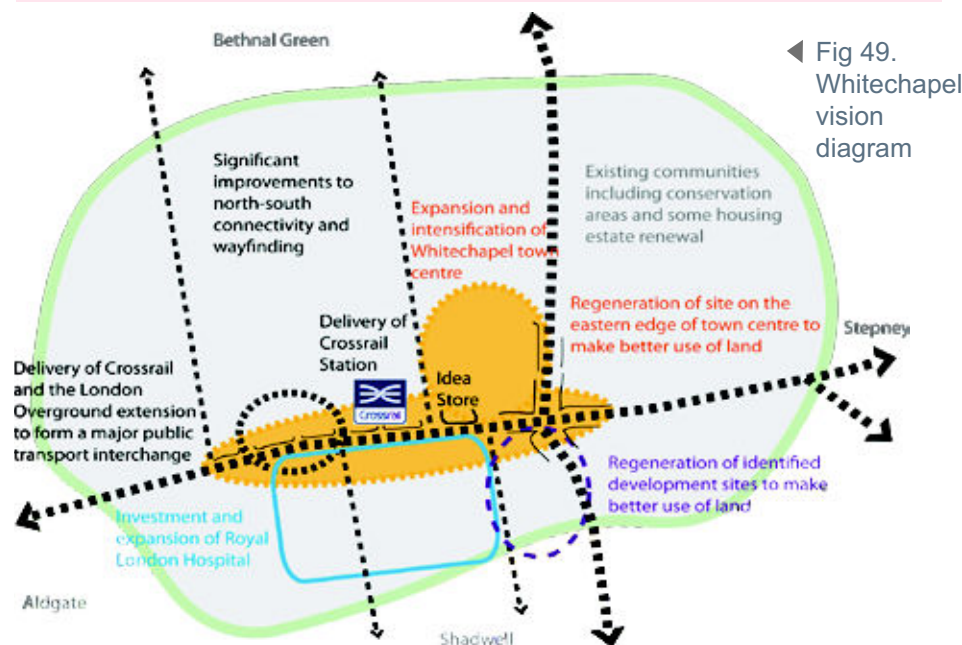
Vision

A historic place set around Whitechapel Road with Crossrail and the Royal London Hospital providing a regional role

Whitechapel will be a thriving regional hub set along the historic and vibrant Whitechapel Road. It will be home to a bustling, diverse economy offering a variety of job opportunities for local people, and capitalising on the benefits brought about by the 2012 Olympic Games, the Royal London Hospital expansion, Crossrail and the London Overground.

Whitechapel Road will maintain its important local function, providing services to the community through the offer of the market, shops, restaurants, café and the Idea Store. Public realm improvements, a cycle hire scheme and better north-south pedestrian and cycling linkages will improve the local environment, making Whitechapel an easier and safer place for people to move around and enjoy.

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Opportunities and growth

The Crossrail station will be completed in 2017 alongside the expansion of the Royal London Hospital. The Whitechapel Masterplan is delivering and co-ordinating these opportunities and ensuring benefits are enjoyed by the local people in the short- and long-term.

How we are going to get there

Priorities

1. To progress with the Crossrail engineering works with minimal disruption to local businesses and residents.
2. To support the international role of the Royal London Hospital and Queen Mary University London's research and educational role.
3. To reinforce its regional role by providing more housing, and redeveloping identified areas.
4. To improve the town centre and links to it.
5. To deliver improvements to the market to better serve local communities.
6. To improve the streetscape of Whitechapel Road and wider area via the High Street 2012 programme alongside wider environmental improvements.
7. To improve the accessibility, crossings and streetscape quality of Cambridge Heath Road, Vallance Road, New Road, Cavell Street and Turner Street, connecting to the proposed cycle hire hub around Whitechapel Station.

Principles

1. Large development sites should provide improved connections.
2. Medium-rise development will be focused in and around the Whitechapel transport interchange.
3. The scale and design of buildings should frame and provide active frontages onto Whitechapel Road.
4. Derelict buildings should be bought back into use and optimised by the use of all floors, particularly the upper-floors.

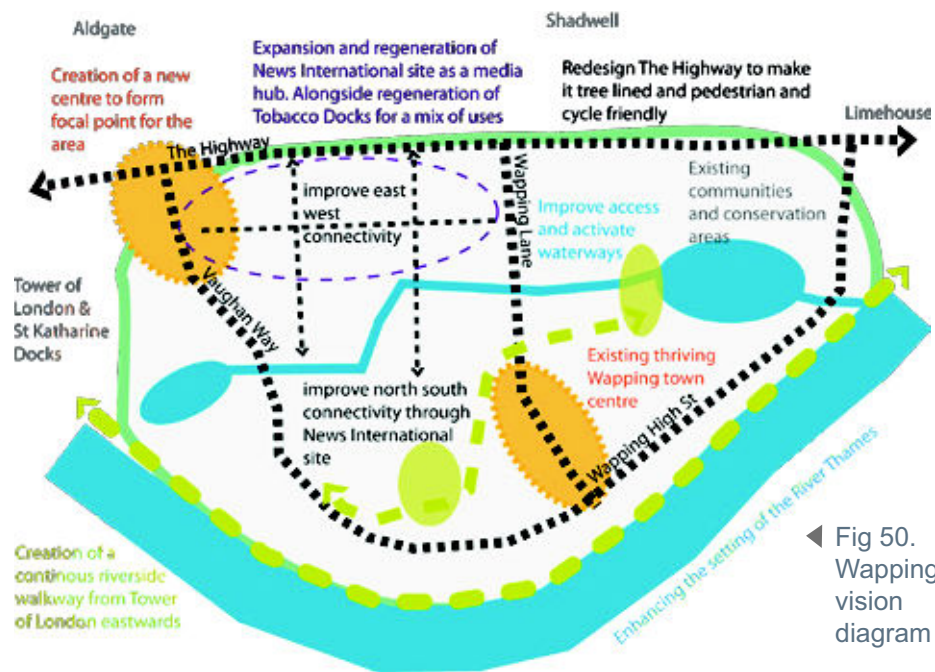
Vision

Integrating Wapping's working and residential communities and connecting them to the canals, basins and the River Thames

The south of Wapping will maintain and enhance its cultural, historical and residential character. Through the long-term regeneration of Tobacco Docks and the News International site, the area will become better connected, particularly between the north and the south. A new town centre will be created in the west of Wapping to provide a focal point for the local area.

Connecting these areas will be achieved through a new network of streets running north and south. East-west movement will also be improved through better use and animation of Wapping Basin, and through the provision of a continuous riverside path along the River Thames.

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◀ Fig 50. Wapping vision diagram

Opportunities and growth

Opportunities for growth are focused on the News International and Tobacco Dock sites, with Wapping Station to be re-opened in 2010. The Wapping Masterplan will be delivering and co-ordinating these opportunities.

How we are going to get there

Priorities

1. To deliver an extended and regenerated area combining News International and Tobacco Dock, with employment, residential and complementary leisure uses.
2. To create a new neighbourhood town centre in west Wapping and increase activity around the canals by encouraging a range of primarily leisure-based activities.
3. To improve Wapping's north-south and east-west connections in a manner which is sensitive and does not undermine Wapping's riverside village feel. This would entail addressing the severance caused by the News International site and The Highway.
4. To provide better connections and maximise accessibility to Wapping Station, which will be re-opened in 2010.
5. To create a continuous Thames walkway that connects Wapping's network of green spaces with its water spaces.
6. To ensure leisure facilities in this area maximise accessibility and provide a mix of activities to meet local needs.

Principles

1. The redevelopment of the News International site, should reinstate a permeable street network through the site both north-south and east-west.
2. New development should be informed by the scale and character of historic warehouse buildings, while providing responsive, modern building typologies.
3. Development and regeneration should provide a positive and active edge to the inland waterway network encouraging activity and overlooking.

Vision

Strengthening Watney Market town centre through re-connection onto Commercial Road and capitalising on investment opportunities

Watney Market town centre will be enhanced through continued investment. It will blend into Commercial Road with new frontages providing an outward looking Watney Market.

The arches at Shadwell DLR will also be better integrated and provide a supporting role to the town centre. This will increase the profile of Shadwell and reinforce its role as a civic, shopping and community hub.

Opportunities and growth

Shadwell will go through estate regeneration, which is likely to provide new homes alongside wider social and economic regeneration. Shadwell Station will reopen in 2010 as part of the East London Line extension.

How we are going to get there

Priorities

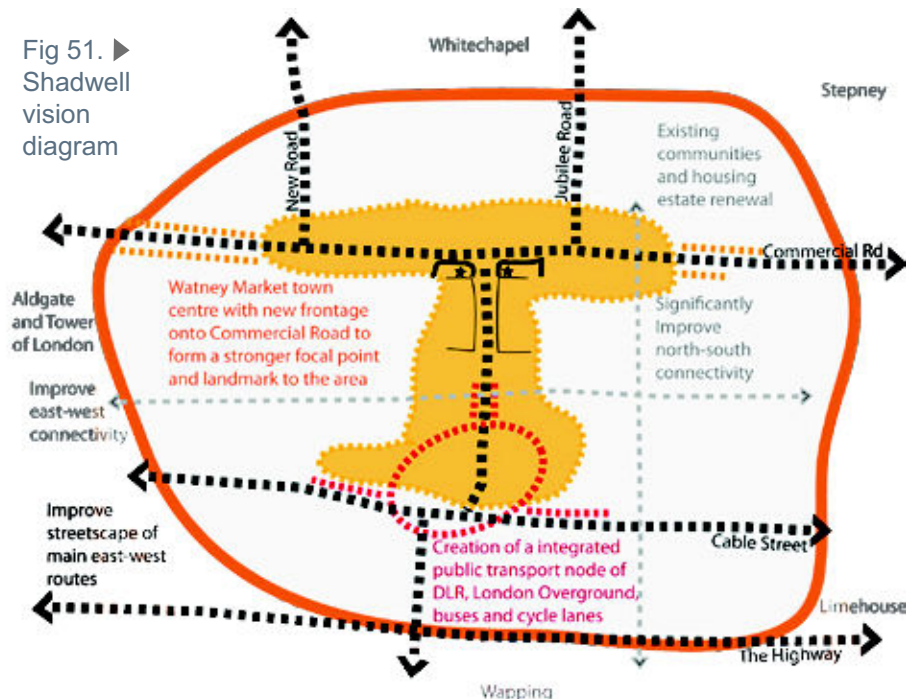
1. To regenerate and improve Watney Market as a vibrant town centre that meets the needs of local people.
2. Complete the London Overground extension and improve connections to the Shadwell DLR station to create a transport interchange.
3. To support, encourage and protect small businesses along New Road and Commercial Road (West) within the City Fringe Activity Area.
4. To improve the quality of the local environment making it cleaner, safer, and more welcoming, particularly on Cannon Street Road.
5. To support the social and economic regeneration of local housing estates, including provision of additional affordable housing.
6. To improve the accessibility, environment and profile of the railway arches near Shadwell DLR.
7. To continue and complete the housing estate renewal process.

Principles

1. Improvements to Watney Market should provide a public frontage and visual presence onto Commercial Road, where appropriate.
2. Housing estate regeneration and new development should seek to reinstate a traditional street pattern to facilitate a more walkable Shadwell, and provide clear connections to surrounding areas including News International and Tobacco Dock.

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Fig 51. ▶ Shadwell vision diagram



Vision

A great place for families nestled around the green spine of Stepney Green, Regents canal and Mile End Park Leisure Centre

Stepney will remain largely residential and will offer high-quality new housing alongside regenerated housing estates. The improvement in the retail and commercial provision and environment will be reflected at Ben Jonson Road and around a new town centre at Stepney Green tube station.

Enhancements to the extensive network of green spaces such as Stepney Green and Trafalgar Gardens will draw people from one green space to another, and bring residents and visitors into the area. This central green spine will act as a wildlife haven and a lung for the area. This will support the areas suitability for family housing, its conservation areas, rows of terrace housing and network of streets.

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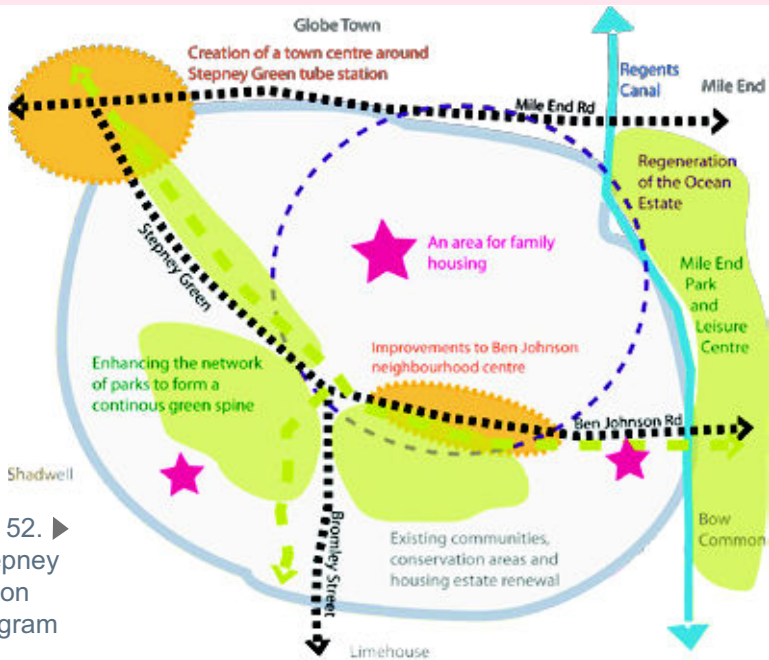


Fig 52. ▶
Stepney
vision
diagram

Opportunities and growth

Wider regeneration and housing programmes will bring about long term benefits and change for this part of Stepney and continue the economic and social regeneration that has been ongoing for some years.

How we are going to get there

Priorities

1. To facilitate and encourage the creation of a new neighbourhood centre in and around Stepney Green station.
2. To improve the quality of Ben Jonson neighbourhood centre ensuring it meets local needs and acts as a focal point to the area.
3. To promote bus capacity enhancements as a result of regeneration along Ben Jonson Road.
4. To complete the physical, and continue the social and economic regeneration of the Ocean Estate.
5. To upgrade and enhance local green and blue spaces.
6. To improve the quality of the streetscapes, green spaces and public spaces
7. To improve the public realm through way-finding schemes, particularly from Mile End Road to Commercial Road and to the canal.

Principles

1. The regeneration of housing estates, including the Ocean Estate, should reinstate a traditional street pattern that facilitates a walkable Stepney.
2. New development should respect, and be informed by, the urban form and grain of the conservation areas.
3. The design of green spaces should interconnect with, and complement, one another to form a green spine through Stepney.
4. Promote Stepney as a place suitable for families, with housing typologies that offer dedicated amenity space, including private gardens.

Vision

A better connected riverside place supported by new neighbourhood centres on and around Commercial Road

The waterside communities that nestle along the River Thames, Regent's and Limehouse Cut Canals will be better connected to Commercial Road. Visitors will be able to better explore the Thames Path, the historic buildings and the pubs and restaurants along Narrow Street.

The existing cluster of shops, café and restaurants along Commercial Road and around Limehouse DLR, will be supported by the recognition of a new neighbourhood town centre. The historic area of St Anne's Triangle will be regenerated offering improved access to the Limehouse Cut Canal.

Opportunities and growth

There will continue to be medium levels of growth in this area, with old industrial sites being redeveloped for residential or mixed-use, including local economic opportunities for enterprise and small and medium businesses.

