

# Managing growth and sharing the benefits

Regulation 19 consultation  
October 2017

Tower Hamlets  
Local Plan

# 2031



TOWER HAMLETS



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# CONSULTATION INFORMATION

This six-week consultation is the last chance to comment on the Tower Hamlets Local Plan before it undergoes a public examination.

We want to make sure it is developed in consultation with residents and stakeholders.<sup>1</sup>

This stage builds on the consultation which took place between November 2016 and January 2017 and the findings from our evidence base.

Supporting documents with background information can be found at [www.towerhamlets.gov.uk/localplan](http://www.towerhamlets.gov.uk/localplan).

## When and how to respond

Comments must be given in writing no later than **5pm on Monday 13<sup>th</sup> November 2017**, preferably on-line at <http://towerhamlets-consult.objective.co.uk/portal>. Unfortunately, we are unable to accept late responses.

If you are unable to make comments on-line, please fill in a response form and send it via email ([localplan@towerhamlets.gov.uk](mailto:localplan@towerhamlets.gov.uk)) or post (FREEPOST, Planning Policy Consultation, Strategic Planning, London Borough of Tower Hamlets, PO BOX 55739, London, E14 1BY).

This consultation will give you the opportunity to comment on how the plan has been prepared and its content. All comments should explain whether you think the plan is sound and legally compliant. To be sound, the plan must be:

- positively prepared (e.g. helps meet the targets of the London Plan);
- justified (i.e. the policies in the plan are founded on a robust evidence base);
- effective (i.e. the policies of the plan can be delivered and have been formulated on the basis of joint working with partners); and
- consistent with national policy (i.e. the plan has been prepared in line with the requirements set out in the National Planning Policy Framework).

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<sup>1</sup> Where 'we' is used in this document, this refers to Tower Hamlets London Borough Council.

**Please note: your comments and your name or the organisation you represent will be published on our website.** However, we will not publish personal information, such as telephone numbers or email addresses.

We will be holding workshops during this consultation to explain how you can engage in this process. For further information and details of the workshop and how you can take part in this consultation, please visit our website at [www.towerhamlets.gov.uk/localplan](http://www.towerhamlets.gov.uk/localplan), or call us on 0207 364 5009.

Paper copies of the plan (and the response form) can be seen at the Town Hall (Mulberry Place, Clove Crescent, E14 2BG), libraries and idea stores (as listed at [www.towerhamlets.gov.uk/localplan](http://www.towerhamlets.gov.uk/localplan)).

## Next stages

Your comments will be sent with this version of the Local Plan to the government. The government will appoint an independent planning inspector to examine the plan to ensure it meets with government policy and other legal and procedural criteria. The planning inspector will conduct a series of hearing sessions as part of this process (taking into account the comments we have received on this plan) and publish a report afterwards. This will set out recommendations on how the plan might need to be revised. At this point, we will consider the recommendations of the planning inspector and decide on the best way forward.

If you would like to take part in the examination hearing sessions, please let us know (either on-line or on the response form). For further details on these stages and the timetable leading to adoption, please refer to the Local Development Scheme (see [www.towerhamlets.gov.uk/localplan](http://www.towerhamlets.gov.uk/localplan)).

The Local Plan has been published in line with the requirements set out under regulation 19 of the Town and County Planning Act (Local Plan) (England) Regulations (2012). Once adopted, it will replace the Core Strategy (2010) and Managing Development Document (2013).



**MAYOR'S FOREWORD**

**TO BE INSERTED**

# SECTION 1: SETTING THE SCENE

## Chapter 1: Introduction

1.1 The Local Plan sets out how the borough of Tower Hamlets will grow and develop from now on until 2031. It identifies how many new homes, jobs and services are needed to support our growing population, and where and how they should be provided. It will also shape how our places will look and feel and influence the way that our communities interact with each other and the spaces around them. It also provides a series of policies to ensure development is well-designed, accessible, safe and respects and enhances the environment, and can be delivered alongside new infrastructure and local services.

1.2 Tower Hamlets is one of the fastest growing areas in Europe. In order to keep pace with this change, this plan has been developed to ensure the benefits of this growth can be spread across the entire borough and also coordinate and manage it in a way that can best meet the needs of our communities.

### Context

1.3 The Local Plan has also been prepared in line with the London Plan, relevant acts and regulations and the policies set out in the government's National Planning Policy Framework, with input from local residents, businesses, landowners, neighbouring boroughs, statutory bodies and other interested stakeholders. In particular, it positively responds to the minimum targets for housing and jobs set out in the London Plan<sup>2</sup>.

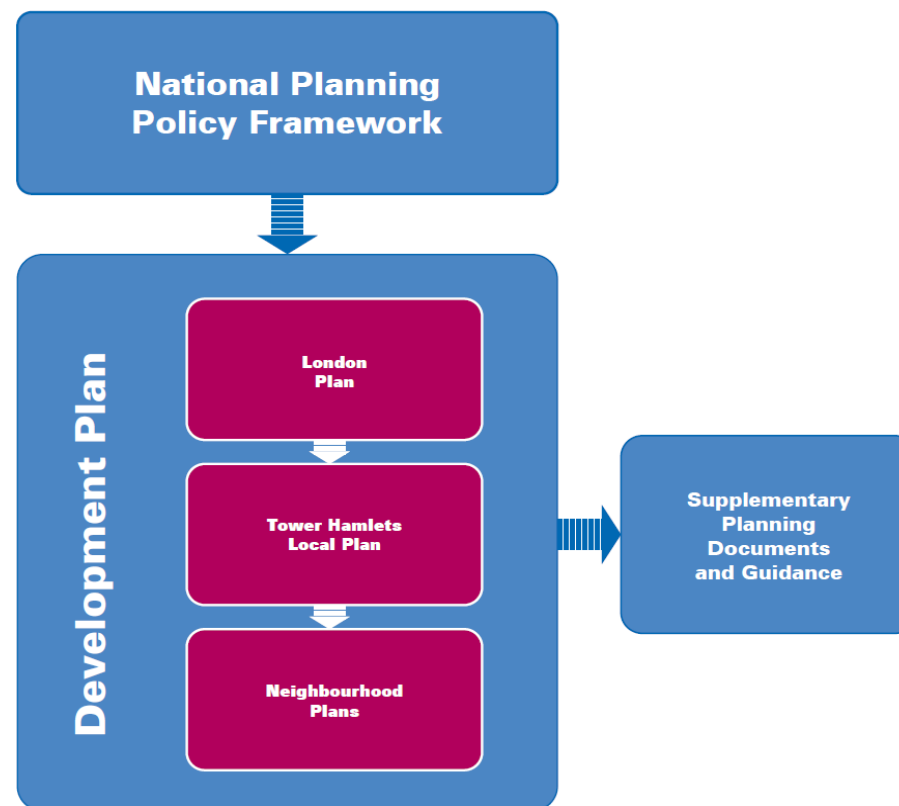
1.4 The Local Plan will also sit alongside any future neighbourhood plans, which provide more detailed planning guidance to help shape the development of specific neighbourhoods.

1.5 Together, these documents (along with the London Plan) make up the borough's development plan and will be used to make decisions on planning applications (see figure 1).

1.6 This plan must be read as a whole. Proposals will be considered against all relevant policies set out in this plan.

1.7 The policies and proposals set out in this document are also illustrated on an interactive map (known as the Policies Map). This map identifies areas of change and opportunity within the borough, as well as the open spaces and other important local assets that will be protected and, where possible, enhanced. It also shows the areas identified in the policies where specific guidance will be followed.

**Figure 1: Relationship between the Tower Hamlets Local Plan and other relevant documents.**



<sup>2</sup> The London Plan sets out the overall approach to planning and growth across London, produced by the Greater London Authority on behalf of the Mayor of London. The London Borough of Tower Hamlets Local Plan will be in general conformity with the London Plan. Where relevant, cross-references are made to London Plan policies and these will be applied alongside the policies in the Local Plan.

## How the Local Plan fits together

1.8 This document comprises the following elements.

### Section 1: Setting the scene

This section outlines the borough's characteristics and the main issues, challenges and opportunities it faces, both now and in the future.

### Section 2: Vision & objectives

This section sets out the long term vision of how Tower Hamlets will embrace its role as the engine of London's growth and make best use of its assets (including its links to the City of London and the waterways), while seeking to manage and shape how its places will change and share the benefits of this growth. This vision is linked to a series of overarching objectives and principles.

### Section 3: Policies

This section sets out the policies that we will use to guide and manage development and the use of land across the borough, covering a number of themes, including housing, the economy and jobs, town centres, community facilities, transport and open spaces. Our policies are divided into two types.

- Spatial policies. These set out overarching principles that explain how the vision and objectives of the plan will be achieved (as shown in purple and numbered with the prefix 'SP' under each topic).
- Development management policies. These set out detailed criteria that we will use to determine planning applications (as shown in blue and numbered with the prefix 'DM' under each topic).

### Section 4: Delivering sustainable places

This section outlines the priorities and principles that will shape the future development of different parts of the borough and identifies a range of sites where significant housing and employment-related uses alongside key infrastructure will be delivered.

### Section 5: Delivery & implementation

This sets out how this plan will be delivered and monitored.

### Section 6: Appendices

This section contains a glossary of terms and abbreviations, a summary of the borough's future housing supply, a series of standards on how certain policies will be implemented, and explains which policies set out in the Core Strategy and Managing Development Document will be replaced.

1.9 This document should be read in conjunction with the government's National Planning Policy Framework.

## Chapter 2: Borough portrait

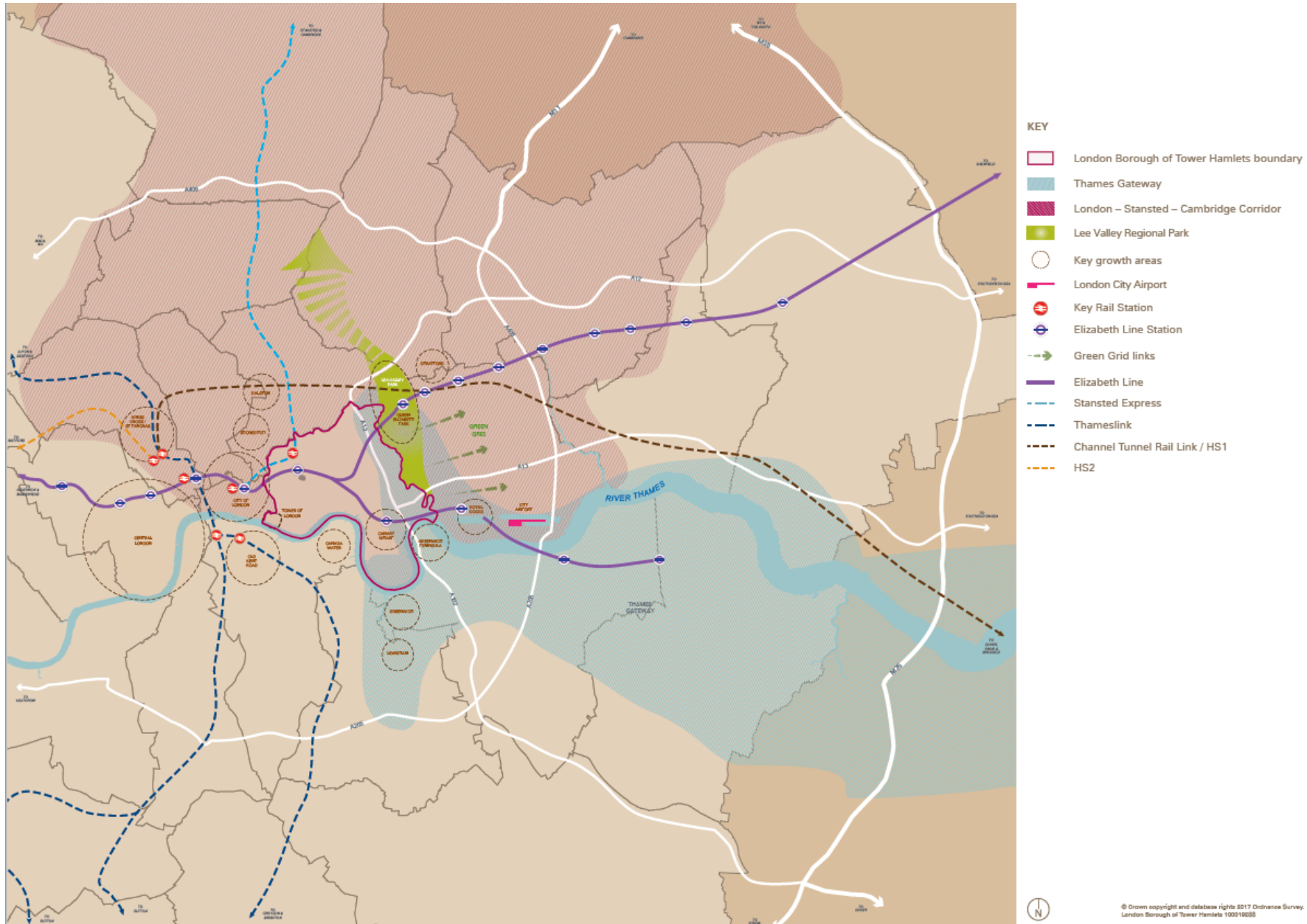
### Introduction

1.10 Tower Hamlets has played a significant role in the social, political and economic history of London. Over the centuries, the borough has been a focal point for London and the UK, acting as a key trading route to the east from Central London. Today, Tower Hamlets has grown into a world-class hub for financial, technological and creative industries, with the potential to become the setting for exciting innovations and advances in the twenty-first century.

1.11 However, this growth has brought with it stresses: Tower Hamlets, for example, still has high levels of deprivation and its ever-growing population is placing increasing pressure on local services and resources, including the use of land. Providing enough new homes, jobs and services in the right places to support the needs of our growing population and other parts of London is one of the key challenges facing the borough.

1.12 This chapter provides an overview of Tower Hamlets and how it relates to the wider London and UK context.. It also looks at the future predictions for growth and the implications this will have on local communities and the look and feel of the borough.

Figure 2: Position of Tower Hamlets within the context of London and neighbouring areas



## Location

1.13 Tower Hamlets is an inner London borough and occupies an important strategic location within London and the south east of England (see figure 2). The borough shares its boundaries with the City of London in the west and the London boroughs of Newham and Hackney in the north. The river Thames flows along the southern boundary of the borough, separating it from the Royal Borough of Greenwich and the London boroughs of Lewisham and Southwark, while the river Lea runs along the eastern fringe of the borough.

1.14 Part of the borough falls within the boundary of the London Legacy Development Corporation (LLDC) - the local planning authority who is coordinating the growth and regeneration of the Queen Elizabeth Olympic Park and the wider area as part of the legacy of the Olympic Games (as defined on figure 3). Any planning application relating to land within this area (including Hackney Wick and Fish Island) must be submitted to the London Legacy Development Corporation.

1.15 As shown in figure 2, the borough is extremely well-connected with excellent transport links via tube, rail and bus to the City of London, Stratford, Greenwich and other parts of London and beyond, including international airports (e.g. London City Airport and Stansted) and the Channel Tunnel. The borough also forms part of a major growth corridor between London, Stansted and Cambridge, centred on enterprise, innovation within emerging sectors such as digital media, life science, telecommunications and advanced manufacturing

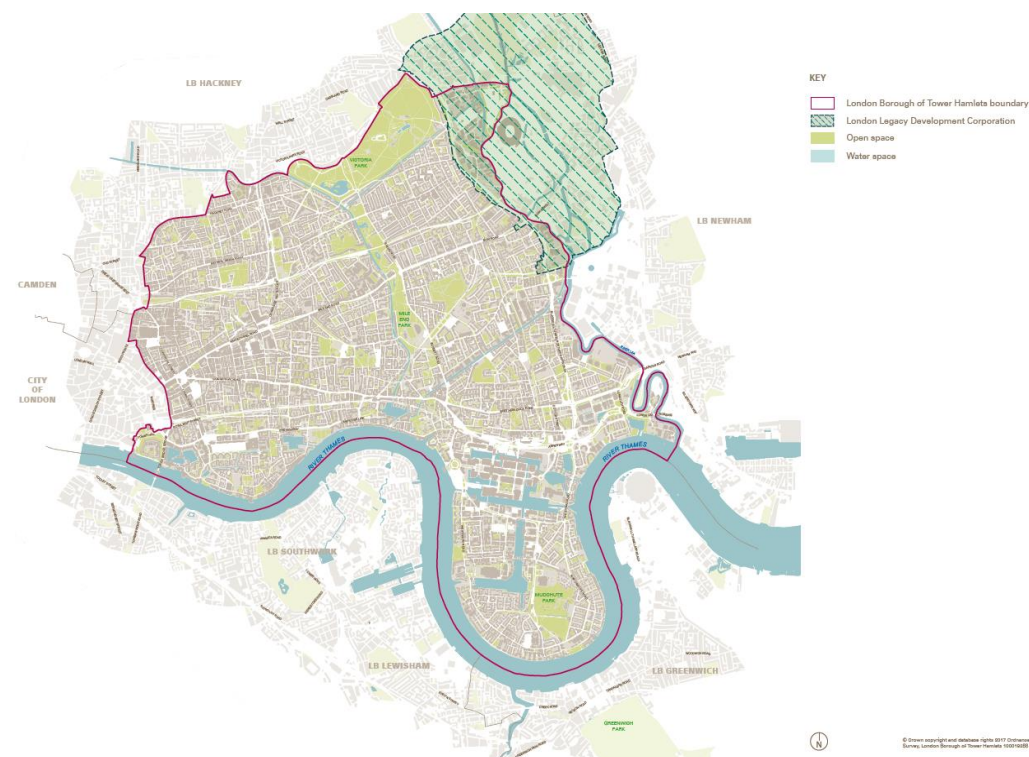
## Population

1.16 Tower Hamlets has doubled its population in the past 30 years, from 150,200 in 1986 to 304,900 in 2016<sup>3</sup>. From 2006 to 2016, Tower Hamlets witnessed the fastest population growth of any local authority in England and Wales, particularly among the working-age population, making it one of the densely populated boroughs in the UK.

<sup>3</sup> [www.towerhamlets.gov.uk/documents/borough\\_statistics/population/MYE\\_2015](http://www.towerhamlets.gov.uk/documents/borough_statistics/population/MYE_2015)

1.17 One of the borough's defining characteristics is the diversity of its people. Around two thirds of the borough's population come from a minority ethnic background and more than two fifths of the population were born outside of the UK<sup>4</sup>. The borough also has the largest proportion of young people compared to other inner London boroughs.

**Figure 3: London Borough of Tower Hamlets**



<sup>4</sup> [www.towerhamlets.gov.uk/boroughstatistics/wardprofiles/census](http://www.towerhamlets.gov.uk/boroughstatistics/wardprofiles/census)



1.18 The borough's daytime population has also increased significantly in recent years, primarily as a result of workers travelling to and from the City Fringe and Canary Wharf employment areas, and is approximately 42% larger than its residential population<sup>5</sup>.

## Economy & employment

1.19 Tower Hamlets has also seen significant economic growth: the total number of jobs in the borough has nearly doubled since the millennium (compared to an increase of around 25% across London as a whole).

1.20 Tower Hamlets continues to play a major role in supporting both the London and national economy, contributing significantly to the growth of London as a financial and business centre.

1.21 The majority of employment is concentrated within the City Fringe/Whitechapel and Canary Wharf/Isle of Dogs areas of the borough - these are strategically important employment locations of national and international importance and serve as the headquarters for a large number of multinational businesses. Tower Hamlets also has a very high number of small-to-medium enterprises and micro-businesses, which is characteristic of its role as a seedbed for innovation, creativity and entrepreneurship. However, the benefits of this growth have not been evenly spread across the borough: only 15% of jobs in the borough go to local residents<sup>6</sup>.

1.22 While there are fewer people who are economically active than the regional and national average, levels of education attainment have improved significantly in recent years.

## Housing

1.23 In recent years, Tower Hamlets has delivered more homes than any other authority in England. However, like many London boroughs, Tower Hamlets suffers from an acute shortage of affordable homes and relative high levels of overcrowding.

1.24 Over the past decade there has been a marked change in housing tenure. Private rented housing is now the fastest growing and largest tenure in the borough. The percentage of social housing has fallen significantly and levels of owner occupation, the smallest tenure, have also slightly fallen: these trends are set to continue.

## Deprivation & inequality

1.25 Tower Hamlets is a place of extremes and contrasts. While relative poverty in Tower Hamlets has declined, deprivation remains widespread, particularly in central and eastern parts. The borough also has the highest levels of child and pensioner poverty in England<sup>7</sup>. However, there are pockets of affluence within close proximity to the river Thames and former dockland areas. This disparity is reflected in the borough's ratio of low-to-high pay, which is the largest in London<sup>8</sup>.

1.26 The health of people in Tower Hamlets is significantly worse than the London and England averages, with healthy life expectancy at birth being nearly 10 years less than the national average<sup>9</sup>. Health inequalities also persist in the borough, with significant differences in life expectancy between the most and least deprived wards. Physical activity is a major contributor to health and well-being, and levels of physical activity in Tower Hamlets are currently lower than both the London and England averages, with those living in the more deprived areas in the east of the borough being less likely to take part in active sport. Levels of childhood obesity are significantly higher in the borough than the London and England averages, with levels of obesity among 10-and-11-year-olds now increasing. Levels of social isolation and loneliness are also relatively high compared to the England average but similar to London.

## Environment

1.27 Figure 4 below illustrates that Tower Hamlets is made up of distinct places (24 in total) with unique characteristics, from the major international business centres of Canary Wharf and parts of the City Fringe, through to residential areas with traditional

<sup>5</sup> <https://data.london.gov.uk/dataset/daytime-population-borough>

<sup>6</sup> [www.towerhamlets.gov.uk/boroughstatistics/economyandbusinesses](http://www.towerhamlets.gov.uk/boroughstatistics/economyandbusinesses)

<sup>7</sup> [www.towerhamlets.gov.uk/boroughstatistics/incomepovertyandwelfare/indicesofdeprivation](http://www.towerhamlets.gov.uk/boroughstatistics/incomepovertyandwelfare/indicesofdeprivation)

<sup>8</sup> London Poverty Profile (New Policy Institute, 2015)

<sup>9</sup> [www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthlifeexpectanciesatbirth](http://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthlifeexpectanciesatbirth)

east end character, such as Bow and Stepney, and vibrant inner city communities, such as Whitechapel and Shoreditch. Alongside these areas are a number of major leisure attractions and landmarks, such as museums, galleries, markets (e.g. Spitalfields Market), parks (e.g. Victoria Park) and traditional shopping streets (e.g. Roman Road)<sup>10</sup>.

1.28 These places have evolved from a series of ancient hamlets into densely-populated inner-city communities within the heart of east London, encompassing conservation areas, town centres and assets of significant historic and community value, interspersed with open spaces, waterways, streetscapes and views.

1.29 Steeped in a rich and varied history, Tower Hamlets is blessed with substantial areas of historic and architectural interest, including 60 conservation areas (which cover around 30% of its total area) and over 2000 listed buildings, with great variation in character and size. Some of these buildings are landmarks of international importance, including the Tower of London (a UNESCO world heritage site) and 1 Canada Square in Canary Wharf. Other notable historic buildings include the medieval parish church of St Dunstan (which predates the Tower of London) and the high-tech, former Financial Times Print Works (constructed in the late 1980s).

1.30 Large parts of the borough (including the former dockland areas and part of the City Fringe) have undergone significant change and regeneration, including the refurbishment and restoration of historic buildings along the Thames and within our inner city communities. In recent years there has been an increase in the number of tall buildings, causing notable changes to the borough's skyline.

1.31 The greatest natural asset in the borough is the river Thames and the network of inland waterways which dissect the borough, such as canals, reservoirs and former working docks (see figure 5).

1.32 The borough also has a range of high quality parks and open spaces ranging from large urban parks (e.g. Victoria Park, Mudchute Park and Mile End Park) through to burial grounds and small pocket parks. However, the overall provision of publicly accessible open space in the borough is low compared to other inner London

boroughs with similar characteristics, as well as being far below national standards. The topography and urban form of the borough also makes it vulnerable to the effects of climate change, in particular from flooding and the urban heat island effect.

**Figure 4: 24 places of Tower Hamlets**



1.33 While carbon emissions are steadily falling, the borough still emits relatively high levels of carbon dioxide relative to other parts of London, primarily due to emissions from industrial and commercial uses<sup>11</sup>. In addition, parts of the borough, particularly around major roads and junctions, have some of the poorest air quality levels in London.

<sup>10</sup> The Tower Hamlets Urban Structure and Characteristic Study identifies the spatial structure of the borough, comprising 24 individual places.

<sup>11</sup> UK Local Authority and Regional Carbon Dioxide Emissions: 2005- 2014 (National Statistics, 2016)

## Chapter 3: Trends

1.34 The following provides a summary of the emerging trends, which will give rise to both opportunities and challenges for the borough over the plan period.

### Our infrastructure

By 2031, the borough's population is expected to increase to 379,900 inhabitants. The greatest increases are expected to be amongst the older working age population. The borough is also expected to become more ethnically diverse in line with national and regional trends.

Population growth will demand more homes and jobs and will significantly impact on existing social and physical infrastructure, including schools, healthcare, open spaces and leisure facilities as well as less visible but very important infrastructure, such as utilities and telecommunications. New delivery models and locations will be required.

Many public sector organisations are seeking to merge services and reduce the number of buildings they operate from. Budgetary constraints and emerging delivery models mean the public sector is gradually reducing its assets and land ownership. This will change the way in which infrastructure and services are planned and delivered in the future.

In order to meet the growth needs of the population, specific requirements include:

- new primary schools;
- new secondary schools;
- a number of new primary health care facilities;
- 2-4 additional local presence facilities (or equivalent expansions to existing idea stores); and
- a number of new publicly accessible open spaces and sport halls .

Multiple projects are underway or planned to improve the public transport network across the borough, including the new Elizabeth line, improvements to the London Underground (e.g. Central and Jubilee lines) and Docklands Light Railway and improved river services and additional river crossings.

Even with these capacity increases, future demand is forecast to outstrip supply over the plan period. Consequently, a significant step change in future capacity is required. Tower Hamlets is expected to experience continued job gains and strong employment growth over the period to 2031 (in excess of London and national averages).

### Our local economy

The changing global economy, emerging employment sectors and working trends, including the rise of remote working and self-employment, will have an impact on the type of employment spaces and facilities required in the borough.

The economic impact of the recent European Union referendum result is still to emerge, but it may have an impact on the role of London as a financial service hub for Europe.

In Tower Hamlets, economic growth will be concentrated in the following areas.

- City Fringe (including Tech City) which is emerging as one of London's most significant areas for economic growth. Creative, digital and technology-based industries are particularly clustered around Shoreditch, Whitechapel and Cambridge Heath, which is becoming one of the largest technology start-up clusters in the world.
- Whitechapel, where a new medical research cluster associated with the Queen Mary University is emerging (known as Med City).
- Canary Wharf, where continued growth will place greater demand on employment floorspace in surrounding areas (e.g. South Quay), including small-to-medium-sized business accommodation.
- Bow and Poplar Riverside, where the Olympic Games has provided a catalyst for new investment, which is also driving growth in neighbouring areas such as Canning Town and Stratford.

As the nature of the borough has moved from industrial to residential, industrial land has come under increasing pressure. However, there is strong demand for industrial land in inner London and it requires safeguarding to contribute to the borough's and London's economic growth. Ensuring adequate space is available to meet the needs of small-to-medium businesses remains a challenge.

## Our homes

Tower Hamlets continues to be a place where people want to live but there is a limited supply of homes and prices are very high compared to average incomes. The cost of housing is increasing and the borough is likely to become more polarised between those on higher and lower incomes, since those on middle incomes are less able to afford private housing, further increasing inequalities in our local communities.

The current high values of residential development mean that other land uses, including employment space, community facilities and open space, will become even more difficult to secure/deliver and come under increasing pressure for conversion to housing.

Tower Hamlets has the highest target for new homes in London. Consequently, the borough must build more homes than it requires to meet wider London need. This will enable us to deliver the affordable homes we need at a faster rate.

The Poplar Riverside Housing Zone and the remediation of former industrial sites within the Lea Valley is opening up development opportunities on the eastern boundary of the borough, an area which is currently poorly connected.

Population and retail trends (including growing on-line shopping and smaller chain convenience stores) are changing the use and role of our town centres. Town centres are also valuable economic activity and employment areas: a balance of uses is vital to attracting investment, increasing visits and maintaining vitality and vibrancy during the day and night.

## Our environment

With less land available, more development will come forward on smaller and/or constrained sites, and there will be increasing pressure to regenerate and intensify developments.

The borough already has the third highest carbon emission levels in London and suffers from poor air quality as a result of congestion. Increasing development could worsen both, unless mitigating action is taken.

Long distance transport routes criss-cross the borough, largely from east-to-west, in the form of rivers, canals, railway lines and major roads. These in turn create physical barriers which restrict movement between Tower Hamlets and adjoining local authorities, such as Greenwich and Newham, and between northern and southern parts of the borough. Improvements are essential to better connect our places and integrate them with neighbouring boroughs.

In some areas, the public realm is disconnected and poorly designed, which contributes to a poor visual appearance in the streetscape.

As the borough becomes more densely populated, levels of open space deficiency are expected to increase. Improving existing open spaces and maximising opportunities to enhance the green grid and deliver small green interventions, such as pocket parks, as well as strategic open space will become increasingly important, especially within deficient areas.

## SECTION 2: VISION AND OBJECTIVES

### Chapter 1: Our vision for Tower Hamlets

1.1 The following vision sets out how the borough of Tower Hamlets and its places will look and feel like in the year 2031.

As the centre of London expands east, Tower Hamlets will embrace its role as a key focus for London's growth, making best use of the economic benefits from Canary Wharf, the City of London and Stratford. The connections between the borough and surrounding areas will be improved, whilst maintaining our distinct east-end identity.

This growth will be primarily delivered in the City Fringe, the Lower Lea Valley and Isle of Dogs and South Poplar and at key locations along transport corridors. The benefits of the transformation of our borough will be shared throughout Tower Hamlets, including all our residents, ensuring no one is left behind.

Tower Hamlets will continue to be home to a wide range of diverse communities. We will support our existing communities and welcome new residents to make their home within liveable, mixed, stable, inclusive and cohesive neighbourhoods, which contribute to a high quality of life and more healthy lifestyles.