How we are going to get there

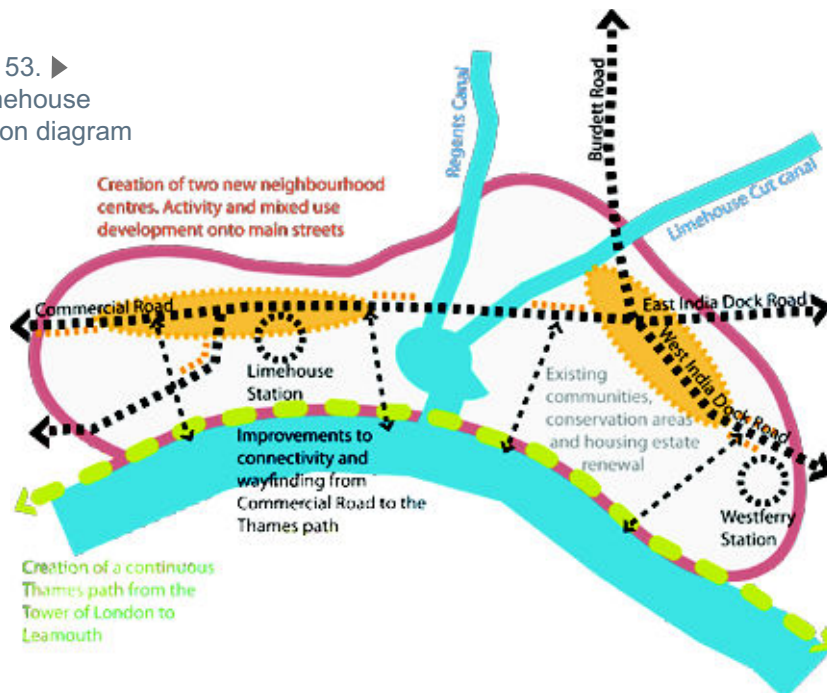
Priorities

1. To create a new neighbourhood centre in and around Limehouse DLR and along Commercial Road to focus retail, commercial, civic and employment uses in this accessible location.
2. To increase employment opportunities by encouraging small and medium enterprise creation, and the protection of existing employment sites in and around Cable Street Studios and Butcher Row.
3. To promote the sensitive regeneration of St Anne's Triangle as a mixed-use area, ensuring the protection and enhancement of historic buildings on the site.
4. To encourage the regeneration of key historic buildings to preserve the character of Limehouse, including Cable Street Studios.
5. To improve the streetscape of Commercial Road, Butcher Row and The Highway to encourage walking and cycling.
6. To identify ways to link the existing green spaces together and connect to the River Thames and other waterways.

Principles

1. Ensure development and regeneration promotes active frontages onto Commercial Road to reinforce the town centre.
2. New development should be in keeping with the scale and character of historic warehouse buildings, conservation areas and waterways.
3. Development and regeneration should seek to improve physical and visual access to the River Thames and other waterways.

Fig 53. ►
Limehouse
vision diagram



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Vision

**Making Victoria Park an exemplary 21st century green space
Victoria Park will continue to be one of the borough's best assets.**

There will be investment in existing facilities alongside new facilities, including an urban beach, a skate park, and reed beds to offer a diverse range of activities for the people of East London.

The Mile End and Victoria Park green spine will extend to include the new Lea River Park, each interconnecting to offer a continuous array of green spaces lined by a network of canals and rivers.

Opportunities and growth

The Victoria Park Masterplan will deliver significant improvements over the coming years. It will also act as a live site for the 2012 Olympic Games.

How we are going to get there

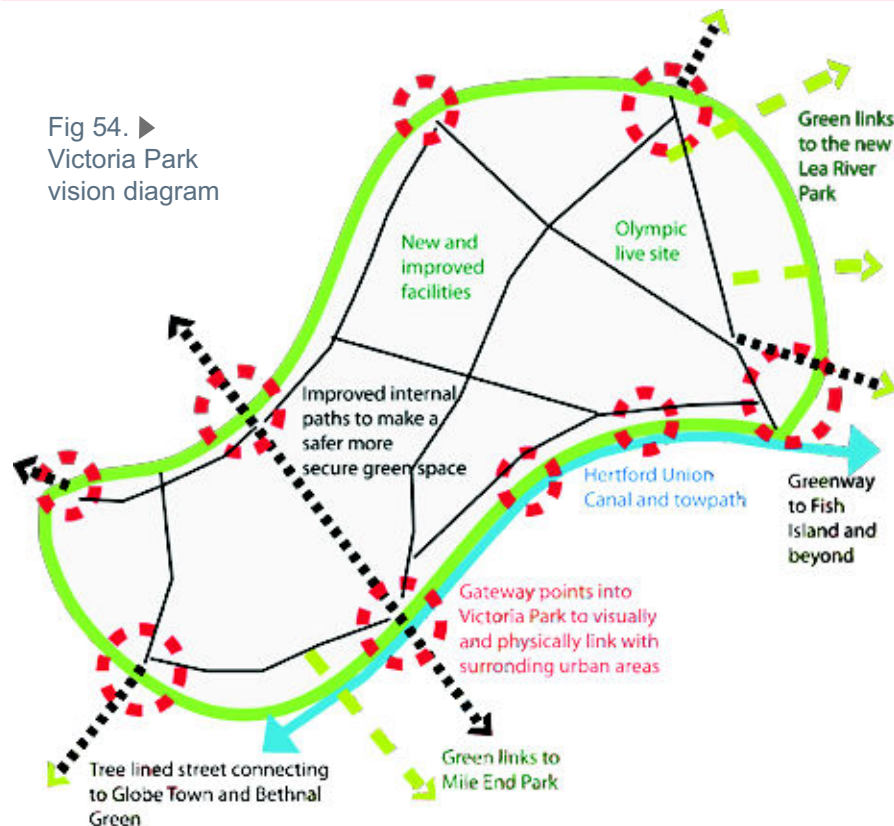
Priorities

1. To deliver the improvements set out in the Victoria Park Masterplan and to ensure that the park connects with green spaces that surround it, including the new Lea River Park.
2. To support and facilitate the diverse events programme including its use as a live site for the 2012 Olympic Games.
3. To continue to protect Victoria Park as designated Metropolitan Open Land.
4. To ensure Victoria Park remains one of the borough's most important and strategic green spaces, alongside Mile End Park.
5. To ensure the strategic green spine of Victoria Park and Mile End Park is protected and enhanced.
6. To better connect Victoria Park to Fish Island and Bow, particularly to the Olympic Park and Roman Road East town centre.

Principles

1. Buildings that form the edge of the park need to be responsive and be sensitive to the setting of this major green space, avoiding excessive overshadowing.
2. Developments and improvements to Victoria Park should enliven and improve the safety and security of the green space.
3. Movement routes to, and through, the park that follow desire lines should be reinforced and enhanced as green links.

Fig 54. ►
Victoria Park
vision diagram



Fish Island

Vision

A mixed-use, sustainable community offering a unique place to live and work, right next to the Olympic Park and within walking distance of Stratford City.

Taking full advantage of its “fringe” location, Fish Island will become a place for business, enterprise, new homes, schools, health facilities, parks and waterways. Through diversifying and intensifying its employment offer, investment and new job opportunities will be delivered.

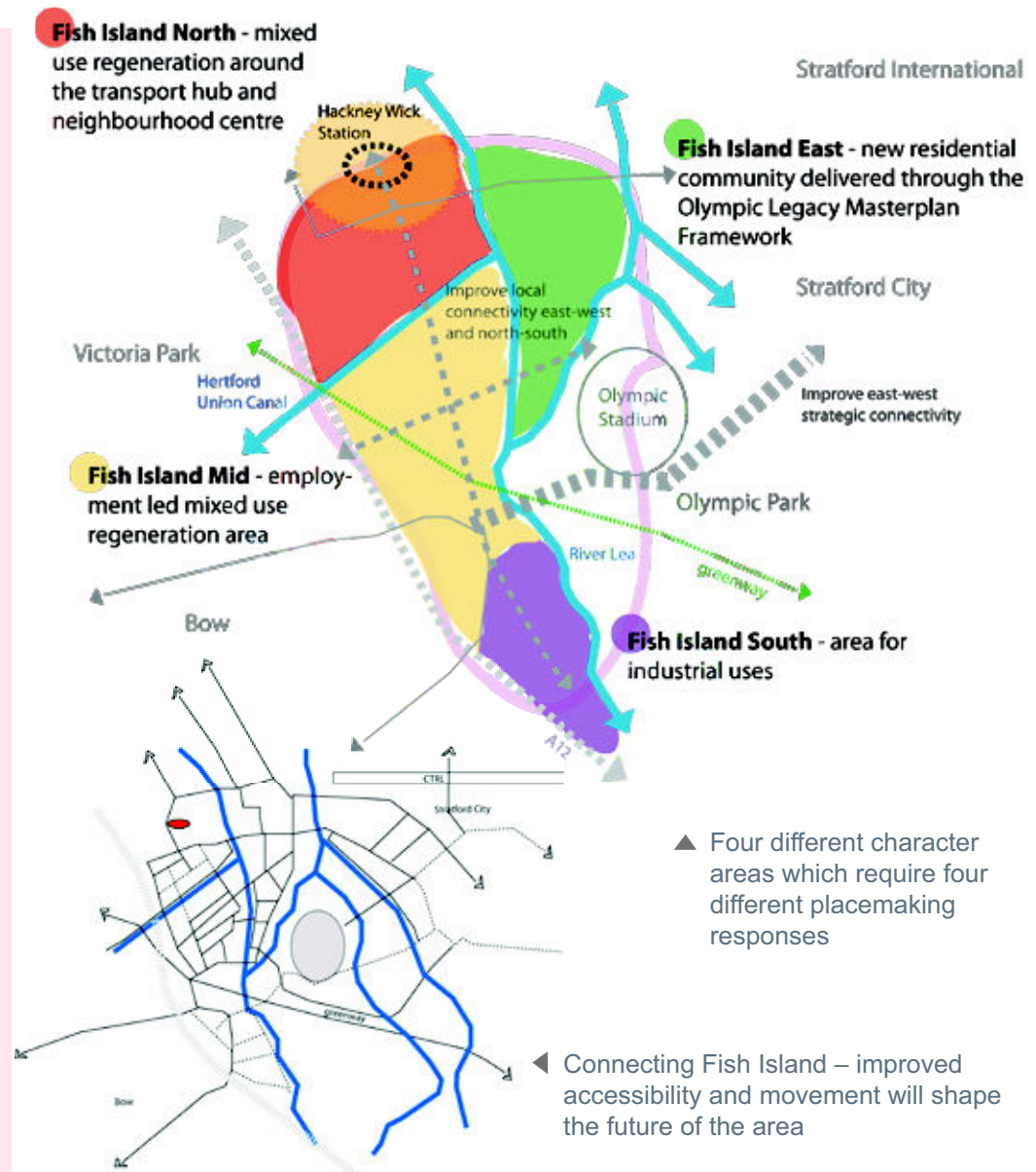
Connecting Fish Island will see improvements to the strategic and local movement network, making Fish Island an easier place to get to and move through. The creation of a joined-up street pattern with new and improved bridges, an enhanced Greenway and towpaths will make Fish Island a more accessible place, on foot and bicycle, maximising connections to the Olympic Park and Stratford City.

Fish Island North will undergo mixed-use, heritage-led regeneration to form part of the wider Hackney Wick area. A mix of uses including commercial, retail, leisure, work-spaces and residential, will be set around an improved public transport hub, and a new neighbourhood centre at Hackney Wick.

Fish Island Mid, south of the Hertford Union Canal, will prosper through conservation and heritage-led renewal that will promote a mix of uses including new residential, workshops, creative and cultural industries, studios, light-industry and enterprise space. The qualities that characterise the conservation area - medium-rise, mixed-use buildings, with an industrial aesthetic - will set the foundation for new developments.

Fish Island South will be home for consolidated light and heavier industries that are not appropriate to mix with residential uses, including a possible waste management facility.

Fish Island East as part of the Olympic Legacy area will become a new residential community set around the waterways, a new marina, a large park and a new primary school.



▲ Fig 55. Fish Island vision diagram

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Opportunities and growth

There is significant opportunity for regeneration in Fish Island, given the substantial public and private investment in the Olympic Park, Legacy facilities and Stratford City. The economic base can modernise alongside wider regeneration to complement the regional economic drivers of Canary Wharf and Stratford City. Attracted to the area by the new Olympic media centre, new businesses could enhance the existing small and medium enterprise cluster.

There is an opportunity to re-engage with the network of waterways, the new Lea River Park and the heritage aspects of the area. This landscape presents an opportunity for a diverse range of activities including enterprise, tourism, leisure and water based activities.

An opportunity exists to take advantage of the Olympic Energy Centre to provide renewable energy for local businesses and homes. The energy centre could be linked to a new recycling facility to create a low- or zero-carbon area.

Delivery

Delivery will be central to achieving the vision for Fish Island. Successful implementation of the vision will only be achieved through a regeneration framework which is developed and led in partnership with key stakeholders including LTGDC, GLA, HCA, neighbouring boroughs, local businesses and community groups, residents and landowners. As such, an Area Action Plan, including a planning, accessibility, economic and design plan will be developed to guide and steer development, to assist in delivering the Fish Island vision.

An Area Action Plan will ensure a phased, managed and coordinated approach to this area. Areas currently designated as SIL will be de-designated only when the regeneration framework is in place. This AAP will bring together all stakeholders and ensure the best long-term regeneration solution is achieved.

How we are going to get there

Priorities

1. To ensure a managed, coordinated and phased regeneration programme and partial release of SIL for Fish Island maximising the opportunities and benefits from the Olympic Legacy.
2. To deliver new homes and job opportunities through employment-led mixed-use regeneration and investment in identified locations.
3. To retain strategic industrial land for heavier industrial uses in the south of Fish Island.
4. To significantly improve strategic connections by overcoming the barrier of the A12, providing bridge connections across the waterways, enhancing the Greenway and creating new routes to the Olympic Legacy area.
5. To improve local connections by creating a street pattern that allows for ease of movement on foot and bicycle.
6. To work with Transport for London and others to improve Hackney Wick transport hub and connections to it.
7. To deliver a new primary school on Fish Island East.
8. To deliver a waste management facility in Fish Island, and explore potential to link with the Olympic Energy Centre.
9. To ensure new development reduces and mitigates the risk and impact of flooding.

Principles

1. Development in Fish Island North and Mid will be required to incorporate new residential and flexible employment floorspace through mixed use blocks and buildings, and by innovative and creative design techniques.
2. Development in Mid Fish Island will be required to protect, enhance and respond to the character, setting, scale and urban grain of the conservation area.
3. Development around Hackney Wick hub will be required to provide retail and commercial active frontages to assist in creating a neighbourhood centre to this area.
4. Development should seek to actively reconnect with the waterways, either through leisure activities, enterprises and/or high-quality public spaces. In addition, development adjacent to the waterways should respect and respond to the setting of the water, and include flood mitigation measures.

Vision

Showcasing Bow's traditional character through its market, street patterns and relationship with Victoria Park

Reinstating Bow's traditional street pattern will improve local connections, particularly with the Hertford Union Canal and Victoria Park. This will help to create a place for families which reflects the quieter, more community-based side of urban living.

Bow will be based around a rejuvenated market and lively town centre. It will benefit from being next door to a regenerated Fish Island, the Olympic Park and the resulting regeneration of the Lea River area.

Opportunities and growth

New development will continue to reinforce the special character of Bow with its rows of terraced housing. Improved connections to Fish Island and the Olympic Park will be sought along existing routes.

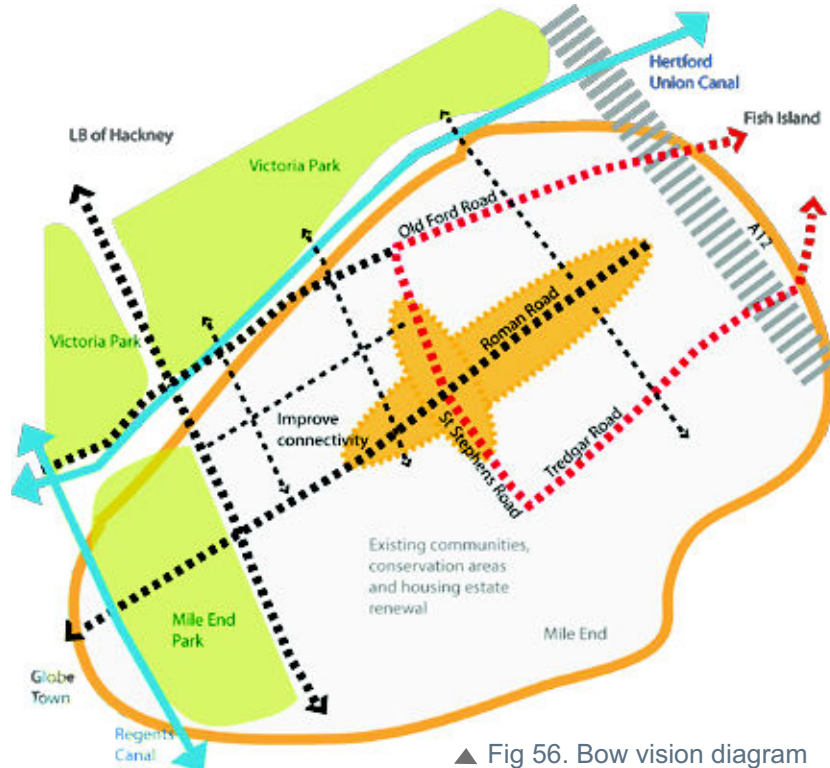
How we are going to get there

Priorities

1. To improve existing connections via Old Ford Road, Tredegar Road and St. Stephen's Road across the A12 to Fish Island, the Olympic Park and Bromley-by-Bow.
2. To improve connections between Mile End Road and Victoria Park and to promote walking and cycling through Bow.
3. To regenerate Roman Road East town centre by supporting a mix of uses in the form of shops, cafés and restaurants including an anchor supermarket.
4. To improve Roman Road Market by promoting it as a place suitable for outdoor events and festivals, and to help to bring people to the area and promote social cohesion.
5. To deliver small neighbourhood green spaces to address deficiency in open space and provide opportunities for biodiversity enhancements.