These neighbourhoods will contain a broad mix of housing types, prioritising family and affordable housing, and will be served via a range of excellent, shared and accessible community, cultural and recreation facilities and infrastructure. These will be green, safe and accessible to all, promoting walking and cycling and the use of public transport as well as making best use of our network of parks and waterways, including Victoria Park, Mudchute Park and Mile End Park; the Thames and Lea rivers; and our dock basins and canals.

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

Alongside high quality residential neighbourhoods, Tower Hamlets will play a significant role in London's global economy, ensuring it remains an evolving, creative and dynamic borough.

The strategic roles of Canary Wharf as a global financial and business hub and the City Fringe and Whitechapel as emerging hubs for life sciences, bio-tech and digital industries will be strengthened. This is alongside nurturing and developing our thriving small-and-medium enterprise sectors, properly recognising the need to support the entrepreneurial and business-focussed dynamism of many of our residents and workers, preserving our remaining industrial heritage and promoting our historic and distinctive town centres, markets and heritage and cultural attractions.

This economic growth will be sustained through the enhancement of our public transport network.



1.2 Underpinning this vision is the desire to achieve the long term priorities and cross-cutting themes set out in the Tower Hamlets Community Plan (empowering residents; building resilience; promoting healthier lives; increasing employment; and responding to population growth) and other relevant strategies at the regional and national level.

1.3 This vision has been translated into a series of objectives and principles outlining how growth and regeneration across the borough and the aspirations of our communities will be achieved.

## Chapter 2: Key objectives and principles

2.1 In order to deliver this vision, the Local Plan has been shaped around two overarching objectives. Each objective is articulated through a series of principles and implementation actions.

- Key objective 1: Managing growth and shaping change.
- Key objective 2: Spreading the benefits of growth.

### Key objective 1: Managing the growth and shaping change

#### Principles:

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

#### This objective will be implemented through:

1. delivering the borough's role as a key location for London's housing and employment growth, while seeking to overcome constraints to sustainable growth through regional and national investment prioritisation;
2. positively meeting our duties to deliver our strategic and local housing needs, linked to effective infrastructure planning and delivery;
3. securing the timely provision of sufficient infrastructure to meet current and future needs, taking account of the cumulative impact of future development, especially in deficient areas;
4. supporting additional transport investment (including improvements to bus, rail and river services, new river crossing opportunities and pedestrian and cycle connections) to support growth;
5. protecting a range of land uses (including a wide range of employment spaces, shops, leisure and community facilities) to support a truly mixed-use borough;
6. making the best use of our available land (through encouraging the co-location of uses, shared facilities, integrated infrastructure and the delivery of pocket parks) and ensuring improved connectivity between places;
7. strengthening the role of our town centres to encourage a broad range and mix of uses and activities and meet the needs of users;
8. creating walkable communities where residents, visitors and workers can easily access shops, services and facilities within town centres and neighbourhood centres;
9. protecting the uses, spaces and places, including parks and waterways, which make the borough unique;
10. delivering successful place making which conserves heritage assets and their settings; enhances local distinctiveness, character and townscapes;
11. encouraging the use of innovative building types and technologies in suitable locations to provide sustainable high quality internal and external living environments;
12. requiring developments to reach the highest standards of environmental sustainability and deliver a robust built environment which is designed to adapt to and reduce the effects of climate change;
13. achieving a zero carbon borough in the twenty first century, with a 60% reduction in carbon emissions by 2025; and

14. addressing poor air quality through a range of solutions, including a continuing modal shift away from polluting vehicles (including through traffic).

## Key objective 2: Sharing the benefits of growth

### Principles:

- Growth must deliver social, economic and environmental net gains jointly and simultaneously and reduce inequalities, benefitting the lives of existing residents.
- Growth must promote community cohesion, ensuring the accessibility of spaces, places and facilities.
- Growth must enable community leadership and engagement.
- Growth must bring an improved quality of life, health benefits and reduce health inequalities.

### This objective will be implemented through:

1. reducing existing spatial inequalities and barriers and preventing the future polarisation of areas or communities, through optimising regeneration opportunities, in particular in the Lower Lea Valley, Isle of Dogs and South Poplar;
2. maximising opportunities to create a more connected and well-managed network of open spaces, habitats and waterways via new and improved green links and spaces (including the Leaway and Whitechapel Greenspine) and public realm works;
3. ensuring housing development contributes to the creation of socially balanced and inclusive communities and offers housing choice, reflecting our priorities for genuinely affordable and family homes;
4. helping to close the current skills gap, through improving access to education and training and increasing the mix of employment sectors;

5. optimising the economic benefits from the borough's proximity to world-class visitor attractions (including the Tower of London world heritage site) and encouraging visitors to explore more of the borough;
6. creating buildings, streets, spaces and places which promote social interaction and inclusion, which are accessible to all and which people value, enjoy and feel safe and comfortable in;
7. maximising the benefits of the new Elizabeth line, including the stations at Whitechapel and Canary Wharf, acting as a catalyst for investment;
8. delivering healthy streets and neighbourhoods that promotes active and healthy lifestyles and recreation and enhances people's wider health and well-being; and
9. enabling all residents to be involved within the planning system at the earliest opportunity, through consultation; making the process more transparent and accessible; and providing support for the process of neighbourhood planning.

2.2 The vision and objectives are illustrated within the key diagram overleaf (see figure 5). This diagram provides a spatial representation of the overall approach to managing growth and shaping change across the borough.

2.3 The next section (section 3) sets out a series of topic-based policies which will guide decisions on development and use of land within the borough, including the overall strategy on how this growth will happen and where it will take place.

2.4 A series of area-based visions have been developed to shape and coordinate the future planning of the following sub-areas: City Fringe, Central, Lower Lea Valley, Isle of Dogs and South Poplar. Section 4 describes what these areas will look like, how they will change and identifies the priorities and wider principles which will help create more distinctive, vibrant and sustainable places where people want to live, work and enjoy leisure (see section 4).

2.5 In addition, a number of significant development opportunities have been identified within these areas (known as site allocations – see section 4) to deliver new homes, jobs and supporting infrastructure.

Figure 5: The key diagram



## PART 3: POLICIES

### Chapter 1: Introduction

1.1 This section sets out the policies which will help deliver the vision and objectives of the Local Plan. We will use these policies to make decisions on planning applications and other relevant applications.

1.2 These policies will be used with the other documents that make up the development plan to guide development across the borough up to 2031.

1.3 The policies are arranged around the following themes.

- Achieving sustainable growth.
- Creating attractive and distinctive places.
- Meeting housing needs.
- Delivering economic growth.
- Revitalising our town centres.
- Supporting community facilities.
- Enhancing open spaces and water spaces.
- Protecting and managing our environment.
- Managing our waste.
- Improving connectivity and travel choice.

1.4 The policies are split into two types (as described in section 1).

- Spatial policies provide overarching guidance to steer development opportunities across the borough.
- Development management policies provide further detail on how development should be managed and implemented.

1.5 For each policy, links are included in the supporting text to other relevant policies and guidance (e.g. supplementary planning documents) which will inform individual development proposals.

1.6 Detailed guidance has also been developed to inform and shape the future planning and growth of specific locations within the borough where growth and change will be focussed (see section 4).

### Chapter 2: Achieving sustainable growth

2.1 The following policies set out a holistic approach to delivering sustainable development and growth in Tower Hamlets.

2.2 These policies directly underpin the vision and the strategic objectives set out in section 3. Together, they support our aspiration of achieving ‘One Tower Hamlets’ – a borough where everyone has an equal stake and status; where people have the same opportunities as their neighbours; and where people have a commitment and responsibility to contribute to the well-being of their communities. This is about reducing inequalities, promoting community cohesion and enabling community leadership and engagement.

2.3 This section contains the following policies.

- Policy S.SG1: Areas of growth and opportunity within Tower Hamlets
- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG3: Health impact assessments
- Policy D.SG4: Construction of new development
- Policy D.SG5: Developer contributions

#### Policy S.SG1: Areas of growth and opportunity within Tower Hamlets

1. New development within the borough (as shown on figure 5) will be directed towards:
  - a. the opportunity areas (City Fringe, Lower Lea Valley and Isle of Dogs and South Poplar); and/or
  - b. highly accessible locations along transport corridors.
2. Development is required to demonstrate how it will address the priorities and principles within these opportunity areas as well as the Central sub-area (as shown on figure 5). Development within or part of a site allocation is required to deliver the identified land uses, infrastructure requirements and design and delivery principles.
3. The majority of new housing and employment provision within the borough will



be focussed within the Isle of Dogs and South Poplar opportunity area, principally within Canary Wharf and north of the Isle of Dogs. Significant amounts of new housing will also be delivered in the City Fringe and Lower Lea Valley (including the Poplar Riverside Housing Zone) opportunity areas.

4. The borough's town centres will continue to be the focus of shopping, leisure, cultural and community activities and will include a broad range of uses that are accessible to a significant number of people via foot, cycle or public transport.
5. The continued growth of Canary Wharf (as defined on figure 5) will be promoted to support its strategic role as a metropolitan centre serving the needs of the neighbourhood and the wider area, and better integrate the public realm and development opportunities with adjoining areas around Poplar and the Isle of Dogs.
6. Canary Wharf and the City Fringe will continue to act as a key focus for financial and business services. Biotech, life sciences and digital industries will be primarily concentrated in the City Fringe opportunity area (including Whitechapel) to support the development of the Tech City and Med City clusters, and a new civic centre will be developed on the site of former Royal London Hospital at Whitechapel.
7. Development will be required to support the delivery of significant new infrastructure to support growth within the four sub-areas, including:
  - improvements to the transport network (including Crossrail 2);
  - green grid projects (including the Lea River Park and Whitechapel Green Spine); and
  - social infrastructure, such as schools, open space, health centres and leisure facilities.

## Explanation

2.4 This policy sets out the broad locations and opportunity areas within the borough where growth and investment will be targeted over the lifetime of the plan.

2.5 The London Plan has identified three opportunity areas (City Fringe, Lower Lea Valley and Isle of Dogs and South Poplar) in the borough which have significant potential to accommodate new development (especially on brownfield land) and support urban renewal. These areas are shown on the key diagram (see figure 5).

2.6 Development will also be focused in highly accessible locations with good links to public transport, cycling and walking networks and designated town centres in line with policies S.TC1 and S.TR1.

2.7 The remaining part of the borough is defined as the Central sub-area. Whilst not having the status of an opportunity area, this area has the potential to absorb additional growth, primarily through infill and land use intensification which respects the character of the surrounding streetscape.

2.8 The Local Plan outlines how these areas will look and develop in the future (see section 4) and a series of principles which will guide development and change within them. Under part 2 of this policy, new development will be expected to have regard to the design and development principles set out in section 4 and other relevant policies set out in the Local Plan. In particular, these policies will be used as a place-making tool in the development management process to manage growth and deliver associated infrastructure in a coordinated and timely manner in line with the overall vision and objectives of the Local Plan.

2.9 Each sub-area is distinctive and new development will need to respond to their individual characteristics to facilitate distinct neighbourhoods and healthy and liveable places where people want to live, work and enjoy leisure.

2.10 The Local Plan also seeks to protect and enhance the character and distinctiveness of the borough's 24 places that make up each of the four sub-areas (see figure 4). Development within the sub-areas will be expected to have regard to the distinct characteristics of the borough's 24 places, as defined within the Tower Hamlets Urban Structure and Characterisation Study and other relevant guidance, such as conservation area appraisals, design guides and supplementary planning documents.

2.11 Sites have been identified across a range of locations within each of the sub-areas to address the housing and employment needs of the borough as well as



facilitate the delivery of key supporting infrastructure, such as publicly accessible open space and schools. These sites (known as allocations) are shown on the Policies Map<sup>12</sup>. Further information on the detailed site-specific requirements that will inform the design, scale and layout of new development within these allocations is set out in section 4.

2.12 Tech City (as identified on figure 5: the key diagram) is a strategically important business cluster within the heart of the City Fringe sub-area, centred on digital and creative companies, particularly around Shoreditch, Spitalfields and Whitechapel. Whitechapel will also be home to a new state-of-the-art life science research hub (known as Med City) around the existing Queen Mary University campus and Royal London Hospital site alongside residential and commercial uses. This policy seeks to support the continued expansion of this cluster and strengthen the links between bio-tech and life science facilities, including the provision of affordable and shared workspace (see part 5 above).

2.13 Canary Wharf (as identified on the key diagram) is a financial and business district of national and international importance. The London Plan sets out an aspiration to re-designate Canary Wharf as a metropolitan centre (as defined in the glossary) due to its potential to serve a wide catchment area over several boroughs and into parts of the wider South East region. Our evidence suggests that Canary Wharf is already fulfilling this role and policies in this plan provide guidelines to help facilitate and support this designation (see policies S.TC1 and S.EMP1).

2.14 Town centres are the economic, transport, social and civic hearts of our communities and offer the greatest accessibility to jobs, services, shops and public transport. They are relatively vibrant and healthy and many have benefitted from growth and investment in recent years. Like many other centres in London, our town centres and high streets face particular challenges in the face of global competition, the internet and fluctuations in the property market; and they need to diversify to attract more people and businesses throughout the day and evening as well as meet changing customer demands. These centres have been classified according to their existing roles and functions (see policy S.TC1) and each performs a different but complementary role.

2.15 Significant levels of development and resulting population growth will result in the need to deliver a range of facilities, services and infrastructure, such as new schools, open space provision, health facilities and shops. However, much of the borough's existing infrastructure is at and close to full capacity and in many cases requires investment. Developers are therefore expected to contribute towards meeting the additional infrastructure needs arising from new development. Further details (including the mechanisms through which developers will be expected to contribute towards infrastructure provision) are outlined in policy D.SG5 and section 4.

2.16 This policy will be implemented through a number of mechanisms such as supplementary planning guidance, master plans and opportunity area frameworks, which provide more detailed guidance to coordinate and manage development alongside the London Plan.

### Policy links

All policies

### Evidence links

- London Plan (GLA, 2016)
- City Fringe Opportunity Area Planning Framework (GLA, 2015)
- Whitechapel Vision Masterplan (2013)
- Lower Lea Valley Opportunity Area Planning Framework (GLA, 2007)
- Tower Hamlets Conservation Strategy (2017)
- Tower Hamlets Urban Structure and Characterisation Study (2009 & 2016)
- Tower Hamlets Infrastructure Delivery Plan

<sup>12</sup> Please note: allocations are sites that can deliver over 500 new net additional homes or sites that can provide a significant quantum of employment floorspace and jobs alongside key infrastructure.

## Policy S.SG2: Delivering sustainable growth in Tower Hamlets

1. Development will be supported and is considered to contribute towards delivering the Local Plan vision and objectives and to be sustainable where it:
  - a. delivers managed growth, through:
    - i) good design;
    - ii) preserving or enhancing the character and setting of the area; and
    - iii) not resulting in unacceptable impacts on the natural and historic environment and its assets, transport capacity and infrastructure.
  - b. shares the benefits of growth, through:
    - i) contributing to creating healthy environments - encouraging physical activity, promoting good mental and physical wellbeing and reducing environmental factors which can contribute to poor health, including poor air quality;
    - ii) creating mixed and balanced communities;
    - iii) delivering tenure-blind developments;
    - iv) increasing opportunities for social interaction;
    - v) providing local training or employment opportunities in either, or both, the construction and end use; and
    - vi) delivering social and transport infrastructure and public realm improvements which are inclusive and accessible to all.

### Explanation

2.17 This policy seeks to deliver sustainable development and growth in Tower Hamlets, addressing the specific social, environmental and economic challenges facing the borough. It seeks to ensure each individual development positively contributes to implementing and delivering the vision and objectives of the plan.

2.18 For the purposes of this policy, we will consider the application and design in its entirety and in relation to its surroundings. Impacts will be considered unacceptable when they do not meet the standards and requirements provided in the policies in

the plan or where they result in negative impacts that cannot be adequately mitigated.

2.19 Improving health and wellbeing in the borough is a key priority in our Community Plan, reflecting the borough's significantly high levels of poor health outcomes. This policy seeks to address high levels of poor health in the borough, which environmental improvements can help to reduce.

2.20 The design of the built environment and the provision of accessible services are able to directly contribute to reducing inequalities, including health inequalities, and promoting community cohesion. This policy addresses these objectives and helps to ensure the continued delivery of One Tower Hamlets via the built environment and development process. Planning has a particular role to play in ensuring the built environment is accessible to those with physical impairments and this is addressed in part b.vi above. In order to demonstrate compliance, developments will be expected to provide details within the planning statement, identifying how they have met the principles outlined above.

### Policy links

All policies

### Evidence links

- Tower Hamlets Community Plan (2015)

## Policy D.SG3: Health impact assessments

1. The following developments are required to complete and submit a health impact assessment as part of the planning application.
  - a. Major developments of more than 10 residential units and 1000 square metres of employment space.
  - b. Development within an area of sub-standard air quality (as shown on the Policies Map).
  - c. Developments which contain any of the following uses.
    - i. Education facilities.
    - ii. Health facilities.
    - iii. Leisure or community facilities.
    - iv. A5 uses (hot-food-takeaways).
    - v. Betting shops.
    - vi. Publicly accessible open space.
2. Developments of a scale referable to the Greater London Authority (as set out in legislation) are required to complete and submit a detailed health impact assessment as part of the planning application.

### Explanation

2.21 This policy seeks to ensure development contributes towards a healthy built environment in accordance with the London Plan (GLA, 2016) and the objectives of the Tower Hamlets Health and Wellbeing Strategy. Developments containing those uses which are most likely to impact health outcomes or are in locations which may impact on health outcomes are required to undertake a health impact assessment.

2.22 Health impact assessments should be undertaken using the recommended guidance from our public health service (for example, the latest Healthy Urban Planning Checklist (Healthy Urban Development Unit).

2.23 Part 1 refers to areas of sub-standard air quality: these are areas where nitrogen dioxide levels exceed  $40 \mu\text{g}/\text{m}^3$  (the European Union legal limit). This includes areas in which fine particulate matter (PM2.5) levels exceed  $10 \mu\text{g}/\text{m}^3$  annual mean PM2.5

(World Health Organisation guideline limits). These areas are outlined on the Policies Map.

2.24 Part 2 states that developments of a scale referable to the Greater London Authority (as defined in the glossary in appendix 1) will be expected to complete a more extensive health impact assessment. Further guidance on how these assessments should be undertaken will be available from our public health service. A health impact assessment can also be submitted as part of an integrated impact assessment.

2.25 The health impact assessment should outline how the development could positively or negatively impact on the wider determinants of health and should identify actions to enhance the positive impacts and mitigate the negative impacts. The outcome of these actions should be clearly identifiable within the planning application.

### Policy links

- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy D.TC4: Financial and professional services
- Policy D.TC6: Food, drink, entertainment and night-time economy
- Policy S.CF1: Supporting community facilities
- Policy D.CF2: Existing community facilities
- Policy D.CF3: New and enhanced community facilities
- Policy S.OWS1: Creating a network of open spaces
- Policy D.OWS3: Open space and green grid networks
- Policy D.ES2: Air quality

### Evidence links

- Health Issues in Planning Best Practice Guidance (GLA, 2007)
- Tower Hamlets Air Quality Annual Monitoring Report (2016)
- Health Impact Assessment Matrix (London Healthy Urban Development Unit)

## Policy D.SG4: Planning and construction of new development

1. All major development should sign up to the considerate constructors scheme and where appropriate a constructors forum. During construction, major development is required to:
  - a) comply with the non-road mobile machinery low emission zone requirements;
  - b) minimise levels of noise, vibration, artificial light, odour, air quality, fumes or dust pollution;
  - c) consider the routing, timing and frequency of heavy goods vehicle movements to reduce their impact on vulnerable road users, local amenity and congestion;
  - d) use, where available, construction and/or freight consolidation centres; and
  - e) consider the impact of construction on the water supply, flood risk and drainage and implement suitable mitigation measures where required.
2. Major development must consider the cumulative impact of other major development occurring in the vicinity on levels of noise, vibration, artificial light, odour, air quality, fumes or dust pollution, and plan timings of works, delivery timings and routes and location of equipment accordingly to reduce this cumulative impact.
3. Development is required to employ the highest standards of sustainable construction, including:
  - a) sustainable construction methods, such as the use of sustainably sourced and recycled materials; and
  - b) the use of demolished material from the development site, where practicable, in order to minimise the transportation of waste and reduce carbon dioxide emissions.

### Explanation

2.26 This policy recognises that the high levels of growth within the borough are mainly taking place alongside, or within, areas which are already densely inhabited. It

therefore seeks to ensure development minimises its impact on the local environment and existing communities.

2.27 Developers will be expected to sign up to the considerate constructors scheme and a constructors forum (where appropriate) to better manage and mitigate the cumulative impacts arising from construction on the borough's key development sites.

2.28 The considerate constructors scheme is a national initiative which seeks to promote safe and considerate building practice and engineering works and improve standards of neighbourliness. Sites that are registered under the scheme are independently assessed and monitored against a code of considerate practice, designed to encourage higher standards of conduct. We may also consider membership of alternative constructor schemes as also meeting the requirements of this policy.

2.29 Further detail on implementing part 1 (a) is provided in Control of Dust and Emissions Supplementary Planning Guidance (GLA, 2014).

2.30 Compliance with part 1 (b) should be evidenced within an air quality (dust) management plan, using the methodology, measures and monitoring process outlined in the Control of Dust and Emissions Supplementary Planning Guidance. In order to demonstrate compliance with part 1 (c and d) where appropriate, a construction logistics plan should be submitted in line with relevant Transport for London guidance. In addition, applicants may wish to submit proof of membership of the fleet operator recognition scheme and/or direct vision standard for heavy good vehicles.

2.31 Cumulative impacts arising from other major development building works within one kilometre radius of the proposal site should be assessed and mitigation actions identified (see part 2). This should be evidenced through the construction logistics management plan. Further guidance on producing a construction logistics management plan can be found in the Sustainable Design and Construction Supplementary Planning Guidance and our latest code of construction practice.

2.32 We seek to reduce development waste and encourage the process of limiting waste to begin early in site development. The design and materials used in the

construction of new buildings (including the need to choose sustainable materials and sustainable construction methods) can make a significant difference to the energy requirements and associated level of carbon emissions. In order to address part 3 of the policy, applicants should evidence how the development will meet this requirement in the design and access statement and/or the sustainability statement, as part of the planning application. More detailed guidance can be found in the Sustainable Design and Construction Supplementary Planning Guidance.

### **Policy links**

- Policy S.DH1: Delivering high quality design
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy D.ES9: Noise and vibration
- Policy D.ES2: Air quality
- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network
- Policy D.TR4: Sustainable delivery and servicing

### **Evidence links**

- Control of Dust and Emissions Supplementary Planning Guidance (GLA, 2014)
- Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014).



## Policy D.SG5: Developer contributions

1. Development will be expected to:
  - a. pay community infrastructure levy charges required by any charging schedules which are in operation for the area within which the development is located, including the Mayor of London's community infrastructure levy;
  - b. enter into section 106 agreements to provide affordable housing and make provision to mitigate the impacts of the development where necessary or appropriate, having regard to any relevant supplementary planning documents or guidance; and
  - c. submit a financial viability assessment as part of the planning application, where required, which may be subject to independent scrutiny by appointed experts, at the applicant's cost, where they do not meet planning policy requirements or do not propose to deliver required section 106 planning obligations.
2. Vacant building credit has the potential to adversely impact our ability to meet the affordable housing target and will not apply in the borough. This policy acts as an exemption from its application in Tower Hamlets.

### Explanation

2.33 In order to ensure that the policies of the Local Plan are delivered in a way that achieves sustainable development, we will seek contributions from developers to fund improvements to infrastructure and the environment. Contributions will be made through the community infrastructure levy (which applies a standard charge to developers to fund supporting infrastructure such as transport, schools, community facilities and health centres) and/or section 106 agreements (which address the provision of affordable housing and more site-specific infrastructure requirements).

2.34 The spatial vision and objectives (see section 3) emphasise the importance of managing growth and shaping change. This puts planning for infrastructure at the heart of the Local Plan, ensuring that new development in the borough contributes towards the provision of the infrastructure that is needed to support growth and enable everyone in the borough to benefit from the opportunities this will bring.

2.35 Developer contributions can help to contribute to the success of a development and the needs of the wide community in line with the key priorities set out in sections 2 and 4. For instance, they can enhance the quality of a development and ensure it does not give rise to unacceptable development impacts.

2.36 We will work collaboratively with our partners to deliver the infrastructure necessary to support the growth and development identified within the Local Plan, understanding the contribution that this growth can make to achieve the wider objectives of the plan and other relevant strategies. The Infrastructure Delivery Plan identifies the types of infrastructure required to support the anticipated growth in the borough. A summary of the currently identified infrastructure projects is included in the Infrastructure Delivery Plan. The Infrastructure Delivery Plan will be reviewed regularly, and where necessary, updated in consultation with both internal and external stakeholders, such as other service areas and infrastructure providers.

2.37 In order to implement part 1 (a) development must follow both the borough-wide community infrastructure levy charging schedule, or any subsequent adopted version; and the Mayor of London's community infrastructure levy charging schedule, or any subsequent adopted version, and supplementary planning guidance.

2.38 The borough-wide community infrastructure levy (which was adopted in April 2015) will be used to deliver infrastructure in line with the Regulation 123 List, which sets out the projects or types of infrastructure we intend will (or may) be wholly or partly funded through this levy. Necessary items required to mitigate the impact of development that are not on the Regulation 123 List, such as affordable housing, may be secured through section 106 obligations.

2.39 The Mayor of London's community infrastructure levy will help fund strategic transport (e.g. Crossrail). We collect these receipts from developments in Tower Hamlets and pass them onto Transport for London. Developments in the borough may be liable for both the Mayoral and borough-wide community infrastructure levy and, in certain circumstances, pursuant to supplementary planning guidance, the Mayor of London may also require a section 106 financial contribution from office, retail and hotel developments.

2.40 Part 1 (b) seeks to address the use of section 106 planning obligations to secure the provision of affordable housing and mitigate the impact of development where these cannot be addressed through the community infrastructure levy. Section 106 planning obligations will be sought where they are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

2.41 The Planning Obligations Supplementary Planning Document provides detailed guidance on our approach to planning obligations. The measures sought through a planning obligation will vary depending on the nature and scale of a development, its location and impacts. Development which is subject to a section 106 agreement should apply this document, and will be assessed on an individual basis.

2.42 Financial contributions may be sought financially or 'in kind' – where the developer builds or directly provides the matters necessary to fulfill the obligation negotiated as part of the planning application. Where provision is made within developments, this will be credited to the scheme and may offset financial contributions that may otherwise be sought. However, financial contributions may be secured for reasonable fitting out and infrastructure costs and this is determined on a case-by-case basis.

2.43 Part 1 (c) aims to ensure developers maximise contributions towards the delivery of affordable housing and infrastructure in line with the vision and objectives of the plan, whilst still ensuring development can be delivered. Development should follow the guidance set out in the Development Viability Supplementary Planning Document. This sets out how the Local Plan policies should be applied in a development viability context when determining planning applications. It aims to provide greater clarity to both applicants and the general public and ensures that the principles of sustainable development are at the forefront of decision-making in Tower Hamlets.

2.44 Financial viability is a key consideration in terms of the application of section 106 planning obligations, and where development does not meet planning policy or propose to provide required planning obligations, financial viability assessments are required to be submitted in accordance with the prevailing local validation

requirements checklist or any relevant supplementary planning document. The issue of financial viability should be considered at the earliest opportunity. If an applicant is engaged with us in this regard prior to the submission of a planning application, then the chances of a positive outcome for all sides are greatly increased.

2.45 Part 2 sets out our approach to the application of the vacant building credit, which provides an incentive for brownfield development on sites containing vacant buildings. Viability evidence finds there is no need to apply the vacant building credit mechanism in the borough to 'kick start' development<sup>13</sup>. In addition, the effect of the vacant building credit will be to reduce affordable housing contributions and this is contrary to our need to deliver affordable housing through the planning system<sup>14</sup>. The 'Homes for Londoners - the Affordable Housing and Viability Supplementary Planning Guidance sets out the extent to which vacant building credit should be applied in London and concludes that its application is unlikely to be suitable in London.

### Policy links

- Policy S.H1 Meeting housing need
- Policy D.H2 Affordable housing
- Policy S.CF1: Supporting community facilities
- Policy D.CF3: New and enhanced community facilities
- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network
- Policy D.TR3: Parking and permit-free
- Policy D.TR4: Sustainable delivery and servicing
- Policy D.ES7: A zero carbon borough
- Policy D.WM2: New and enhanced waste facilities

### Evidence links

- Tower Hamlets Planning Obligations Supplementary Planning Document
- Tower Hamlets Development Viability Supplementary Planning Document
- Affordable Housing and Viability Supplementary Planning Guidance (GLA, 2017)

<sup>13</sup> Tower Hamlets Local Plan Viability Assessment (2017)

<sup>14</sup> Tower Hamlets Strategic Housing Market Assessment (2017)

## Chapter 3: Creating attractive and distinctive places

### Introduction

3.1 The borough consists of a number of distinctive, diverse and vibrant places, such as historic hamlets, ancient markets, urban parks, inland docks, urban farms and a world heritage site. Together, the characteristics of these places make up the distinct identity of the borough, and have evolved gradually over many years. More recently, the pace and scale of growth within the borough and across London has threatened the fabric of these unique places.

3.2 The policies in this chapter seek to ensure that new development is well-designed, safe, accessible, inclusive and respects the distinctive character of our places, paying careful attention to the layout, scale and form of buildings and spaces, the connections between them and the mitigation of impacts, such as noise and air pollution.