Principles

1. Bow should be promoted as a place suitable for families with terrace housing that offers private back gardens.
2. Improvements to connectivity should be sought, with new development and estate-regeneration to reinstate a traditional, joined-up street pattern.
3. Retail, small and medium enterprises, creative industries, leisure and civic uses should be focused in Roman Road East town centre.



▲ Fig 56. Bow vision diagram

Vision

A lively and well connected place with a vibrant town centre complemented by the natural qualities offered by the local open spaces.

Mile End will support residential, working and student communities with an inclusive and accessible town centre offering a place to live, work, shop, access services and socialise. Queen Mary University London's role as a knowledge hub will be supported by the uses in and around Mile End town centre and its public transport interchange.

In contrast to the town centre, Mile End Park, Tower Hamlets Cemetery Park and the Regents Canal will provide access to open space and nature. This will be complimented by Mile End's position as a place for families and a popular leisure destination with Mile End Stadium and Leisure Centre offering a variety of sporting and play activities.

Opportunities and growth

Mile End will undergo housing growth, with development on a number of development sites, through infill development, and housing estate regeneration. QMUL is also continuing to grow.

How we are going to get there

Priorities

1. To create a mixed-use town centre around Mile End Station to focus retail, leisure, commercial, civic and employment uses along Mile End Road, Grove Road and Burdett Road.
2. To increase employment opportunities with a focus on encouraging small and medium enterprises in and around the town centre.
3. To support the expansion of QMUL and associated uses while ensuring good integration with surrounding areas.
4. To improve pedestrian and cycling connections north of Bow Road, south of the town centre and through QMUL campus.
5. To create green links between the existing open spaces of Mile End Park, Tower Hamlets Cemetery Park, the Regents Canal and Mile End Stadium and Leisure Centre.

Principles

1. Development should be sensitive to the setting of open spaces and should improve pedestrian and cycling connectivity to and through these spaces.
2. Buildings on the junction of Mile End Road, Grove Road and Burdett Road should provide active frontages.
3. Public realm improvements should enhance the pedestrian and cycling experience, while maintaining the vehicle capacity of Mile End Road.



Fig 57. ► Mile End vision diagram

Vision

A prosperous neighbourhood set against the River Lea and Park and a transformed A12

Bromley-by-Bow will rediscover its connection to the River Lea, with bridge connections to Newham, Three Mills and the Olympic site. A new town centre will offer a place to shop, work, dine, access services and spend leisure time, taking advantage of the new River Lea Park and FAT Walk. It will be centred around a well designed, mixed residential community with excellent social and community infrastructure.

Comprehensive regeneration, including the transformation of the A12, will integrate the existing and new communities with each other and surrounding areas, particularly by east-west movement.

Opportunities and growth

Bromley-by-Bow is undergoing a programme of investment and regeneration led by key stakeholders including the LTGDC through a masterplan which will transform this area over the next 15 years.

How we are going to get there

Priorities

1. To structure and positively plan for development that will address the severance caused by the A12, the railway and waterspaces including the River Lea.
2. To provide an accessible new district centre in Bromley-by-Bow which has a mix of uses, addresses the severance of the A12, and supports the current convenience provision, to act as the heart to the neighbourhood.
3. To assist in the regeneration of Stroudley Walk neighbourhood centre, including improvements to its streetscape.
4. To improve Bromley-by-Bow underground station in order to improve and integrate access from ground level .
5. To develop a well connected neighbourhood by providing routes that encourage walking, cycling and the use of public transport, assisting in the creation of the FAT Walk.
6. To increase the diversity of housing choice, and to promote family housing in this neighbourhood along with new green spaces.
7. To provide a new primary school to support population growth.

Principles

1. Focus higher-density development blocks above the relocated supermarket and around the public transport interchange.
2. New development should improve the area's permeability and legibility by aligning with the existing street network.
3. Building design should respond to the local constraints, opportunities and characteristics, including flood risk reduction and mitigation measures.
4. New development should foster good design through the use of appropriate density, suitable height and scale, and by optimising the existing assets of the waterside.
5. Development should utilise appropriate and innovative townscape design to mitigate noise and air pollution in areas adjoining the A12 and railway lines.



Fig 58. ► Bromley-by-Bow vision diagram

Vision

Establishing Bow Common as a family focused residential neighbourhood set around the civic spine of St Paul's Way
Bow Common will be a recognised and rediscovered residential neighbourhood set around a transformed community spine and hub running along St Paul's Way, and anchored by a new neighbourhood centre at Devons Road.

It will be a place with a quieter atmosphere, close to canals, Mile End Leisure Centre, Mile End Park, Tower Hamlets Cemetery and Bartlett Park. Communities will benefit from these assets along with wider regeneration of housing estates and new development along Limehouse Cut canal and the gasworks site.

Opportunities and growth

Social infrastructure and housing estate-led regeneration is driving change and improvement in this area.

How we are going to get there

Priorities

1. To bring communities together by focusing community, civic, commercial uses along St Paul's Way and Devon's Road.
2. To create a new neighbourhood centre in and around Devon's Road DLR Station, to improve accessibility to services and shops and to form the heart of this neighbourhood.
3. To overcome the physical barriers of Bow Common Lane, St Paul's Way, Devon's Road, the railway line and Limehouse Cut Canal, and to improve accessibility and safety throughout the area by streetscape and public realm projects.
4. To provide housing types suitable for families such as terraced housing in this area. This includes delivering new residential uses alongside the Limehouse Cut Canal and to regenerate the Bow Common gasworks site.

Principles

1. Buildings within the town centre at Devons Road should positively frame the public space and provide active retail and leisure uses.
2. New development and regeneration along St Paul's Way and Devons Road should address the street and provide an active edge to stimulate street activity and overlooking.
3. Housing-estate regeneration and new development to reinstate a traditional street network to facilitate a more walkable neighbourhood and improve access to the Limehouse Cut Canal.
4. Buildings on the non-tow path side of the Limehouse Cut Canal should provide a private edge to the canal, yet animate the canal edge by the use of windows, moorings, private balconies, roof gardens and terraces.

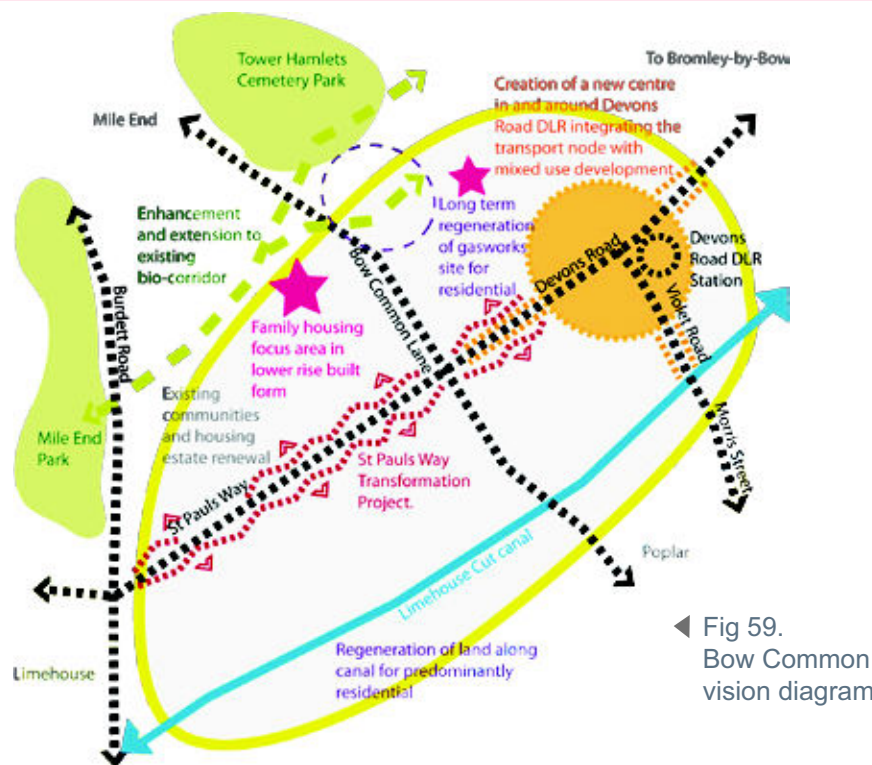


Fig 59. Bow Common vision diagram

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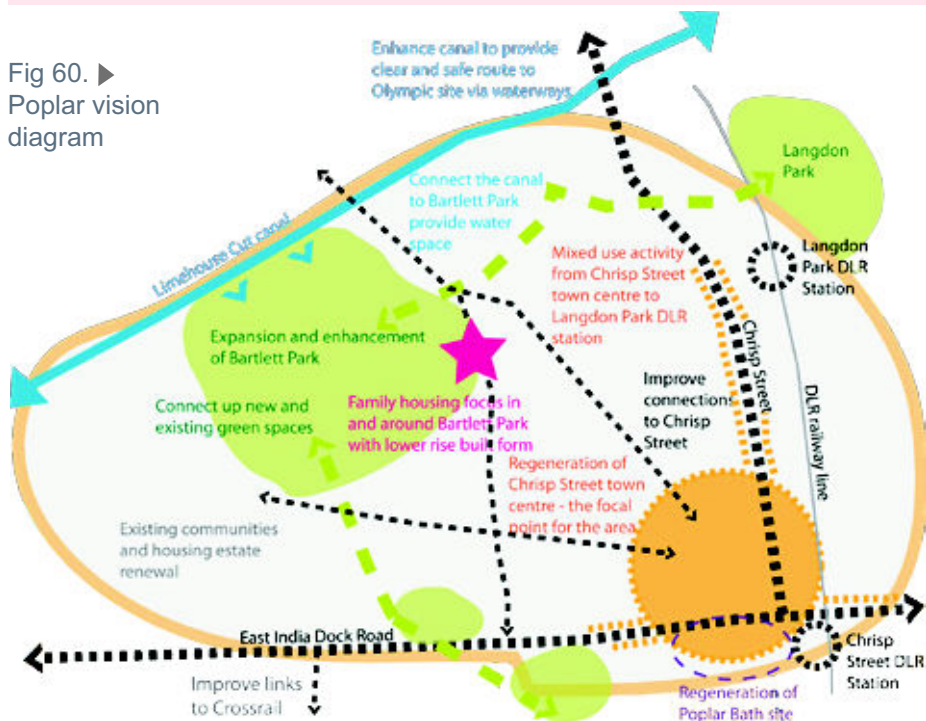
Vision

Regenerating Poplar into a great place for families set around a vibrant Chrisp Street and a revitalised Bartlett Park

Poplar will become a more economically active and prosperous place through comprehensive regeneration, new development and housing-estate renewal.

Physical transformation will address the severance created by some of the housing estate layouts and reinstate a more traditional street pattern which will allow for easier and safer movement. Higher densities will be located in and around the regenerated Chrisp Street town centre and ensure it remains the focal point of the neighbourhood. Lower densities and lower rise residential areas, including family housing will be set around an enhanced Bartlett Park.

Fig 60. ▶
Poplar vision diagram



Opportunities and growth

Large scale regeneration plans are underway in Poplar. By working in partnership with Poplar HARCA and other stakeholders, coordinated and lasting regeneration will occur.

How we are going to get there

Priorities

1. To bring the existing housing stock up to decent homes standard alongside the wider social and economic regeneration of identified housing estates.
2. To expand and improve the size, usability and quality of Bartlett Park to reinforce its role as a large neighbourhood park, alongside providing new green spaces to support housing growth.
3. To regenerate the existing centre based in and around Chrisp Street into a vibrant, thriving, and multi-purpose town centre, with a mix of uses including evening and night-time use and a market. Also to bring Poplar Baths back into active use.
4. To improve the accessibility across and along the Limehouse Cut Canal by providing new pedestrian and cycle bridges and ensuring a safe and clear route to the Olympics.

Principles

1. Focus higher density development in and around Chrisp Street and adjacent public transport nodes.
2. Provide for lower- and medium-density, lower-rise family housing around Bartlett Park and its surrounds.
3. New buildings to be responsive and sensitive to the setting of Bartlett Park, Limehouse Cut Canal and the conservation areas in Poplar.
4. Regenerate Chrisp Street town centre, with improved visual access and entry points, while respecting the elements of historic conservation value.

Vision

Transforming Poplar Riverside into a revitalised and integrated community reconnecting with the A12 and River Lea

Poplar Riverside will change from a largely industrial area to a predominately residential area. It will be a place characterised by its reconnection to the River Lea, connections across the A12 and to surrounding areas. It will fully realise its potential as an attractive location for living, working and leisure. The Aberfeldy neighbourhood centre will be enhanced alongside housing-estate regeneration and it will offer a greater range of shops and services.

A new large green space, bridges linking to and over the River Lea, and new social infrastructure will make this place a desirable location for families and new communities. The Lea River Park and FAT Walk will offer connections northwards to the Olympic Legacy area via a regeneration at Bromley-by-Bow and Fish Island.

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Fig 61.
Poplar Riverside
vision diagram

Opportunities and growth

Growth and regeneration will bring about improvements needed in order to integrate this area with its surroundings both in Tower Hamlets and across the River Lea to Newham.

How we are going to get there

Priorities

1. To promote an integrated and co-ordinated approach to the regeneration and redevelopment of Poplar Riverside, which will mitigate and reduce it being located in a flood risk area.
2. To manage the release of industrial land and ensure that new development is sustainable and built to the highest design standards at appropriate densities.
3. To ensure the timely provision and appropriate location of social infrastructure (such as green space and bridges) that is necessary to support the growing communities.
4. To overcome the barrier of the A12 to improve accessibility, mitigate its impact and improve connectivity in order to integrate Poplar Riverside into its surrounds and maximise its benefits as part of the strategic road network.
5. Provide a new primary school to support population growth.
6. To deliver a new large public green space assisting in flood mitigation and addressing open space deficiency, and which also links into the proposed FAT Walk.

Principles

1. Development will be expected to positively frame, present active frontages and enhance the setting of an improved green space.
2. The design of new development will need to ensure it achieves a joined-up street network and connects to surrounding routes.
3. Buildings to be sensitive to the setting and present an active and positive edge to the River Lea, along with an appropriate setback to ensure the creation of a continuous riverside walkway.
4. Buildings adjacent to the A12 to be designed to address and present a positive edge and buffer to mitigate noise and air pollution from the A12.

Vision

Creating a modern waterside place where the River Lea Park meets the River Thames

Leamouth will become a mixed-use place with a creative and arts hub at Trinity Buoy Wharf alongside new residential communities, set around the River Thames and River Lea. New connections, pedestrian and cycle bridges will make the area more accessible to the rest of the borough and allow residents and workers to get to Canning Town station and town centre.

Taking full advantage of its waterside location, buildings will positively address the asset of the water. This will invite people to spend time by the river edges for relaxation, leisure, living and working.

Opportunities and growth

Older industrial uses are making way for new, predominantly residential development. New homes and new jobs are being delivered on this peninsula alongside new infrastructure.

How we are going to get there

Priorities

1. To support a mix of uses across Leamouth with Orchard Place North being primarily residential mixed-use, and Orchard Place South as being employment-led mixed-use.
2. To ensure that new development is supported by the timely provision of appropriate social, community, and physical infrastructure.
3. To improve the accessibility, permeability and connectivity of Leamouth as part of the redevelopment and regeneration of the area, including bridges with inclusive access across the River Lea to Canning Town and river crossings to North Greenwich.
4. To continue to protect Orchard Wharf for cargo-handling uses. Development that prejudices the operation of the wharf for these purposes will not be supported.
5. To protect and enhance the ecological value of East India Basin and ensure new development enhances biodiversity value.
6. To ensure a continuous and animated riverside walkway is provided and linked into new green spaces, to allow enjoyment and use of the water edges, and for it to become part of the Lea River Park and FAT Walk.