3.3 This section contains the following policies.

- Policy S.DH1: Delivering high quality design
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy S.DH3: Heritage and the historic environment
- Policy D.DH4: Shaping and managing views
- Policy S.DH5: World heritage sites
- Policy D.DH6: Tall buildings
- Policy D.DH7: Density
- Policy D.DH8: Amenity
- Policy D.DH9: Shopfronts
- Policy D.DH10: Advertisements, hoardings and signage
- Policy D.DH11: Telecommunications

### Policy S.DH1: Delivering high quality design

1. Development is required to meet the highest standards of design, layout and construction which respects and positively responds to its context, townscape, landscape and public realm at different spatial scales, including the character and distinctiveness of the borough's 24 places (as shown on figure 4) and their features. To achieve this, development must:
  - a. be of an appropriate scale, height, mass, bulk and form;
  - b. provide coherent building lines and setbacks, roof lines and roof forms, streetscape rhythm and other streetscape elements as well as optimal plot coverages to avoid over-development;
  - c. ensure the architectural language, design details, elements and materials applied on elevations, roof forms and landscapes (including boundary treatment) reflects their immediate and wider surroundings;
  - d. reuse existing buildings with better quality design where possible, feasible and viable and where it would not compromise the quality of development;
  - e. protect important views of and from landmark buildings and vistas;
  - f. use high quality design, materials and finishes to ensure buildings are robust, efficient and fit for the life of the development, including residential development and social housing;
  - g. create well-connected and integrated spaces and buildings which can be easily adaptable to different uses and the changing needs of users;
  - h. incorporate features of positive biodiversity value within the site, where possible;
  - i. take into account the effects on the microclimate and use design and construction techniques to reduce and mitigate the impact of noise, overheating and air pollution, while optimising energy and waste efficiency; and
  - j. provide a mix and range of publically accessible open spaces that promote biodiversity, health and well-being.

### Explanation

3.4 High quality design lies at the heart of our plans to grow and expand Tower Hamlets, helping to ensure it remains one of the most dynamic and attractive parts of London. We are seeking to achieve excellence in the quality of our buildings and

spaces which benefit Tower Hamlet's location within the heart of London and its world-class urban environment. The purpose of this policy is to outline the key elements of high quality design so that we create buildings, spaces and places that are sustainable, accessible, attractive, durable and well-integrated into their surroundings and are sensitive to the character of the area, contributing to a high quality of life and well-being.

3.5 The character and places of the borough are described in more detail in sections 2 (setting the scene) and 4 (delivering place-making) of the plan and other relevant studies (e.g. Tower Hamlets Urban Structure and Characterisation Study).

3.6 Parts a to c provide detailed guidance to ensure that the design and layout of new development is considered in the wider context and is sensitive to the existing character and identity of the area, taking account of the opportunities to improve health and well-being.

3.7 Part d offers a sustainable approach to buildings which are valued or capable of being reused.

3.8 Part e refers to views which are locally distinctive and which residents, workers and visitors of the borough recognise and value. In particular, development proposals will need to take account of the views identified in policy D.DH4 and shown on figure 7.

3.9 Part f seeks to ensure that new development (including materials and finish) is designed and built as robustly and durably as possible to support its users and reduce the need to make additional alterations following construction, particularly where it is associated with family living, social housing and specialist accommodation. Planning applications (including temporary permissions) will need to include technical information regarding materials and finishes to demonstrate their longevity, quality and relationship to the local context.

3.10 Part g seeks to ensure that buildings and spaces are designed to be convenient for a wide range of users, including wheelchair users, elderly people with reduced mobility and families with young children. Buildings and spaces should be designed to be adaptable and flexible from the outset, enabling them to respond to the changing needs and lifestyles of the occupier and allow for a variety of uses over time.

3.11 Part i highlights the importance of integrated sustainable solutions to managing climate change and maximising opportunities to make more efficient and prudent use of energy and waste in line with policies S.SG2 and D.SG4.

3.12 Part j seeks to promote the provision of open spaces in the borough and recognises their importance for the health and well-being of the local community as well as their contribution to biodiversity and landscape (as set out in part h).

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Construction of new development
- Policy D.H3: Housing standards and quality
- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy S.CF1: Supporting community facilities
- Policy S.OWS1: Creating a network of open spaces
- Policy S.OWS2: Enhancing the network of water spaces

### Evidence links

- Streets Toolkit (Transport for London, 2017)
- Character and Context (GLA, 2016)
- Tower Hamlets Urban Structure and Characterisation Study (2009 & 2016)

## Policy D.DH2: Attractive streets, spaces and public realm

1. Development is required to contribute to improving and enhancing connectivity, permeability and legibility across the borough, ensuring a well-connected, joined-up and easily accessible street network and wider network of public spaces through:
  - a. improving connectivity to public transport hubs, town centres, open spaces and social and community facilities and surrounding areas;
  - b. maintaining existing public routes or appropriately re-providing access routes during the construction phases of new development; and
  - c. incorporating the principles of 'secured by design' to improve safety and perception of safety for pedestrians and other users.
2. Development is also required to positively contribute to the public realm through:
  - a. optimising active frontages towards public streets and spaces;
  - b. providing clear definitions and enclosure through building frontage and massing, and connection and continuity of pedestrian desire lines and street activities, at a human scale;
  - c. providing a range of public spaces that can function as places for social gatherings and other recreational uses;
  - d. reducing visual clutter and obstacles in the public realm of the scheme and the adjacent area;
  - e. ensuring balconies do not over-hang on the public highway or onto neighbouring properties;
  - f. resisting the creation of gated communities;
  - g. integrating refuse and recycling facilities within the building envelope;
  - h. using high quality paving slabs, bricks and pavers for footways, parking spaces and local streets to create attractive, accessible, comfortable and useable development; and
  - i. integrating high quality public art into the public realm, especially gateway locations or other appropriate landmarks, and retaining existing good quality art in the locality of new development, where possible;
  - j. ensuring that soft landscaping is maximised to soften the streetscape and provide visual and environmental relief from hard landscaping, buildings

and traffic.

- k. locating entrances in visible, safe and accessible locations;
- l. creating opportunities for natural surveillance, particularly at ground floor level;
- m. designing out concealment points and leftover spaces; and
- n. creating clear sightlines and improving legibility and lighting of the surrounding area at all times of the day and night.

### Explanation

3.13 This policy aims to deliver an attractive, accessible and well-designed network of streets and spaces which promote social interaction and inclusion where people of all ages and abilities can value and enjoy, and where they feel safe and comfortable.

3.14 As Tower Hamlets has some of the highest population densities in London, the quality of our streets and spaces is important to maintain and create a high quality of life. The public realm in the borough varies considerably, from the high quality treatments around Canary Wharf (e.g. natural stone paving and tree planting) and conservation areas, through to the isolated, post-war streetscapes beyond Canary Wharf and Aldgate, and the severance arising from major arterial routes (e.g. East Cross Route, Aspen Way and The Highway) around Bow, Poplar, Limehouse and the Tower of London.

3.15 Part 1 seeks to improve connectivity between areas of the borough and beyond and areas that suffer from poor permeability, legibility and enclosure, especially around key transport interchanges, town centres and community hubs, whilst maintaining existing routes through or adjacent to development sites to allow continued access during the construction of development.

3.16 Connectivity refers to the number of connections and their integration, layout and relationship to one another and the impact this has when moving from one point to another. Permeability refers to the variety of pleasant, convenient, accessible and safe routes through an area and the capacity of those routes to carry the movement of people, whilst avoiding visual clutter in the streetscape and barriers to pedestrian and cycle movement as much as possible. Legibility is the degree to which a place can be easily understood and moved around in and can be called 'way-finding'.



3.17 In order to improve accessibility and increase movement, new development will also be required to follow a street hierarchy that puts pedestrians and cyclists first and promotes streets as links for movement and as places in their own right to ensure a strategic, accessible and safe street network across the borough. This hierarchy consists of:

- main streets – focusing on movement and prioritising the safe and convenient flow of buses and cyclists;
- secondary streets – balancing movement between vehicles, cyclists and pedestrians, with attractive and convenient places where people gather; and
- local streets – protecting and enhancing the character and social gathering function that streets provide, alongside their function of providing safe and convenient access to individual properties.

3.18 In addition, part 1 seeks to embed the principles of secured by design into the design and layout of new development. Where there is a need to ensure the safety of streets and public spaces, particularly crowded places, the correct level of protection should be provided without compromising the ability to create aesthetic and functional public spaces. Proposals should not impose undue restrictions on other occupiers in the area.

3.19 Part 2 places public realm as a central component to the design of a development to ensure it is comfortable and functional, well-integrated with surrounding areas (including London's green grid network) and supports the delivery of successful and vibrant places.

3.20 Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm, through continuous building lines and active frontages. Development should avoid creating concealment points and external lighting should be an integral development component in ensuring safety and security within the public realm in line with the principles of secured by design.

3.21 Proposals should also use complementary elements - such as materials, finishes, furniture, landscaping, signage and lighting - to ensure that development and the public realm is at a human scale and puts people at the heart of the design process, so that the importance of how people view and feel about their environment is recognised. This should include ensuring design features meet the health and well-

being needs of people (for example, the provision of shade, shelter and places to rest, including seating with supportive backs).

3.22 Development should aim to ensure building frontages are active and minimise visual and physical obstruction and street clutter. Refuse and recycling facilities should be sensitively and conveniently located so that they are easily accessible by residents and operatives.

3.23 Gated communities do not contribute to a well-connected, accessible and permeable public realm. They may also have a negative impact on sustainable communities and social cohesion.

3.24 Balconies overhanging on the public footway or highway or neighbouring properties have the potential to harm the safety and amenity of local occupiers, residents and the public highway as well as cause overlooking into neighbouring properties or on to the highway, especially at the ground floor level.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.H3: Housing standards and quality
- Policy S.CF1: Supporting community facilities
- Policy S.OWS1: Creating a network of open spaces
- Policy S.OWS2: Enhancing the network of water spaces
- Policy D.OWS3: Open space and green grid network
- Policy D.MW3: Waste collection facilities in new development
- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network

### Evidence links

- Streets Toolkit (Transport for London, 2017)
- Character and Context (GLA, 2014)
- Tower Hamlets Urban Structure and Characterisation Study (2009 & 2016)

## Policy S.DH3: Heritage and the historic environment

1. Proposals must preserve or where appropriate enhance the borough's historic designated and non-designated assets in a manner appropriate to their significance as key and distinctive elements of the borough's 24 places.
2. Proposals to alter, extend or change the use of an historic asset or proposals that would affect the setting of a heritage asset will only be permitted where:
  - a. they safeguard the significance of the heritage asset, including its setting, character, fabric or identity;
  - b. they are appropriate in terms of design, height, scale, form, detailing and materials in their local context;
  - c. they enhance or better reveal the significance of assets or their settings;
  - d. they preserve strategic and locally important views, as defined in policy D.DH4; and
  - e. in the case of a change of use from a use for which the building was originally designed, a thorough assessment of the practicability of retaining its existing use has been carried out outlining the wider public benefits of the proposed alternative use.
3. Applications affecting the significance of a heritage asset will be required to provide sufficient information to demonstrate how the proposal would contribute to the asset's conservation. Any harm to the significance of a heritage asset must be justified having regard to the public benefits of the proposal: whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset. Factors that will be considered can include:
  - a. the significance of the asset, architecturally, historically and contextually;
  - b. the adequacy of efforts made to retain the asset in use; and
  - c. the merits of any alternative proposal for the site.
4. Substantial harm to or the total loss of significance of a designated heritage asset will only be supported where it is necessary to achieve substantial public

benefits that outweigh that harm or loss, or the following criteria can be satisfied.

- a. The nature of the heritage asset prevents all reasonable uses of the site.
  - b. No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation.
  - c. Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible.
  - d. The harm or loss is outweighed by the benefit of bringing the site back into use.
5. Alterations, extensions or changes of use, or development in the vicinity of listed buildings will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings.
  6. Significant weight will be given to the protection and enhancement of the borough's conservation areas, including their setting. Development within a conservation area will be expected to preserve or, where appropriate, enhance those elements which contribute to their special character or appearance. There will be a presumption in favour of the retention of unlisted buildings that make a positive contribution to the character and appearance of a conservation area. Planning applications should explore opportunities from new development within conservation areas and their setting to enhance or better reveal their significance.
  7. Significant weight will be given to the protection and enhancement of scheduled monuments and other non-designated archaeological sites of equivalent importance. Any harm to their significance must be justified having regard to the public benefits of the proposal: whether it has been demonstrated that all reasonable efforts have been made to mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to sustain the asset.
  8. Applications affecting the significance of the archaeology will be required to provide sufficient information to demonstrate how the proposal would contribute to the asset's conservation. Where the development includes or has

the potential to include heritage assets with archaeological interest, an appropriate desk-based assessment and, where necessary, field evaluation will be required. Where harm can be fully justified, we will require archaeological excavation and/or recording as appropriate, followed by analysis and publication of the results.

9. Development that lies in or adjacent to archaeological priority areas (as shown on the Policies Map) will be required to include an archaeological evaluation report and will require any nationally important remains to be preserved permanently at the site, subject to consultation with Historic England.
10. We will seek to ensure the protection and appropriate enhancement of the borough's historic parks and gardens. Development proposals should therefore safeguard those features which form an integral part of the special character or appearance of the park or garden and ensure they do not detract from the enjoyment, layout, design, character, appearance or setting of the park or garden, key views into and out of the park, or prejudice its future restoration. Where development is likely to affect a historic park and garden or its setting, applications should include a heritage impact assessment setting out the likely impact which it would have upon its significance and the means by which any harm might be mitigated.

## Explanation

3.25 Tower Hamlets has a very rich heritage with enormous diversity and variety (visible historic buildings, structures, parks and open spaces, key views, buried archaeology as well as heritage collections) which is widely valued, cared for and celebrated.

3.26 Tower Hamlets has a higher proportion of scheduled monuments, listed buildings and conservation areas compared to that of other London boroughs. Some of the key elements of the borough's heritage include:

- military and naval buildings (e.g. Tower of London);
- museums, art galleries, music halls and breweries (e.g. Bethnal Green Museum of Childhood and Wiltons Music Hall);
- squares, cemeteries and parks and gardens;

- indoor and outdoor markets (e.g. Spitalfields);
- industrial heritage and archaeology;
- residential streets and buildings of Georgian and Victorian origin;
- innovative post-war housing (e.g. Keeling House and Balfron Tower); and
- religious and education institutions (e.g. Christ Church, Spitalfields and Tonybee Hall).

3.27 Our heritage assets are exceptionally important - they are our most recognisable landmarks and most cherished places, and they contribute to reinforcing the unique character and distinctiveness of the borough (including its 24 places) as well as London as a whole.

3.28 This policy sets out how the historic environment should inform development, how planning applications will be assessed and how opportunities can be taken to improve the condition of the borough's historic environment (including individual assets and their settings) to ensure that its distinctive character is maintained.

3.29 In order to satisfy the criteria set out in parts 2-9, developments will need to demonstrate an understanding of the significance of the relevant asset or its setting as part of the planning application process. As a minimum, this should include both desktop analysis and on-site investigation, with reference to the Greater London Historic Environment Record and other relevant documentation. The borough has a local history library, which provides a useful resource. Research undertaken into the heritage asset affected should describe the significance of the heritage asset in sufficient detail to determine its historic, archaeological, architectural or artistic interest to a level proportionate to its importance. The Greater London Historic Environment Record will help inform whether a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest.

3.30 Detailed plans to an appropriate level will need to be submitted with applications as part of design and access statements/heritage statements to demonstrate how the heritage assets and its setting will be impacted and to ensure that its significance is protected or enhanced.

3.31 Where a new heritage asset is discovered, the developer will be expected to work with us to seek a solution that protects the significance of the new discovery, so

far as is practicable within the existing scheme. Depending on the importance of the discovery, modifications to the scheme being implemented may be required.

3.32 In relation to parts 1 and 4, designated heritage assets include listed buildings and structures, registered parks and gardens and conservation areas. We will not permit harm to or total loss of a designated heritage asset unless the benefits of the proposal outweigh the harm or the criteria set out in part 4 above can be met.

3.33 In particular, listed buildings and structures in the borough make an important and valued contribution to the character and appearance of the borough and provide places to live and work in, well-known visitor attractions and cherished local landmarks. We have a duty to preserve and maintain these assets for present and future generations.

3.34 Proposals relating to works to a listed building or within the vicinity of a listed building will be required to demonstrate that it will not affect the special interest of the listed building. In addition to planning permission, listed building consent may also be required for works that will affect the special character of a listed building.

3.35 When considering proposals within conservation areas, as set out in part 6, consideration will be given to the relative significance of the element affected and its contribution to the significance of the conservation area as a whole and its setting.

3.36 We have prepared a series of conservation area appraisals and management plans that assess and evaluate the character and appearance of each of our conservation areas and set out how we consider they can be preserved or enhanced. We will take these into account when assessing planning applications for development in conservation areas. We will seek to manage change in a way that retains the distinctive character and appearance of our conservation areas and will expect new development to contribute positively to this.

3.37 In relation to part 9, any development in or adjacent to archaeological priority areas is required to investigate and consider any archaeological interests in the area. The archaeology of the borough can best be protected if as much information as possible is available at the planning application stage. The evaluation - which may involve fieldwork - is needed so that we can assess the archaeological implications of proposals. Where appropriate, the evaluation may show how developments can be

designed so that they do not harm a site of archaeological interest and/or how the remains will be preserved at the site, and where appropriate, preserve the archaeological findings at the site.

3.38 The Policies Map shows the location of the borough's heritage designations, including:

- world heritage sites;
- statutory listed buildings;
- conservation areas;
- London squares;
- registered parks and gardens;
- scheduled monuments;
- archaeological priority areas; and
- strategic and local designated views

3.39 In addition to the above there are many non-designated buildings and sites of heritage significance within the borough which contribute to its distinctive character, such as unregistered parks and gardens, public houses, cemeteries and places of worship. Details of some of these assets are available in the Tower Hamlets Conservation Strategy, Conservation Area Character Appraisals and Management Guidelines and Local List. The Local List identifies locally important heritage assets which are of community value and contribute to the special character and distinctiveness of the borough.

3.40 The Tower Hamlets Conservation Strategy offers a positive strategy for the conservation and enjoyment of the borough's historic environment to ensure that it continues to be appreciated and enjoyed by this and future generations.

3.41 Where possible, we will seek to work with developers and other partners to secure creative solutions that would conserve heritage buildings, especially those at risk (as identified on the borough's heritage at risk register) and contribute positively to the character and vitality of the surrounding area.

3.42 We will consider using our legal powers to secure essential maintenance of designated heritage assets is undertaken, where necessary.

## Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.H3: Housing standards and quality

## Evidence links

- Tower Hamlets Conservation Strategy
- Heritage at Risk Register (Historic England)
- Planning (Listed Building and Conservation Area) Act 1990 (as amended)
- Tower Hamlets Local List
- Tower Hamlets Conservation Area Appraisals and Management Guidelines

## Policy D.DH4: Shaping and managing views

1. Development is required to positively contribute to views and skylines that are components of the character of the 24 places in Tower Hamlets. Intrusive elements in the foreground, middle ground and backdrop of such views will be resisted. Development will be required to demonstrate how it:
  - a. complies with the requirements of the London View Management Framework and World Heritage Site Management Plans (Tower of London and Maritime Greenwich);
  - b. positively contributes to the skyline of strategic importance, forming from the silhouettes of tall building clusters around Canary Wharf (as defined as the Policies Map);
  - c. preserves or enhances the prominence of the borough-designated landmarks and the skyline of strategic importance in the borough-designated views (as defined in figure 7);
  - d. preserves or enhances local views identified in conservation area appraisals and management guidelines;
  - e. preserves or enhances visual connection of the public realm with water spaces; and
  - f. enhances townscape and other local views which are important to the identity and character of the place.

## Explanation

3.43 Views are important elements of townscape and local character, and provide a good test of the contribution that a development makes to a place. Townscape views can be valued for a variety of reasons, but often the most valued views will feature a prominent building that terminates a vista, acts a focal point or establishes some other form of spatial prominence. Such landmarks help to define and identify places and are considered to be a key component of high quality urban design (see figure 6). The policy identifies:

- a skyline of strategic importance which is observed from multiple locations within and outside the borough; and
- a series of views and landmarks of a borough-wide importance: borough-designated views and borough-designated landmarks.

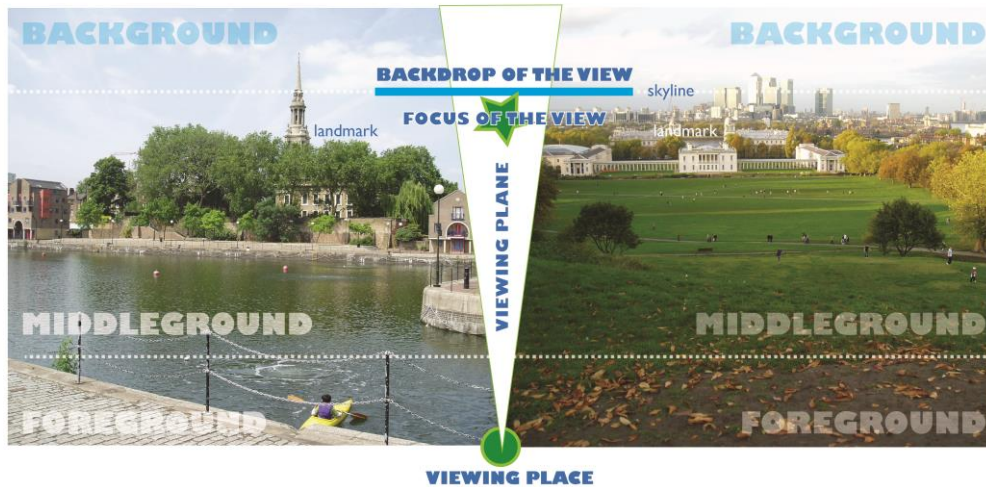
3.44 Part a refers to strategic views identified in the London Views Management Framework and Tower Hill and Greenwich Meantime World Heritage Site Management Plans which have impacts on developments within Tower Hamlets.

3.45 Part b refers to the group of tall buildings around Canary Wharf that form a distinctive cluster, referred to as the "skyline of strategic importance". This cluster is visible across London and has become a globally recognised silhouette. The distinctive skyline of the cluster is a prominent and recognisable feature in views from the surrounding areas, which are of a much smaller scale. The area of skyline of strategic importance covers the tall building zones in Canary Wharf: Canary Wharf Cluster and the Millwall Inner Dock Cluster, as shown on the Policies Map and set out in policy D.DH6. Building heights within the designation area should significantly drop towards its boundaries. The heights in the setting of the skyline of strategic importance should be consistent and significantly lower than the buildings at the edge of the designation area. Development should be tested in the views as per figure 7.

3.46 Part c refers to borough designated landmarks - buildings of high architectural and cultural value that can be seen in views to and from a number of conservation areas. These views are referred to as borough designated views. Development should be tested against their impact on the prominence of borough designated landmarks in borough designated views as per figure 7.



**Figure 6: Views in context**



3.47 Intrusive development (as defined in the glossary) that competes with the prominence of borough-designated landmarks in the backdrop of the borough-designated views or obscures them at the mid or foreground will be resisted.

3.48 Part d seeks to shape and manage the impact of development on views identified in the Conservation Area Character Appraisals and Management Guidelines covering each of the borough’s 60 conservation areas. Development that is harmful to the special character of these views will be resisted.

3.49 Part e recognises that water space is an intrinsic element of the borough’s identity and that its presence is an essential element of the character of a place.

3.50 Visual connections between public realm and waterfronts should be strengthened. Developments located directly at the waterfront and on streets in their direct vicinity which are parallel and perpendicular to their course, should afford views and glimpses of waterscape from the street level.

3.51 Part f seeks to shape and manage the impact that development would have on townscape and local views that are important to the identity of Tower Hamlets and its unique places. Due to relatively flat topography, tall buildings located in the borough can be seen from a number of remote locations. It is important that tall buildings positively contribute to the legibility, character and spatial structure of the borough’s 24 places (see policy D.H6).

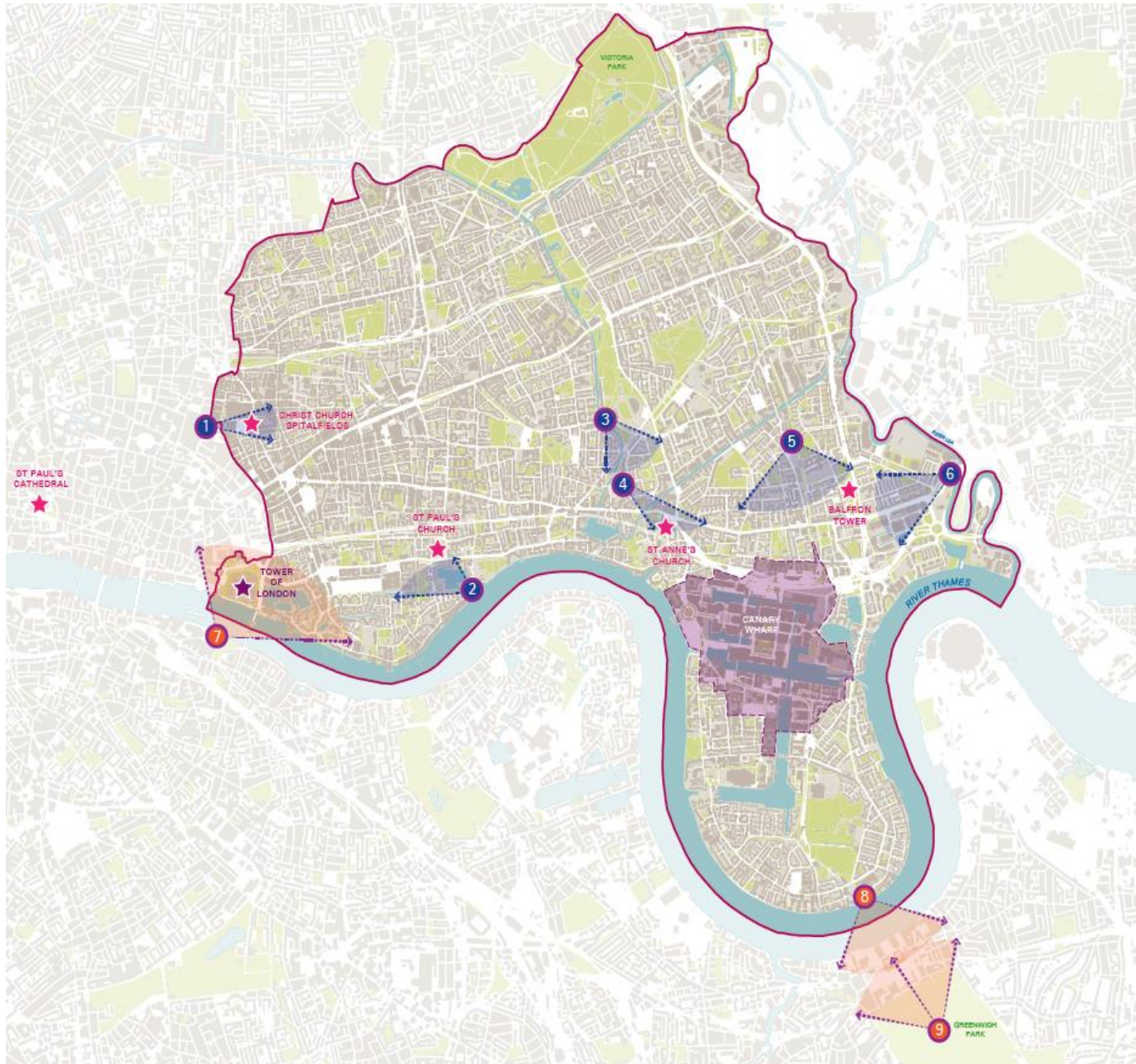
### Policy links

- Policy S.SG1: Sustainable growth in Tower Hamlets
- Policy S.OWS2: Enhancing the network of water spaces
- Policy D.OWS4: Water space

### Evidence links

- London View Management Framework (Mayor of London, 2012)
- Maritime Greenwich Site Management Plan
- Tower of London World Heritage Site Management Plan
- London Borough of Tower Hamlets: Conservation Area Appraisals and Management Guidelines
- Conservation Area Appraisal and Management Guidelines for Fish Island and White Post Lane Conservation Area (London Legacy Development Corporation)
- Tower Hamlets Tall Buildings Study

Figure 7: Key views, landmarks and the skyline of strategic importance



KEY

-  London Borough of Tower Hamlets boundary
  -  Skyline of Strategic Importance
  -  Open space
  -  Water space
  -  Buildings
  -  Borough Designated Landmarks
  -  Tower of London: Strategically Important Landmark
  -  Borough Designated Views
  -  London Views Management Framework & Other Key Views (World Heritage Site Views)
1. View from Spitalfields to Christ Church Spitalfields
  2. View from Wapping Wall bridge to St Paul's Church
  3. View from the bridge over Regent's Canal on Ben Johnson Road to St Anne's Church & Canary Wharf in the background
  4. View from Salmon Lane to St Anne's Church & Canary Wharf in the background
  5. View from Langdon Park to Balfour Tower & Canary Wharf in the background
  6. View from East India Dock Road to Balfour Tower & Canary Wharf in the background
  7. View from Queen's Walk to Tower of London World Heritage Site & Canary Wharf in the background
  8. View from Island Gardens to Greenwich World Heritage Site
  9. View from General Wolfe statue in Greenwich Park along the Axis of Maritime Greenwich World Heritage Site to St Anne's Church with Canary Wharf in the backdrop



## Policy S.DH5: World heritage sites

1. Development is required to ensure it safeguards and does not have a detrimental impact upon the outstanding universal value of the UNESCO world heritage sites: the Tower of London and Maritime Greenwich, including their settings and buffer zones (as shown on the Policies Map).
2. Proposals affecting the wider setting of the Tower of London and Maritime Greenwich or would impinge upon strategic or other significant views to or from these sites (particularly around Tower Hill and Aldgate and within the buffer zone around Island Gardens) will be required to demonstrate how they will conserve and enhance the outstanding universal value of the world heritage sites.
3. Development within the vicinity of the Tower of London is required to demonstrate how it will improve local pedestrian and cycle access routes, particularly signage and way-finding in the surrounding area.

## Explanation

3.52 World heritage sites are areas of cultural and national significance which include both natural features and man-made structures.

3.53 London has four world heritage sites, two of which are located within or next to the borough of Tower Hamlets on the banks of the river Thames: the Tower of London and Maritime Greenwich (as shown on figure 5: the key diagram).

3.54 The Tower of London, one of the UK's most famous landmarks and tourist attractions, is a grade one listed castle and royal fortress, which acts as the gateway into the borough from the west. Indeed, the borough is named after the villages and hamlets around the Tower of London. However, many of the streets and spaces in and around this area are dominated by vehicles/heavy traffic and offer a poor public realm and interchange experience from Tower Hill and Tower Gateway stations. These issues are also identified within the Tower of London World Heritage Site Management Plan.

3.55 Maritime Greenwich lies immediately south of the borough and comprises an ensemble of buildings (including the Royal Palace, Royal Hospital and the Royal

Observatory) set in landscaped parkland (part of the buffer area lies within the borough at Island Gardens on the Isle of Dogs, as shown on figure 7).

3.56 This policy aims to ensure that new development safeguards and does not negatively impact on the 'outstanding universal value' of the Tower of London and Maritime Greenwich world heritage sites, including their attributes, settings and views to and from them. In this context, outstanding universal value is defined as *"areas of cultural and/or national significance so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity"*<sup>15</sup>.

3.57 Proposals within close proximity to the Tower of London, or which have the potential to affect the setting and views of the Tower of London or Maritime Greenwich, will need to ensure they have regard to the Tower of London World Heritage Site Management Plan and/or the Maritime Greenwich World Heritage Site Management Plan.

3.58 Potential opportunities exist to enhance the setting immediately around the Tower of London and reinforce the outstanding universal value of the site<sup>16</sup>.

## Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy S.TR1: Sustainable travel

## Evidence links

- Historic England Heritage Protection Guide
- Tower of London World Heritage Site Management Plan
- London View Management Framework (Mayor of London, 2012)
- Maritime Greenwich World Heritage Site Management Plan
- Tower Hamlets Tall Buildings Study

<sup>15</sup> United Nations Education, Scientific and Cultural Organisation (UNESCO). Please note: attributes of the outstanding universal value are usually physical, but can also be processes or practices (such as traditions, or management regimes) that have an impact on physical qualities.

<sup>16</sup> Tower of London Local Setting Study: An Assessment of the Local Setting of the Tower of London and Guidelines for its Management (LUC, 2010)

## Policy D.DH6: Tall buildings

1. Development with tall buildings are required to:
  - a. be of a height and scale, mass and volume that are proportionate to their role, function and importance of the location in the local, borough-wide and London context; and in keeping with the character of the immediate context and of their surroundings;
  - b. achieve exceptional architectural quality and innovative and sustainable building design, using robust and durable materials integrated at all angles of the building;
  - c. enhance the character and distinctiveness of an area without adversely affecting established valued townscapes and landscapes (including building/roof lines) or detracting from important landmarks, heritage assets, key views and other historic skylines, and their settings;
  - d. provide a positive contribution to the skyline during both the day and night time;
  - e. not prejudice future development potential of adjacent/neighbouring buildings or plots;
  - f. maintain adequate distance between buildings to ensure a high quality ground floor experience and enhanced residential environment;
  - g. demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes;
  - h. present a human scale of development at street level and comprise an attractive and legible streetscape that takes into account the use of the public realm for a variety of users and includes active uses at ground floor level;
  - i. provide high quality private and communal open space and play areas (where residential uses are proposed) which local residents can use and that encourage social cohesion;
  - j. demonstrate that the development does not adversely impact on the microclimate and amenity of the proposal site and the surrounding area;
  - k. demonstrate that the development does not adversely impact on biodiversity and open spaces, including watercourses and water bodies and their hydrology; and
  - l. comply with Civil Aviation requirements and not interfere to an unacceptable degree with telecommunications, television and radio transmission networks.

2. Development of tall buildings will be directed towards designated Tall Building Zones (as shown on the Policies Map and figure 8) and must apply the following design principles.

Tall building zone	Principles
Aldgate	<ul style="list-style-type: none"> <li>• The background to the views of the Tower of London world heritage site from the Queen's Walk at City Hall should be preserved. Tall buildings should actively increase the quality and extent of the public realm in this area.</li> </ul>
Canary Wharf (Isle of Dogs)	<ul style="list-style-type: none"> <li>• Development within this location will be expected to safeguard the skyline and preserve the iconic image and character of Canary Wharf as a world financial and business centre. Individual buildings should be integrated into urban super blocks set in the public realm. Building heights within the Canary Wharf cluster should drop away from the central location at 1 Canada Square.</li> </ul>
Millwall Inner Dock (Isle of Dogs)	<ul style="list-style-type: none"> <li>• Building heights in the Millwall Inner Dock cluster should drop away from the Canary Wharf cluster to support its central emphasis.</li> <li>• Building heights should step down away from the centre of the cluster and ensure that the integrity of the Canary Wharf cluster is retained on the skyline when seen from places and bridges along the river Thames across Greater London, particularly in views identified in the London Views Management Framework.</li> </ul>
Blackwall	<ul style="list-style-type: none"> <li>• Development heights should step down towards the edge of this zone. The cluster must be subservient and separate from the nearby Canary Wharf cluster and buildings should be of varying heights allowing sky views between them when viewed from the river or the Greenwich Peninsula.</li> </ul>
Leamouth	<ul style="list-style-type: none"> <li>• Tall buildings in this cluster should step down towards the river Thames and ensure glimpses and views across the cluster.</li> </ul>

3. Development of tall buildings proposed outside of these zones must:

- a. significantly strengthen the legibility of a town centre or mark the location of a transport interchange or other location of civic or visual significance within the area;
- b. provide sufficient distance from other landmark buildings or clusters to create a landmark in the townscape;
- c. unlock significant infrastructure constraints; and/or
- d. deliver significant additional publically accessible open space.

## Explanation

3.59 This policy seeks to guide and manage the location, scale and development of tall buildings in the borough. In recent years there has been a surge in the number of tall building developments in the borough, particularly within existing clusters at Aldgate, Isle of Dogs and other clusters emerging along the river Thames waterfront.

3.60 Whilst tall buildings can positively contribute to the local environment and help to deliver growth in the local economy or much needed new homes, they can also cause harm to the character and identity of an area, either individually or cumulatively.

3.61 Tall buildings can significantly impact the quality and safety of the public realm (for example, through blank facades and a poor street interface or through generating adverse micro-climatic conditions, such as wind funnelling). They may cause overshadowing or solar glare and undermine the quality and value of adjacent developments. In low-or-medium rise residential neighbourhoods, tall buildings can feel overbearing and have a negative impact on amenity and views.

3.62 Beyond the Central Activities Zone and Tower Hamlets Activity Areas, as defined on the Policies Map, the borough is largely residential in nature and includes a relatively high proportion of medium to low rise buildings.

3.63 In this context, it is important that tall building developments are carefully designed and steered towards locations that positively respond to the context and character of the surrounding area, including the borough's 24 places.

3.64 For the purposes of this policy, a tall building is classified as any building that is significantly taller than its local context and/or has a significant impact on the skyline. Within the borough, buildings of more than 30 metres, or those which are more than twice the height of surrounding buildings (whichever is less) will be considered to be a tall building.

3.65 Part 1 of the policy sets out the criteria against which all development involving tall buildings will be assessed. The criteria will guide the visual and contextual development of tall buildings in the borough. In order to enable assessment against the criteria, we will require an accurate visual representation to be submitted alongside the design and access statement as part of the planning application. This model should show the proposal in near, middle and distant views, including the public realm and its appearance at street level. It should include a 360-degree view analysis and a study of relative heights of buildings in the surrounding area. An architectural model may be required depending on the scale and nature of the proposal.

3.66 Proposals involving tall buildings will need to demonstrate how any adverse impacts on the microclimate will be mitigated in relation to wind, overshadowing, day lighting, solar glare, light pollution; privacy and sense of ownership. Buildings over 30 metres in height and/or substantially taller than the surrounding area and/or over 150 units must be tested against the industry standard Lawson criteria in relation to wind. The testing of the following scenarios will be required as part of the planning applications.

- Baseline (i.e. the situation at the time of submission).
- The proposed development without mitigation/landscaping.
- The development with surrounding cumulative developments without mitigation/landscaping.
- The development with the inclusion of mitigation/landscaping.
- The development with surrounding cumulative developments with the inclusion of mitigation/landscaping.
- Specific details on the required mitigation measures must be provided, including where and how these measures will be implemented.
- It is essential that any required mitigation measures are tested as part of the application. This is to ensure that the mitigation is adequate, and can therefore



be relied upon. The mitigation must be implemented prior to occupation of any part of the development and retained for the duration of the development.

3.67 Proposals involving tall buildings (90 metres in height or greater) must be referred to the Civil Aviation Authority and London City Airport to ensure they will not be a potential hazard to aviation safety and navigation, in view of the proximity to London City Airport.

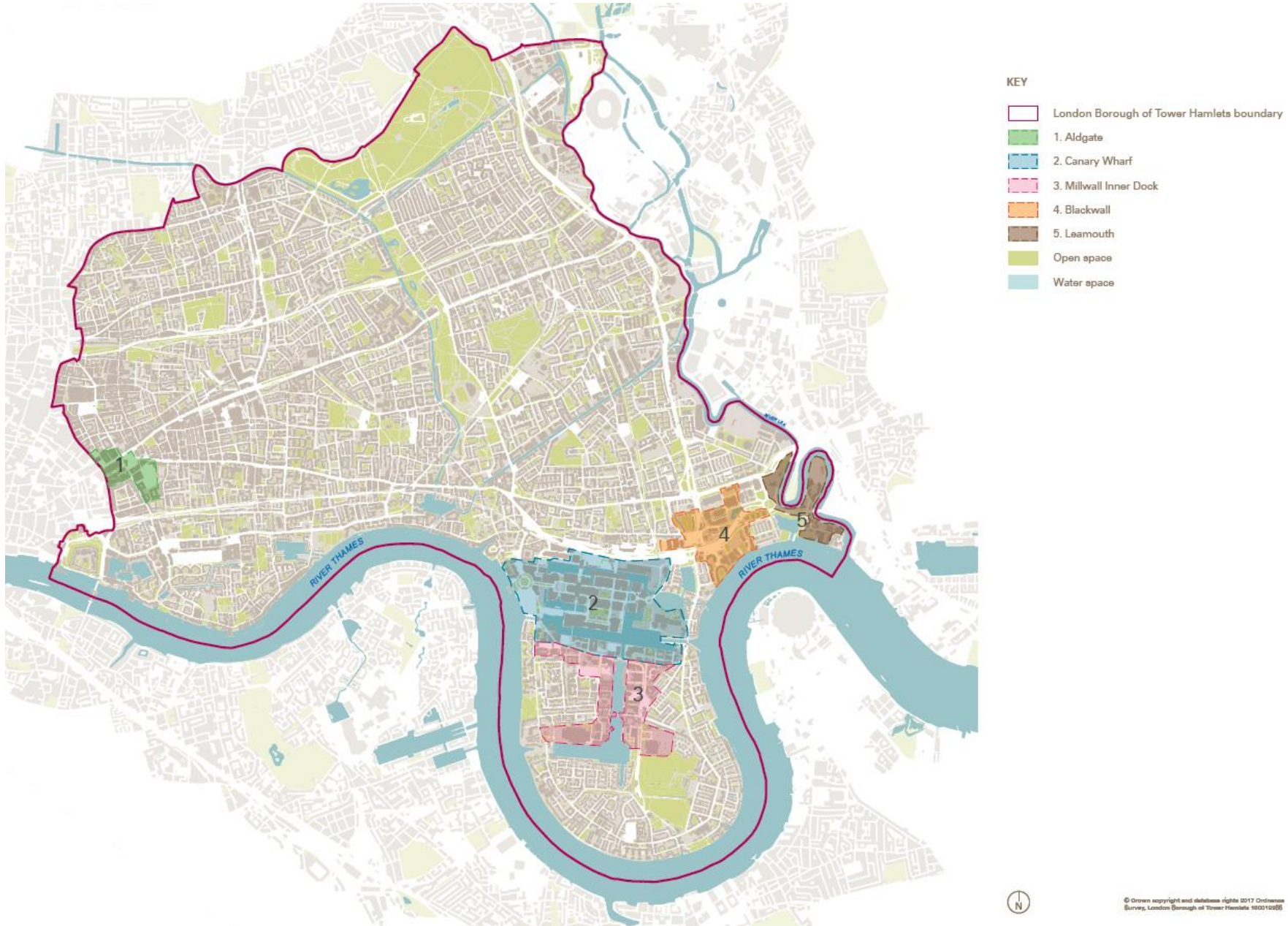
3.68 The criteria set out in part 1 above also applies to the redevelopment of existing tall buildings (including those outside the tall building zones). The presence of an existing tall building on the site will not in itself be regarded as justification for replacing it with another tall building or the commencement of a tall building cluster or zone.

3.69 Part 2 identifies a series of tall building zones (as shown on the Policies Map and figure 8) to make it clear where tall buildings will be directed. The location of these zones has been derived from a thorough analysis of the character of the borough.

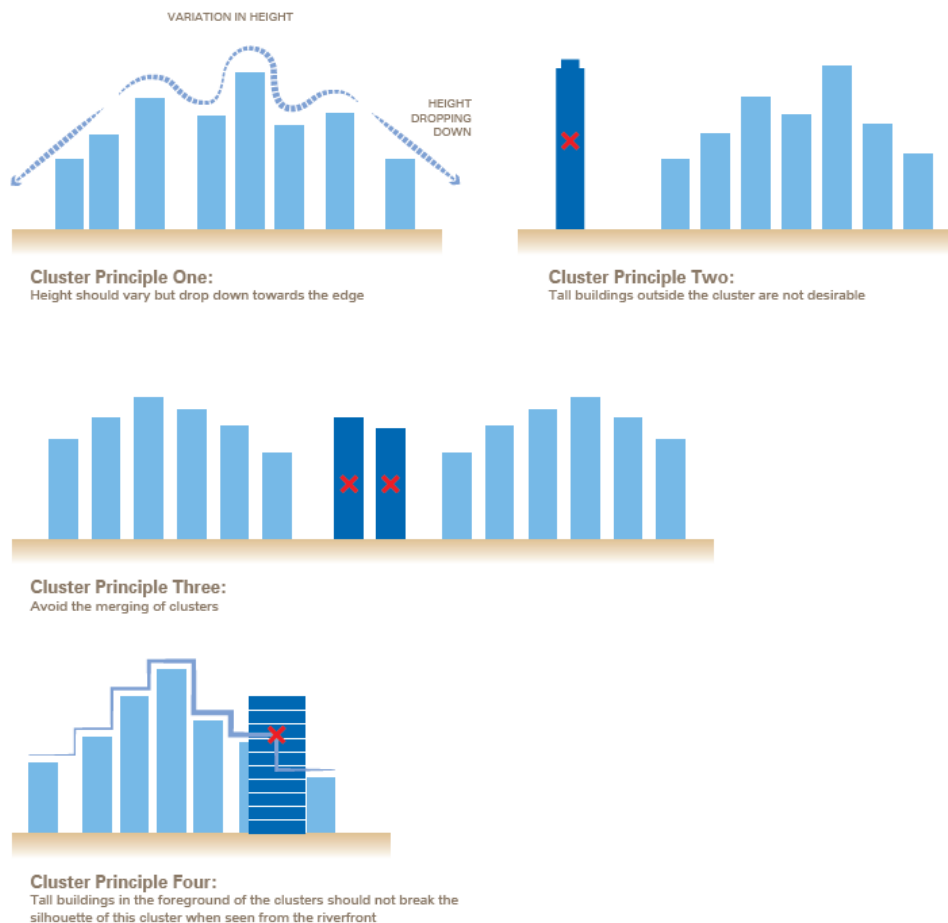
3.70 The Tall Buildings Study should be read alongside this policy and provides detailed guidance on the potential location, design and height of tall buildings in the borough.

3.71 Each tall building zone is different and tall buildings proposed within the zones will need to respect the existing character of the area and respond to sensitivities. Tall building development within the zones may require land assembly as not every individual plot within these zones is large enough to meet requirements set out in part 2 above.

Figure 8: Tall building zones



**Figure 9: Principles of tall building clusters**



3.72 Within tall building zones (as shown on figure 8), clusters of tall buildings may be developed. The height of tall buildings within a cluster should reflect the role and function of the cluster and normally the tallest elements should be located towards the centre of the cluster, which should mark a particular feature or location (e.g. One Canada Square, Canary Wharf). Developments involving tall buildings will be required to step down towards the edge of the tall building zone (see figure 9). It does not follow, however, that all buildings within a tall buildings zone will be tall in height/scale and variations in height will be encouraged to create a more dynamic skyline.

3.73 The Tall Buildings Study identifies other potentially suitable locations outside of the tall building zones where tall buildings might be appropriate, depending on the nature of the proposals and where sensitive receptors have been addressed. However, tall buildings will generally not be supported in sensitive locations (e.g. conservation areas) and established low rise residential areas.

3.74 In relation to part 3 (b-c), tall building proposals outside of the zones will be subject to additional criteria to ensure they do not have an adverse impact on the setting or character of the borough. In such locations, tall buildings will be expected to serve as landmarks and unlock significant infrastructure provision (in particular the provision of publically accessible open space and social and community facilities) to address deficiencies within the area (as identified in the Infrastructure Delivery Plan, the Regulation 123 List and other relevant strategies) and address the requirements set out in section 4. The height of these buildings should relate to their role as a local, district or metropolitan landmark and the context height (as categorised in the Tall Buildings Study). In addition, proposals should ensure that there is adequate distance between the proposed and existing tall buildings in the area to ascertain their landmark status.

3.75 Where possible, we will seek to work with developers, landowners, statutory agencies and neighbourhoods to develop masterplans to guide the scale and location of tall buildings, taking account of their wider and cumulative impacts, in line with the requirements set out above.

### Policy links

- Policy SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Construction of new development
- Policy D.H3: Housing standards and quality
- Policy S.CF1: Supporting community facilities
- Policy S.OWS1: Creating a network of open spaces
- Policy D.OWS4: Water space
- Policy D.ES3: Urban greening and biodiversity

### Evidence links

- Tower Hamlets Tall Buildings Study
- Tall Buildings: Historic England Advice Note 4 (Historic England, 2015)
- Guidance on Tall Buildings (Commission for Architecture and the Built Environment and English Heritage, 2007)
- Community Infrastructure Levy Regulation 123 List

## Policy D.DH7: Density

1. Residential development should be consistent with the guidelines set out in the London Plan. Where higher density development is proposed, it must demonstrate that:
  - a. the cumulative impacts of the proposed development have been considered and do not result in over-development or that suitable mitigation measures in relation to design and infrastructure have been identified; and
  - b. the site does not compromise the development potential of neighbouring sites.

### Explanation

3.76 Many proposed developments in the borough are seeking to exceed the highest density levels set out in the London Plan's density range. While, in principle, this is allowed as an exception as part of the London Plan's policies, in some parts of the borough, exceptional densities are coming forward in great numbers and concentrated in certain areas, such as South Quay and parts of the City Fringe Central Activities Zone.

3.77 Exceptional densities in the borough should not be the norm but should remain as exceptions. In order to manage this, the policy requires that developments in excess of the London Plan density range should consider the cumulative effects from development and should not result in over-development of the site or impact on the development potential of neighbouring sites.

3.78 For the purposes of this policy, over-development refers to a quantum of development that is excessive in terms of demand on infrastructure and services, or impact on local amenity and character.

3.79 Where the London Plan density ranges are exceeded, schemes must be of exemplary design quality and must address the issues that can be associated with high density development, such as noise, disturbance and overlooking. In addition, developers should consider the capacity of infrastructure and services to

accommodate the development, including potential mitigation measures to unlock any identified constraints.

3.80 Where residential density guidelines are applied to mixed-use developments, the density figures should be based on the net residential area. Developers are expected to include in their planning application the relevant London Plan density range for their site and the actual net residential density proposed.

3.81 Tall and dense developments are also required to consider the criteria set out in policy D.DH6.

### Policy links

- Policy SG2: Delivering Sustainable Growth in Tower Hamlets
- Policy D.H3: Housing standards and quality
- Policy S.CF1: Supporting community facilities
- Policy D.CF3: New and enhanced community facilities
- Policy S.OWS1: Creating a network of open spaces
- Policy D.ES9: Noise and vibration
- Policy D.TR2: Impacts on the transport network

### Evidence links

- Mayor of London Housing Supplementary Planning Guidance (GLA, 2016)

## Policy D.DH8: Amenity

1. Development is required to protect and where possible enhance or increase the extent of the amenity of new and existing buildings and their occupants, as well as the amenity of the surrounding public realm. To achieve this, development must:
  - a. maintain good levels of privacy and avoiding an unreasonable level of overlooking or unacceptable increase in the sense of enclosure;
  - b. ensure new and existing habitable rooms have an acceptable outlook;
  - c. ensure adequate levels of daylight and sunlight for new residential developments, including amenity spaces within the development;
  - d. not result in an unacceptable material deterioration of the sunlight and daylight conditions of surrounding development and not resulting in an unacceptable level of overshadowing to surrounding open space and private outdoor space; and
  - e. not create unacceptable levels of artificial light, odour, noise, fume or dust pollution during the construction and life of the development.

### Explanation

3.82 This policy seeks to ensure developments are well designed (both internally and externally) and enable residents and occupants to enjoy a good level of amenity and natural surveillance.

3.83 For the purposes of this policy, a habitable room is defined as a room within a dwelling, the primary use of which is for living, sleeping or dining. This definition includes living rooms, dining rooms, bedrooms, studies, home offices and conservatories but excludes halls, corridors, bathrooms and lavatories. Kitchens which provide space for dining and have windows will be considered habitable rooms and should be included in the assessment of amenity impacts.

3.84 Applicants or developers will need to give careful consideration to the layout and massing of buildings to ensure that the new development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be

avoided. If dwellings overlook bin stores, screening and landscaping should be used to limit the impact.

3.85 Part a of the policy seeks to ensure there is sufficient privacy and no unreasonable loss of amenity from overlooking between habitable rooms of adjacent residential properties, or onto schools and other community facilities (e.g. health centres) or private open spaces. The degree of overlooking depends on the distance and the horizontal and vertical angles of view. However, a distance of approximately 18 metres between windows of habitable rooms reduces inter-visibility to a degree acceptable to most people. This figure will be applied as a guideline depending upon the design and layout of the development.

3.86 For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden (see part b).

3.87 Part c seeks to ensure that the design of new development optimises the levels of daylight and sunlight. Part d seeks to ensure that new developments minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing (including on amenity space and public open space).

3.88 A sunlight and daylight assessment must accompany all major planning applications and/or smaller schemes where adverse effects on daylight and sunlight levels are anticipated. It should follow the methodology set out in the most recent version of Building Research Establishment's "site layout planning for daylight and sunlight" guidance and the British Standard Code of Practice for daylighting, the results of which must be submitted with the planning application. Daylight and sunlight assessments should also include consideration of the potential redevelopment of adjacent sites, so as not to prejudice their redevelopment (see part d).

3.89 Part e seeks to ensure that artificial lighting is well-designed and uses appropriate light levels to avoid interference with someone's use of their property and reflects the street hierarchy. Badly designed lighting schemes can be damaging to the environment and result in visual nuisance to residents.

3.90 For the purposes of this policy, light pollution is defined as the adverse effect of artificial lighting and includes glare, light spillage and sky glow.



3.91 Odour and fumes from commercial development can also have an adverse impact on the amenity of surrounding residents. Best practice guidance should be followed: development should refer to the most recent version of the government's guidance on the control of odour and noise from commercial kitchen exhaust systems.

3.92 Noise and dust pollution can often be a particular problem during the construction phase of the development. Where necessary, we will use planning conditions requiring construction management plans to demonstrate that noise and dust pollution can be satisfactorily managed and/or mitigated along with any adverse impacts on the highway network.

### **Policy links**

- Policy SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Construction of new development
- Policy D.H3: Housing standards and quality
- Policy D.H4: Specialist housing
- Policy D.H7: Housing with shared facilities ('houses in multiple occupation')
- Policy D.TC5: Food, drink, entertainment and the night-time economy
- Policy D.ES9: Noise and vibration
- Policy D.ES10: Overheating
- Policy D.MW2: New and enhanced waste facilities
- Policy D.MW3: Waste collection facilities in new development

### **Evidence links**

- Site layout planning for daylight and sunlight: a guide to good practice (BRE, 2012)
- Control of odour and noise from commercial kitchen exhaust systems (Department for Environment, Food and Rural Affairs, 2011)

## Policy D.DH9: Shopfronts

1. New or replacement shopfronts are required to be robust and well-designed and ensure:
  - a. the maintenance of active shopfronts at all times;
  - b. a sensitive relationship between the shopfront and the upper floors;
  - c. a sensitive relationship with surrounding shopfronts and buildings;
  - d. the use of materials which are appropriate to and enhance the local character and value existing architectural and historic features; and
  - e. the provision of sensitive signage location and design, which is not overly dominant to the shopfronts and the buildings.
2. Shopfront fascias should not extend above ground floor level

### Explanation

3.93 This policy seeks to ensure that shopfronts are attractive, well designed and make a positive contribution to the surrounding streets, spaces and public realm and thereby enhance the overall character and appearance of the borough.

3.94 Shopfront design should be an integral part of the design process with consideration given to how security measures are incorporated. These should include the use of security glass and internal retractable grills rather than the use of closed external roller shutters which result in unwelcoming environments.

3.95 Shopfronts should incorporate a well-defined frame, stall-riser, door and window units which sit in a defined architectural surround, use appropriate high quality materials and be of a scale which relates to the upper floors of the building and complements the quality and character of surrounding buildings.

3.96 Achieving a sensitive relationship between the shopfront and its surroundings means for instance: shopfront fascias should be within the width of a single building and should not extend above the first floor or obscure architectural features of value.

3.97 Shopfronts which form part of a group of original shopfronts and/or are designated heritage assets should be of a traditional design and incorporate

traditional features, character and use traditional materials. Development should avoid the use of neon lighting, animated electronic displays and external solid shutters.

### Policy links

- Policy SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.TC3: Retail outside our town centres

### Evidence links

- Shopfronts and Roller Shutter Grilles (London Borough of Tower Hamlets)

## Policy D.DH10: Advertisements, hoardings and signage

1. Advertisements, hoardings and signage must be well-designed and well-integrated within the public realm, host buildings and the surrounding area. In particular, proposals will be supported where they demonstrate how they:
  - a. complement the character, appearance and visual amenity of the site and the surrounding area;
  - b. do not have an adverse impact on the setting or significance of heritage assets (including conservation areas and listed buildings) and do not obscure architectural features;
  - c. do not intrude into the outlook of nearby residents;
  - d. do not adversely affect public or highway safety or impede pedestrian access, including for those with visual impairment or impaired mobility;
  - e. enhance the visual amenity of construction sites and vacant or underused sites/buildings and the surrounding area, including through the use of appropriate lighting;
  - f. are not subservient in relation to the streetscape or the buildings to which they are attached; and
  - g. do not create or contribute to a proliferation of signs and advertisements which cause 'visual clutter' in the streetscape.
2. Within conservation areas, advertisements, signage and hoardings need to complement the special character of the area and:
  - a. will not be supported above fascia or ground level;
  - b. should be externally illuminated; and
  - c. projecting or hanging signs will be restricted to one per frontage.

### Explanation

3.98 This policy aims to ensure advertisements, hoardings and signage positively activate the streetscape and enhance the visual appearance of their host buildings or structures.

3.99 Part 1 provides guidance on the appropriate design and settings of advertisements, hoardings and signage (including fascia and hanging shop signs, A-boards, poster panels, digital billboards and free-standing advertisements).

3.100 We recognise that well-designed features in the streetscape can make a positive contribution to the public realm and play an important role in providing local information and supporting local businesses. However, poorly designed, excessive or overly dominant features can have negative impacts on the character and appearance of their surroundings and can create hazards for pedestrians and traffic.

3.101 Advertisements, hoardings and signage should be in keeping with the character of the area and should not negatively affect the amenity of surrounding properties or highway/public safety. There is a particular need to avoid physical and visual clutter in the streetscape as well as problems arising from distraction among road and pedestrian users. For instance, the location of A boards in areas where the width of the footway is less than 2 metres will be resisted. Poster panels/freestanding adverts will generally be out of place within residential areas due to their scale, size and intrusive nature. External illumination for signage will need to be carefully considered at an early stage in the design process to ensure that lighting can be sensitively incorporated, where required.

3.102 Provision of public artwork or other visual concepts on hoardings will be supported and encouraged, where it can enhance the local streetscape and improve the appearance of construction sites.

3.103 Part 2 provides guidelines for advertisements, signage and hoardings in conservation areas. The design should complement the historic character of the conservation area in terms of scale, location, composition and materials applied. Any lighting associated with advertisements, signage or hoardings should be discreet and well placed so that it does not interfere with the visual amenity of the historic environment. External lighting should generally be used rather than internal illumination, due to the potential impact on heritage assets.

### Policy links

- Policy SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Construction of new development

- Policy S.TR1: Sustainable travel

### Evidence links

- Signs and Advertisements (London Borough of Tower Hamlets)
- Town and Country Planning (Control of Advertisements) (England) Regulations

### Policy D.DH11: Telecommunications

1. The installation of new telecommunication apparatus is required to minimise its impact on the street scene and not unacceptably harm the appearance of heritage assets through appropriate design and:
  - a. demonstrate that where a new site is proposed that co-location/mast-sharing on existing sites has been explored and is not possible;
  - b. not create any unacceptable risks to the health and well-being of residents and users of surrounding and nearby sites; and
  - c. not unacceptably detract from the amenity of surrounding properties.

### Explanation

3.104 This policy aims to ensure that the design and location of telecommunications equipment does not create a safety hazard or detract from the character of their surroundings, taking into consideration the potential impacts on the amenity of the area and local residents.

3.105 Proposals to install new telecommunications equipment will be required to submit a written report alongside the planning application demonstrating that similar/compatible equipment has been identified and clearly set out that all reasonable efforts to co-locate have been explored and are not possible, due to incompatibility of equipment.

3.106 Details should also be included on the frequency modulation, power output and evidence of how the proposal meets the International Commission on Non-Ionising Radiation Protection to demonstrate compatibility with surrounding uses.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG3: Health impact assessments
- Policy D.ES9: Noise and vibration

### Evidence links

- Guidance Shopfronts and Roller Shutter Grilles (Tower Hamlets)

## Chapter 4: Meeting housing needs

### Introduction

4.1 This chapter sets out the policies to maximise the supply of housing in the borough to meet both local and strategic needs.

4.2 The London Plan (GLA, 2016) identifies a ten-year minimum housing supply target of 39,314 homes within Tower Hamlets over the period 2015-2025. This is equivalent to a minimum requirement of 3,931 homes per annum. The London Plan does not set out specific housing targets beyond 2025 but expects boroughs to 'roll forward' their annual target. The London Plan ten-year target, plus the annual rolled forward target, results in a housing supply target for the borough (2016 – 2031) of 58,965 homes.