Principles

1. Ensure the protection and conservation of historic industrial buildings in order to preserve and enhance the character of Leamouth.
2. Buildings to focus leisure uses adjacent to waterside locations and present an active edge to the riverside walkway.
3. Effective buffers are needed to protect the residential amenity and the future operation of Orchard Wharf.
4. Instate public streets to ensure future public access and the permeability of the area.



Fig 62. ▶
Leamouth
vision diagram

Vision

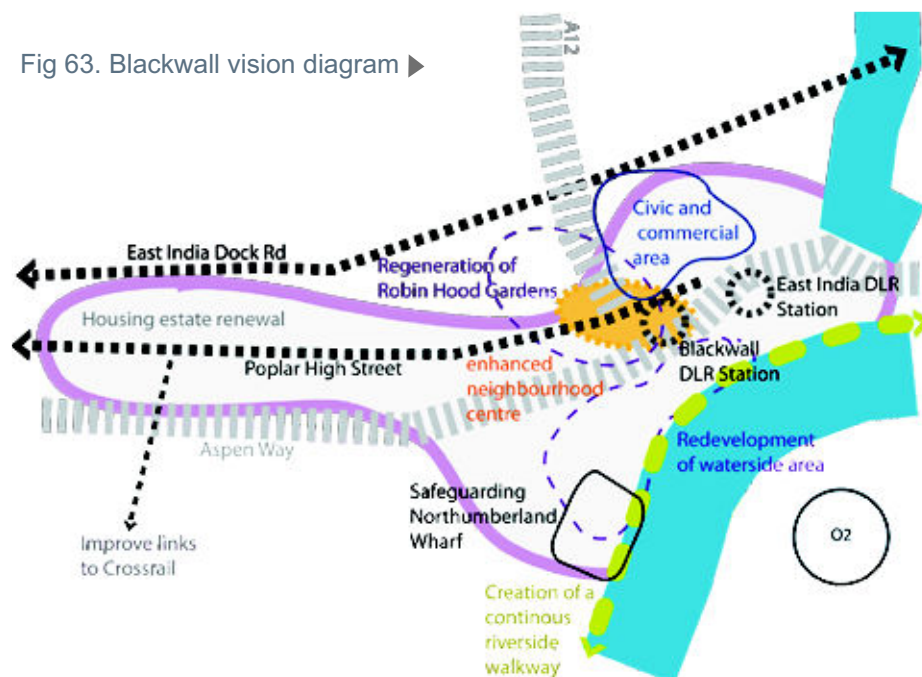
A mixed use area with a new town centre and the Town Hall as its commercial and civic hearts

Blackwall will undergo transformation through housing growth and investment, and will emerge as an attractive and desirable place to live and work. An extended neighbourhood centre will be created to include the shops along the east of Poplar High Street and a new public square in front of Blackwall DLR station.

A new green space will be provided through the redevelopment of Robin Hood Gardens, and East India Dock Basin will see accessibility and biodiversity improvements. Poplar High Street will continue to be the main east-west connection within a clear and coherent network of streets and spaces with excellent walking and cycling connections.

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Fig 63. Blackwall vision diagram ▶



Opportunities and growth

The Blackwall area will undergo transformation over the next 10-15 years, with the new Crossrail station being delivered across Aspen Way in Canary Wharf, new housing developments, and the Blackwall Reach Regeneration Framework.

How we are going to get there

Priorities

1. To improve and extend the neighbourhood centre in and around Blackwall DLR station and the existing parade of shops along Poplar High Street.
2. To establish a new public square in the town centre as part of the Blackwall DLR station transport interchange and support the development of town centre uses within the square.
3. To redevelop Robin Hood Gardens as part of the Blackwall Reach Regeneration Framework, and provide new public green space.
4. To improve connections to, and protect and enhance the ecological value of, East India Dock Basin through the FAT Walk.
5. To ensure a continuous and animated riverside walkway is provided to allow enjoyment and use of the water edges, and to become part of the Lea River Park.
6. To address the barriers of the A12 road and implement the Aspen Way Masterplan to improve north-south pedestrian and cycling routes to Canary Wharf.
7. To continue to protect Northumberland Wharf for cargo-handling uses including the transport of waste. Development that prejudices the operation of the wharf for these purposes will not be supported

Principles

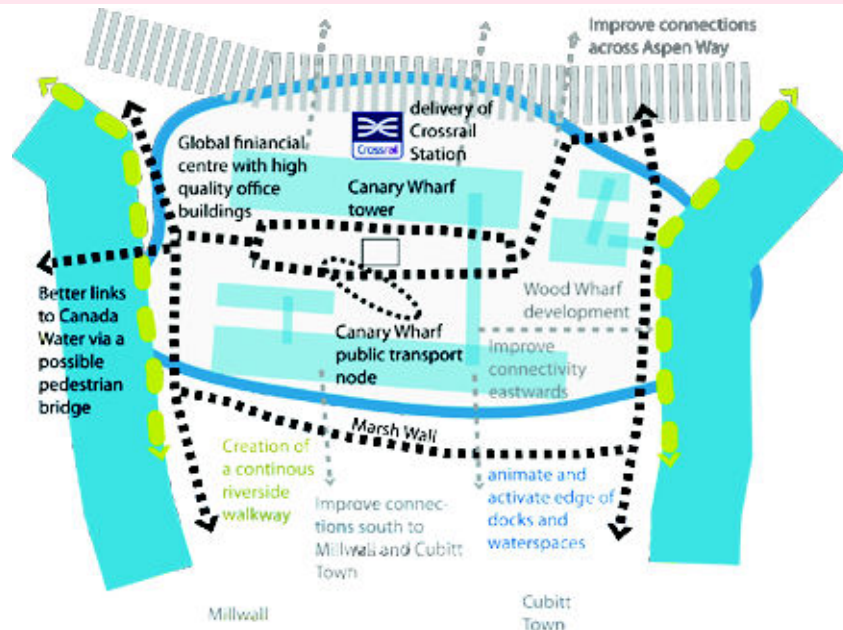
1. The public square around Blackwall DLR should be framed by active ground-floor uses to animate and bring vibrancy to the square.
2. New development should improve east-west pedestrian and cycling connections between East India Basin and Cotton Street.
3. Development between Blackwall and Canary Wharf should integrate both places, helping to bridge Aspen Way.
4. Effective buffers are needed to protect the amenity of surrounding uses and the future operation of Northumberland Wharf.

Vision

Canary Wharf will retain and enhance its global role as a competitive financial district as well as adopting a stronger local function

Canary Wharf will be driven by sustainable growth while capturing the benefits of the opportunities offered by Crossrail and Wood Wharf to ensure the place continues to grow into thriving living and working environment.

Leading international companies and new communities will continue to enjoy buildings, facilities and infrastructure of the highest quality. Canary Wharf will be better integrated with surrounding areas, not only in terms of physical accessibility, but also job opportunities. It will be a vibrant, mixed-use place, with office activities in the heart of Canary Wharf alongside areas such as Wood Wharf presenting a mixed-use, residential character.



▲ Fig 64. Canary Wharf vision diagram

Opportunities and growth

Canary Wharf will continue to expand to provide a substantial amount of new jobs. High levels of residential growth is expected, with the development of Wood Wharf and expansion to the north and west.

How we are going to get there

Priorities

1. To work with Canary Wharf Group to maintain and enhance Canary Wharf's global position as a commercial and business centre.
2. To enable mixed-use and residential development around the fringe of Canary Wharf, including at Wood Wharf.
3. To ensure Canary Wharf Crossrail station is accessible and well-integrated with the transport interchange.
4. To create direct pedestrian and cycling connections with surrounding areas, specifically north towards Poplar and Blackwall.
5. To improve the integration between Canary Wharf and waterspaces to help stimulate activity, and deliver a continuous riverside walkway.
6. To encourage local people to use community facilities and access services in Canary Wharf.

Principles

1. Buildings should animate the water edges by focusing active uses at ground-floor level.
2. Large scale, high-rise office buildings in Canary Wharf should not have an unreasonably adverse impact on the surrounding micro-climate.
3. Security measures should contribute to, not detract from, the activities and use of the streets and spaces.

Vision

A community brought together through its waterways and a newly established high street at Millharbour

The north of Millwall will continue to be transformed to provide opportunities for local employment and new housing that will better connect with waterfronts, green spaces and areas to the south. There will be greater integration with Canary Wharf, offering a diverse retail and evening economy focused along Millharbour and dock fronts. Areas in the south will retain their quieter feel, being home to conservation areas and revitalised housing.

Local communities will be supported by excellent services, provided in the town centre alongside better connections to a wider range of services and transport interchanges in Canary Wharf and Crossharbour.

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Fig 65. ▶
Millwall
vision diagram

Opportunities and growth

New development in the north of Millwall is coming through the Millennium Quarter Masterplan, which is bringing new housing, investment and wider regeneration.

How we are going to get there

Priorities

1. To create active street frontages along dock edges and Millharbour within the Canary Wharf Activity Area as part of the Millennium Quarter with shops, restaurants and leisure activities.
2. To create better connections across Millwall, focused along the spine of Millharbour, to improve links with Canary Wharf, Crossharbour town centre and Cubitt Town.
3. To provide supporting infrastructure across the area including a primary school and new open space.
4. To work with TfL to deliver improved bus services across the Millennium Quarter.
5. To reinstate Millwall's connection with its waterways and the docks, such as along Marsh Wall, through public realm improvements as defined in the Millennium Quarter public realm manual.

Principles

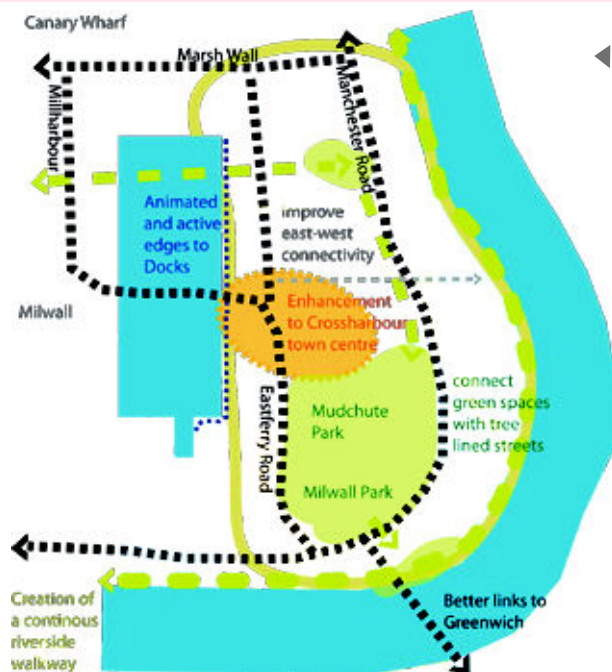
1. Buildings should provide active uses onto Millharbour to animate this emerging route.
2. Development should be set back from the water's edge and provide active frontages to allow for potential connections across waterspaces.
3. Taller buildings in the north should step down to the south and west to create an area of transition from the higher-rise commercial area of Canary Wharf and the low-rise predominantly residential area in the south.

Vision

A residential waterside place set around a thriving mixed use town centre at Crossharbour

Cubitt Town will continue to be a residential area experiencing some housing growth in the north. This growth will be supported by a revitalised and expanded Crossharbour town centre, which will see better integration with Pepper Street, Millwall and the Canary Wharf Activity Area. To the south, Manchester Road town centre will be extended to enable its retail offer to grow and to ensure it is better integrated with Island Gardens DLR Station, and Mudchute and Millwall Park.

The residential communities along the River Thames and at the heart of Cubitt Town will be brought together through activity and interaction at the Crossharbour and Manchester Road town centres, Mudchute and Millwall Park and the River Thames.



◀ Fig 66.
Cubitt Town
vision diagram

Opportunities and growth

Some areas of Cubitt Town will undergo significant development, other parts will undergo regeneration and others will be unchanged.

How we are going to get there

Priorities

1. To expand and intensify the Crossharbour district town centre to provide a mix of uses, including civic uses, centred on a transport interchange.
2. To create better connections across Cubitt Town to improve links with Canary Wharf, Crossharbour town centre, Millwall and Greenwich
3. To expand Manchester Road and Island Gardens neighbourhood centre to improve its offer.
4. To create a new public square in Crossharbour town centre to act as a focal point.
5. To ensure new development strengthens the relationship between Cubitt Town and its waterways.
6. To promote active uses around the waterspaces, enabling them to become a focal point for local people and visitors.

Principles

1. New development should be focused in the north of Cubitt Town on identified development sites.
2. Housing types suitable for families should be promoted in the south of Cubitt Town, and around Millwall Park.
3. The new public square should be framed by active retail and leisure uses at Crossharbour town centre to animate the area.
4. Development should protect the setting of Mudchute and Millwall Park and protect general views from these parks towards Canary Wharf.
5. Development should provide transition between the higher rise commercial area to the north and the nearby low-rise residential areas to the south and east.





Appendices 10

Appendix One Glossary of terms and acronyms

The Council has sought not to repeat terms which are already defined in national guidance (such as planning policy statements) and the London Plan. Please refer to these documents for further definition of terms.

| | |
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| 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. |
| 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. |
| Annual Monitoring Report (AMR) | A annual report submitted to the Government by the Council assessing the progress and effectiveness of the Local Development Framework. |
| Archaeological Priority Areas | Areas identified by the Council to help protect archaeological remains that might be affected by development. |
| Area Action Plans (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 20 assessment criteria. |
| Building Schools for Future (BSF) | A national investment programme with the aim of either refurbishing or rebuilding nearly all of the secondary schools in England. |
| Clear Zone | An integrated area initiative comprising an incremental package of measures to improve air quality and reduce CO2 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 liveable places |
| Code for Sustainable Homes | The Code measures the sustainability of a home against design categories, rating the "whole home" as a complete package. Each category includes a number of environmental issues which have a potential impact on the environment. Design categories include energy and CO2 emissions, water, materials, waste, health and well-being, pollution, surface water run-off, management and ecology |
| 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. |

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| Development Plan Document (DPD) | Statutory required spatial planning documents including Core Strategy, Site and Placemaking, Development Management and any Area Action Plans as prepared by the Local Planning Authority. These are subject to independent examination and together with the Regional Spatial Strategy (London Plan) form the development plan for the borough. |
| Dwelling | Also referred to as a 'residential unit' is a self-contained unit of residential accommodation. |
| 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. |
| 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 the Big Spatial Vision section of the Core Strategy. |
| High Street 2012 | A joint initiative by London Boroughs of Tower Hamlets and Newham, English Heritage, Design for London and Transport for London to deliver significant improvements to Whitechapel Road, Mile End Road, Bow Road and Stratford High Street in time for the 2012 Olympic and Paralympic Games. |
| 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. |
| Infill development | Development that takes place on vacant or undeveloped site between other developments and/or built form. |

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| Infrastructure | Services that 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. |
| 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. |
| Local Development Documents | All documents that form part of the Local Development Framework 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 Framework | Statutory plans produced by the Council that comprises a portfolio of Development Plan Documents, Supplementary Planning Documents, Statement of Community Involvement, Local Development Scheme, Annual Monitoring Report and others. |
| 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 Framework. |
| 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 stands out from its background by virtue of height, size or some other aspect of design. |
| Local Office Location | An area identified as being important to local employment and required for the retention and provision of office stock. |
| 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 Plan | The Regional Spatial Strategy for Greater London prepared by the Mayor of London, which the LDF must be in conformity with. |
| Main street | The most accessible street in a street hierarchy often where most activity is concentrated. |
| Movement hierarchy | The hierarchy of roads, streets and other movement routes that shape how people move around. |

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| Neighbourhood Centre | Town centres that contain a range of shops including a range of essential uses (for example a pharmacy) that 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 strategic road network. |
| 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 (publicly 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. |
| 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. |
| 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. |
| 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. |
| Proposals Map | A part of the Local Development Framework showing the location of proposals in all current Development Plan Documents on an Ordnance Survey base map. |
| 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. |
| Skillsmatch | A Tower Hamlets service that acts as a broker between local job seekers and employers with job vacancies. |
| Small and Medium Sized Enterprises (SME) | Businesses with less than 250 employees (medium) and less than 50 employees (small) and including micro businesses. |
| 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. |

| | |
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| Statement of Community Involvement | Sets out how and when the Council will consult with local and statutory stakeholders in preparing, altering and reviewing Tower Hamlets planning documents. |
| Streetscape | The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages. |
| Supplementary Planning Documents | 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. |
| Sustainability Appraisal (SA) | An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development. |
| Tall buildings | Any building that is significantly taller than their surroundings and/or have a significant impact on the skyline. |
| Tower Hamlets Activity Areas | 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. |
| 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. |
| 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. |

Acronyms

| | |
|-------|---|
| AAP | Area Action Plan |
| CABE | Commission for Architecture and the Built Environment |
| CAZ | Central Activities Zone |
| CLG | Communities and Local Government |
| CPO | Compulsory Purchase Order |
| CTRL | Channel Tunnel Rail Link |
| DETR | Department of Environment and Transport |
| DPD | Development Plan Document |
| GLA | Greater London Authority |
| HCA | Housing and Communities Agency |
| HUDU | Healthy Urban Development Unit |
| LAA | Local Area Agreement |
| LBTH | London Borough of Tower Hamlets |
| LDA | London Development Agency |
| LIL | Local Industrial Location |
| LOL | Local Office Location |
| LTGDC | London Thames Gateway Delivery Corporation |
| NHS | National Health Service |
| ODA | Olympic Delivery Authority |
| POL | Preferred Office Location |
| PPS | Planning Policy Statement |
| QMUL | Queen Mary University London |
| RSL | Registered Social Landlord |
| RTPI | Royal Town Planning Institute |
| SIL | Strategic Industrial Location |
| SPD | Supplementary Planning Document |
| SUD's | Sustainable Urban Drainage Systems |
| TfL | Transport for London |

| | |
|------|---------------------------------|
| SO | Strategic Objective |
| SP | Spatial Policy |
| SFRA | Strategic Flood Risk Assessment |
| FE | Form Entry |

Appendix Two Programme of Delivery

This appendix provides currently known information for the five transformational programmes which form the Programme of Delivery. The programmes are:

-  Comprehensive regeneration areas
-  Infrastructure delivery plan
-  Housing investment and delivery programmes
-  Policy and strategy programmes
-  Tower Hamlets Green Grid

The Programme of Delivery underpins the delivery and implementation of the Core Strategy and its spatial themes. This ensures that a clear, consistent and wide-ranging delivery approach is embedded throughout the Core Strategy.