4.3 This target is greater than our objectively assessed need of 46,458 homes<sup>17</sup>, reflecting the fact that the borough is expected to significantly contribute towards meeting London's strategic housing need. Appendix 7 sets out a summary of the expected housing supply over the plan period.

4.4 Tower Hamlets also needs to provide at least 21,100 new affordable homes over the same period to meet its future needs, equivalent to an average of 1,407 dwellings per year (45% of the overall need).

4.5 The delivery and implementation section sets out the strategy on how we are planning to meet both local housing needs and strategic housing needs over the plan period (see section 5).

4.6 The figures in the table below are based on the estimated capacity of the site allocations (further detail on these figures is set out in appendix 7).

**Table 2: Minimum number of additional homes across sub-areas (2016 - 2031)**

Sub area	Minimum number of additional homes	Percentages
Isle of Dogs & South Poplar	29,848	56%
City Fringe	9,330	19%
Lower Lea Valley	5,395	11%
Central Area	6,671	14%
Borough-wide windfall allowance	3,010	
Tower Hamlets: total	54,455	100%

4.7 In line with policy S.SG1 of the Local Plan, the majority of the housing growth within the borough will be provided in the following locations (see figure 10<sup>18</sup>).

- Isle of Dogs and South Poplar sub-area: the places of Canary Wharf, Blackwall, Leamouth and northern parts of Millwall and Cubitt Town.
- City Fringe sub-area: the places of Whitechapel, Wapping and Aldgate.
- Lower Lea Valley sub-area: the places of Poplar Riverside and Poplar.

4.8 While there will be a shortfall towards the end of the plan period, we are committed to working with our partners (including the Greater London Authority) to maximise housing supply within the parameters of sustainable development and address this unmet need<sup>19</sup>.

4.9 In addition, we anticipate that through normal plan delivery over the plan period, sufficient additional units can be delivered to meet the London Plan target. This is due to factors relating to uncertainties and assumptions in the housing supply which have not been factored into the trajectory (see appendix 7) and are anticipated to accelerate the delivery of new homes over the plan period. This includes higher-than-average density levels and delivery rates (due to the extent of development interest) and the emergence of new delivery mechanisms (e.g. new council-led housing companies and the GLA funded housing zone within Poplar Riverside) and other interventions (e.g. brownfield register).

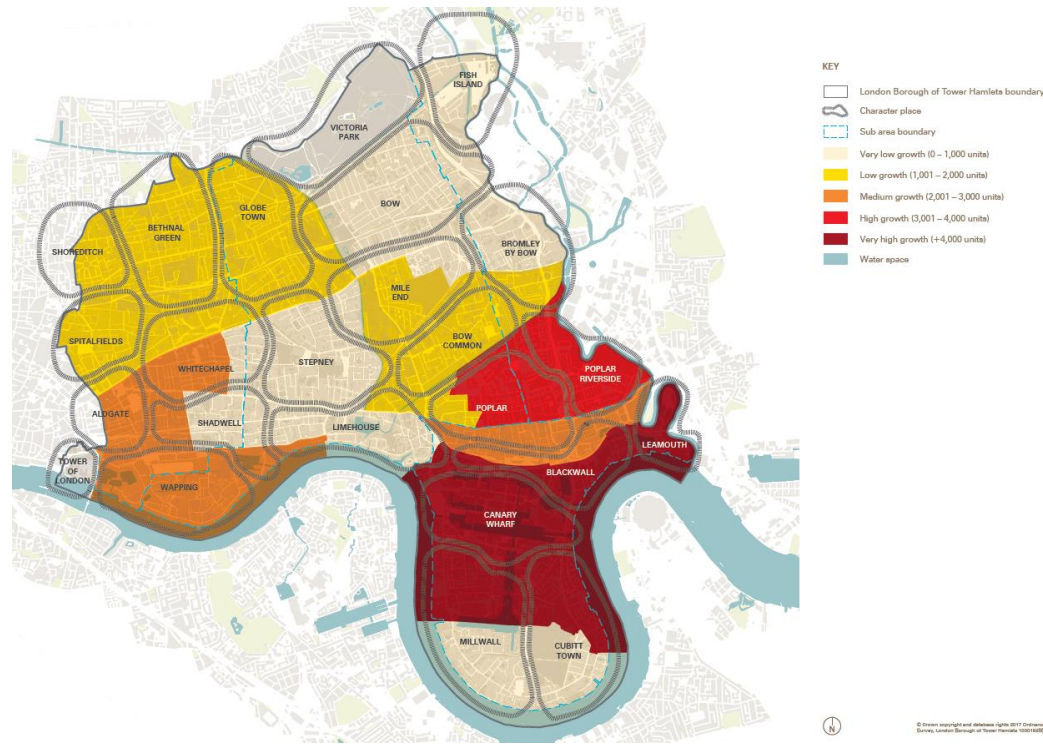
<sup>18</sup> Please note: the distribution of housing growth is based around ward boundaries.

<sup>19</sup> Our approach in this regard is outlined in the Tower Hamlets Housing Delivery Strategy (see paragraph 4.14 and section 5).

<sup>17</sup> This is identified in the Tower Hamlets Strategic Housing Market Assessment.



**Figure 10: Housing distribution across 24 places**



- Policy D.H6: Student housing
- Policy D.H7: Housing with shared facilities ('houses in multiple occupation')

4.10 If our targets are not being met, we will undertake a review of the Local Plan to explore ways of addressing this unmet need, taking into account the outcomes of future revisions to the London Plan and opportunities to increase the supply as detailed below<sup>20</sup>.

4.11 This section contains the following policies.

- Policy S.H1: Meeting housing needs
- Policy D.H2: Affordable Housing
- Policy D.H3: Housing standards and quality
- Policy D.H4: Specialist housing
- Policy D.H5: Gypsies and travellers accommodation

<sup>20</sup> London Plan Annual Monitoring Report (GLA, 2016)

## Policy S.H1: Meeting housing needs

1. We will secure the delivery of at least 58,965 new homes across the borough (equating to at least 3,931 new homes per year) between 2016 and 2031. This will be achieved through:
  - a. focusing the majority of new housing in the opportunity areas and site allocations (as shown on the Policies Map);
  - b. ensuring development does not undermine the supply of self-contained housing - in particular family homes;
  - c. resisting development that would result in a net loss of residential floorspace or family units;
  - d. housing estate regeneration schemes delivering homes which meet housing need and provide improved social facilities and environmental amenity; and
  - e. working to return vacant homes back to use.
2. Development will be expected to contribute towards the creation of mixed and balanced communities that respond to local and strategic need. This will be achieved through:
  - a. setting an overall target for affordable homes of 50% to be achieved through:
    - i) securing affordable homes from a range of council-led initiatives;
    - ii) requiring the provision of affordable housing contributions on sites providing 2 to 10 new residential units against a sliding-scale target (subject to viability);
    - iii) requiring the provision of a minimum of 35% affordable housing on sites providing 11 or more new residential units (subject to viability); and
    - iv) requiring a mix of rented and intermediate affordable tenures to meet the full range of housing needs.
  - b. requiring a mix of unit sizes and tenures to meet local need on all sites providing new housing;
  - c. supporting a variety of housing products in the market and affordable tenures which meet local need; and

- d. complying with our duty to support local demand for self-build.
3. All housing must be well-designed, sustainable and take appropriate account of cumulative development. Developments are strongly encouraged to demonstrate this through meeting the Home Quality Mark standard.
4. Development will be supported which seeks to meet the needs of specific communities, including:
  - a. older people;
  - b. disabled and vulnerable people;
  - c. students; and
  - d. gypsies and travellers, through safeguarding the existing gypsy and traveller site at Old Willow Close and seeking to deliver additional safeguarded pitches adjacent to the site, following the completion of the Elizabeth line.
5. Residential development should encourage increased housing sales to Londoners, preferably for owner-occupation.

### Explanation

4.12 This policy sets out the strategic housing supply requirements for Tower Hamlets as well as our objectives of ensuring the creation of mixed and balanced communities, sustainable places and quality living environments within the borough.

4.13 The borough's housing supply target relates to total net housing supply. The strategic target is composed of the housing supply target of at least 39,310 new homes between 2015 and 2025 - established in the London Plan (GLA, 2016) - and a rolled-forward target of at least 3,931 new homes per year between 2026 and 2031. The target includes self-contained residential units and non-self-contained residential accommodation, including specialist housing for students and older people in use classes C2, C3 and C4 or sui generis, as identified in annex 4 of the London Plan (GLA, 2015).

4.14 Housing growth will be primarily delivered in the locations specified in part 1 (a)<sup>21</sup> via a number of different mechanisms: the regeneration of previously developed land, intensification of the built form in opportunity areas and the delivery of site allocations. A smaller proportion of housing will be delivered through town centre intensification, estate regeneration and infill development, bringing back long term vacant properties into residential use and windfall sites. Further details can be found in sections 4 and 5<sup>22</sup>.

4.15 Part 1 (b) seeks to protect existing and safeguard the future supply of self-contained housing. This is to ensure we meet identified local need as well as strategic targets for housing. Development for non-self-contained units will not be supported where it utilises land identified for self-contained housing through a current planning permission, or through the borough's development plan. It is recognised that other policies in this plan identify suitable locations for other land uses. Developments of other land uses, where supported by policy and/or site allocations, are not considered to undermine the supply of self-contained units. Family housing requires particular protection, due to high levels of identified need<sup>23</sup>.

4.16 Part 1 (c and d) will be implemented through partnership working to realise local need as well as strategic targets. Estate regeneration schemes are expected to protect and enhance the estate's physical environment and community assets, as well as deliver at least like-for-like replacement of unit size and tenure mix. Linked policy D.H2 (part 5) provides further detail on delivering this requirement. The Tower Hamlets Housing Strategy (2016-2020) and the Good Practice Guide to Estate Regeneration (GLA, 2016) provide further guidance. Policy D.H2 (part 5) provides further detail on delivering this requirement.

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<sup>21</sup> Opportunity areas are designated in the London Plan (GLA, 2016) and are considered to be London's main opportunities for accommodating large-scale new development to provide substantial numbers of new employment and housing, due to transport connectivity, land availability and deliverability. Site allocations are sites in the borough which have been identified as able to accommodate new homes and jobs alongside necessary infrastructure such as open space, health and education facilities. Further information about opportunity areas and site allocations is provided in policy S.SG.1.

<sup>22</sup> The Housing Delivery Strategy sets out our approach to managing housing delivery across the borough to 2031 and support the delivery of the housing target set out in this plan.

<sup>23</sup> Tower Hamlets Strategic Housing Market Assessment

4.17 Vacant units brought back into residential use also contribute towards meeting the housing supply figure. We undertake a range of activities to bring vacant buildings back into use, such as grants and buy-back of ex-council stock.

4.18 Part 2 sets a target of achieving 50% affordable homes through private development as well as council-led initiatives. This target is considered to best reflect local housing need<sup>24</sup>. On developments that yield 11 or more net additional residential units, at least 35% affordable housing is expected. Developments are expected to maximise the provision of affordable housing, having regard to availability of public subsidy, implications of phased development (including provision for re-appraising scheme viability at different stages of development) as well as financial viability which should, in particular, take account of prevailing local and regional viability guidance. Applicants are strongly encouraged to meet or exceed the delivery of 35% affordable housing. Lower levels will only be accepted in exceptional circumstances where robustly justified through viability evidence and where it is demonstrated that there are clear barriers to delivery. Applications that do not meet policy requirements will be subject to viability re-appraisals.

4.19 Affordable housing calculations will be made using habitable rooms. Given the extent of local need, it is considered necessary and appropriate to seek financial contributions towards the provision of affordable housing from sites of less than 10 units. Financial contributions will be calculated using our preferred methodology as set out in the Planning Obligations Supplementary Planning Document. Over the plan period, developments on small sites have the potential to contribute over 3,000 new homes and could make a significant contribution towards meeting local affordable housing need (see appendix 7). Financial contributions will be calculated using a sliding-scale target starting at 3.5% across the whole site and increasing to 3.5% for each additional home, reaching 35% for sites of 11 units or more. Further detail (including on financial viability assessments) is provided in the developer contributions policy (D.SG5) and in the latest Planning Obligations Supplementary Planning Document.

4.20 Part 2 (b) expects that all housing developments will contribute to delivering mixed and balanced communities. Private student and specialist housing will be required to deliver a mix of affordable and market units of the relevant typology on

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<sup>24</sup> This need is established in the Tower Hamlets Strategic Housing Market Assessment.

site in order to meet a wide range of needs. All other housing development will be required to deliver a mix of housing tenures and sizes on site.

4.21 Part 2 (d) seeks to support a range of innovative housing products such as 'build-to-rent' private rented housing. Housing products will be supported where they are compatible with optimising the use of land and facilitate the delivery of housing to meet needs in each tenure. All residential developments must meet the requirements outlined in policies D.H2 and D.H3, including unit size mix, affordable housing and space standards. In addressing these requirements, consideration will be given to the size of the development. We also support the delivery of residential moorings in suitable locations (further guidance is provided in policy D.OWS2).

4.22 Part 2 (e) demonstrates our commitment to supporting those who wish to build their own home. The current self-build register indicates there is interest in self-build in the borough, however high local land values and housing targets, are resulting in the predominance of flatted developments which limits opportunities for viable self-build. Group self-build has the best potential to deliver significant additional housing output in higher cost areas, like Tower Hamlets<sup>25</sup>. We would therefore encourage group self-build as a more viable model of self-build in the borough. Our housing service is working with interested local self-builders to consider a range of options to support self-builders overcome challenges to delivery in the borough.

4.23 Part 3 requires development proposals to appropriately respond to the character of the surrounding area and site-specific constraints, as well as provide a high quality living environment in line with the Home Quality Mark standards<sup>26</sup>. Further guidance is provided in chapter 2.

4.24 Part 4 recognises our duty to provide specialist and supported housing for students, gypsies and travellers, the homeless, the disabled, vulnerable and older people. This will be achieved through working with partners to facilitate the appropriate quantity and quality of housing. In addition, specialist housing should be integrated into the wider area through careful design and the sharing/joint use of

facilities to encourage a sense of community belonging and social interaction, where applicable.

4.25 The existing gypsy and traveller site at Old Willow Close (as shown on the Policies Map) has been safeguarded to meet the borough's gypsy and traveller accommodation need<sup>27</sup>. We will also seek to deliver and safeguard any further pitches which may be provided adjacent to the existing site, following completion of the Elizabeth Line development.

4.26 Part 5 aims to encourage new residential developments to meet local and strategic housing market needs<sup>28</sup>. There is a concern at a regional level that a portion of new build homes in London are not being used in a way which meets housing need and GLA-commissioned research indicates that Tower Hamlets has the second highest percentage of overseas sales in London<sup>29</sup>. Developers are encouraged to sign up to the Mayor of London's Mayoral Concordat on Housing Development or any replacement scheme which encourages the marketing of new homes for sale to Londoners in the first instance.

### Policy links

- Policy S.SG1: Areas of growth and opportunity within Tower Hamlets
- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG5: Developer contributions
- Policy D.OWS2: Creating a network of water space

### Evidence links

- Planning Obligations Supplementary Planning Document (Tower Hamlets)
- Tower Hamlets Housing Strategy (2016)
- Good Practice Guide to Estate Regeneration (GLA, 2016)

<sup>25</sup> London Strategic Housing Market Assessment (GLA, 2013)

<sup>26</sup> The Home Quality Mark is a new residential quality design and construction standard, developed by the Building Research Establishment.

<sup>27</sup> This need is identified in the Tower Hamlets Gypsy and Traveller Needs Assessment. The safeguarded site meets our statutory requirement to ensure adequate provision of sites to meet the needs of gypsies and travellers who meet the new government definition of gypsies, travellers and travelling showpeople (Policy for Traveller Sites, Department for Communities and Local Government, 2015). Any additional capacity on the site will contribute towards providing culturally appropriate housing for gypsies and travellers who do not meet the new planning policy definition.

<sup>28</sup> This is assessed in the Tower Hamlets Strategic Housing Market Assessment and London Plan (GLA, 2015).

<sup>29</sup> Overseas Investors in London's New Build Housing Market (University of York, 2017)

## Policy D.H2: Affordable housing

1. Development is required to maximise the provision of affordable housing in accordance with a 70% rented and 30% intermediate tenure split.
2. Development is required to maximise the delivery of affordable housing on-site.
  - a. Affordable housing calculations will be based on habitable rooms.
  - b. Off-site affordable housing will only be considered in circumstances where it:
    - i. is not practical to provide affordable housing on-site;
    - ii. does not result in an over-concentration of one type of housing in any one local area to ensure mixed and balanced communities;
    - iii. can provide a minimum of 50% affordable housing overall, subject to viability; and
    - iv. can provide a better outcome for all of the sites, including a higher level of rented family homes.
  - c. If a suitable site cannot be found in accordance with part 2(b), exceptional circumstances may apply and payments in-lieu will be considered.
  - d. Where a housing development has been permitted and the permission is either subsequently amended (e.g. by means of a variation) to provide more units, or the existing development is extended to provide more units by the granting of a new permission on the same or an adjoining site which is physically or functionally linked; the new units will be considered as part of the existing development and the affordable housing calculation for the new units will reflect the whole development.
3. Development is required to provide a mix of unit sizes (including larger family homes) in accordance with local housing need, outlined in the table below.

	Market	Intermediate	Affordable rented
1 bed	30%	15%	25%
2 bed	50%	40%	30%
3 bed	20%	45%	30%
4 bed			15%

4. Development which involves the conversion of family homes will only be permitted when a 3-plus bed unit is retained in the new development. Where applicable, the retained family unit should have access to a private garden.
5. Estate regeneration development schemes are required to:
  - a. protect and enhance existing open space and community facilities;
  - b. protect the existing quantum of affordable and family units, with affordable units re-provided with the same or equivalent rent levels.;
  - c. provide an uplift in the number of affordable homes; and
  - d. bring existing homes up to the latest decent homes standard.
6. Major developments and estate regeneration schemes are required to undertake thorough and inclusive public consultations proportionate to the nature and scale of development and submit a consultation statement detailing these activities.

### Explanation

4.27 Tower Hamlets faces an acute housing need - in particular affordable family housing - a need which is replicated across London. In addition, we face considerable challenges in delivering homes which are affordable to local people on average-to-medium incomes, who are unable to access social housing or afford market housing, particularly if they have children<sup>30</sup>.

4.28 The policy seeks to ensure new housing maintains mixed, balanced and stable communities across the borough and delivers the right range of housing products to meet locally assessed needs.

4.29 Where the development provides up to 35% affordable housing, as per policy S.H1 above, the affordable housing provision should be comprised of:

<sup>30</sup> These needs have been identified through the Tower Hamlets Strategic Housing Market Assessment, which sets out the housing requirements arising from expected population growth.



- 70% rented element, of which 50% should be London affordable rents and 50% should be Tower Hamlets living rent; and
- 30% intermediate element, which can include London living rent, shared ownership and other intermediate products<sup>31</sup>.

4.30 Larger intermediate units (3 or more bedrooms) should be prioritised as London Living Rent products, and generally, shared ownership will not be considered appropriate where unrestricted market values of a unit exceed £600,000 (as per the Affordable Housing and Viability Supplementary Planning Guidance [GLA, 2016]). Where the development provides more than 35% affordable housing, the tenure of the additional affordable homes will be subject to negotiation. GLA developed products (including the London Affordable Rent and London Living Rent) may be subject to change over the plan period. Our affordable housing service will provide further guidance on suitable products when assessing applications. Rent levels are determined as part of the viability assessment of each planning application and undertakings are made to retain similar rent levels at the point of completion. The ownership of affordable homes must be transferred to one of our approved local registered providers or other approved affordable housing providers.

4.31 Part 2 (a) requires proposals to calculate affordable housing using habitable rooms as it ensures the provision of a range of housing sizes more likely to meet the needs identified in the latest housing needs assessment. It is expected that there should not be a greater than 5% variation in floorspace between the private and affordable units, excluding units designed for wheelchair use. This prevents an under-provision of affordable housing where the developer proposes unusually large market homes.

4.32 In the majority of cases, affordable housing should be delivered on-site. This is important in promoting mixed and balanced communities. In some circumstances, site constraints may lead to applicants proposing to provide affordable housing off-site or through payments in-lieu to contribute to the delivery of affordable housing and in particular rented family housing.

4.33 In cases where proposals are seeking to provide housing off-site, there should be no over-concentration of one type of housing in any one area (both off-site and on-site) and a minimum of 50% affordable housing must be provided overall. Part 2 (a

and b) gives further guidance. In addition, the design of the off-site development, the living environment for residents and other elements of the scheme must demonstrate advantages to residents over the option of affordable housing provided on-site.

4.34 If no suitable sites are available for off-site affordable housing and payment in-lieu is to be acceptable, developers must demonstrate that the payment will enable the construction or purchase of a minimum of 50% affordable housing in the borough and there is no financial advantage to the development of not providing affordable housing on-site. This must be evidenced through the financial viability statement. The payment in-lieu will be ring-fenced for additional affordable housing output.

4.35 Part 2 (d) refers to incremental development. This is housing development where permission is subsequently amended (e.g. by means of a variation of the extant planning permission) to the extent that the amended development would provide new units or the existing development is extended by the granting of a new permission on an adjoining site where the units would be physically or functionally linked (e.g. sharing a common access core, amenity space or other communal facilities) and the linked development would provide new units. In these circumstances, we consider the new units to be part of the existing development and the affordable housing requirements will be calculated accordingly. In both cases, where the amended or linked development would provide 11 units or more in aggregate, affordable housing should be provided, as per part 2 (a to c) above. If it would result in less than 11 new units in aggregate, policy S.H1 will apply. The recalculation will be undertaken via a financial viability assessment, in line with our latest guidance.

4.36 Part 3 requires proposals to provide a range of unit sizes. Developments may be required to meet updated identified needs as a result of monitoring. Unit size distribution will be calculated by unit numbers and not habitable rooms.

4.37 In view of the high housing target and the shortage of family housing in the borough, part 4 seeks to ensure that priority family housing is not unnecessarily lost through development. In order to manage the current shortage of family homes (three or more bedrooms), proposals to convert family homes into smaller self-contained flats will be resisted, unless the conversion enables the retention of a family unit. The continued access to a private garden for the family unit, where applicable, is considered to be appropriate due to the shortage of traditional forms of family

<sup>31</sup> Further guidance is provided in the Approval to Proceed with Guidance on New Rent Levels (2017)

housing within the borough. Conversion to residential uses identified as hostels or other forms of shared accommodation (including homes for multiple occupation) will also be resisted.

4.38 Housing estates in the borough provide a large number of affordable homes, as well as much valued open space and community facilities. Part 5 recognises the importance of retaining these facilities and the existing quantum of affordable housing. Where it would result in an improvement in quantity and quality of open space or community facilities, re-provision will be allowed. Affordable units must be re-provided with the same or equivalent rent levels. This policy also recognises that additional homes may be provided through estate regeneration schemes and seeks to secure that any net additional homes are also subject to the affordable housing requirements in policies S.H1 (see part 2) and D.H2 (see parts 1 and 2). Part c ensures that any estate regeneration scheme provides higher quality homes which meet the latest decent homes standards.

4.39 Part 6 seeks to ensure that residents, businesses and other stakeholders are able to properly influence and shape the proposed development at the earliest opportunity, helping to better deliver sustainable communities. This is particularly important due to the levels of development taking place in the borough alongside existing communities. The Tower Hamlets Statement of Community Involvement should be used as best practice guidance to inform the types of consultation and co-production methods which proposed developments and estate regeneration schemes are expected to undertake in accordance with the consultation and engagement principles outlined in the Good Practice Guide to Estate Regeneration (GLA, 2016), or any replacement document. Consultation must be undertaken in advance of submitting a planning application. The consultation statement will be required at planning application validation stage.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG5: Developer contributions
- Policy S.CF1: Supporting community facilities
- Policy S.OWS1: Creating a network of open spaces

### Evidence links

- Affordable Housing and Viability Supplementary Planning Guidance (GLA, 2017)
- Good Practice Guide to Estate Regeneration (GLA, 2016)
- Housing Supplementary Planning Guidance (GLA, 2016)
- Tower Hamlets Statement of Community Involvement

### Policy D.H3: Housing standards and quality

1. Development is required to demonstrate that:
  - a. as a minimum, it meets with the most up-to-date London Plan space and accessibility standards;
  - b. it provides a minimum of 2.5 metres floor-to-ceiling heights; and
  - c. at least 10% of new homes are designed to be suitable for occupation by a wheelchair user or could easily be adapted for occupation by a wheelchair user.
    - i. Where wheelchair accessible units are to be delivered above the ground floor, access to a second lift must be provided.
    - ii. In exceptional circumstances, where wheelchair units cannot be accommodated on site, contributions in-lieu will be accepted.
2. Affordable housing should not be externally distinguishable in quality from private housing.
3. Developments must use hard wearing, durable materials for the affordable housing elements of the development.
4. Development is required to protect or re-provide existing amenity space (private, communal and child play space). Net loss of existing amenity space will be resisted.
5. Development will need to demonstrate how they will meet the following minimum amenity space (private, communal and child play space) standards on site.
  - a. A minimum of five square metres of private outdoor space should be provided for 1-2 person dwellings and an extra one square metres should be provided for each additional occupant.
  - b. Balconies and other private external spaces should have a minimum width and depth of 1500 mm.
  - c. For developments with 10 or more residential units, the minimum communal amenity space (excluding circulation areas, access routes and

waste or bike storage) should be 50 square metres for the first 10 units plus a further one square metres for every additional unit thereafter.

- d. Major developments should provide a minimum of 10 square metre of high quality play space for each child.
- e. The child yield calculator should be used to determine child numbers in a development.

#### Explanation

4.40 Currently, Tower Hamlets is London's most densely-populated borough after Islington. Achieving the borough's high housing target will result in further intensification of land use and therefore require an appropriately quality-driven response to maintain and improve standards of living in the borough. High density developments necessitate that development delivers higher than the minimum design, space and amenity standards.

4.41 Part 1 (a and b) seeks to ensure all housing development provides adequate internal space to meet relevant space, accessibility and amenity standards and provide an appropriate living environment. It requires development to comply, as a minimum, with the space and accessibility standards set out in the London Plan (GLA, 2016) and the Housing Supplementary Planning Guidance (GLA, 2016), whilst having regard to the particular needs of residents in the borough as well as the increasingly dense character of the built form. If the GLA's space and accessibility standards are updated, we may seek to implement these changes, so long as they are locally suitable. We strongly urge developers/applicants to provide evidence of how the scheme will achieve high quality design in line with the Home Quality Mark standards.

4.42 In order to implement part 1 (c) and meet standards in the Housing Supplementary Planning Guidance (GLA, 2016), 10% of all new units across all tenures should be wheelchair accessible or wheelchair adaptable, but this may be varied to at least 10% of habitable rooms where a better outcome is provided in terms of delivery of larger units. All wheelchair units in the affordable tenure should be wheelchair accessible (not adaptable). It is expected that wheelchair accessible units above the ground floor will be provided with access to a second lift for use when the primary lift is not functioning. We have a preference that wheelchair accessible units will be provided below the fifth floor due to difficulties allocating wheelchair accessible units

on higher floors<sup>32</sup>. In some circumstances, site constraints (such as the inability to secure sufficient accessible parking, lack of lift circulation space and restrictions on ground floor residential uses) could lead to applicants arguing that wheelchair units may not be able to be delivered on site. In these circumstances, we may accept payments in lieu of the provision of wheelchair units through the 'Project-120' scheme<sup>33</sup>.

4.43 Part 2 provides guidance that private and affordable housing should not be distinguishable. Different tenures should be mixed throughout a development, although it is recognised that separate cores may be required to enable effective management.

4.44 Part 3 recognises that due to higher occupancy rates and child yields, affordable housing is likely to be subject to more wear and tear than other housing tenures. In order for these homes to be fully fit for purpose, developers must use hard-wearing, durable materials to ensure it remains of high quality throughout the lifetime of the development. This should be evidenced in the design and access statement. In addition, all family-sized affordable homes should have separate kitchen and living rooms, due to local needs. For further guidance, please contact our affordable housing service and/or refer to the Tower Hamlets Housing Forum's Section 106 Design Guide.

4.45 Part 4 aims to ensure that all existing amenity space is protected. Where it would result in an improvement in quantity and/or quality of open space, re-provision will be allowed. Part 5 seeks the provision of new outdoor amenity space on-site which is well located, well designed and functional (including private amenity space, communal amenity space and child play space) to provide opportunities for residents to lead healthy and active lifestyles.

4.46 In considering the design and layout of private amenity space, it is important that the space meets the minimum standards set out in the policy (see part 5) to

ensure that residents have sufficient space to carry out activities such as drying clothes or eating a meal outside.

4.47 Due to the positive impacts of access to nature in terms of well-being, a significant amount of amenity space should include soft landscaping. This also provides greater opportunity to incorporate biodiversity elements and sustainable urban drainage systems. In considering the design and layout of communal space, it is important that this space is integrated into the overall design of the development and the wider public realm. The design should ensure that communal space is overlooked and supports a range of activities including space for relaxation, gardening, urban agriculture and opportunities to promote biodiversity, ecology and intergenerational community cohesion.

4.48 In considering the design and layout of child play space, it is important to ensure that this responds to the needs of children within the development. Play space for all children should be provided on site. Where there are demonstrable site constraints, play space for under five-year-olds must be on site and older children's play space must be within the GLA's specified recommended distances<sup>34</sup>. This space should be well-integrated into the development and fully considered in the design of the communal space. However, play provision requirements must be provided in addition to other quantitative standards, such as open space provision and communal space provision. In order to demonstrate that the proposed play space is of high quality, applicants will be required to demonstrate within the health impact assessment how they have used Play England's 10 key design principles for creating successful play spaces.<sup>35</sup>

## Policy links

- Policy D.SG3: Health impact assessments
- Policy S.DH1: Delivering high quality design
- Policy D.DH7: Amenity
- Policy S.OSW1: Creating a network of open space
- Policy D.OSW3: Open space and green grid network
- Policy D.ES2: Air quality

<sup>32</sup> Tower Hamlets Accessible Housing Register Categories - A Wheelchair Standard (2010)

<sup>33</sup> We are working with the borough's development partners to ensure that new homes for wheelchair users are designed to meet the specific needs of families on the affordable housing register and thereby reduce the number of tenants requiring specifically adapted wheelchair accessible homes and the length of time they have been waiting to secure a suitable home.