Comprehensive regeneration areas

| Programme / project | Lead | Partners | Timescale |
|--|-------|--|--|
| A12 Study | LTGDC | LB Tower Hamlets LB Hackney | Being undertaken |
| Aldgate Masterplan Interim Planning Guidance | LBTH | | Adopted as IPG in 2007. Review in 2010 |
| Aspen Way Masterplan | LBTH | Canary Wharf Group | Forthcoming |
| Bishopsgate Goodsyrd Masterplan Interim Planning Guidance | LBTH | GLA / LB Hackney | Adopted as IPG in 2009. Review in 2010 |
| Bromley-by-Bow Land Use and Design Brief Interim Planning Guidance | LTGDC | LB Tower Hamlets | Adopted 2009 |
| Bromley-by-Bow Masterplan | LBTH | LTGDC | Being prepared |
| Fish Island Area Action Plan DPD | LBTH | LTGDC | Being prepared for 2011 |
| High Street 2012 | LBTH | Tower Hamlets Partnership | Ongoing |
| Legacy Masterplan Framework | ODA | GLA, LB Tower Hamlets, LB Newham, LB Hackney, LB Waltham Forrest LTGDC, ODA, CLG | Being prepared – due late 2010 |
| Millennium Quarter Masterplan | LBTH | | Adopted 2000 |
| Olympic Legacy Strategic Planning Guidance | GLA | LB Tower Hamlets, LB Newham, LB Hackney, LB Waltham Forrest, LTGDC, ODA, CLG | Being prepared for consultation in summer 2010 |
| Poplar Area Action Plan DPD | LBTH | Poplar Harca | Being prepared for 2012 |
| St Pauls Way Transformation Project | LBTH | NHS Tower Hamlets | Ongoing |
| Town Centre Implementation Plans | LBTH | | Ongoing |
| Victoria Park Masterplan | LBTH | | Being prepared 2010 |
| Wapping Masterplan | LBTH | | Forthcoming |
| Whitechapel Masterplan Interim Planning Guidance | LBTH | | Adopted as IPG in 2007. Review in 2010 |
| Wood Wharf Masterplan | LBTH | | Adopted in 2003 |

Infrastructure Delivery Plan (IDP)

This schedule includes the key pieces of infrastructure required by the Core Strategy over the lifetime of the plan. More detail in terms of the justification and explanation as to the process of identifying this infrastructure is provided in the accompanying Infrastructure Delivery Plan Report.

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|--|--------------------------------------|--|---|--|--|---|---|--|---|
| Health | | | | | | | | | |
| Up to 19 primary and community care schemes | Yes SP03 | Critical | Tower Hamlets PCT | Mixture of main-stream capital funding, 3rd party development. LIFT joint venture, and planning obligations | See Figure 13 in the Infrastructure Delivery Plan Report for breakdown of health facility costs | Through the new provision of health care at locality and network model. Areas of search include 3 schemes in LAP 1&2, 4 in LAP 3&4, 3 in LAP 5&6 and 6 in LAP 7&8 | 14 schemes by 2015, 2 scheme 2015 - 2020, 3 schemes 2020-2025 | TH PCT IH&W Strategic Programme Business Case Version 12 (Oct. 2008) | Non-delivery to trigger review of relevant DPD. Risks in relation to funding and uncertainty of development schemes. Mitigation: review the number of schemes, and review funding sources |
| Education | | | | | | | | | |
| Up to 8FE of primary school provision by 2020 through expansion or new provision | Yes SP07 | Critical | LBTH Children's Services through the Primary Capital Programme, LBTH Planning | PCP, basic need and modernisation fund, pooled developer contributions. Delivered by a London Enabling Partnership (LEP) | New build primary school (2FE) with external space - £5.164m-£7.064m. New build primary school (2FE) without external space - £5m-£6.9m | Areas of search are Bromley-by-Bow, Poplar Riverside, Fish Island and the Isle of Dogs | By 2017 | Primary Capital Programme | Projections to be kept under review and plans may need to be accelerated. Risks in relation to funding and the demand for places. Contingency through |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|---|--------------------------------------|--|---|-----------------------------|---|--|-------------------|--|---|
| | | | | | Extension to existing primary school (for an additional 1FE) - £3.175m-£4.3m Refurbishment and extension of existing primary school (for an additional 1FE) - £2.9m-£5.25m | | | | examining expansion rather than new provision. Pursue other funding sources. Monitor places through housing completions and the PPC&G Model |
| 8FE or 13FE Secondary School. | Yes SP07 | Critical | LBTH Children's Services | BSF Wave 5, through the LEP | BSF Wave 5 funding envelope: £37.98m Capital expenditure for new school. | Areas of search are Fish Island, Mile End, Bromley-by-Bow | By 2017 | BSF – Pupil Place Planning Statement Jan 08. BsF Strategy for Change | Projections to be kept under review and plans may need to be accelerated |
| Post 16 – a required growth in school based provision of 850 places by 2017 | Yes SP01 | Critical | LBTH Children's Services | BSF Wave 5, through the LEP | BSF Wave 5 | Provide 400 places in Morpeth, Oaklands and Swanlea Sixth Form and 450 places in Raines Foundation, SJC, Mulberry and Central Foundation, George Greens, Bishop Challoner and the East Collaborative | By 2015 | BSF – Pupil Place Planning Statement Jan 08 | Projections to be kept under review and plans may need to be accelerated |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|---|--------------------------------------|--|---|---|---|-------------------|---------------------------------|------------------------------|--|
| Transport & Connectivity | | | | | | | | | |
| Crossrail | Yes SP08 | Critical | Crossrail / TfL | Crossrail, DfT/ Central Government, TfL, Planning obligations, business rates | £15.9bn. | Borough-wide | 2017 | Crossrail Bill | Non delivery would significantly impact upon Core Strategy objectives and trigger a review of the relevant DPD(s) |
| Hackney Wick Interchange (Station upgrade and public realm improvements). | Yes SP11, SP08 | Necessary | LBTH / LBH / LTGDC are key project stakeholders | Hackney Wick and Fish Island Hub Study | Feasibility Study forthcoming to identify costs Funding package to include TfL, LTGDC, LBTH, LBH, planning obligations is being prepared | Fish Island | 2020 | Fish Island Area Action Plan | The degree of significance of the new station and associated works is to be tested through the feasibility work. Nondelivery of these are expected to impact significantly on the development potential, and so would trigger a review of the relevant DPD |
| High Street 2012 work package | Yes SP09 | Preferred | LBTH / LBN / LTGDC / LDA / TfL / English Heritage | Funding to come from LBTH / LBN / LTGDC / LDA / TfL / English Heritage / Planning obligations | Currently £20.7m headline costs | Borough-wide | Some Pre 2012, others 2010-2015 | High Street 2012 Project | Risks in relation to funding sources which may trigger review of project specification. Project not considered critical to delivery of CS |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|--|--------------------------------------|--|---|--|--|-------------------|-------------------|---|---|
| Fish Island / A12 / River Lea / Poplar Riverside connections | Yes SP08 | Necessary | LTGDC / ODA / potential scheme TfL / LBTH | Fish Island Area Action Plan, LMF/ potential TfL Sub Regional Plan for East London scheme, emerging Olympic Park SPG | Feasibility of schemes to be completed. Projects costed to date total £13.2m, with outline costs for the remainder (classified as low, medium, high and very high). Planning obligations, TfL, LTGDC, LDA | LAP 5&6, LAP 7&8 | 2010-2026 | Fish Island Area Action Plan, Legacy Masterplan Framework | Non delivery to trigger review of relevant DPD and growth targets in the affected areas |
| Whitechapel Station Interchange project | Yes SP08 | Preferred | Crossrail / TfL | Whitechapel Masterplan / potential TfL Sub Regional Plan for East London scheme | Crossrail, TfL, planning obligations. £3.7m for public realm/ junction works. Cost for station upgrade to be identified | Whitechapel | 2017 | Whitechapel Masterplan | Delivery would require support from partners, specifically TfL. Non-support would require review of relevant Master Plan objectives |
| Bromley-by-Bow station upgrade | Yes SP08 | Necessary | LBTH / LTGDC / LDA / TfL | Bromley-by-Bow Masterplan and Implementation Plan / potential TfL Sub Regional Plan for East London scheme TfL, S106, DCLG, Growth Area funding | Initial costs for enhancement/new station are £68-105m (subject to review) | Bromley-by-Bow | 2015-2020 | Bromley-by-Bow Masterplan and Implementation Plan | Potential nondelivery would lead to reviewing master plan and proposed growth assumptions in the relevant DPD |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|---|--------------------------------------|--|---|--|--|-------------------|-------------------|----------------------------------|---|
| Bow Interchange crossings | Yes SP08 | Necessary | LBTH / TfL | Potentially to become part of the Bromley-by-Bow Master Plan when it is reviewed | £1.1M | Bromley-by-Bow | Pre 2012 | | Potential nondelivery would lead to reviewing relevant DPD growth assumptions and master plan content |
| Millennium Quarter transport and infrastructure works | Yes SP08 | Necessary | LBTH | All of the costs met by commercial and residential landowners | £27.7m of transport and infrastructure costs (2002 prices) | Millwall | By 2015 | Millennium Quarter Masterplan | Funding already identified and works underway. Risk to future funding would lead to review of project objectives |
| St. Paul's Way | Yes SP09 | Preferred | Planning obligations, TfL Area-based funding, plus other capital costs if available. | Initially £1m of highway/streetscape improvements. £500k identified to date | Initially £1m of highway/streetscape improvements. £500k identified to date. | Bow Common | By 2015 | St Paul's Transformation Project | Potential risk to funding sources. Contingency is to identify alternative funding sources, or lead to review of project specification |
| Leamouth Pedestrian/ Cycle Connection | Yes SP09 | Critical | Developer, LTGDC, LBTH, LB Newham, TfL | Funded through regeneration of Leamouth Peninsula | £8m | Leamouth | By 2015 | | Non-delivery of bridge would mean reviewing development assumptions and relevant DPD |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|--------------------------------------|--------------------------------------|--|--|---|--|--|-------------------|---|--|
| Aspen Way Connections | Yes SP09 | Preferred | Through the forthcoming Aspen Way Masterplan. LBTH, Canary Wharf Group, seeking support from TfL and HCA | Likely to be funded through development at Canary Wharf | Not currently identified, but costs are expected to be significant | Canary Wharf / Blackwall / Poplar | By 2020 | | Aspen Way Masterplan brief currently in development. Currently aspirational project, not critical to delivery of CS objectives |
| Utilities, waste and flooding | | | | | | | | | |
| Waste | Yes SP05 | Critical | LBTH and Contractor (to be identified) | Tendering process to begin November 2009 | See Figure 18 for breakdown of indicative waste facility costs | Potential sites have been identified within the following areas of search: Poplar Riverside, Bromley-by-Bow, Fish Island | By 2015 | Waste Strategy Baseline Report | Non delivery would require a review of the relevant DPD |
| Publicly Accessible Openspace | | | | | | | | | |
| Leven Road | Yes SP04 | Critical | LBTH and LTGDC | Through the Sites and Placemaking DPD | £2.7m | LAP 7 | 2015-2020 | An Open Space Strategy for LBTH 2006-2016, Green Grid Project | Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|-----------------------------|--------------------------------------|--|---|---|---|-------------------|-------------------|----------------------------------|--|
| Bethnal Green | Yes SP04 | Critical | LBTH | Through the Sites and Placemaking DPD | £0.9m | LAP 1 | 2010-2015 | | Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD |
| Fish Island | Yes SP04 | Critical | LBTH | Fish Island Area Action Plan | Outline costs £1.1m, detailed costs to be identified through the master planning process. | LAP 5 | 2015-2020 | Fish Island Area Action Plan | Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD |
| Bromley-by-Bow | Yes SP04 | Critical | LBTH | Through Bromley-by-Bow Masterplan and Implementation Plan | Outline costs £1.6m, detailed costs to be identified through detailed feasibility study (2009) | LAP 5 & 6 | 2015-2020 | Bromley-by-Bow Masterplan. | Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD |
| Aldgate | Yes SP04 | Critical | LBTH | Through Aldgate Masterplan | Some works complete. Total costs to be £2.35m. | LAP 3 | 2010-2015 | Aldgate Masterplan | Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD |
| Spitalfields and Shoreditch | Yes SP04 | Critical | LBTH | Through Bishopsgate Goodsyard Masterplan | Outline costs £2.5m. Detailed costs to be identified as part of detailed master planning process. | LAP 1 & 2 | 2020 | Bishopsgate Goodsyard Masterplan | Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD |
| Victoria Park Masterplan | Yes SP04 | Preferred | LBTH | Heritage Lottery Fund (£5m), LBTH Capital (£5m). | £10m | LAP 5 & 6 | 2020 | Victoria Park Masterplan | Funding yet to be approved. Nonapproval would lead to review of Master Plan |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|---|--------------------------------------|--|--|--|---|--|-------------------|--|--|
| Millwall Park Draft Master Plan | Yes SP04 | Critical | LBTH | Costs and funding to be identified | | LAP 7 & 8 | 2020 | Draft Millwall Park / Mudchute Park Master Plan | Funding yet to be approved. Nonapproval would lead to review of Draft Master Plan |
| Open Space Strategy Improvement Programme | Yes SP04 | Critical | LBTH | Through the Open space Strategy implementation. Funding from LBTH capital, planning obligations, and other sources | £6m (approx. – based on cost of first phase) | Borough-wide | By 2015 | 2006 Open Space Strategy, plus forthcoming refresh | Risk to accessing funding sources. Contingency is to pursue alternative funding sources or review the improvement programme |
| Leisure and cultural infrastructure | | | | | | | | | |
| Swimming Pools: Supply, demand and quality analysis has identified a need for up to 2 additional swimming pools by 2020 | SP03 | Preferred | LBTH Communities Localities and Culture. Work with the BSF programme to investigate dual use can be provided | LBTH Capital Funding, Planning Obligations, external funding sources to be identified | Total costs for wet and dry facility: £9.25-£11.55m Conversion of existing facilities for sports hall use:£5.9m Stand-alone swimming pool:£8.8m | Primarily needed in the east and north east of the borough East of the borough – Poplar area North East of the Borough – consideration with the Victoria Park Masterplan | By 2020 | Sporting Places – A Leisure Facilities Strategy for the LBTH | Further analysis once impact of new sports facilities provided by the LMF are known. Risk to funding or site would lead to review of relevant Strategy to identify alternative provision |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|--|--------------------------------------|--|--|---|---|--|--|--|--|
| Initial planning to consider 3-4 additional sports halls | Yes SP03 | Preferred | LBTH with contracted partner (currently GLL) | LBTH Capital Funding, Planning Obligations, external funding sources to be identified. Provision through co-location with BSF | Total costs for wet and dry facility: ££11.55m - £13.9m Cost of standalone sports hall: £2.735m | Needed primarily in the north of the Borough and the Isle of Dogs | By 2020 | Sporting Places – A Leisure Facilities Strategy for the LBTH | Further analysis once impact of new sports facilities provided by the LMF are known. Risk to funding or site would lead to review of relevant Strategy to identify alternative provision |
| Up to 3 Idea Stores Local | Yes SP07 | Preferred | LBTH | LBTH Capital Funding, Planning Obligations, external funding sources to be identified | Total cost for new build (stand-alone):£3.3m-3.6m Total cost for new build (mixed use): £3.2m-3.6m | Areas of search include Cubitt Town, Shadwell, Bethnal Green, Bromley-by-Bow | 1-2 in 2015-2020, a third by 2025 | Idea Store Strategy | Risk of funding or delivery would mean reconfiguration of other developments to deliver the required library space |
| Utilities, Flooding | | | | | | | | | |
| Electricity – sub-station upgrades in Bow and Isle of Dogs, West Ham | Yes | Necessary | National Grid | Developers and service providers, through the Development Management process | National Grid responsible for costs and funding | Bow, Isle of Dogs | To be delivered in line with development | 2004 Utilities Study | Risk mitigation through ongoing monitoring of development assumptions and liaison with providers and developers |