<sup>34</sup> Shaping Neighbourhoods: Play & Informal Recreation Supplementary Planning Guidance (GLA, 2012)

<sup>35</sup> For more details, please see the Tower Hamlets Joint Strategic Needs Assessment: Planning and Health (2016)

- Policy D.TR3: Parking and permit-free

### Evidence links

- Housing Supplementary Planning Guidance (GLA, 2016)
- Shaping Neighbourhoods: Play & Informal Recreation Supplementary Planning Guidance (GLA, 2012)
- Tower Hamlets Child Yields Calculator (2017)
- Joint Strategic Needs Assessment: Planning and Health (Tower Hamlets)

### Policy D.H4: Specialist housing

1. Existing specialist and supported housing will be protected where it is considered suitable for its use and meets relevant standards for this form of accommodation.
2. The redevelopment of any site which includes specialist and supported housing is only considered acceptable where:
  - a. there is no longer an identified need for its retention in the current format;
  - b. the needs met by this form of housing will be re-provided elsewhere within the borough, resulting in no net loss of this provision;
  - c. re-provision as part of a development proposal would result in improved standards and quality of accommodation; and
  - d. new accommodation meets the criteria in part 3 below.
3. Development for new specialist and supported housing is supported where it can be demonstrated that it:
  - a. meets an identified need;
  - b. is of high quality and meets relevant best practice guidance for this form of accommodation;
  - c. is located in close proximity to public transport and local shops and services; and
  - d. includes provision of affordable units, where appropriate.

### Explanation

4.49 This policy aims to ensure that there is a sufficient supply of appropriate housing available for older people, homeless people, disabled people and vulnerable people to live as independently as possible in accordance with our statutory duties. It also seeks to protect appropriate staff accommodation ancillary to a relevant use.

4.50 The Tower Hamlets Housing Strategy (2016-2021) seeks to create more choice so that development meets a wide range of housing needs. The London Plan (2016) provides an indicative benchmark for specialist housing for older people. The benchmark for Tower Hamlets is 70 units a year of which 45 should be an affordable product.

4.51 Examples of specialist housing include:

- sheltered housing - commonly self-contained homes with limited on-site support (usually within use class C3);
- residential care homes - commonly bedsit rooms with shared lounges and eating arrangements (within use class C2);
- nursing homes - similar to residential care, but accommodating ill or frail elderly people, and staffed by qualified nursing staff (also within use class C2);
- dual-registered care homes - residential care homes where nursing care is provided for those residents who need it (also within use class C2);
- extra-care homes - combinations of the above providing independent living alongside care and support, and sometimes also offering support for older people in the wider community; and
- staff accommodation ancillary to a relevant use.

4.52 Development proposals will need to submit details of how they meet the requirements set out in part 2 (a to d) and the need for specialist housing set out in parts 3 (a to d). Any net loss will be measured using units (for use class C3) and bedspaces (for use class C2), with reference to relevant council or other public sector strategies.



4.53 New development is required to make use of best practice guidance (as set out below) to develop accommodation which is suitable for the specialist needs of the intended occupants.

4.54 In addition, new development must demonstrate that it is accessible in terms of location and individual mobility needs. Close proximity to local services is considered to be a walkable distance of no more than 10 to 15 minutes. Where appropriate, the proposed scheme should provide necessary storage for mobility scooters. In addition, opportunities to integrate the development into the wider area should also be explored to encourage a sense of belonging (especially among people from different generations) as well as protect against loneliness and isolation.

4.55 Part 3 also ensures that specialist housing contributes to mixed and balanced communities. Older persons housing will be required to be delivered across tenures in accordance with the latest Tower Hamlets Strategic Housing Market Assessment. It is expected that all specialist housing in use class C3 will provide affordable homes, in line with policies S.H1 and D.H2.

4.56 All proposals for specialist and supported housing will be referred to our adult health service to consider the approach to safeguarding and also ensure that a good quality service can be provided to vulnerable people.

### Policy links

- Policy D.DH7: Amenity
- Policy S.TR1: Sustainable travel

### Evidence links

- Housing Supplementary Planning Guidance (GLA, 2016)
- HAPPI Guidance and Halsall Lloyd Partnership, Design for Dementia (Homes and Community Agency, 2015)
- Tower Hamlets Housing Strategy (2016-2021)
- Tower Hamlets Strategic Housing Market Assessment (2017)

## Policy D.H5: Gypsies and travellers accommodation

1. Development of a site to meet the long-term needs of gypsies and travellers is required to:

- a. be suitable for housing;
- b. be in an accessible and safe location;
- c. employ high quality design and be sympathetic to local character and design;
- d. maintain and enhance the quality of the environment; and
- e. not be located in an area of high flood risk (flood zone 3).

### Explanation

4.57 In addition to safeguarding the gypsy and traveller site at Old Willow Close and securing any new pitches that arise as a result of the completion of the Elizabeth line at Old Willow Close, proposals which include new gypsy and traveller sites will be considered against the criteria set out above in line with government guidance<sup>36</sup>.

4.58 This policy aims to ensure that new gypsy and traveller sites are well integrated into their surroundings and respect the interests of existing settled communities. Any new provision should be prioritised for permanent facilities, rather than transit sites, due to the local gypsy and traveller need.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.DH7: Amenity
- Policy D.ES4: Flood risk

### Evidence links

- Policy for Traveller Sites (Department for Communities and Local Government, 2015)

<sup>36</sup> Policy for Traveller Sites (Department for Communities and Local Government, 2015)

## Policy D.H6: Student housing

1. Proposals involving new purpose-built student accommodation should be directed to locations which are within close proximity to the borough's higher education institutions and in highly accessible locations and must:
  - a. not compromise the supply of land for self-contained homes;
  - b. have an undertaking in place to provide housing for students at one or more specific education institutions, or otherwise provide an element of affordable student accommodation;
  - c. respect existing residential amenity; and
  - d. provide 10% of student rooms which are easily adaptable for occupation by wheelchair users.
2. The net loss of student accommodation will only be supported where:
  - a. it can be demonstrated that the accommodation is no longer needed because the needs of students can be better met elsewhere; or
  - b. adequate replacement housing will be provided in accordance with policy D.H6 and criteria (a to e).

### Explanation

4.59 This policy seeks to support the delivery of student accommodation in suitable and appropriate locations due to the positive impacts it brings to the local economy, our communities and the borough's higher education sector. However, the delivery of a significant amount of student housing may compromise our ability to deliver other priorities, including self-contained housing, employment and infrastructure provision. As such, the delivery of student accommodation needs to be managed in accordance with strategic needs and local priorities.

4.60 In the context of this policy, student housing relates to private student accommodation, student accommodation with an undertaking with an institution and accommodation provided by an institution. Appropriate locations predominately consist of a dense urban grain where the introduction of student housing could potentially complement the existing mix of uses and the provision of local services,

including public transport. Close proximity is defined as adjacent to the institution or within walkable distance of 10 to 15 minutes.

4.61 Proposals involving the development of student housing must demonstrate that it will not involve the net loss of existing self-contained homes and/or will not involve land identified for self-contained housing through a current planning permission or through a site allocation set out in the borough's development plan.

4.62 Part 1 (a) supports the delivery of affordable student housing in accordance with the London Plan (GLA, 2016). We will use the Housing Supplementary Planning Guidance (GLA, 2016) to negotiate the proportion of affordable housing, its cost and its allocation to students (an indication of the level of rent and the proportion of affordable housing will be provided through the London Plan annual monitoring report). This suggests that the cost should be no more than 55% of average student income for a UK full-time student living in London away from home, and suggests that the proportion of affordable housing should be the maximum reasonable amount, subject to viability. Planning obligations will be used to secure the affordability and availability of the affordable accommodation for as long as the student housing use continues.

4.63 Part 1 (b-c) seek to ensure the suitability of the accommodation in terms of its relationship with the surrounding environment and in terms of living standards. Development will be required to demonstrate how it meets these criteria. There are concerns regarding an over-concentration of student housing in some areas which may have an impact on the amenity of existing residents. The issues relate to noise disturbance or the loss of shops and services that meet the needs of longer term residents. We will therefore assess proposals for student housing having regard to any existing concentrations and the wider housing mix in the area. Where the scale or concentration of student housing is likely to harm the amenity of the local area and undermine the balance of housing and service provision, we will seek a range of mitigation measures, such as management conditions and additional infrastructure provision.

4.64 Part 2 relates to proposals involving the net loss of student accommodation. The loss of student accommodation should not create additional pressure on the existing housing stock and the supply of new housing, and thus it will only be supported

where it can be demonstrated that it no longer serves a purpose or can be provided elsewhere.

### Policy links

- Policy D.DH7: Amenity
- Policy S.TR1: Sustainable travel

### Evidence links

- Affordable Student Accommodation Planning Guidance (GLA, 2016)
- Housing Supplementary Planning Guidance (GLA, 2016).
- London Plan Annual Monitoring Report (GLA)

### Policy D.H7: Housing with shared facilities (houses in multiple occupation)

1. New houses in multiple occupation will be supported where they:
  - a. do not result in the loss of existing larger housing suitable for family occupation;
  - b. can be secured as a long-term addition to the supply of low cost housing, or otherwise provides an appropriate amount of affordable housing;
  - c. are located in an area of high transport accessibility;
  - d. do not give rise to any significant amenity impact(s) on the surrounding neighbourhood; and
  - e. comply with relevant standards and satisfies the housing space standards outlined in policy D.H3.
2. The loss or self-containment of good quality homes for multiple occupation will be resisted unless:
  - a. it can be demonstrated that the accommodation is incapable of meeting the relevant standards for houses in multiple occupation; or
  - b. adequate replacement housing with shared facilities will be provided that satisfies criteria (a to f) above.

### Explanation

4.65 Houses in multiple occupation (HMOs) refer to residential properties that take the form of shared houses, flats and non-self-contained dwellings. Planning permission is required for a HMO where there are more than six unrelated individuals forming a household who share a kitchen, bathroom or toilet. This definition is different to that used by the mandatory licencing scheme. HMOs have traditionally provided lower cost housing, including for those under 35 years of age in receipt of the shared room rate housing benefit. However, there has been a recent growth in London of purpose-built, large-scale, higher quality HMOs charging commercial market rents<sup>37</sup>. This includes, for example, accommodation modelled on student housing but available for a wider range of occupants.

4.66 The Greater London Authority (GLA) household projections suggest there is an increasing demand for HMO-style accommodation in the borough, particularly among young people. The number of 'other type' households (which includes HMOs) headed by persons aged 16-34 is projected to rise from 12,295 in 2016 to 16,555 in 2031. High quality, large-scale HMOs can help meet this need. However, reflecting the changing role of HMO-style accommodation in the borough and the acute shortage of affordable housing, it is appropriate that all forms of market housing (including HMOs) contribute towards meeting the high affordable housing need.

4.67 Part 1 (b and c) ensures development contributes towards maintaining mixed and balanced communities. Our affordable housing service - using the evidence from the latest strategic housing market assessment - will assess the proposed rent levels to determine whether the development would primarily provide housing with shared facilities for people with low incomes. Where it would not meet the housing needs of those on low incomes, developments will be required to meet the affordable housing requirements outlined in policies S.H1 and D.H2. Affordable housing contributions will be sought from all residential developments (as per the GLA's Housing Supplementary Planning Guidance).

4.68 The high-density nature of HMO development means that they should be provided in sustainable locations and must demonstrate they will not create adverse

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<sup>37</sup> 'Making the most of build to rent' (Future of London, '2017)

amenity impacts to the immediate and/or surrounding residential area. In order to address this, HMOs should be found in locations which have suitable transport and which will not cause amenity impacts to the surrounding area. Where appropriate, we will seek a planning obligation to protect local amenity (for example, by securing a management plan).

4.69 HMO developments must provide high quality living space, in line with relevant standards. Applicants should also ensure that HMOs satisfy the appropriate environmental health and fire safety standards.

4.70 Part 2 of the policy seeks to protect existing HMOs where they are of a suitable standard.

### **Policy links**

- Policy S.DH1: Delivering high quality design
- Policy D.DH7: Amenity
- Policy S.TR1: Sustainable travel

### **Evidence links**

- Housing Supplementary Planning Guidance (GLA, 2016).

## Chapter 5: Delivering economic growth

### Introduction

5.1 Tower Hamlets plays a significant role in London's global economy. The west of the borough forms part of the Central Activities Zone (see figure 11) which contains London's core functions and activities, such as government administration, culture and business. Canary Wharf, located to the north of the Isle of Dogs, contains some of the world's largest financial and professional service organisations.

5.2 The borough has a proud history of entrepreneurialism amongst local people, with businesses ranging from small family companies, creatives, start-ups, light manufacturers and small-to-medium enterprises, through to multinational corporations. There has also been a growth in hi-tech and creative industries over the last few years, as well as businesses moving from more central parts of London to take advantage of lower rents. Employment space has, however, come under increasing development pressure and legislative changes have broadened the scope of permitted development without full planning applications. Industrial land in particular has been lost at a faster rate than originally planned, creating a shortage that could undermine the ability of the borough and the key international business locations of Canary Wharf and the City of London to function effectively. Alongside this, there has been a shift in the type of employment space that employers and start-ups require; this pressure has meant that it is not just availability but also affordability of employment space that has become an issue, thus threatening the business-focused dynamism of local people and the borough's industrial heritage.

5.3 Jobs in the borough are projected to rise from 285,600 in 2015 to 410,600 in 2031, an increase of 44% (125,000 jobs) - by some way the highest growth figure in London<sup>38</sup>. This is based on previous growth trends being maintained into the future; between 2005 and 2015 there was a comparable jobs increase of 47%. An alternative projection is provided by Experian, one of the UK's major economic forecasters, which is based on an overall assessment of the national and local economy and apportions growth more equally across London. While this is a more modest forecast than the Greater London Authority's projections, projected growth is still significant at 36,481

<sup>38</sup> <http://data.london.gov.uk/dataset/gla-employment-projections/resource>

jobs. Tables 2 and 3 below set out these figures along with assumptions on the net additional floorspace that would be required.

5.4 The tables show that while our evidence can demonstrate sufficient capacity in the borough to exceed the lower office projections from Experian, there is a large shortfall compared to the GLA's projections<sup>39</sup>. With the GLA figures being based on previous trends, it is prudent to plan on the basis of the Experian figures being far exceeded. On both sets of projections there is a shortfall of industrial floorspace compared to demand. As such, it is vital that existing provision is protected where it continues to meet a need and that new space is encouraged in appropriate locations to meet future demand as well as protect the world-class employment hubs of the City Fringe and Canary Wharf. Consequently, we are seeking to introduce article 4 directions to remove permitted development from employment uses in key locations.

**Table 2: Floorspace & job projections**

	Experian (minimum)		GLA projections (aspirational)	
	Floorspace (square metres)	Jobs	Floorspace (square metres)	Jobs
Office	435,879	35,716	1,384,250	122,500*
Industrial	36,366	765	110,000	2,500*

\*The Greater London Authority (GLA) projection provides an overall jobs figure of 125,000 and does not differentiate between office and industrial; the figures stated are informed by the percentage breakdown of the Experian figures (98% for office and 2% for industrial).

**Table 3: Supply of employment land compared to projections (square metres)**

	Experian	GLA
Office	+401,111	-547,260
Industrial	-191,536	-265,170

5.5 While the GLA projections cannot be met from identified sites in the development pipeline, capacity exists to make up the shortfalls cited in table 3. For both office and industrial uses, there are opportunities within designated employment locations to add a significant quantum of floorspace through the intensification of existing provision. For both offices and industrial uses, there are numerous opportunities for new floorspace to be delivered through 'windfall' sites, generally through mixed-use developments across the borough and in the site allocations listed in section 4.

<sup>39</sup> Tower Hamlets Employment Land Review (2016)



5.6 This section relates to employment uses within the 'B' use classes (business, general industrial and storage and distribution) and sui generis industrial functions. While other use classes create employment these are covered within other policy sections within the Local Plan.

5.7 This section contains the following policies.

- Policy S.EMP1: Creating investment and jobs
- Policy D.EMP2: New employment space
- Policy D.EMP3: Loss of employment space
- Policy D.EMP4: Redevelopment within the borough's employment areas

## Policy S.EMP1: Creating investment and jobs

1. Development which supports, protects and enhances the role and function of the borough's designated employment locations (as defined on the Policies Map) and maximise the provision of employment floorspace to meet the borough's target of creating 125,000 new jobs over the period to 2031 will be supported in line with the principles set out below.

Designated employment locations		
Designation	Role and function	Location
<b>Primary Preferred Office Location (POL)</b>	This predominantly consists of offices, and is most suitable for buildings with large floor-plates which can provide significant numbers of jobs. It is unsuitable for housing or any other use which could undermine its function and prevent the delivery of sufficient land for employment use.	Canary Wharf
<b>Secondary Preferred Office Location (POL)</b>	These contain, or could provide, significant office floorspace to support the role and function of the Primary POL and the City of London. Significant weight is given to office and other strategic Central Activities Zone uses as a first priority. Although residential uses can be accommodated, these must not exceed 25% of the site area and must robustly demonstrate that the supply of sufficient employment capacity to meet future need is not being compromised.	These are illustrated on the Policies Map.
<b>Central Activities Zone (Zone C)</b>	This designation contains areas of the Central Activities Zone outside of the Secondary POL. They are relatively peripheral compared to the primary and secondary cores	This is illustrated on the Policies Map.

	but also provide significant existing employment floorspace and capacity to accommodate future growth. There are opportunities for some larger purpose-built office buildings and significant provision of office and other employment uses as part of mixed-use schemes. Equal weight is given to proposals for residential and employment or other strategic Central Activities Zone functions/uses in these locations.	
<b>Local Employment Locations (LEL)</b>	These are areas of high accessibility that provide or could provide significant capacity for employment accommodation meeting secondary, local or specialist employment needs, and to support the needs of start-ups, small-to-medium enterprises, grow-on space and creative and digital industries	<p>Blackwall - which provides secondary large floorplate offices, smaller units suitable for small-to-medium enterprises and data centres which support the needs of Canary Wharf and the City of London.</p> <p>Cambridge Heath - which provides a range of office, industrial and studio workspaces meeting the needs of businesses serving a more local need, start-ups, small-to-medium enterprises and creative industries.</p> <p>Tower Gateway East - which provides a variety of units supporting both local need and the needs of businesses within surrounding POLs and the City of London.</p> <p>Whitechapel - which provides small office spaces meeting</p>

		local needs alongside a the bio-tech and life sciences sector, creative and knowledge-based industries and growing demand from an eastwards expansion of the city of London.
<b>Strategic Industrial Location (SIL)</b>	This designation plays an important sub-regional industrial, warehousing and waste management role serving not just the borough but other parts of central London. Housing is not suitable in these locations due to potential conflict with existing and future industrial uses.	Empson Street – this should be safeguarded in accordance with London Plan policies.
<b>Local Industrial Locations (LIL)</b>	LILs provide important areas of light-manufacturing/industry and warehousing to meet a more local need and provide local employment opportunities, as well as to support the needs of the global business centres of Canary Wharf and the City of London.	Blackwall Trading Estate Gillender Street Poplar Business Park The Highway Thomas Road
<b>Other locations</b>		
<b>Tower Hamlets Activity Areas (THAAs) &amp; designated town centres</b>	The Tower Hamlets Activity Areas, District Centres and larger Neighbourhood Centres also provide opportunities for purpose-built office buildings with ground-floor retail and leisure uses. The activity areas in particular have the potential to accommodate substantial employment growth to support the strategic role of the neighbouring CAZ and Primary and Secondary POLs.	
<b>Non-designated employment sites</b>	These are sites or units outside of the areas described above. Cumulatively, they provide significant floorspace and jobs across a variety of sectors.	

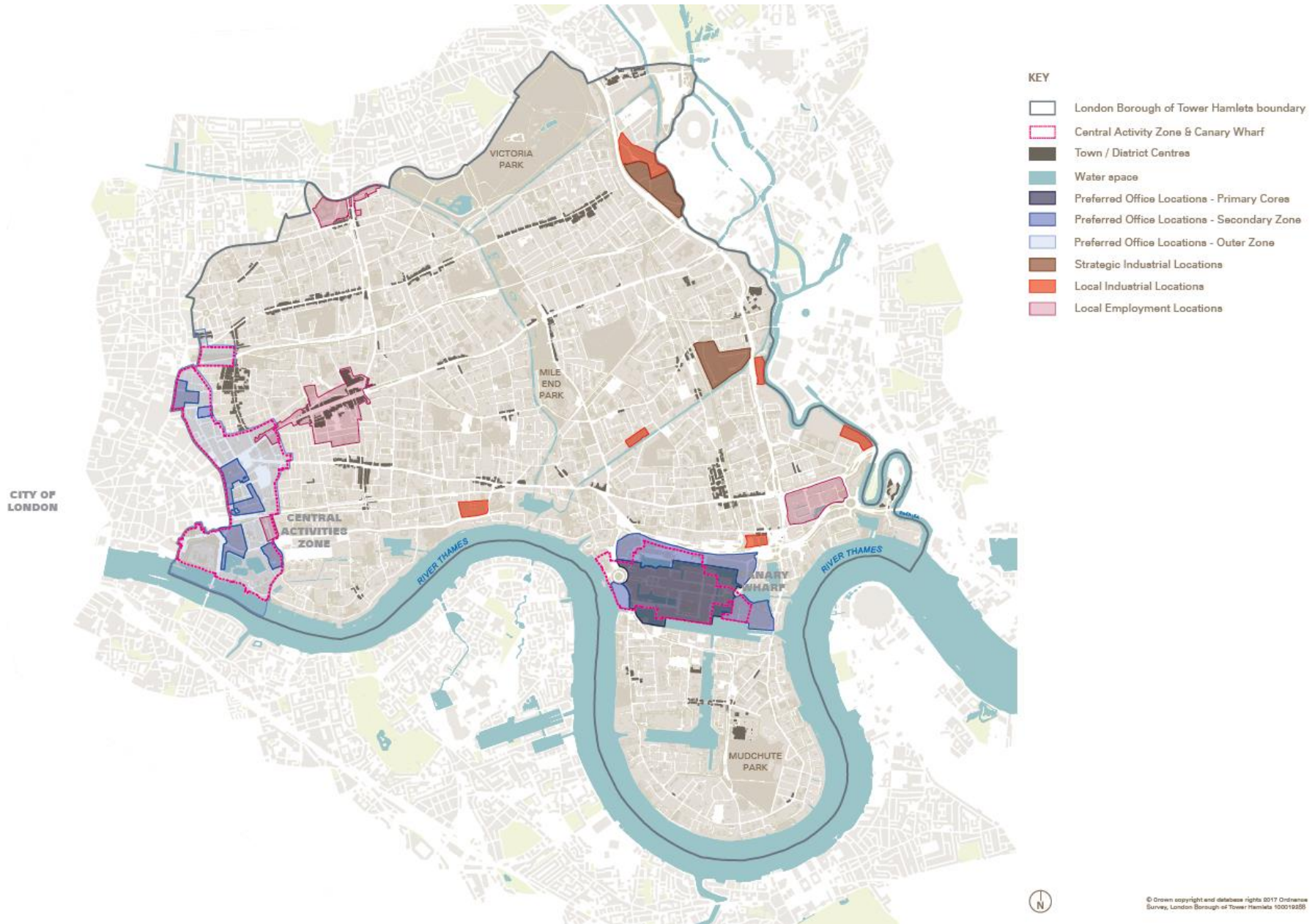
2. Proposals will be supported which provide opportunities to maximise and deliver investment and job creation in the borough through:
  - a. supporting and promoting the competitiveness, vibrancy and creativity of the Tower Hamlets economy;
  - b. protecting the borough’s global, national, regional and local economic roles in delivering jobs and supporting businesses;
  - c. ensuring a range of job opportunities at all levels are provided throughout the borough, particularly within designated employment locations, the Central Activities Zone, Tower Hamlets Activity Areas and designated town centres; and
  - d. ensuring the borough’s residents have access to education and skills that will enable them to benefit from local employment and enterprise opportunities.
3. Proposals will be supported which provide opportunities to promote the creation of a sustainable, diverse and balanced economy through:
  - a. ensuring availability of a range of workspaces and unit sizes, start-up space, co-working space and ‘grow-on’ space by protecting existing floorspace and encouraging the provision of new floorspace; and
  - b. working with affordable and shared workspace providers to bring forward affordable, flexible and shared workspace.

### Explanation

5.8 This policy sets out our approach to employment provision in relation to the level and distribution of jobs across the borough over the period to 2031. This will help to ensure successful and sustainable local and sub-regional economies, promoting and facilitating a range of employment spaces to meet the needs of different types of occupiers across different locations (see figure 11 and the Policies Map).

5.9 We will work with applicants during the pre-application process to ensure that proposals are consistent with the needs and character of their locations, while addressing policies set out elsewhere within this section and the wider Local Plan.

Figure 11: Distribution of employment hubs and locations



5.10 Additional office floorspace forms a substantial element of the borough's future employment projections. Canary Wharf and the City Fringe contain a high proportion of primary and large floorplate offices which form part of globally-significant employment clusters. As such, these areas need to be protected and supported to ensure the delivery of sufficient high quality employment land to meet borough-wide needs. This will be achieved through the designation of Preferred Office Locations (POLs)<sup>40</sup>.

5.11 The Central Activities Zone (CAZ) and the north of the Isle of Dogs (including Canary Wharf) has been subdivided into three distinct zones<sup>41</sup>. Commercial core areas (zone A) are deemed to be unsuitable locations for housing or other uses which would undermine the strategic functions of the CAZ and the north of Isle of Dogs<sup>42</sup>. Employment and defined strategic functions/uses must be given greater weight than residential (zone B) or equal weight to residential use (zone C – which only applies within the CAZ).

5.12 Part 1 of the policy identifies the borough's Primary POL (zone A) which corresponds with the "commercial core area" of the north of the Isle of Dogs. This area has a high concentration of significant office functions, with high levels of activity and accessibility to London and the wider region.

5.13 The Secondary POL (zone B) covers parts of the City Fringe and north of the Isle of Dogs. These areas are also key existing or potential employment locations with offices and other strategic functions as the dominant land use. However, in contrast to the Primary POL, residential uses will be acceptable so long as they do not undermine the supply of offices and other strategic uses and do not utilise more than 25% of the proposed site area. This approach seeks to ensure residential development does not prejudice the future intensification of employment floorspace or undermine the predominant employment function of these areas. This will help achieve a sensitive transition between the Primary POL and surrounding areas.

5.14 The remainder of the CAZ which is outside of the Secondary POL (zone C) contains a more diverse range of uses and is more peripheral to the 'commercial core areas'. Within this zone, proposals should consist of or provide a significant quantum

of employment floorspace relative to the surrounding context of the site (a split of approximately 50% employment and other strategic CAZ uses and 50% other uses which may include residential will be encouraged).

5.15 The borough's Local Employment Locations (LELs) have relatively high public transport accessibility levels and support significant numbers of jobs but have unique individual characteristics. Applicants should aim to ensure that new employment space that is brought forward contributes to and meets the demands of each area. In particular within the Whitechapel LEL, applicants should also refer to the Whitechapel Vision Masterplan Supplementary Planning Document and provide high-quality flexible workspace designed to meet the needs of emerging and growing sectors (e.g. bio-tech research and development), flexible workshop space and units to meet the needs of other small-to-medium enterprises and creative businesses.

5.16 Tower Hamlets has a relatively limited supply of industrial land and floorspace, despite high levels of market demand, in the face of increasing competition from other land uses, such as housing. There are clusters of existing industrial activity predominantly in the north east of the borough along key transport routes. These sites need to be protected to support the long term needs of the borough and the role of the City of London and Canary Wharf as global economic hubs (some services need to be in close proximity to the end user and immediately available). This will be achieved through the designation of the Strategic Industrial Location (Empson Street) and Local Industrial Locations (see part 1). As well as retaining existing designations, new LILs have been identified at Blackwall Trading Estate and Thomas Road (as shown on the Policies Map) to secure the long term provision of industrial space.

5.17 Part 1 also highlights that town centres are locations in which non-retail employment uses will be supported, subject to the provision of active frontages at ground floor level. This is because town centres are located throughout the borough and are able to offer smaller spaces which meet the needs of businesses serving the local community. Within the Tower Hamlets Activity Areas and some District Centres and Neighbourhood Centres (as shown on the Policies Map), purpose-built office buildings can be supported where they are of a nature and scale which corresponds with their surroundings. Within the Primary and Secondary Frontages, employment spaces should be located on upper floors so as not to undermine the retail and leisure functions of those areas. Within the Tower Hamlets Activity Areas, an overall target of 20% of floorspace to be in employment use will be sought.

<sup>40</sup> Source: Preferred Office Location Boundary Review (2017).

<sup>41</sup> Further details are provided in the Central Activities Zone Supplementary Planning Guidance (GLA, 2016).

<sup>42</sup> These functions include: government institutions, internationally significant business headquarters, cultural, science and tourist facilities of national or international importance and centres of excellence in higher education.



5.18 Proposals outside of designated employment areas and town centres (see part 1) will be supported where they demonstrate that there is a need and demand, with further detail set out in policy D.EMP2.

5.19 Part 2 describes how development should contribute to meeting our long term objectives to support investment and job creation in the borough. Tower Hamlets has a diverse economy ranging from the globally-significant financial centre of Canary Wharf and the associated services required to support it (and the neighbouring City of London) to creative and cultural industries, industrial uses, secondary offices and businesses, meeting a very local need. Employment activities are distributed across the borough with specific locations supporting clusters of particular businesses or unit types. Development that contributes to meeting these objectives will be welcomed.

5.20 Part 3 supports the provision of a range of workspaces including affordable workspace, emphasising that spaces suitable for small-and-medium enterprises and microbusinesses are a vital element of the overall mix<sup>43</sup>. This has the dual benefit of supporting new and emerging economic sectors and providing additional space for small-and-medium enterprises and micro-businesses that provide employment for a significant proportion of the borough's population. Development incorporating a range of unit types and sizes will be encouraged, including where these are clustered within a single building and provide shared and networking facilities. Developments should address the most up-to-date requirements as part of pre-application discussions. We will particularly welcome proposals which demonstrate co-operation with recognised workspace providers, for which we hold an approved list. Opportunities for the long-term management of new units by a company specialising in flexible and affordable workspace provision should be fully explored as part of the planning application process and may be secured for the long term through planning obligations.

### Policy links

- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy D.TR2: Impacts on the transport network

<sup>43</sup> Tower Hamlets Growth Sectors and SME Workspace Study (2016)

### Evidence links

- Tower Hamlets Employment Land Review (2016)
- Central Activities Zone Supplementary Planning Guidance (GLA, 2016)

### Policy D.EMP2: New employment space

1. New or intensified employment floorspace will be supported within designated employment areas and the Tower Hamlets Activity Areas, as set out in policy S.EMP1.
2. Outside of designated employment areas and Tower Hamlets Activity Areas, new employment space will be directed to designated town centres and accessible locations along major transport routes.
3. New employment space will be supported at other locations to those specified in parts 1 and 2 above if:
  - i. it can be demonstrated that there is a reasonable prospect of occupancy;
  - ii. the employment use would contribute towards integrated place making;
  - iii. the area forms part of a cluster of similar employment uses; or
  - iv. the employment space is being provided as part of a temporary use.
4. Within major commercial and mixed-use development schemes, at least 10% of new employment floorspace should be provided as affordable workspace.
5. New employment space must be completed to a standard which meets the needs of potential end users.
6. Development of employment and residential use in the same self-contained unit (i.e. live-work and work-live) will not be supported.

### Explanation

5.21 Part 1 of the policy encourages the provision of additional employment floorspace to meet demand and the needs of different business types. Where new provision is proposed, it must be located in the most viable locations to support the

role and function of the borough's designated employment areas and to proactively avoid long-term vacancy or subsequent conversion to other uses. This policy seeks to direct new provision to the designated employment areas as a first priority, then to locations of highest activity, accessibility and visibility (see part 2) and finally to other locations (see part 3) where it meets strict criteria.

5.22 For the purposes of this policy, major routes are considered to include the borough's A roads and other roads along the strategic highway network where there is a high level of accessibility, visibility and footfall. Under part 2, development outside of the areas referenced in parts 1 and 2 will be expected to demonstrate through a detailed marketing strategy that the demand within the relevant part of the borough has been assessed and that anticipated asking rents/purchase price for the new unit(s) would be appropriate to the location (according with indicative figures) or that an occupier for the space has been secured. This part of the policy also facilitates temporary employment units which can, for example, activate spaces that would otherwise remain redundant in advance of more permanent development. Temporary uses would be expected to only remain in place for a defined period of time, or until the site comes forward for development to meet its full potential or allocated use(s).

5.23 Part 4 seeks to ensure that major development provides sufficient affordable workspace to meet the needs of more local businesses as well as start-ups. For the purposes of this policy, 'major' is defined as developments providing at least 1,000 square metres of commercial floorspace<sup>44</sup>. To address this policy, applicants should provide evidence of agreement to let the workspace at an affordable tenancy rate, at least 10% below the indicative market rate for the relevant location, for a period of not less than ten years. Applicants will be encouraged to work with recognised affordable workspace providers for which we hold an approved list, providing details of management arrangements.

5.24 Part 5 aims to prevent long-term vacancy caused by high fit-out costs and lack of supporting infrastructure deterring interest from potential tenants. In order to meet these objectives, new units should be completed to a standard that would encourage occupation by potential users (for example, by providing sufficient cycle spaces, appropriate levels of natural light and a range of shared services and facilities

appropriate to the size and scale of the unit, such as communal breakout spaces, kitchen areas, showers and childcare facilities) and not detract from the visual appearance of the development or its surroundings. For example, within office developments, this would include providing high-speed broadband connectivity. Industrial units would be expected to provide double-height units with appropriate access and good standards of internal sound insulation to minimise conflict with surrounding uses.

5.25 Applications to convert live-work units into purely residential units and certificates of lawful development (where the units have not been used for employment purposes) demonstrate a lack of need to secure live-work or work-live within the same self-contained unit. In such cases, applications will not be supported (as articulated in part 6). Instead, we would welcome proposals that offer a range of uses (including employment and housing) as separate units within the same site.

### Policy links

- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy S.DH1: Delivering high quality design
- Policy S.TR2: Impacts on the transport network

### Evidence links

- Tower Hamlets Employment Land Review (2016)

<sup>44</sup> as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

### Policy D.EMP3: Loss of employment space

1. Development resulting in the net loss of existing employment floorspace or potential sites within Preferred Office Locations, Local Industrial Locations and the Strategic Industrial Location will not be supported.
2. Development should not result in the loss of viable employment floorspace outside of the designated employment areas cited in part 1 above or Local Employment Locations (LELs), except where they:
  - a. provide evidence of active marketing over a continuous period of at least 24 months at a reasonable market rent which accords with indicative figures; or
  - b. provide robust demonstration that the site is genuinely unsuitable for continued employment use due to its condition; reasonable options for restoring the site to employment use are unviable; and that the benefits of alternative use would outweigh the benefits of employment use.
3. Proposals involving the loss or reduction of employment floorspace within LELs must also demonstrate that alternative employment uses would not be viable and the loss of employment floorspace would not compromise the operation and viability of the wider LEL.

### Explanation

5.26 This policy describes the criteria that will be used to address the potential loss of employment space within the borough in line with the vision and objectives of the plan (see section 2). To ensure the supply of employment land to meet identified demand is maintained, proposals which result in the loss of employment floorspace within the POLs, SILs and LILs (as shown on the Policies Map and figure 11) will not be supported. Consequently, we will be seeking to implement an article 4 direction removing permitted development rights from offices to residential uses covering designated employment areas and other key locations. Within the Primary and Secondary POLs, the expectation is that development proposals are employment-led in line with the policies and principles set out in policy S.EMP.1. The loss of such sites to non-employment uses will not be supported. Proposals involving the loss of industrial land that is located outside the SIL or LILs will be considered on a site-by-site basis in accordance with part 2 above.

5.27 This policy also covers vacant sites within the POLs, SIL and LILs - protecting them from loss to other non-employment uses will ensure the supply of future employment land to meet projections (not just within the plan period but beyond) is not undermined.

5.28 Part 2 requires evidence covering a continuous period of at least 24 months in order to prevent unnecessary loss of existing employment space which would put pressure on the ability of the borough to meet projected need. Applicants should outline where and how marketing has been undertaken, with details also provided to demonstrate that the asking rent has been at a realistic rate for the type, size and condition of the property/unit. Such information should accord with our indicative guidance which is regularly updated. It would be expected that the property or site has been actively marketed, including appearing on local and national commercial property websites and visible display boards being displayed at the site. Applicants should provide us with a report detailing the level of interest in the property over the 24-month period, details of any viewings and offers, and details of why any interest had not been taken forward.

5.29 It is recognised that, in some cases, requiring 24 months marketing evidence may be counterproductive to enhancing local character if the condition of the property is such that attempting to let it would be unrealistic. In such cases, the applicant should submit a detailed report on the history and condition of the property to robustly justify why marketing evidence should not be required and that reprovided employment space as part of redevelopment would not be viable. It should also be demonstrated that the proposed development would not prejudice wider land-use objectives or the delivery of site allocations, and that reverse-sensitivity issues would not arise through conflict with surrounding existing uses, particularly where it lies within a cluster of other employment uses.

5.30 Due to the mixed employment nature of the LELs, applicants should prove that the site or unit is unsuited to continued employment use in any form (for example, a B1 office use could not be used for light manufacturing or research and development).

### Policy links

- Policy S.TC1: Supporting the network and hierarchy of centres

## Evidence links

- Tower Hamlets Employment Land Review (2016)
- Tower Hamlets Growth Sectors and SME Workspace Study (2016)

## Policy D.EMP4: Redevelopment within designated employment areas

1. Within the Primary Preferred Office Location (POL), redevelopment should result in an improvement and/or increase of office floorspace. Redevelopment to include residential uses will not be supported.
2. Redevelopment within the Secondary POL must be employment-led and deliver the maximum viable level of office floorspace, or other non-residential strategic functions within the Central Activities Zone (CAZ). Where residential uses are proposed these should not exceed the proportion set out in policy S.EMP 1.
3. Redevelopment within the CAZ (zone C) should be mixed-use to include office or other non-residential floorspace that supports the strategic function of the CAZ. The proportion of residential floorspace should not exceed 50% of the total floorspace within the development proposal.
4. The redevelopment of Local Employment Locations (LELs) to include non-employment uses will only be supported if the existing level of employment floorspace is re-provided on-site and where it:
  - a. is compatible with other uses proposed at the site;
  - b. provides separate access and servicing for commercial uses and residential uses;
  - c. provides a range of high-quality flexible workspaces designed to meet the needs of the growing biotech cluster, research and development space, flexible workshop space and units to meet the needs of other small-to-medium enterprises and creative businesses within the Whitechapel LEL;
  - d. provides a range of units to meet the needs of small-to-medium enterprises and capable of supporting B8 uses, such as data storage, within

the Blackwall LEL;

- e. provides a range of units including ground-floor units capable of accommodating 'industrial retail' within the Tower Gateway East LEL; and
  - f. provides a range of units including industrial floorspace, small-to-medium enterprise space and studios to meet the needs of creative industries within the Cambridge Heath LEL.
5. The redevelopment of Local Industrial Locations (LILs) to include non-employment uses will only be supported if the existing industrial floorspace is re-provided on-site and where:
    - a. the proposed non-employment use is compatible with existing industrial uses at the site;
    - b. the proposed non-employment use does not jeopardise the function and viability of the LIL;
    - c. provides separate access and servicing for commercial uses and residential uses; and
    - d. a range of high quality flexible working spaces are provided, meeting the needs of small-to-medium enterprises.
  6. Development which is likely to adversely impact or displace an existing business must find a suitable replacement accommodation within the borough unless it can be shown that the needs of the business are better met elsewhere.

## Explanation

5.31 Part 1 of the policy reiterates that residential uses are not appropriate within the Primary POL, in accordance with the Central Activities Zone Supplementary Planning Guidance. The Primary POL has the capacity to provide significant additional office floorspace and, as such, proposals which intensify existing sites or provide new office developments will be welcomed.

5.32 Parts 2 and 3 seek to strike an appropriate balance between office, CAZ strategic uses and housing to meet future growth and the place-making objectives to deliver mixed-use development. Within the Secondary POL and CAZ (zone C), any redevelopment proposals should result in an overall increase in employment floorspace and meet the office floorspace proportions required in policy S.EMP1 (see

paragraphs 5.13 and 5.14). Where development seeks to deviate from these policy requirements, applicants must provide robust justification demonstrating why those levels of office floorspace cannot be achieved and how the overall target can be achieved across the wider designation.

5.33 Parts 2 and 3 seek to strike an appropriate balance between the protection of existing and provision of new office and CAZ strategic uses to meet future growth within with demand for new housing and place making objectives of delivering mixed-used development. Within the Secondary POL and CAZ (zone C), there should be an overall increase in employment floorspace as a result of any redevelopment proposal. Where there is deviation below the 75% and 50% proportions of office floorspace, applicants must provide robust justification demonstrating why those levels of office floorspace cannot be achieved and how the overall target can be achieved across the wider designation.

5.34 Part 4 provides guidance as to the types of spaces that are appropriate within each LEL to maintain their function and support their individual characteristics, and should be applied on a case-by-case basis considering other proposals in the area to ensure that a mix of appropriate unit types are provided across the areas as a whole.

5.35 It is accepted that there are opportunities to redevelop or intensify some LILs and LELs and that in some cases the introduction of residential uses may be appropriate. Parts 4 and 5 of the policy seek to strike an appropriate balance between employment and other uses (particularly housing) to ensure that the employment function of LELs and LILs is maintained. New or re-provided industrial employment units should be completed to a standard that meets the needs of industrial users (for example, a ground floor location with appropriate unit heights and direct vehicle access). The industrial uses should be the primary consideration early in the design phase.

5.36 Where development is proposed within a LIL, appropriate justification should be provided to demonstrate that conflict between current and future industrial uses at the site would be avoided and that non-industrial uses are compatible with the function of the site in line with the criteria set out in part 1 above. This could include appropriate sound-proofing and/or implementing separate access and servicing.

5.37 Part 6 encourages the retention of employers and jobs in the borough. However, it is recognised that in some cases it may be beneficial for the business itself to move to another location. This part of the policy will therefore be applied flexibly on a case-by-case basis, but is applicable to all types of application that may result in business displacement and not exclusively within designated employment areas. To satisfy this policy, we will require information about how the existing business which would be displaced as a result of development would be accommodated elsewhere in the borough. If the business is to be located in an out-of-borough location, it would be necessary to demonstrate that there is no disadvantage to existing employees in terms of access; the quality and quantity of such facilities will be improved; and that a suitable site within the borough could not be found.

### Policy links

- Policy D.DH1: Delivering high quality design
- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy D.TR2: Impacts on the transport network

### Evidence links

- Tower Hamlets Employment Land Review (2016)
- Central Activities Zone Supplementary Planning Guidance (GLA, 2016).



## Chapter 6: Revitalising our town centres

### Introduction

6.1 Town centres form an important part of the borough's distinct identity and character, acting as anchors for local neighbourhoods with a mix of uses and activities that draw our diverse communities together. The nature of our town centres continue to change and evolve – they are increasingly becoming hubs for leisure, social and community activities, not just for shopping. They also provide significant opportunities for employment and housing, particularly on upper floors. Additionally, across the borough, there are other areas of commercial, leisure and retail activity (including individual stand-alone units) which have a role in supporting the borough's needs.

6.2 These policies seek to ensure that our town centres remain vibrant and sustainable while continuing to meet the needs of the people that use them.

6.3 This section contains the following policies.

- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy D.TC2: Retail in our town centres
- Policy D.TC3: Retail outside our town centres
- Policy D.TC4: Financial and professional services
- Policy D.TC5: Food, drink, entertainment and the night-time economy
- Policy D.TC6: Short-stay accommodation
- Policy D.TC7: Markets

### Policy S.TC1: Supporting the network and hierarchy of centres

1. Development is required to support the role and function of the borough's town centre hierarchy (as defined below) and the provision of town centre uses in line with the principles set out below.

Tier	Location	Functions / roles
<b>Central Activities Zone</b>	Refer to the Policies Map	<ul style="list-style-type: none"> <li>• Apply the London Plan's approach to development within the Central Activities Zone.</li> </ul>
<b>Major Centre</b>	Canary Wharf	<ul style="list-style-type: none"> <li>• Provide a high proportion of comparison retail compared to convenience along with leisure and civic uses.</li> <li>• Continue to support its role as a key global employment centre.</li> <li>• Improve local accessibility to Canary Wharf and its strategic transport interchange, and legibility and way-finding across the area.</li> </ul>
<b>Tower Hamlets Activity Areas</b>	Refer to the Policies Map	<ul style="list-style-type: none"> <li>• Provide areas of transition between the scale, activity and character of the Central Activities Zone and Canary Wharf Major Centre and their surrounding areas.</li> <li>• Support a mix of uses which make a positive contribution to health and well-being.</li> <li>• Promote active uses at ground floor level.</li> </ul>
<b>District Centre</b>	Bethnal Green Road Brick Lane Crisp Street Crossharbour Roman Road East Roman Road West Watney Market	<ul style="list-style-type: none"> <li>• Promote as vibrant hubs containing a wide range of shops, services and employment.</li> <li>• Direct a new civic centre for the borough to Whitechapel District Centre in line with the Whitechapel Vision Masterplan Supplementary</li> </ul>

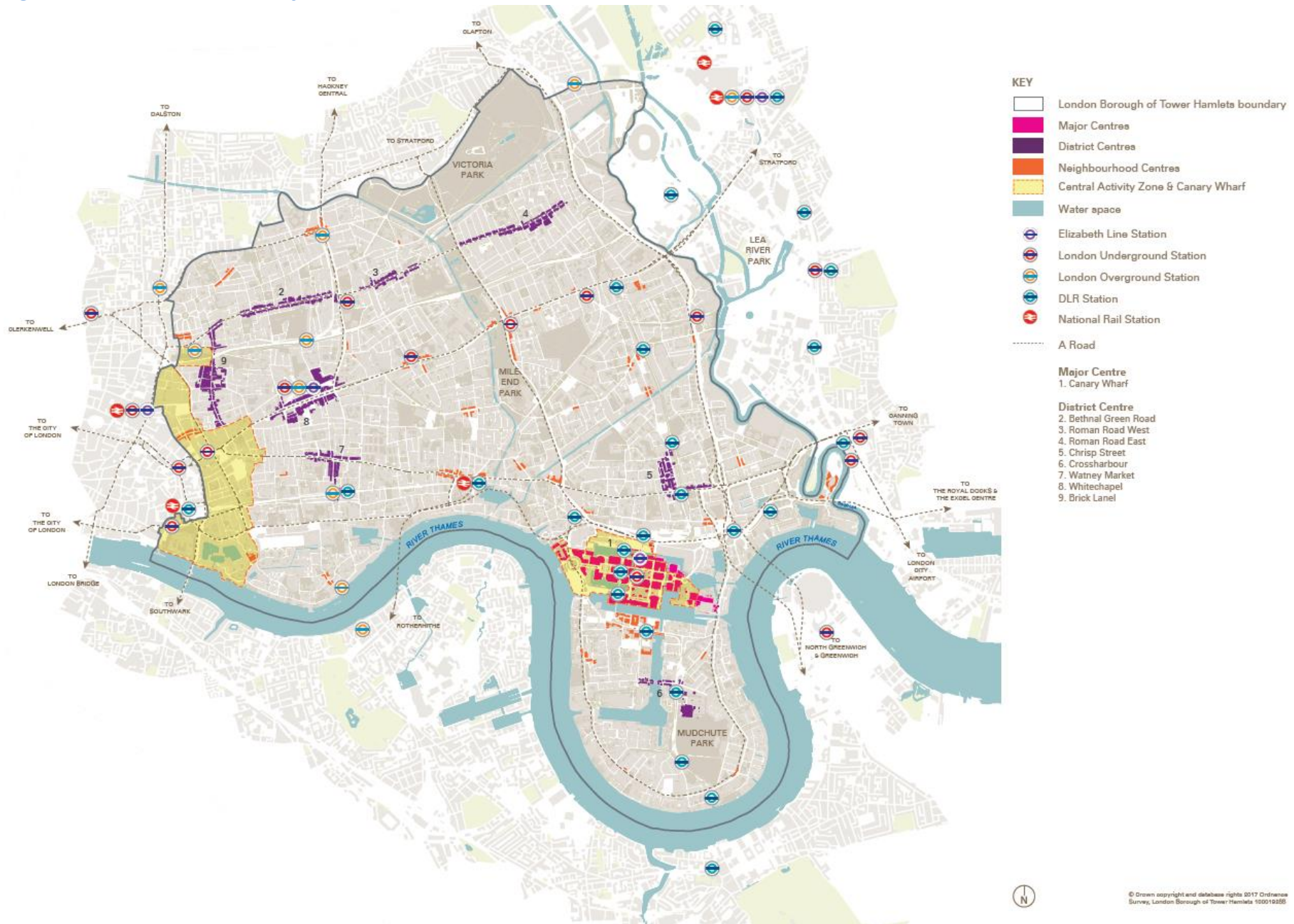
	Whitechapel	Planning Document.
<b>Neighbourhood Centres</b>	Aberfeldy Street Barkantine Estate Ben Jonson Road Burdett Road South Cambridge Heath Columbia Road Devons Road Limehouse London City Island Mile End Poplar High Street Redchurch Street Salmon Lane South Quay Stroudley Walk Stepney Green Thomas More Wapping Lane	<ul style="list-style-type: none"> <li>• Provide a range of shops and services to meet the needs of their local catchments.</li> <li>• Support the specialist functions that exist within Redchurch Street and Columbia Road Neighbourhood Centres to continue providing vibrant shopping and leisure destinations which attract visitors to the borough.</li> <li>• Ensure development is appropriate to the nature and scale of each individual centre</li> </ul>
<b>Neighbourhood Parades</b>	Bow Road Burslem Street Cambridge Heath Road Caspian Wharf Castalia Square Cleveland Way Manchester Road Mile End Road Old Ford Road St Leonards Street St Pauls Way Westferry Road West India Dock Road/Pennyfields	<ul style="list-style-type: none"> <li>• Ensure that Neighbourhood Parades meet the needs of their local catchments and compliment the role of other centres further up the hierarchy.</li> </ul>

2. New development within the Central Activities Zone, Tower Hamlets Activity Areas and designated Major, District and Neighbourhood Centres will be expected to support the delivery of new retail and leisure floorspace to meet identified needs.
3. New development must contribute positively to the function, vitality and viability of the Major Centre, District Centres and the Columbia Road and Redchurch Street Neighbourhood Centres. New development within other Neighbourhood Centres and Neighbourhood Parades must ensure sufficient provision of local shops and services to meet the day-to-day needs of local communities.
4. The scale and type of development within town centres should be in accordance with the character, scale and role of each town centre through:
  - a) ensuring town centres are accessible, active, well-used and safe during the day and night;
  - b) encouraging evening and night time economy uses that contribute to inclusiveness, economic vitality and viability and complement existing activities, where appropriate;
  - c) promoting mixed-use and multi-purpose town centres with a mix of unit sizes and types to assist in the creation of vibrant centres that offer a diversity of choice, and meet the needs of local communities;
  - d) supporting multifunctional, diverse and inclusive leisure and cultural venues and promoting associated uses;
  - e) promoting and focusing markets in town centres and recognising their role in adding variety, promoting local enterprise and contributing to local character; and
  - f) supporting temporary and community uses where they help to activate and revitalise vacant town centre units and sites.

### Explanation

6.4 This policy defines the network of centres across the borough (as illustrated on figure 12 overleaf) and describes the role and function of each centre and how they will continue to serve the needs of the borough and the wider area. The boundaries of these centres are shown on the Policies Map.

Figure 12: Town centre hierarchy



6.5 Development within these centres will need to demonstrate how it accords with policies and guidance within the hierarchy as appropriate.

6.6 The western part of the borough (as shown on figures 5 and 12) lies within the Central Activities Zone. The Central Activities Zone is the geographical, economic and administrative heart of London, one of the world's most important financial and business centres, and contains the major employment, leisure and retail designations within London.

6.7 All development proposals within this zone should primarily refer to the relevant policies set out in the London Plan and the Central Activities Zone Supplementary Planning Guidance.

6.8 Major Centres generally contain over 50,000 square metres of retail and leisure floorspace and serve a borough-wide catchment area<sup>45</sup>. Development within the Major Centre of Canary Wharf would be expected to demonstrate that it contributes to the continuing growth of Canary Wharf and supports its role as an important centre for international business and finance within the Primary and Secondary Preferred Office Locations, as well as its emerging residential neighbourhood at Wood Wharf.

6.9 Canary Wharf is already fulfilling the role of a metropolitan centre because it serves a wide catchment area, extending over several boroughs and into parts of the wider south east region. It contains over 100,000 square metres of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods as well as significant employment, service and leisure functions. This policy sets guidelines to help facilitate and support the re-designation of Canary Wharf as a metropolitan centre.

6.10 The Tower Hamlets Activity Areas (as shown on the Policies Map) are specific areas bordering the Central Activities Zone and the Major 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. Within the Tower Hamlets Activity Areas, applicants will be expected to demonstrate how the proposals will enhance movement and connectivity to and through the designation, in particular improving links between Canary Wharf and surrounding areas to the north and south.

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<sup>45</sup> The Central Activities Zone, Major Centres and District Centres are defined in the London Plan (GLA, 2016).

6.11 Where the proposed site is outside of a designated town centre boundary, applications should include assessments of the mix of uses within a reasonable surrounding radius, outlining how the proposed use would contribute to and support the area's function to avoid over-concentrations of uses.

6.12 District Centres (as shown on the Policies Map) generally meet more local needs, with catchments of around 800 metres and provision of convenience goods and services. Typically, they contain around 10,000-50,000 square metres of retail, leisure and service floorspace, and often have specialist functions. They have high levels of accessibility. They are also generally suitable locations for housing and employment.

6.13 While Whitechapel currently has the status of a District Centre, the opening of the Elizabeth line and the emergence of a nationally important high-tech and bio-science cluster means it has the potential to be re-designated as a Major Centre before the end of the plan period. Such growth in Whitechapel to enable re-designation would include delivery of a new civic centre, additional employment and retail space and public realm improvements, with a relatively high proportion of comparison goods relative to convenience goods. Each year, we will monitor the development of the Canary Wharf and Whitechapel town centres over the course of the plan period to provide evidence to inform future reviews of the London Plan.

6.14 Neighbourhood Centres (as shown on the Policies Map) contain clusters of retail and services to meet the needs of a more local catchment and typically contain at least sixteen units. Units are predominantly small-in-scale, with convenience supermarkets of around 500 square metres tending to be the largest occupants. Larger neighbourhood centres may also have particular specialist functions, and can be appropriate for some leisure and night-time economy uses. Three new neighbourhood centres have been identified at the following locations: Burdett Road South, London City Island and South Quay, whose designation reflects existing mixed-use activity and/or responds to recent developments and anticipated population growth. In particular, the designation of South Quay reflects the aspiration within the South Quay Masterplan Supplementary Planning Document to create a 'high street' environment along Marsh Wall, with an enhanced convenience offer and other local services to meet the immediate needs of residents. Such provision would complement rather than compete with the adjacent major centre at Canary Wharf.

6.15 Columbia Road and Redchurch Street have individual characteristics in comparison to other neighbourhood centres that have emerged in recent years, with a growth in specialist retail along with some leisure provision. As such, development

proposals within those designations will be subject to additional requirements in comparison to other neighbourhood centres and these are set out in subsequent policies to help maintain their uniqueness and appeal.

6.16 Table 4 below provides a breakdown of the retail floorspace capacity requirements across the different tiers of centre during the plan period.

**Table 4: Proportion of new retail floorspace required**

Tier of centre	Type of goods	Amount of floorspace (square metres) <sup>46</sup>
Major and District Centres	Convenience	4,061
	Comparison	4,627
Neighbourhood Centres	Convenience	2,033
	Comparison	1,963

6.17 Where new retail or leisure floorspace is proposed beyond these figures, the applicant will be expected to demonstrate that a demand does exist for such floorspace and that it would not detrimentally harm the viability of existing floorspace and nearby town centres (see part 2).

6.18 Where new development or change of use is proposed within designated town centres, applicants should demonstrate through an assessment of the designated centre that the resulting mix of uses is sufficient to allow the centre to continue to meet the needs of nearby communities and that change of use would not lead to the undermining of the designated centre or parade. New development should also help to meet the principles set out in part 4 to ensure the vibrancy of town centres.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy S.EMP1: Creating investment and jobs
- Policy S.CF1: Supporting community facilities
- Policy D.CF3: New and enhanced community facilities

### Evidence links

- Tower Hamlets Town Centre Retail Capacity Study (2016)
- Town Centres Supplementary Planning Guidance (GLA, 2014)

<sup>46</sup> Tower Hamlets Town Centre Retail Capacity Study (2016)



## Policy D.TC2: Protecting retail in our town centres

1. Within the Primary Frontages of the District Centres and within the Columbia Road and Redchurch Street Neighbourhood Centres, as shown on the Policies Map, development will be expected to:

- a) contribute to achieving a minimum of 60% of ground floor units as A1 (retail) use; and
- b) contribute to the activity and vitality of the town centre by offering space to meet and relax, subject to A1 (retail) units not falling below the threshold set out above.

Development will not be supported where it would have a negative or potentially negative impact on the vitality of Primary Frontages and Columbia Road and Redchurch Street Neighbourhood Centres as well as the health and well-being of local people.

2. Within the Secondary Frontages, development will be expected to:

- a) ensure the proportion of ground floor units within A1 (retail) use do not fall below 40% of the total number of units within the Secondary Frontage; and
- b) support a broad range of non-retail commercial and community uses which support the overall function of the town centre.

3. Outside of the Primary and Secondary Frontages within the District Centres, uses that do not require high levels of footfall (e.g. offices) and supporting town centre functions will be supported.

4. Within Neighbourhood Centres (except Columbia Road and Redchurch Street) and Neighbourhood Parades, the proportion of units within A1 retail use must not fall below 40% of all units within the designated centre. New development should also be appropriate to the nature and scale of the individual Neighbourhood Centre/Parade.

5. Where the loss of A1 retail units is proposed within the boundary of a town centre, it should be demonstrated that:

- a) the loss of the A1 units would not result in the overall level of A1 units falling below the proportions set out within policies D.TC4 and D.TC5; and
- b) the shop has been vacant for a period of more than 12 months and robust evidence is provided of efforts made to market the shop over that period at an appropriate rent (providing three comparable shop unit rents within the town centre).

6. Where a reduction of A1 retail floorspace is proposed within any town centre, development must demonstrate that:

- a) where there is sub-division of a large unit, the new units are of a size and scale conducive to supporting the role and function of their surroundings;
- b) within Primary Frontages and the Columbia Road and Redchurch Street Neighbourhood Centres, any loss of floorspace is of a scale that will not materially alter the nature of the unit, its future viability and the function of the host shopping area; and
- c) outside of Primary Frontages and the Columbia Road and Redchurch Street Neighbourhood Centres, robust evidence is provided demonstrating the existing level of floorspace genuinely cannot be maintained and that appropriate height, width and depth of floorspace would remain for town centre uses .

### Explanation

6.19 This policy identifies a series of Primary and Secondary Frontages within the Major and District Centres (as shown on the Policies Map) to better allow identification of the primary shopping areas within them and support the vitality and viability of the town centres.

6.20 Where comprehensive redevelopment alters the layout of existing town centres, proposals to change the use of a retail unit within the redeveloped town centre will be assessed based on the character and mix of uses of the surroundings within the redeveloped site.

6.21 A minimum of 60% of units within the Primary Frontages and 40% of units within the Secondary Frontages should be within A1 retail use. Due to their unique nature and characteristics, the minimum 60% figure must also be applied to Columbia

Road and Redchurch Street Neighbourhood Centres to promote and maintain the specialist function of those areas. This will ensure that retail remains the dominant use within these areas and core function of the town centre to reinforce its vitality, viability and attractiveness. The Primary Frontages (see part 1) will have the highest levels of activity and footfall. As such, it is also appropriate to locate uses to these areas which enhance the character and attractiveness of the town centre as a place to visit, such as cafés, restaurants and drinking establishments. Other uses would be appropriate on upper floors within the primary frontages, such as offices, gyms or residential uses. However, access to upper levels must be designed to promote street-level activity and not undermine the viability of ground-level units.