| Item | Linked to CS growth ? (Y/N & policy) | Priority (critical necessary, preferred) | Who? (lead and other delivery partners) | How? (delivery mechanism) | Cost | Where? (location) | When? (timescale) | Baseline source | Risks/ contingency |
|---|--------------------------------------|--|---|---|--|---|---|--------------------------------------|---|
| Gas – local infrastructure work may be needed in Isle of Dogs | Yes | Necessary | National Grid | Developers and service providers, through the LBTH Development Management process | National Grid responsible for costs and funding | Isle of Dogs | To be delivered in line with development | 2004 Utilities Study | Risk mitigation through ongoing monitoring of development assumptions and liaison with providers and developers |
| Water – Thames Tunnel Project, Sewer Improvement Projects, Victorian Mains Replacement and maintenance projects | Yes SP04 | Necessary | Thames Water | Thames Water | Thames Water, subject to Ofwat funding | The Thames Tunnel will be constructed and located under the River Thames, from West London to Beckton Sewage Treatment Works, and will include connections to the Holloway Storm Relief and North East Storm Relief Combined Sewer Overflows; both located in the borough | The anticipated completion date for the Thames Tunnel is 2020 | Thames Water Business Plan 2010-2015 | Risk to funding. Contingency is to review capital programme and assess priorities for investment |
| Flooding – Surface water drainage improvements | Yes SP04 | Necessary | Environment Agency | Responsibility of riparian owners with cooperation from Environment Agency | To be confirmed when project is specified in more detail | Leven Road | Te be confirmed in negotiation with LBTH | TE2100, LB Tower Hamlets SFRA | Risk to funding. Contingency is to review capital programme and assess priorities for investment |

Housing investment and delivery programme

| Programme | Lead | Partners | Timescale |
|--|------|---------------------------------|----------------|
| Blackwall Reach Regeneration Programme | LBTH | HCA | Being prepared |
| Borough Investment Plan (Tower Hamlets Housing Investment Programme) | LBTH | HCA / RSL / Tower Hamlets Homes | March 2011 |
| Housing estate regeneration projects | LBTH | HCA / RSL / Tower Hamlets Homes | Ongoing |
| Ocean Estate Regeneration Programme | LBTH | HCA | Ongoing |

Housing trajectory 2010 - 2025

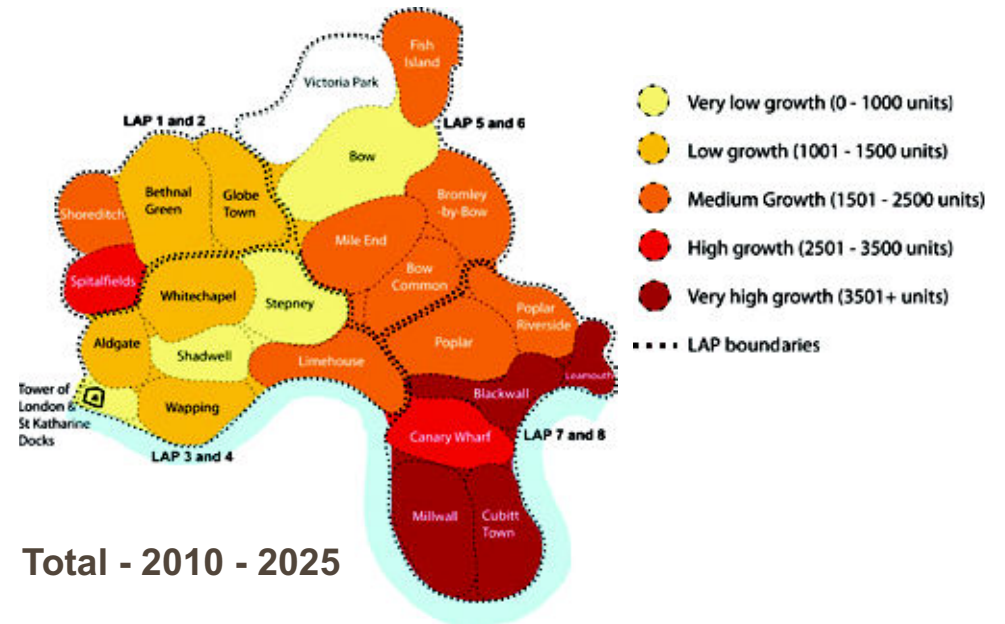
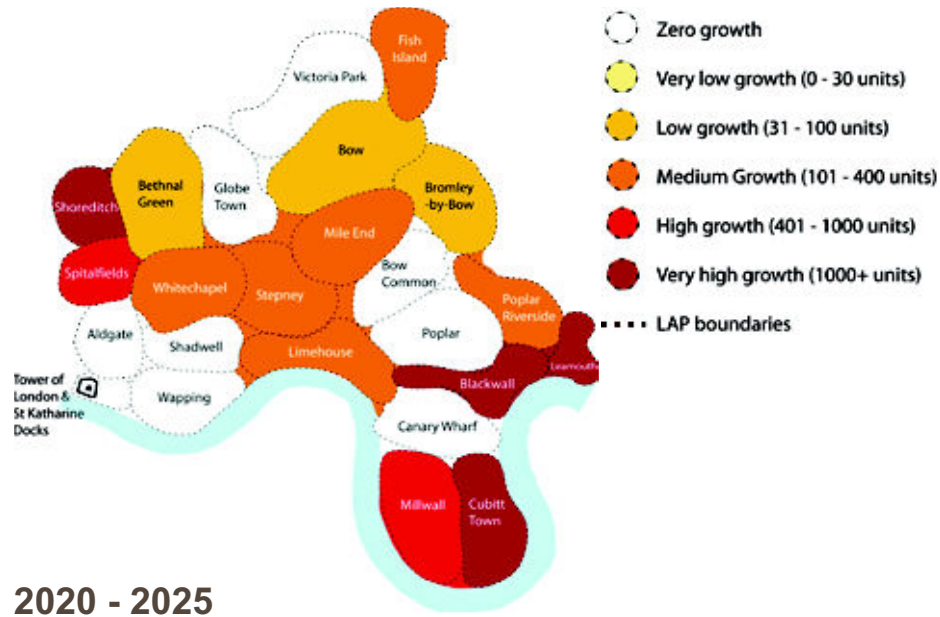
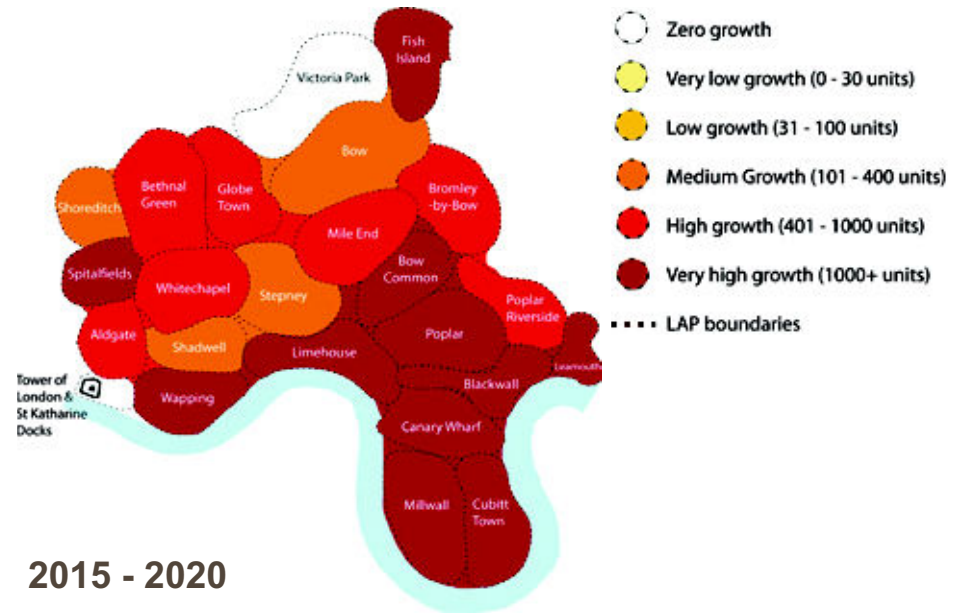
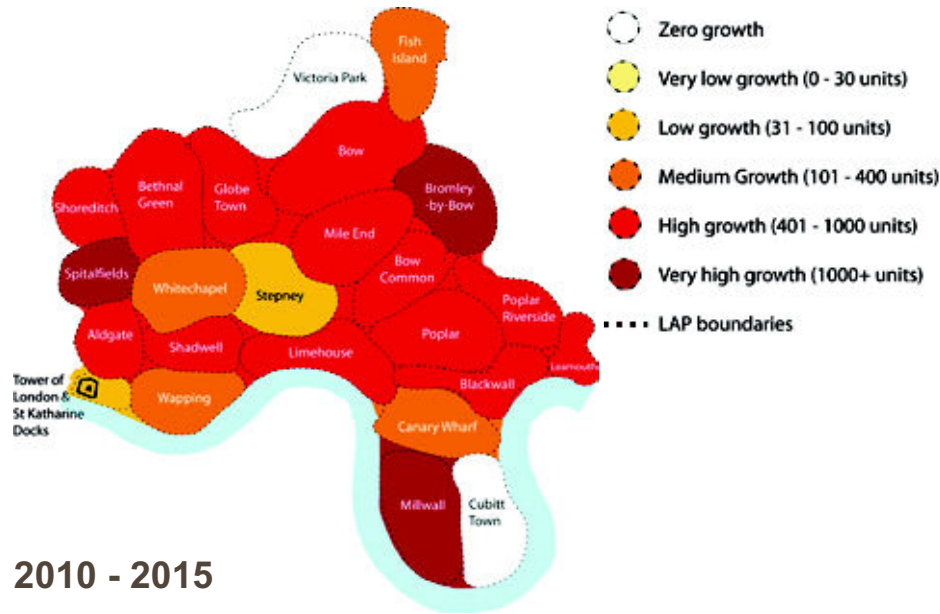
These figures are based on expected net additional housing delivery over the next 15 years. The Planning for Population Change and Growth model considers sites with planning permission along with potential development sites. The model looks at proposed and preferred land uses, as well as density assumptions, to provide a range of housing outputs over the period 2010-2025. The tables below reflect the higher density assumptions and are broadly in line with the housing delivery target set out in the proposed London Plan. The Planning for Population Change and Growth model is a 'live' model which is updated regularly with development and population information. Regular monitoring through the Annual Monitoring Report will indicate progress against the London Plan target. It should be noted the Planning for Population Change and Growth model is constrained by sites delivering 10 or more new homes.

| Paired LAP areas | Homes |
|----------------------------|---------------|
| LAPs 1 & 2 | 8,830 |
| LAPs 3 & 4 | 4,490 |
| LAPs 5 & 6 | 8,220 |
| LAPs 7 & 8 | 21,630 |
| Tower Hamlets Total | 43,170 |

* Total housing numbers will be confirmed in the Fish Island AAP

| | Total new homes | | | |
|--------------|-----------------|---------------|--------------|---------------|
| | 2010-2015 | 2015-2020 | 2020-2025 | Total |
| LAPs 1&2 | 3,340 | 3,500 | 1,990 | 8,830 |
| LAPs 3&4 | 1,060 | 2,990 | 440 | 4,490 |
| LAPs 5&6 | 3,120 | 4,520 | 570 | 8,220 |
| LAPs 7&8 | 6,410 | 10,440 | 4,790 | 21,630 |
| Total | 13,930 | 21,450 | 7,790 | 43,170 |

| Place | Homes | | | |
|------------------------|---------------|---------------|--------------|---------------|
| | 2010 - 2015 | 2015 - 2020 | 2020 - 2025 | Total |
| Aldgate | 510 | 720 | - | 1,230 |
| Bethnal Green | 540 | 620 | 40 | 1,200 |
| Blackwall and Leamouth | 520 | 1,650 | 1,880 | 4,050 |
| Bow | 470 | 140 | 40 | 650 |
| Bow Common | 750 | 1,150 | - | 1,900 |
| Bromley by Bow | 1,020 | 730 | 70 | 1,820 |
| Canary Wharf | 260 | 2,380 | - | 2,640 |
| Cubitt Town | - | 2,580 | 1,610 | 4,190 |
| Fish Island * | 150 | 2,020 | 230 | 2,400 |
| Globe Town | 460 | 660 | - | 1,120 |
| Limehouse | 410 | 1,020 | 370 | 1,800 |
| Mile End | 940 | 480 | 340 | 1,760 |
| Millwall | 3,720 | 1,480 | 950 | 6,150 |
| Poplar | 590 | 1,040 | - | 1,630 |
| Poplar Riverside | 910 | 680 | 270 | 1,860 |
| Shadwell | 440 | 270 | - | 710 |
| Shoreditch | 420 | 390 | 1,030 | 1,840 |
| Spitalfields | 1,270 | 1,060 | 520 | 2,850 |
| Stepney | 50 | 270 | 150 | 470 |
| Tower of London | 90 | - | - | 90 |
| Victoria Park | - | - | - | - |
| Wapping | 190 | 1,280 | - | 1,470 |
| Whitechapel | 220 | 830 | 290 | 1,340 |
| Totals | 13,930 | 21,450 | 7,790 | 43,170 |



Policy and strategy programmes

| Programme / project | Lead | Partners | Timescale |
|---|-------------------|---|--|
| Air Quality Action Plan | LBTH | | Adopted December 2003 |
| Borough Investment Plan (Tower Hamlets Housing Investment Programme) | LBTH | HCA | Being prepared for March 2011 |
| Building for Life | CABE | Borough's (through assessment in the AMR) | Published 2008 |
| Carbon Management Programme | LBTH | Carbon Trust | Adopted April 2009 |
| City Fringe Opportunity Area Planning Framework | GLA | LB Tower Hamlets, Corporation of London, LB Islington, LB Hackney | Being prepared for 2010 |
| Clear Zone Plan | LBTH | | Being prepared for late 2010 |
| Climate Change Action Plan | GLA | Boroughs | Adopted 2007 |
| Climate Change Adaptation Strategy | GLA | Boroughs | Adopted 2008 |
| Climate Change Mitigation and Energy Strategy | GLA | Boroughs | Being prepared for late 2010 |
| Climate Change Strategy | LBTH | | Being prepared for September 2010 |
| Code for Sustainable Homes | DCLG | Boroughs | Published February 2008 |
| Conservation Area Character Statements and Management Plans | LBTH | | Adopted 2007, 2008 and 2009 |
| Conservation Strategy | LBTH | | Being prepared for July 2010 |
| Council Asset Management Strategy | LBTH | Tower Hamlets Partnership | Being prepared |
| Development Management DPD | LBTH | | Being prepared for 2012 |
| Employment Strategy | LBTH | | Adopted November 2008 |
| Enterprise Strategy | LBTH | | Being prepared |
| Health and Well-being Strategy | NHS Tower Hamlets | LB Tower Hamlets | February 2006, currently being revised |
| Housing Strategy | LBTH | Housing Associations, HCA | Adopted 2009 |
| Idea Store Strategy | LBTH | | Adopted April 1999. Updated January 2002 |
| Local Biodiversity Action Plan | LBTH | | Adopted in September 2009 |
| Local Implementation Plan | LBTH | Transport for London | Adopted 2005/06 Revision planned in 2010 |
| London Housing Design Guide | GLA | Boroughs | Draft published July 2009 |
| London Plan | GLA | Boroughs | Adopted 2008 |
| Lower Lea Valley Opportunity Area Planning Framework | GLA | LTGDC, Tower Hamlets, Hackney | Adopted 2007 |

| | | | |
|--|---------------|---|---|
| Making Connections | LBTH | | Adopted 2008 |
| Market Strategy | LBTH | | Adopted February 2010 |
| Mayor's Transport Strategy | GLA | Boroughs | Being prepared |
| Mayors Economic Strategy | GLA | Borough's | Being prepared |
| Olympic Legacy Strategic Planning Guidance | GLA | LB Tower Hamlets, Corporation of London, LB Islington, LB Hackney, LTGDC, ODA, | Being prepared for consultation in summer 2010 |
| Open Space Strategy | LBTH | | Adopted in 2006. Revision planned in 2010 |
| Proposals Map | LBTH | | IPG 2007. Being revised to support other DPD's for 2012 |
| Public Realm Strategy | LBTH | RSL's, Tower Hamlets Homes | Being prepared for late 2010 |
| Regeneration Strategy | LBTH | | Adopted 2005 |
| Site and Placemaking DPD | LBTH | | Being prepared for 2012 |
| Sporting Places – A Leisure Facilities Strategy for the LBTH | LBTH | | Adopted 2009 |
| Tower Hamlets Community Plan | Tower Hamlets | | 2008/09 Issue |
| Town Centre Spatial Strategy | LBTH | | Completed July 2009 |
| Waste Municipal Waste Management Strategy | LBTH | | Adopted 2003. Revision planned for July 2010 |

Tower Hamlets Green Grid

| Programme / project | Lead | Partners | Timescale |
|--|-------|----------|---------------------------------|
| FAT Walk | LTGDC | | Being prepared for 2012 |
| Lee Valley Regional Park Development Framework | LVRPA | | Being prepared |
| Tower Hamlets Green Grid | LBTH | | Expected completion in May 2010 |

Appendix Three Monitoring Framework

The Monitoring Framework sets out whether the Core Strategy is achieving the overall vision of reinventing the hamlets and the strategic objectives that comprise the vision. This framework highlights the strategic outcomes that the council wish to see, the indicators that will be used to monitor and any targets that we seek to achieve. Through the Annual Monitoring Report these objectives and outcomes will be monitored to ensure the Core Strategy is delivering its vision.

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|--------------------------------|---|---|--|---|
| Reinventing the hamlets | | | | |
| Strategic Objective 1 | Excellent regional, national and global connections | COI BD1 – Employment floor-space targets COI H2 – Annual housing targets | Monitor Trend 2,865 new additional homes per year | Borough-wide Borough-wide |
| Strategic Objective 2 | Benefiting from the Olympic legacy | LOI 1 – Satisfaction with the built environment LOI 2 – New job creation LOI 16 – Perception of quality of sport facilities | Monitor trend Monitor trend At least 50% | Borough-wide Borough-wide Borough-wide |
| Strategic Objective 3 | Healthy and sustainable environment | LOI 15 – Green Flag Awards LOI 16 – Leisure facilities quality LOI 17 – GPs per 1000 pop LOI 22 – Open Space LOI 23 – Local Nature Reserves LOI 25 – Green Chains LOI 26 – River water quality LOI 30 – Cycle and pedestrian network LOI 34 – Perception of safety SEI 1 – Life expectancy | 1 additional park per year At least 50% At least 59 per 100k pop 1.2 ha/1000 pop No net loss No net loss No drop below 2004 levels Increase of at least 1% 10% improvement over lifetime of plan 10% reduction in gap between LBTH and national average | Borough-wide Borough-wide Borough-wide Borough-wide Local Nature Reserves Borough-wide Borough-wide Borough-wide Borough-wide Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|---------------------------------------|--|--|--|--|
| | | SEI 5 – Libraries visits SEI 6 – Leisure centres visits SEI 14 – Air pollution SEI 15 – Noise pollution NEW – Number libraries/Idea Stores | 10,000 visits per 1000 pop Resident leisure facility use – 1.5m visits per year Less than 35 days per year Reduction in complaints received the previous year Monitor amount | Borough-wide Borough-wide Identified hot-spots Identified hot-spots Town centres |
| Refocusing on our town centres | | | | |
| Strategic Objective 4 | Successful town centres | COI BD4 - Town centre uses LOI 4 – Vacant office floor space LOI 5 – New businesses LOI 8 - Town centre vacancy rates LOI 9 - Change of use to A3, A4 & A5 | N/A Less than 24% Not below 2005 levels Less than 8% Monitor trend | Town centres Town centres Borough-wide Town centres Town centres |
| Strategic Objective 5 | Active town centre edges and main routes | COI BD4 - Town centre uses LOI 5 – New businesses LOI 8 - Town centre vacancy rates | N/A Not below 2005 levels Less than 8% | Town centres Town centres Town centres |
| Strategic Objective 6 | Complementary uses to support town centres | COI H2 - Annual housing targets LOI 22 - Open space | 2,865 new additional homes per year 1.2 ha/1000 pop | Borough-wide Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|---|---|--|---|--------------------------------------|
| Strengthening Neighbourhood Well-Being | Strategic Objective 7 New housing | COI H2 - Additional housing | 2,865 new additional homes per year | Borough-wide |
| | | COI H5 - Affordable housing | 35%-50% affordable homes (10 units & above) | Borough-wide |
| | | LOI 10 - Social rented family housing | 45% | Borough-wide |
| | | LOI 11 - Intermediate & market family housing | 30% | Borough-wide |
| | | LOI 14 - Loss of housing | No net loss | Borough-wide |
| | | LOI 41 – Affordable housing | Increase in the number of units per year | Borough-wide |
| | | LOI 43 - Student accommodation | Monitor amount | Borough-wide |
| | Strategic Objective 8 Appropriate types of housing | COI H4 – Gypsies and Travellers | London Plan targets | Borough-wide |
| | | COI H5 - Affordable housing | 35%-50% affordable homes (10 units & above) | Borough-wide |
| | | LOI 10 - Social rented family housing | 45% | Borough-wide |
| | LOI 11 - Intermediate & market family housing | 30% | Borough-wide | |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|------------------------|--|--|---|---|
| Strategic Objective 9 | High quality housing | COI H6 – Building for Life SEI 3 – Non decent Local Authority housing SEI 16 – Energy efficiency | 60% of all new homes No more than 60% 30% reduction in domestic energy consumption by 2010 | Borough-wide Borough-wide Borough-wide |
| Strategic Objective 10 | Improved health and well-being of local people | LOI 16 – Leisure facilities quality LOI 17 – GPs per 1000 pop LOI 22 – Open Space LOI 23 – Local Nature Reserves LOI 25 – Green Chains LOI 30 – Cycle and pedestrian network LOI 34 – Perception of safety LOI 35 – Number of burglaries SEI 1 – Life expectancy | At least 50% At least 59 per 100k pop 1.2 ha/1000 pop No net loss No net loss Increase of 1% per annum 100% improvement until 2025 No more than 18.5 10% reduction in gap between LBTH and national average | Borough-wide Borough-wide Borough-wide Local Nature Reserves Borough-wide Borough-wide Borough-wide Borough-wide Borough-wide |
| Strategic Objective 11 | Adequate social infrastructure | SEI 6 – Leisure centres visits SEI 11 - % residents claiming employment related benefits SEI 4 – Primary Care facilities SEI 5 – Libraries visits SEI 6 – Leisure centres visits | 1.5m visits to leisure centres per year No more than 8% 10 over the lifetime of the plan 10k visits to libraries 1.5m visits to leisure centres | Borough-wide Borough-wide Borough-wide Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|------------------------|---|---|---|--|
| Strategic Objective 12 | High quality, well connected green and blue spaces Improved biodiversity | LOI 42 - Financial contribution for health from new housing | Increase per annum | Borough-wide |
| | | COI E2 – Biodiversity areas LOI 15 – Green Flag Awards | No loss N/A | Biodiversity areas Borough-wide |
| | | LOI 22 – Open Space LOI 23 – Local Nature Reserves LOI 24 – Sites of Nature Conservation Importance LOI 25 – Green Chains LOI 30 – Cycle and pedestrian network | 1.2 ha/1000 pop No net loss No net loss No net loss Increase of at least 1% per annum | Borough-wide Local Nature Reserves Sites of Nature Conservation Importance Borough-wide Borough-wide |
| Strategic Objective 13 | Flooding prevention, mitigation and adaptation | SEI 19 – population of species within Local Biodiversity Action Plan | No net loss | Borough-wide |
| | | COI E1 – Planning permissions granted contrary to Environment Agency flooding guidance LOI 22 – Open Space SEI 20 – sequential testing | Annual decrease 1.2 ha/1000 pop 0% | Borough-wide Borough-wide Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|--|---|--|---|--|
| Strategic Objective 14 | Sustainable waste management | COI E3 – renewable energy generation COI W1 – New waste management facilities COI W2 – Amount of municipal waste SEI 17 – Household recycling | N/A N/A N/A 30% increase by 2016 | Borough-wide Borough-wide Borough-wide Borough-wide |
| Enabling Prosperous Communities | | | | |
| Strategic Objective 15 | Successful global economic centres Vibrant local economy | COI BD1 – Additional employment floorspace COI BD3 – Employment Land COI BD4 - Town centre uses LOI 2 – New job creation LOI 4 – Vacant office floorspace LOI 5 – New businesses LOI 6 – Vacancy levels in SIL / LIL LOI 7 – New hotel rooms LOI 8 - Town centre vacancy rates SEI 11 – Residents claiming employment related benefits SEI 13 - % residents working in the borough | N/A N/A N/A Monitor trend Less than 25% Not below 2005 levels Less than 25% 100 rooms per year Less than 8% Less than 8% Higher than London average | Borough-wide Borough-wide Borough-wide Town centres Borough-wide SIL / LIL CAZ, AA, town centres Town centres Borough-wide Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|------------------------|--|---|---|--|
| Strategic Objective 16 | Successful businesses in appropriate locations | COI BD4 - Town centre uses LOI 4 – Vacant office floorspace LOI 5 – New businesses | N/A Less than 25% Not below 2005 levels | Borough-wide Town centres Borough-wide |
| Strategic Objective 17 | Improved skills of local people Lower levels of worklessness among local people | LOI 19 – Population with no formal qualifications LOI 20 – Young people not in education, employment or training LOI 21 – Enrolments on adult education courses SEI 11 – Residents claiming employment related benefits SEI 13 - % residents working in the borough | Less than 25% Less than 10% 80 per year Less than 8% Higher than London average | Borough-wide Borough-wide Borough-wide Borough-wide Borough-wide |
| Strategic Objective 18 | Improved skills of local people Vibrant local economy | LOI 19 – Population with no formal qualifications LOI 20 – Young people not in education, employment or training LOI 21 – Enrolments on adult education courses SEI 11 – Residents claiming employment related benefits SEI 13 - % residents working in the borough | Less than 25% Less than 10% 80 per year Less than 8% Higher than London average | Borough-wide Borough-wide Borough-wide Borough-wide Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|--------------------------------------|---|--|--|--|
| Designing a High Quality City | | | | |
| Strategic Objective 19 | High quality and accessible sustainable transport network | LOI 28 – Car free agreements LOI 29 – Travel plans submitted LOI 31 – Levels of satisfaction with public transport | At least 60% of all major applications 100% of major applications At least 80% | Borough-wide Borough-wide Borough-wide |
| Strategic Objective 20 | Connected and legible streets and spaces | LOI 1 – Satisfaction with the built environment LOI 25 – Green Chains LOI 30 – Pedestrian / cycle network LOI 34 – Perception of safety | Monitor trend No net loss Increase of at least 1% per annum 10% up to 2025 | Borough-wide Borough-wide Borough-wide Borough-wide |
| Strategic Objective 21 | High quality public realm | LOI 1 – Satisfaction with the built environment LOI 25 – Green Chains LOI 30 – Pedestrian / cycle network LOI 34 – Perception of safety | 10% up to 2025 No net loss Increase of at least 1% per annum 10% up to 2025 | Borough-wide Borough-wide Borough-wide Borough-wide |
| Strategic Objective 22 | Protected and enhanced heritage assets | LOI 36 – Number of conservation areas and extent LOI 39 – Listed Buildings at risk NEW – Locally listed buildings | Not below 50 and monitor area Less than London average Monitor amount | Conservation areas Borough-wide Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|------------------------|---|--|--|--|
| Strategic Objective 23 | Well designed buildings and places | COI H6 – Building for Life LOI 1 – Satisfaction with the built environment | 60% of all new homes Monitor trend | Borough-wide Borough-wide |
| | Tall buildings in appropriate locations | LOI 15 – Green Flag Awards LOI 32 – Accessible Local Authority buildings LOI 34 – Perception of safety LOI 36 – Number of conservation areas and extent | 1 additional park each year 100% 10% up to 2025 Not below 50 and monitor area | Borough-wide Borough-wide Borough-wide Conservation areas |
| | | SEI 3 – Non decent local authority homes | Less than 60% | Borough-wide |
| | | SEI 16 – Domestic energy efficiency improvements | 30% reduction by 2010 | Borough-wide |
| Strategic Objective 24 | Reduction in carbon emissions | SEI 16 – Domestic energy efficiency improvements | 30% reduction by 2010 | Borough-wide |
| | | COI E3 – Renewable energy generation | N/A | Borough-wide |
| | | COI W1 – New waste management facilities | N/A | Borough-wide |
| | | SEI 17 – Household recycling | 30% by 2016 | Borough-wide |

| Where we want to be | What are the outcomes we want? | What are the indicators we will use to monitor the desired outcomes? | What are the targets for the outcomes? | What areas do the targets relate to? |
|-------------------------------|---|--|--|--|
| Delivering Placemaking | | | | |
| Strategic Objective 25 | Successful, vibrant, locally distinct and integrated places | COI H6 – Building for Life LOI 1 – Satisfaction with the built environment LOI 8 – Town centre vacancy rates LOI 31 – Satisfaction with public transport SEI 21 – Perception of public influence | 60% of all new homes Monitor trend Less than 8% At least 80% 80% | Borough-wide Borough-wide Town centres Borough-wide Borough-wide |

Appendix Four Town Centre Hierarchy

| Town centre hierarchy | Within which place? | Spatial type |
|--|---|---|
| Central Activities Zone Frontage (CAZ) | | |
| Wentworth Street | | Pervasive |
| Activity Area | | |
| City Fringe Activity Area | Spitalfields, Shoreditch, Aldgate, Whitechapel, Bethnal Green | Pervasive |
| Canary Wharf Activity Area | Canary Wharf, Millwall and Cubitt Town | Pervasive |
| Major Town Centre | | |
| Canary Wharf | Canary Wharf | Pod (needs to become more integrated however) |
| District Town Centre | | |
| Whitechapel | Whitechapel | Online |
| Bethnal Green | Bethnal Green | Online |
| Roman Road East | Bow | Online |
| Roman Road West | Globe Town | Online |
| Watney Market | Shadwell | Online-Offline |
| Chrip Street | Poplar | Online-Offline |
| Crossharbour | Cubitt Town | Pod |
| Brick Lane | Spitalfields | Online |
| Bromley-by-Bow | Bromley-by-Bow | Online-Offline |
| Neighbourhood Town Centre | | |
| Columbia Road | Shoreditch | Online |
| Wapping Lane | Wapping | Online |
| Ben Jonson Road | Stepney | Online-Offline |
| Manchester Road | Cubitt Town | Online |
| Stroudley Walk | Bromley-by-Bow | Online-Offline |
| Mile End | Mile End | Online-Offline |
| Devons Road | Bow Common | Online |

| Town centre hierarchy | Within which place? | Spatial type |
|-----------------------|---------------------|----------------|
| Aberfeldy Street | Poplar Riverside | Online-Offline |
| Cambridge Heath | Bethnal Green | Online |
| Poplar High Street | Blackwall | Online |
| Stepney Green | Stepney | Online-Offline |
| Limehouse Station | Limehouse | Online |
| Thomas More | Wapping | Online-Offline |
| Hackney Wick | Fish Island | Online-Offline |
| Barkantine Estate | Millwall | Online-Offline |
| Westferry Road | Millwall | Online-Offline |
| Salmon Lane | Limehouse | Online-Offline |

*For designation criteria please see the Town Centre Spatial Strategy

| Previous town centre hierarchy | | | |
|--|-------------------------------------|--------------------|-----------------|
| Central Activities Zone Frontage (CAZ) | | | |
| Wentworth Street | | | |
| Major Town Centre | | | |
| Canary Wharf | | | |
| District Town Centre | | | |
| Whitechapel | Watney Market | Roman Road East | Crossharbour |
| Bethnal Green | Chrisp Street | Roman Road West | |
| Neighbourhood Town Centre | | | |
| Columbia Road | Stroudley Walk | Poplar High Street | Westport Street |
| Wapping Lane | Barkantine Estate | Whitehorse Lane | Westferry Road |
| Ben Jonson Road | Aberfeldy Street | Castalia Square | Salmon Lane |
| Manchester Road | Cambridge Heath Road /Cleveland Way | O'Leary Square | Brick Lane |

Appendix Five Superseded policies

The table below sets out which policies within the Core Strategy DPD replace those contained within the Unitary Development Plan (UDP) and Interim Planning Guidance (IPG) documents. Where component parts of policies are retained/removed their identification numbers are stated.

The retained saved UDP and IPG policies will remain saved and used for the purposes of development decisions until they are replaced by subsequent policies within future Development Plan Documents (DPD) such as the Development Management DPD, Sites and Placemaking DPD and Proposals Map.



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| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------|--------|--------|------------------------|
| ST1 | | | N/A |
| ST12 | | | SP03 |
| ST15 | | | SP06 SP07 |
| ST17 | | | SP06 |
| ST23 | | | SP02 |
| ST25 | | | SP02 SP03 SP08 |
| ST26 | | | N/A |
| ST28 | | | SP08 |
| ST30 | | | SP09 |
| ST34 | | | SP01 |
| ST35 | | | N/A |

| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------|--------|--------|------------------------|
| ST37 | | | SP04 |
| ST41 | | | N/A |
| ST43 | | | N/A |
| ST45 | | | SP07 |
| ST46 | | | SP07 |
| ST47 | | | SP07 |
| ST49 | | | SP03 |
| ST50 | | | SP03 |
| ST51 | | | N/A |
| ST55 | | | N/A |
| DEV 1 | | | SP09 SP10 |

| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------|--------|--------|------------------------|
| DEV2 | | | SP03 SP04 SP10 |
| DEV3 | | | SP01 SP02 SP06 |
| DEV4 | | | SP13 |
| DEV8 | | | SP10 |
| DEV9 | | | SP09 SP10 |
| DEV10 | | | N/A |
| DEV12 | | | N/A |
| DEV14 | | | N/A |
| DEV15 | | | N/A |
| DEV17 | | | SP09 |
| DEV19 | | | N/A |
| DEV20 | | | N/A |
| DEV21 | | | N/A |
| DEV22 | | | N/A |
| DEV23 | | | N/A |
| DEV24 | | | N/A |
| DEV27 | | | SP10 |
| DEV28 | | | SP10 |
| DEV30 | | | SP10 |
| DEV31 | | | SP10 |
| DEV32 | | | SP10 |
| DEV33 | | | SP10 |
| DEV34 | | | SP10 |
| DEV35 | | | SP10 |
| DEV37 | | | SP10 |
| DEV42 | | | SP10 |
| DEV43 | | | SP10 |
| DEV44 | | | SP10 |

| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------|--------|--------|------------------------|
| DEV46 | | | SP04 |
| DEV48 | | | SP04 |
| DEV49 | | | SP04 |
| DEV50 | | | SP03 |
| DEV51 | | | N/A |
| DEV52 | | | N/A |
| DEV53 | | | N/A |
| DEV54 | | | N/A |
| DEV55 | | | SP05 |
| DEV56 | | | SP05 |
| DEV57 | | | SP04 |
| DEV60 | | | SP04 |
| DEV61 | | | SP04 |
| DEV63 | | | SP04 |
| DEV64 | | | SP04 |
| DEV65 | | | SP04 |
| DEV66 | | | SP04 |
| DEV69 | | | SP04 |
| CAZ 1 | | | SP01 SP06 SP12 |
| CAZ 4 | | | SP01 |
| EMP1 | | | SP06 |
| EMP3 | | | SP06 |
| EMP5 | | | SP06 SP07 |
| EMP6 | | | SP07 |
| EMP7 | | | SP06 |
| EMP8 | | | SP06 |
| EMP10 | | | SP06 |
| EMP11 | | | SP06 |

| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------|--------|--------|------------------------|
| EMP12 | | | SP06 |
| EMP13 | | | SP02 SP06 |
| HSG4 | | | SP02 |
| HSG6 | | | SP02 |
| HSG7 | | | SP02 |
| HSG12 | | | SP02 |
| HSG13 | | | SP02 |
| HSG14 | | | SP02 |
| HSG15 | | | SP02 |
| HSG16 | | | SP02 |
| HSG21 | | | N/A |
| T1 | | | SP08 |
| T3 | | | SP08 |
| T6 | | | N/A |
| T7 | | | SP09 |
| T8 | | | SP09 |
| T10 | | | SP09 |
| T16 | | | SP09 |
| T18 | | | SP09 |
| T19 | | | SP08 SP09 |
| T21 | | | SP09 |
| T25 | | | SP05 |
| T26 | | | SP05 |
| T27 | | | N/A |
| S1 | | | SP01 |
| S2 | | | SP01 |
| S4 | | | SP01 |
| S5 | | | SP01 |

| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------|--------|--------|------------------------|
| S7 | | | N/A |
| S8 | | | N/A |
| S9 | | | SP01 |
| S10 | | | N/A |
| S11 | | | N/A |
| S13 | | | N/A |
| OS1 | | | SP0 |
| OS4 | | | N/A |
| OS6 | | | SP04 |
| OS7 | | | SP04 |
| OS8 | | | SP03 |
| OS9 | | | SP02 |
| OS13 | | | SP03 |
| OS14 | | | SP04 |
| ART1 | | | N/A |
| ART2 | | | N/A |
| ART3 | | | N/A |
| ART6 | | | N/A |
| ART7 | | | SP06 |
| ART10 | | | N/A |
| EDU1 | | | SP07 |
| EDU2 | | | SP07 |
| EDU6 | | | SP07 |
| EDU7 | | | N/A |
| EDU8 | | | SP07 |
| EDU10 | | | N/A |
| SCF1 | | | SP03 |
| SCF2 | | | SP03 |

| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|---------------------------------------|
| SCF7 | | | SP03 |
| SCF8 | | | SP03 |
| SCF11 | | | SP03 |
| SCF12 | | | SP03 |
| U1 | | | IDP |
| U2 | | | SP04 IDP |
| U3 | | | SP04 |
| U10 | | | IDP |
| U12 | | | IDP |
| U13 | | | IDP |
| | | | |
| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
| CP1 | | | All |
| CP2 | | | All |
| CP3 | | | All |
| CP4 | | | SP10 |
| CP5 | | | SP03 SP05 SP04 SP07 SP08 SP11 SP13 |
| CP6 | | | SP12 |
| CP7 | | | SP06 SP07 |
| CP8 | | | SP06 SP12 |
| CP9 | | | SP06 |
| CP10 | | | SP06 |
| CP11 | | | SP06 |
| CP12 | | | SP06 |
| CP13 | | | SP06 |
| CP14 | | | N/A |

| UDP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------|--------|--------|------------------------|
| CP15 | | | SP01 |
| CP16 | | | SP01 |
| CP17 | | | SP03 SP12 |
| CP18 | | | SP01 |
| CP19 | | | SP02 |
| CP20 | | | SP02 |
| CP21 | | | SP02 |
| | | | |

| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|------------------------|
| CP22 | | | SP02 |
| CP23 | | | SP02 |
| CP24 | | | SP02 |
| CP25 | | | SP02 |
| CP26 | | | SP02 |
| CP27 | | | SP03 |
| CP28 | | | SP03 |
| CP29 | | | SP07 |
| CP30 | | | SP04 |
| CP31 | | | SP04 |
| CP32 | | | SP04 |
| CP33 | | | SP04 |
| CP34 | | | SP04 |
| CP35 | | | SP04 |
| CP36 | | | SP04 |
| CP37 | | | SP04 |
| CP38 | | | SP11 |
| CP39 | | | SP05 |

| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|------------------------|
| CP40 | | | SP08 SP09 |
| CP41 | | | SP01 SP08 SP09 |
| CP42 | | | SP09 |
| CP43 | | | SP08 |
| CP44 | | | SP05 |
| CP45 | | | SP09 |
| CP46 | | | SP09 |
| CP47 | | | SP09 |
| CP48 | | | SP10 |
| CP49 | | | SP10 |

| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|------------------------|
| CP50 | | | SP10 |
| DEV1 | | | SP02 |
| DEV2 | | | SP10 SP12 |
| DEV3 | | | SP10 |
| DEV4 | | | SP10 |
| DEV5 | | | SP11 |
| DEV6 | | | SP11 |
| DEV7 | | | SP04 |
| DEV8 | | | SP04 |
| DEV9 | | | SP05 SP11 |
| DEV10 | | | SP03 |
| DEV11 | | | SP03 |
| DEV12 | | | SP05 |
| DEV13 | | | N/A |
| DEV14 | | | N/A |
| DEV15 | | | SP05 SP11 |

| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|------------------------|
| DEV16 | | | SP09 |
| DEV17 | | | N/A |
| DEV18 | | | N/A |
| DEV19 | | | SP09 |
| DEV20 | | | SP03 SP05 |
| DEV21 | | | SP04 |
| DEV22 | | | N/A |
| DEV23 | | | N/A |
| DEV24 | | | N/A |
| DEV25 | | | N/A |
| DEV26 | | | N/A |
| DEV27 | | | SP10 |

| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|------------------------|
| EE1 | | | SP06 |
| EE2 | | | SP06 |
| EE3 | | | SP01 SP06 |
| EE4 | | | SP06 |
| RT1 | | | SP01 |
| RT2 | | | SP01 |
| RT3 | | | SP01 |
| RT4 | | | SP01 |
| RT5 | | | SP01 SP03 |
| RT6 | | | N/A |
| HSG1 | | | SP02 |
| HSG2 | | | SP02 |
| HSG3 | | | SP02 |
| HSG4 | | | SP02 |

| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|------------------------|
| HSG5 | | | SP02 |
| HSG6 | | | SP02 |
| HSG7 | | | SP02 |
| HSG8 | | | SP02 |
| HSG9 | | | SP02 |
| HSG10 | | | SP02 |
| SCF1 | | | SP03 |
| SCF2 | | | N/A |
| OSN1 | | | SP04 |
| OSN2 | | | SP04 |
| OSN3 | | | SP04 |
| CON1 | | | SP10 |
| CON2 | | | SP10 |
| CON3 | | | SP10 |

| IPG CS Policy | Retain | Remove | CS 2025 Spatial Policy |
|---------------|--------|--------|------------------------|
| CON4 | | | SP10 |
| CON5 | | | SP10 |
| U1 | | | SP03 IDP |
| U2 | | | SP03 IDP |
| U3 | | | N/A |

| IPG City Fringe AAP Policy | Retain | Remove | CS 2025 Spatial Policy |
|----------------------------|---------|--------|------------------------|
| CFR1 | | | SP12 |
| CFR2 | | | SP12 SP08 SP09 |
| CFR3 | | | SP12 SP03 |
| CFR4 | | | SP12 SP03 SP07 |
| CFR5 | | | SP12 SP04 |
| CFR6 | | | SP12 SP03 SP05 IDP |
| CFR7 | | | SP12 SP03 SP05 IDP |
| CFR8 | | | SP12 SP05 |
| CFR9 | | | SP12 SP06 |
| CFR10 | | | SP12 SP02 |
| CFR11 | | | SP12 SP01 SP03 |
| CFR12 | | | SP12 SP10 |
| CFR13 | | | SP12 SP09 |
| CFR14 | | | SP12 |
| CFR15 | | | SP12 SP06 |
| CFR16 | | | SP12 SP02 |
| CFR17 | | | SP12 SP01 SP03 |
| CFR18 | | | SP12 SP10 |
| CFR19 | | | SP12 SP09 |
| CFR20 | | | SP12 |
| CFR21 | | | SP12 SP06 |
| CFR22 | | | SP12 SP02 |
| CFR23 | 1, 3, 4 | 2 | SP12 SP01 SP03 |
| CFR24 | | | SP12 SP10 |
| CFR25 | | | SP12 SP09 |
| CFR26 | | | SP12 |
| CFR27 | | | SP12 SP06 |
| CFR28 | | | SP12 SP02 |

| IPG City Fringe AAP Policy | Retain | Remove | CS 2025 Spatial Policy |
|-----------------------------|----------------------------|--------|--------------------------|
| CFR29 | | | SP12 SP01 SP03 |
| CFR30 | | | SP12 SP10 |
| CFR31 | | | SP12 SP09 |
| CFR32 | | | SP12 |
| CFR33 | | | SP12 SP02 SP06 |
| CFR34 | | | SP12 SP01 SP03 |
| CFR35 | | | SP12 SP10 |
| CFR36 | | | SP12 SP09 |
| CFR37 | | | SP12 |
| CFR38 | | | SP12 SP01 SP02 SP03 SP06 |
| CFR39 | | | SP12 SP10 |
| CFR40 | | | SP12 SP09 |
| CFR41 | | | SP12 |
| IPG Isle of Dogs AAP Policy | Retain | Remove | CS 2025 Spatial Policy |
| IOD1 | 1, 2, 3, 5, 6, 7, 8, 9, 10 | 4 | SP12 |
| IOD2 | | | SP12 SP08 SP09 |
| IOD3 | | | SP12 SP03 |
| IOD4 | | | SP12 SP03 SP07 |
| IOD5 | | | SP12 SP04 |
| IOD6 | | | SP12 SP04 |
| IOD7 | | | SP12 SP04 |
| IOD8 | | | SP12 SP03 SP05 IDP |
| IOD9 | | | SP12 SP05 |
| IOD10 | | | SP12 SP03 IDP |

| IPG Isle of Dogs AAP Policy | Retain | Remove | CS 2025 Spatial Policy |
|-----------------------------|------------------------|--------|------------------------|
| IOD11 | | | SP12 SP01 |
| IOD12 | | | SP12 |
| IOD13 | | | SP12 SP06 |
| IOD14 | | | SP12 SP02 |
| IOD15 | | | SP12 SP01 SP03 |
| IOD16 | | | SP12 SP10 |
| IOD17 | | | SP12 |
| IOD18 | | | SP12SP06 |
| IOD19 | | | SP12 SP02 |
| IOD20 | | | SP12 SP01 SP03 |
| IOD21 | | | SP12 SP10 |
| IOD22 | | | SP12 |
| IOD23 | | | SP12 |
| IOD24 | | | SP12 |
| IOD25 | | | SP12 |
| IOD26 | | | SP12 |
| IPG Leaside AAP Policy | Retain | Remove | CS 2025 Spatial Policy |
| L1 | 1, 2, 3.a, 3.c, 3.d, 5 | 3.b, 4 | SP12 |
| L2 | | | SP12 SP08 |
| L3 | | | SP12 SP09 |
| L4 | | | SP12 SP04 |
| L5 | | | SP12 SP04 |
| L6 | | | SP12 SP04 |
| L7 | | | SP12 SP03 SP07 |
| L8 | | | SP12 SP03 |

| IPG Leaside AAP Policy | Retain | Remove | CS 2025 Spatial Policy |
|------------------------|------------------------|--------|------------------------|
| L9 | | | SP12 SP03 SP05 IDF |
| L10 | | | SP12 SP05 |
| L11 | | | SP12 |
| L12 | | | SP12 SP06 |
| L13 | | | SP12 SP02 |
| L14 | | | SP12 SP09 |
| L15 | | | SP12 SP10 |
| L16 | | | SP12 |
| L17 | 1, 2, 3, 5, 6, 7, 8, 9 | 4 | SP12 |
| L18 | | | SP12 |
| L19 | | | SP12 SP06 |
| L20 | | | SP12 SP02 |
| L21 | 2, 3 | 1 | SP12 SP01 SP03 |
| L22 | | | SP12 SP09 |
| L23 | | | SP12 SP10 |
| L24 | | | SP12 |
| L25 | | | SP12 SP06 |
| L26 | | | SP12 SP01 SP02 |
| L27 | | | SP12 SP10 |
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| L40 | | | SP12 SP01 SP03 |
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| Gujarati | મફત ભાષાંતર માટે ફોન કરો. |
| Punjabi | ਮੁਫਤ ਅਨੁਵਾਦ ਲਈ ਫੋਨ ਕਰੋ |
| Urdu | مفت ترجمے کے لئے ٹیلیفون کیجئے۔ |

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