6.22 Within the Secondary Frontages, a wider mix of uses (e.g. financial and professional services, community and leisure facilities) which contribute to the vitality and vitality of the town centre will be supported. On this basis, a lower minimum retail threshold will be appropriate. However, it would not be appropriate to allow the clustering of non-retail uses where it would have negative impacts on the health and well-being of the town centre within these or any other locations.

6.23 Undesignated frontages are areas within the District Centres (see part 3) that contribute to the overall offer of the centre but perform a more tertiary function (e.g. small offices, wholesalers and market storage) or community functions with little or no retail use.

6.24 Frontages have not been designated within the Canary Wharf Major Centre. This is because it is a predominantly undercover shopping complex in single, private ownership that functions differently to other town centres in the borough.

6.25 A minimum proportion of 40% of units within Neighbourhood Centres (excluding Columbia Road and Redchurch Street) and Neighbourhood Parades should be within A1 retail use.

6.26 As part of the planning application process, applicants are advised to undertake surveys (e.g. vacancy rates) to justify that changes of use would not result in the proportions of A1 units within the Primary and Secondary Frontages falling below the proportions set out in the policy above. To address part 4 of the policy, it should be demonstrated that continued A1 retail use is genuinely unviable. Applicants should also outline where and how marketing has been undertaken, having regard to our

guidance on marketing which will be regularly updated. For instance, marketing activity must include evidence that the asking rent has been set at a realistic rate and the site has been advertised on national commercial and retail property websites. Developments should utilise the most recent information available to justify changes of use from A1 retail use within the primary and secondary frontages to accord with the minimum percentage figures set out in parts 1, 2 and 4. We will regularly monitor the mix of uses within the borough's designated town centres through the Annual Monitoring Report (a monitoring framework is included within section 5).

6.27 In relation to part 5 above, the loss of A1 (retail) refers to loss of units as well as any reduction in floorspace (e.g. where ancillary uses are converted to other uses or the host building is redeveloped). Frontages are calculated as a whole across the centre, not within individual stretches of units.

6.28 The design, accessibility and layout of town centres will have an important impact upon their success, and in turn the health and wellbeing of local people. This policy seeks to promote a range of unit sizes and types within each centre to meet the needs of different users and occupants. In relation to part 6 (a), applicants need to demonstrate that development proposals would not lead to an over-supply of particular unit types which confirms that there is a range of unit types across the wider town centre and that there is a need for the size and type of unit being proposed. In addition, the Transport for London's healthy streets principles should be applied to the design, accessibility and layout of town centres in order to ensure they remain attractive and competitive.

6.29 Whilst the changing nature of town centres and consumer demands may mean less need and demand for retail space in some locations, the requirements set out in the policy where loss of retail (A1 use) is proposed ensures that any loss will need to be clearly justified (e.g. where units are too large to let as a single entity; therefore sub-division would increase attractiveness to potential occupants).

6.30 However, it is acknowledged that there may be instances where some loss of floorspace within the Primary Frontages contributes to achieving wider objectives, such as the redevelopment of the site or improving access to upper levels. In such cases, street-level retail units should remain of a size and scale that is viable to current or future occupants and that access to upper levels has been designed so as to not undermine the activity and function of the Primary Frontage. In order to satisfy part 6

above, applicants will need to provide examples of other retail units of similar proposed size and layout in the area which are occupied and the types of occupants that such units attract. Information on the local market should also be submitted, including details of retailer demands and lettings in the local area to ensure that development does not result in 'token' retail units being created that are too small for the requirements of occupants.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.DH9: Shopfronts
- Policy D.DH10: Advertisements, hoardings and signage
- Policy S.EMP1: Creating investment and jobs

### Evidence links

- Tower Hamlets Town Centre Retail Capacity Study (2016)
- Town Centres Supplementary Planning Guidance (GLA, 2014)

### Policy TC3: Retail outside our town centres

1. Development of new A1 retail floorspace outside of the borough's town centres will be directed to designated employment locations, transport interchanges and accessible locations along major routes and only supported where:
  - a. individual units do not exceed 200 square metres;
  - b. shop-fronts are well integrated into their surroundings and are implemented upon completion of the development; and
  - c. the role of nearby town centres is not undermined.
2. New A1 retail floorspace will only be supported at other locations to those specified in part 1 where it meets the same criteria and additionally:
  - a. demonstrates local need that cannot be met within an existing designated centre; and
  - b. does not affect amenity or detract from the character of the area.
3. Development resulting in the loss of A1 retail shops outside of the town centre hierarchy will only be supported where:
  - a. the shop is within a 300 metres walking distance of the nearest alternative A1 shops;
  - b. the shop has been vacant for a period of more than 12 months and robust evidence is provided of efforts made to market the shop unit over that period at an appropriate rent (providing examples of three comparable shop unit rents within the vicinity); or
  - c. the site is unsuitable for continued retail use due to its accessibility, size or condition and there is no viable prospect of a retail use on the site, taking account of the projected residential growth in the vicinity and future need for provision of local shops as part of a sustainable neighbourhood.

### Explanation

6.31 New retail development will continue to be directed towards existing centres in accordance with the sequential approach set out in the National Planning Policy Framework. However, this policy recognises that demand for retail exists in locations

outside of the Central Activities Zone, Tower Hamlets Activity Areas and designated town centres to meet the immediate convenience needs of local people and/or support the function of designated employment areas.

6.32 Part 1 outlines the preferred locations for retail development outside of the borough's town centres: designated employment locations (as defined in policy S.TC1) and main routes (i.e. A roads and other roads along the strategic transport network where it can be demonstrated that there is a high level of footfall, accessibility and visibility).

6.33 In other locations, development proposals will also be expected to demonstrate there is a lack of capacity within the designated town centres (for example, showing low levels of vacancy within nearby designated town centres) and there will be no detrimental impact on the character of the area (see part 2).

6.34 Size limits on retail units outside of town centres have been defined to ensure that A1 retail uses, such as larger convenience supermarkets, are directed towards existing town centre boundaries (as defined on the Policies Map) in line with the 'town centre first' approach set out in government guidance.

6.35 This policy also seeks to ensure that shopfronts enhance the attractiveness of the unit to potential occupants and improve the overall visual appearance of the area.

6.36 Part 3 contains a general presumption against the loss of retail space outside of town centres. However, in certain circumstances, such losses may be justified. Applicants should outline where and how marketing has been undertaken, including evidence of advertising on national commercial and retail property websites and a realistic asking rent. However, it is recognised that in some cases requiring marketing evidence may be counterproductive to enhancing local character if the condition of the property is such that attempting to let it would be unrealistic. In such cases, the applicant should submit a detailed report on the history and condition of the property to robustly justify why marketing evidence should not be required and that re-provided retail space as part of redevelopment would not be viable at the location.

### Policy links

- Policy S.EMP1: Creating investment and jobs
- Policy D.DH9: Shopfronts

### Evidence links

- Tower Hamlets Town Centre Retail Capacity Study (2016)

### Policy D.TC4: Financial and professional services

1. Outside of the borough's town centres, financial and professional services uses will be supported where they are local in scale and there is a reasonable prospect of the unit being occupied.
2. Payday loan shops will only be permitted in the Central Activities Zone, Major Centre, Tower Hamlets Activity Areas and secondary frontages of the District Centres providing there would not be an over concentration of similar businesses.

### Explanation

6.37 Part 1 of the policy seeks to guide the location and scale of uses within the A2 use class (financial and professional services). Such uses are appropriate both inside and outside of the borough's town centres, although within out-of-town-centre locations, adequate information must be submitted to demonstrate that the anticipated asking rents/purchase price of the space would be appropriate to the location (taking account of our indicative figures) or that a suitable occupier has been secured.

6.38 Under part 2 of the policy, applicants proposing new payday loan shops will need to submit details of other businesses within the designated town centre (or within a radius of 400 metres where located within the Tower Hamlets Activity Areas or Central Activities Zone) and where such businesses are located in relation to the proposed site demonstrating that the proposal would not give rise to a clustering which could undermine the vitality of the host centre and negatively impact on the well-being of local people.

## Policy links

- Policy D.SG3: Health impact assessments
- Policy S.EMP1: Creating investment and jobs

## Evidence links

- Tower Hamlets Town Centre Retail Capacity Study (2016)
- Town Centres Supplementary Planning Guidance (GLA, 2014)

## Policy D.TC5: Food, drink, entertainment and the night-time economy

1. Cafés, restaurants and drinking establishments (use classes A3 and A4) will be supported within the Central Activities Zone, Major Centre, Tower Hamlets Activity Areas, District Centres and Neighbourhood Centres (as shown on the Policies Map) provided that:
  - a. it can be demonstrated that the overall vitality and viability of the town centre would be enhanced; and
  - b. where proposed within Primary or Secondary Frontages, the proportion of A1 (retail) units would not fall below the levels set out in policies D.TC4 and D.TC5.
2. Cafés/restaurants and drinking establishments (use classes A3 and A4) in Neighbourhood Parades and outside of the town centre hierarchy will only be supported provided that they meet the following criteria.
  - a. Cafés and restaurants (A3 uses) can demonstrate that the proposal would support surrounding uses and would not undermine the function of nearby town centres, or form part of a concentration of uses that would cumulatively cause harm to the viability of the borough's town centres.
  - b. Drinking establishments (A4 and AA uses) will only be permitted where they are local in nature and scale.
3. Development of hot food takeaways (use class A5) will only be supported within the Central Activities Zone, Tower Hamlets Activity Areas, Secondary Frontages of District Centres, Neighbourhood Centres or Neighbourhood Parades where they meet the following criteria.

- a. There must be a separation of at least four non-A5 units between each new hot food takeaway unit.
  - b. The percentage of A5 units would not exceed 5% of the total number of units within Major, District or Neighbourhood Centres.
  - c. Within Neighbourhood Parades there would be no more than one A5 unit.
  - d. The proposal is not within 200 metres walking distance from an existing (or proposed) school and/or a local authority leisure centre.
  - e. The proposal will not harm the amenity of surrounding properties.
4. New betting offices/shops will only be supported within the Central Activities Zone, Tower Hamlets Activity Areas or Secondary Frontages within Major and District Centres; new amusement centres, casinos and lap-dancing clubs will only be supported within the Central Activities Zone, Tower Hamlets Activity Areas or Major Centre. Such uses will be resisted where:
    - a. there is an over concentration of such uses which could give rise to negative cumulative social impacts;
    - b. the site is in close proximity to a school or sensitive community, cultural or social facilities; and
    - c. the proposal would detrimentally impact the amenity and character of the area.
  5. Development of entertainment venues within the D2 or sui generis use classes not referenced in policy D.TC5 will be:
    - a. directed to the Central Activities Zone, Tower Hamlet Activity Areas, Canary Wharf Major Centre and the other designated town centres (except Neighbourhood Parades) where they are compatible with other uses within the town centre; and
    - b. only permitted within Neighbourhood Parades or non-designated locations where:
      - i) it can be demonstrated that such uses will not result in adverse impacts on the amenity of the surrounding area;
      - ii) the location has good public transport accessibility; and
      - iii) existing venues in designated town centres would not be undermined.



## Explanation

6.39 The nature of town centres continues to evolve away from traditional shopping towards leisure and entertainment activities such as cafés, restaurants and drinking establishments (A3 and A4 uses). Such uses have become important in preventing and reducing vacancy in town centres. They can also help to increase activity in town centres outside of traditional shopping hours, thus contributing to town centre vitality and a greater perception of safety from increased natural surveillance.

6.40 Within the Primary Frontages of the Major and District Centres and the Columbia Road and Redchurch Street Neighbourhood Centres, as shown on the Policies Map, new A3 and A4 uses can be supported where the overall proportion of A1 retail does not fall below 60% of all units. Therefore, where change of use is proposed in those areas, applicants should provide a town centre survey outlining that an appropriate level of A1 retail is being maintained to ensure the vitality and viability of the area as the primary shopping area. Within Secondary Frontages in the District Centres and Neighbourhood Centres, applicants should demonstrate that the overall mix of uses would be conducive to the future vitality and viability of the town centre. Within the Central Activities Zone and Tower Hamlets Activity Areas, proposals involving new A3 and A4 uses will be managed on a case-by-case basis, with the onus on applicants to demonstrate there would not be an over-concentration of similar uses within the surrounding area.

6.41 We recognise that, in some instances, it may be appropriate and desirable to locate A3 and A4 uses within Neighbourhood Parades or outside of designated town centres, Tower Hamlets Activity Areas and the Central Activities Zone, although robust justification must be provided (see part 2). Examples might include facilities that enhance the enjoyment of open spaces and water spaces; serve transport interchanges or serve out-of-town-centre employment areas. For instance, new or replacement community pubs will be sought to meet local needs in locations where an existing public house may have been lost to redevelopment.

6.42 Within Neighbourhood Parades and non-designated locations, proposals involving A3 and A4 uses should be of a more modest scale than might be expected in larger town centres. Applicants should robustly state why a café, restaurant or drinking establishment would be appropriate in such a location. Details of any other cafés, restaurants or drinking establishments in the local area should also be provided

to mitigate the risk of clusters developing that could undermine nearby town centres. In respect of drinking establishments, a detailed management plan should be submitted alongside the planning application confirming that it will be run as a 'community' public house and that conflicts with neighbouring properties would be avoided. Applicants would also be encouraged to consider our statement of licensing policy.

6.43 In order to satisfy part 3, planning applications will be expected to include information (including town centre surveys) in order to ensure that any provision of new hot food takeaways would not exceed the levels set out in parts b-c.

6.44 In order to satisfy part 4, applicants should outline details of other such premises within the local area to demonstrate that there would not be a clustering or over-concentration of such businesses. Please note: sensitive community, cultural or social facilities include but are not limited to places of worship and centres or refuges for the treatment of people with addictions.

6.45 Part 5 seeks to guide the location of leisure and entertainment venues. In certain circumstances, such uses would be preferable outside of town centres due to the impact on surrounding amenity through noise or the negative impact on town centre appearance resulting from inactive frontages or requirements for space.

### Policy links

- Policy D.SG3: Health impact assessments
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.ES9: Noise and vibration

### Evidence links

- Tower Hamlets Town Centre Retail Capacity Study (2016)
- Town Centres Supplementary Planning Guidance (GLA, 2014)
- Takeaway Toolkit (GLA, 2012)

## Policy D.TC6: Short-stay accommodation

1. Development of visitor accommodation will be supported in locations within the Central Activities Zone, Canary Wharf (Major Centre), Tower Hamlets Activity Areas and District Centres (as shown on the Policies Map) along primary routes or adjacent to Docklands Light Rail/railway/underground stations, providing:
  - a. the size, scale and nature of the proposal is proportionate to its location;
  - b. a need for such accommodation can be demonstrated, taking account of other proposals and unimplemented consents in the local area;
  - c. it does not compromise the supply of land for new homes or jobs and our ability to meet the borough's housing and employment targets; and
  - d. the applicant can demonstrate adequate access and servicing arrangements appropriate to the scale, nature and location of the proposal.
2. Applications for serviced apartments must demonstrate that they meet the criteria stated in part 1 above and will be managed appropriately as short-term accommodation (up to 90 days).

### Explanation

6.46 For the purposes of this policy, visitor accommodation refers to provision within the C1 use class, such as hotels, bed and breakfasts, traveller hostels, serviced apartments and self-catering apartments.

6.47 Short stay accommodation schemes should be of a size that reflects its surrounding built environment and reflects the function of the location within designated town centres or employment areas. For example, a large-scale hotel that is appropriate in the Major Centre of Canary Wharf may not be suitable within a smaller District Centre.

6.48 This policy applies a flexible approach to the assessment of new visitor accommodation. This recognises the different markets that various forms of visitor accommodation may serve, and the way in which customers and service vehicles may access such accommodation. For example, traveller hostels, budget hotels and small boutique hotels are less likely to require significant space for coaches and other

vehicles setting down and picking up movements as customers are more likely to arrive via public transport.

6.49 Developers and applicants will need to submit information detailing how customers would access the accommodation (for example, whether this would be mostly utilising existing public transport provision and if not there is appropriate provision for vehicles setting down or picking up). This would also apply to any vehicles required to service the accommodation (for example to handle laundry and deliver other supplies to the accommodation). It should be demonstrated that such movements would not create unacceptable impacts on residential amenity or highway safety in accordance with policies D.DH7 and D.TR2.

6.50 For serviced apartments, development will be required to provide the following details.

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

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy S.EMP1: Creating investment and jobs
- Policy D.TR2: Impacts on the transport network

### Evidence links

- Tower Hamlets Town Centre Retail Capacity Study (2016)

## Policy D.TC7: Markets

1. Development proposals impacting existing markets will only be supported where:
  - a. they demonstrate that the overall quality of the market and public realm will be improved;
  - b. the capacity for existing numbers of pitches is maintained; and
  - c. they protect or re-provide appropriate storage and servicing facilities.
2. Proposals for new markets, including farmers markets and 'street-food' markets, will be encouraged. They will be directed to town centres and should enhance the centre's existing offer and contribute to vitality and cohesion.
3. Proposals for new markets outside of town centres will only be supported where they:
  - a) are temporary in nature;
  - b) bring vacant sites back into use;
  - c) do not undermine the borough's existing markets and town centres; and
  - d) do not cause unreasonable harm to the amenity of surrounding properties, particularly where evening and night-time markets are proposed.

### Explanation

6.51 It is widely recognised that markets act as magnets to create interest and draw people into town centres and support footfall which benefits other businesses. They can also act as incubation space for new ideas and small-to-medium enterprises. This policy aims to protect the borough's existing markets and ensure that new development does not undermine their future role and function (for example, ensuring that storage facilities are maintained).

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

6.53 Applicants and developers should work with our markets team at the earliest opportunity so that information can be provided with the planning application to show that sufficient space will be safeguarded to meet the needs of traders in terms of servicing and storage. Proposals should also detail how the types of goods and services proposed would complement rather than compete with surrounding town centres, as well as how they could contribute to other priorities such as improving access to healthy, affordable food. In addition, a written management and design strategy should be provided which outlines how the proposal will avoid causing negative impacts on markets, such as congestion on footpaths and roads, litter, poor refuse storage and noise.

6.54 Where proposals seek to re-activate vacant spaces or empty shops, temporary permissions will be favoured. Applicants should demonstrate that the proposed market will have a different offer to nearby town centres to avoid undermining them. They should also demonstrate that noise impacts will be mitigated to protect the amenity of surrounding properties, especially housing.

### Policy links

- Policy D.DH8: Amenity

### Evidence links

- Tower Hamlets Town Centre Retail Capacity Study (2016)
- Town Centres Supplementary Planning Guidance (GLA, 2014)

## Chapter 7: Supporting community facilities

### Introduction

7.1 Tower Hamlets has a range of community facilities such as health, social, education, leisure and sport facilities providing valuable services to both local communities and visitors. The provision of these essential community facilities plays a vital role in creating and sustaining liveable neighbourhoods through providing valuable services.

7.2 Community facilities are facing increased pressure from higher land value uses, such as housing and employment, in the face of limited public funding and a fast-growing resident and worker population. Specific need gaps and priorities include the provision of public houses, youth centres, local presence facilities/Idea Stores, indoor sport facilities and community halls.

7.3 These policies will seek to promote and facilitate the delivery of essential community facilities through new development (including changes of use, extensions and new builds) in line with the Infrastructure Delivery Plan, which outlines the existing capacity and future needs and priorities facing some of the community facilities in the borough. In particular, they aim to ensure that sufficient facilities are provided to meet the needs of the borough's growing population in the areas of greatest need and growth, as described in section 4.

7.4 This section contains the following policies.

- Policy S.CF1: Supporting community facilities
- Policy D.CF2: Existing community facilities
- Policy D.CF3: New and enhanced community facilities
- Policy D.CF4: Public houses

## Policy S.CF1: Supporting community facilities

1. Development which seeks to protect existing community facilities will be supported.
2. Development will be required to contribute to the capacity, quality, usability and accessibility of existing community facilities, particularly where development will increase demand.
3. Development should maximise opportunities for the provision of high quality community facilities to serve a wide range of users. Where possible, facilities or services should be co-located or shared to encourage multi-purpose trips and better meet the needs of different groups.
4. New community facilities will be directed towards the borough's centres in accordance with the town centre hierarchy and/or to locations which are accessible to their catchments depending on the nature and scale of the proposal.

### Explanation

7.5 This policy seeks to maintain an adequate supply and range of community facilities across the borough to serve local needs and support the creation of more liveable and sustainable places in line with the vision and objectives set out in section 2.

7.6 For the purpose of this policy, community facilities include a range of social infrastructure that provide services to the community such as:

- indoor sports and leisure facilities (e.g. leisure centres and swimming pools);
- health facilities (e.g. hospitals and doctor surgeries);
- cultural facilities (e.g. art galleries, museums and theatres);
- education facilities (e.g. schools, nurseries and universities); and
- social facilities (e.g. places of worship, libraries, Idea Stores, local presence and public houses).

7.7 Playing fields and outdoor sport facilities, such as multi-use games areas and tennis courts, are also important community facilities (see policies S.OWS1 and D.OWS3).

7.8 Part 1 sets out a presumption against the loss of community facilities to ensure that sufficient provision is available to meet local needs.

7.9 Part 2 promotes opportunities to create new community facilities and expand or improve the capacity and accessibility of existing facilities, taking account of future projected community needs (as set out in the Infrastructure Delivery Plan). This will be achieved through the use of planning contributions and working together with partners to ensure adequate community facilities are in place to support the sustainable growth of the borough. Improvements to community facilities may also be funded through the community infrastructure levy where this is identified on the Regulation 123 List.

7.10 Part 3 seeks to encourage the provision of multi-purpose and shared services which provide opportunities to co-locate or integrate a range of community uses and functions, such as community halls and sport facilities. Consideration should be given to promoting community facilities which can be easily accessed and support a wide range of users in line with the principles of active and inclusive design.

7.11 Part 4 seeks to ensure that community facilities are located within or at the edge of town centres in line with policies S.TC1 and S.SG1. These locations are considered to be the most accessible places in the borough and such uses contribute to the vitality and viability of town centres. In addition, new facilities will be directed towards locations which are accessible to their catchment areas.

7.12 This policy will be delivered in accordance with the Infrastructure Delivery Plan and other relevant strategies, including the Indoor Sports Facilities Strategy, Open Space Strategy, Green Grid Strategy and area-based masterplans. We will continue to work with key stakeholders and other service providers to ensure that new community facilities are provided at locations where there is a clearly demonstrated need..



## Policy links

- Policy D.SG3: Health impact assessments
- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy S.OWS1: Creating a network of open spaces
- Policy D.TR2: Impacts on the transport network

## Evidence links

- Tower Hamlets Infrastructure Delivery Plan
- Tower Hamlets Indoor Sports Facilities Strategy (2017)
- Tower Hamlets Open Space Strategy (2017)
- Planning for Sport Development Management (Sport England, 2014)
- Active Design (Sport England, 2015)

## Policy D.CF2: Existing community facilities

1. Existing community facilities must be retained unless it can be demonstrated that:
  - a. there is no longer a need for the facility or an alternative community use within the local community; or
  - b. a replacement facility of similar nature that would better meet the needs of existing users is provided.
2. Where community facilities are re-provided on site as part of the development, the quality and accessibility of these facilities (including public access) should be enhanced.
3. Extensions to existing schools should demonstrate that:
  - a. there is a demonstrated local need; and
  - b. the current level of child play space will be enhanced and increased.

## Explanation

7.13 This policy seeks to protect and enhance the borough's existing community facilities where they are still needed to adequately meet local needs.

7.14 Part 1 seeks to resist the loss of the borough's valuable community facilities, except in certain circumstances (see a and b). Statements from relevant providers confirming that the existing or alternative community uses would not be needed or possible in the premises will be required. Where the loss of a community facility is justified, the applicant will need to explore the opportunity to accommodate an alternative community use which would better meet local needs, in accordance with relevant strategies, including the Indoor Sports Facilities Strategy, Open Space Strategy and Infrastructure Delivery Plan.

7.15 We recognise that in certain circumstances site redevelopment will require the relocation of existing uses to a location where the needs of the users will be more adequately met. To ensure that there is no unacceptable disadvantage to existing users, re-provision of the community facility should be within the relevant catchment area and should result in quality and access improvements, reflecting the principles of active and inclusive design. It should also demonstrate that the quantity is at least kept at the same level as the existing facility and the aim should be to increase it. Where it is considered that a new off-site location would better meet the needs of existing users, the new facility should be provided before completion of the new development.

7.16 Part 2 seeks to ensure that new development facilitates and promotes greater public access through good and inclusive design and signage.

7.17 Part 3 seeks to ensure that any extension to an existing school results in an increase of existing child play space to accommodate the additional needs arising from the development, with a view to promoting shared community use in line with Sport England's guidance.

## Policy links

- Policy D.SG3: Health impact assessments
- Policy D.SG5: Developer Contributions
- Policy S.DH1: Delivering high quality design

## Evidence links

- Tower Hamlets Infrastructure Delivery Plan (2016)
- Tower Hamlets Indoor Sports Facilities Strategy (2017)
- Tower Hamlets Open Space Strategy (2017)
- Planning for Sport Development Management (Sport England, 2014)
- Active Design (Sport England, 2015)

## Policy D.CF3: New and enhanced community facilities

1. New community facilities located outside the borough's town centres will only be permitted where an up-to-date and robust local need can be demonstrated.
2. New community facilities within larger developments should be easily accessible to people who live and work outside of the host development.
3. Development of new early education and care facilities and primary and secondary schools which respond to local need will be supported where:
  - a. they are in locations which are accessible to the residents of their indicative catchment areas;
  - b. they can demonstrate appropriate learning spaces (including external play space) can be provided; and
  - c. the design and layout of these facilities and play space provision reflects the relevant guidance from the Department for Education and Sport England, taking account of the level of air quality and other amenity considerations.
4. New facilities will be encouraged to make relevant facilities (e.g. external recreation space, sport facilities and appropriate classroom space) accessible to the wider community outside of core hours.
5. New adult, further and higher educational facilities will be required to provide information of the relevant certification and registration details from the Department for Education and meet Sport England's design guidance and other relevant national governing bodies guidance.
6. Large-scale indoor sports and leisure facilities will be directed towards accessible locations such as town centres where there is a clearly identified need.

## Explanation

7.18 This policy seeks to ensure that appropriate high quality new community facilities are provided in accessible locations throughout the borough to adequately support the growing population and meet identified needs.

7.19 Part 1 seeks to ensure that expansion of existing and delivery of new community facilities is directed towards accessible locations such as town centres. However, new community facilities outside of town centres will only be supported where sufficient evidence is provided to demonstrate that there is a local need not being met elsewhere in the neighbourhood. Facilities provided in these locations need to ensure that they are local in nature and scale and that there is no adverse impact on the amenity of the surrounding residents. This includes the impact of people coming and going to the facility and the impact of users within the facility when it is in use, as well as the impact on the highway network and parking facilities. Where the provision of a community facility is proposed as part of a residential development, it should be demonstrated that it is accessible to people living outside of the development and designed to be visible from the street.

7.20 Part 2 aims to ensure that new community facilities which form part of a wider development are designed to facilitate and encourage wider community use and do not look and feel exclusive to the occupants of the development. Consideration should be given to ensuring that the facility can be easily accessible to a wide range of users.

7.21 Parts 3 and 4 encourage the provision of education facilities at early years, primary and secondary level in appropriate locations, where they meet local need and demonstrate high quality and inclusive design in line with the relevant guidance from the Department for Education, Sport England and other relevant national governing bodies (for instance, suitable locations for early years could include the ground floor of residential blocks or secondary frontages in existing town centres).

7.22 In order to ensure that education facilities are suitably located, applicants should outline the indicative catchment area for the recruitment of pupils and assess the impact of people (including pupils, parents, carers and staff) arriving and leaving the facility as well as the impact on the highway network and parking facilities.

7.23 Demand for early education and care facilities will increase in the future as the borough's birth rate continues to rise. Early education and care facilities refer to places where a number of children under five years of age are brought together during part or all of a working day on a regular basis where they can play, learn and receive care (for example, primary school nurseries, children's centres, pre-school and 'wrap-around' childcare). The provision of early year facilities will contribute towards reducing the borough's current below-average levels of achieving good cognitive development at age 5 and enable greater employment rates amongst parents in line with our statutory duty to provide childcare to some 2-year-olds and all 3-and-4-year-olds. Future provision will increasingly require innovative approaches to the use of land and floor space, including the co-location of early education and care facilities with compatible uses, such as primary and secondary schools and office buildings.

7.24 Further and higher education (see part 5) refers to the stage of education after secondary school and includes a wide range of institutions including universities and colleges (as defined in the glossary in appendix 1) which provide lifelong learning. It is noted that some further education colleges do include sixth form provision. In order to meet these requirements, the applicant will need to provide evidence of the relevant certification from the Department for Education as well as details of student and staff numbers, enrolment criteria and curriculum details. Sport and recreation facilities within schools should also reflect the principles set out in Sport England and other relevant national governing body guidance.

7.25 Part 6 directs large-scale indoor sports and leisure facilities to accessible locations to optimise the opportunities for their public use and enjoyment, particularly where there are good links to public transport and other services.

### Policy links

- Policy D.SG3: Health impact assessments
- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy S.OWS1: Creating a network of open spaces
- Policy D.TR2: Impacts on the transport network

### Evidence links

- Tower Hamlets Infrastructure Delivery Plan
- Tower Hamlets Indoor Sports Facilities Strategy (2017)
- Tower Hamlets Open Space Strategy (2017)
- Planning for Sport Development Management (Sport England)
- Active Design (Sport England, 2015)
- Building Bulletin 103: Area guidelines for mainstream schools (Department for Education, 2014)
- Baseline designs for schools: guidance (Department for Education, 2014)

### Policy D.CF4: Public houses

1. Where the loss of a public house is proposed, the following evidence will be required.
  - a. Evidence that all reasonable efforts have been taken to preserve the facility as a public house, including evidence of appropriate maintenance and upkeep and efforts to diversify the business.
  - b. Evidence demonstrating that the public house has been marketed for at least 12 months as a public house at a reasonable market rent and free of tie and restrictive covenant and following this exercise there has been no interest in the property and there is no realistic prospect of continuing its current use.
  - c. Marketing evidence demonstrating there has been no interest in the property for an alternative community use over a further 12-month period following the marketing period in part 1b.
2. Where a public house is replaced or re-provided, adequate floorspace must be provided to ensure the continued viability of the public house.
3. Proposals within the curtilage of a public house must demonstrate that the continued operation and viability of the public house would not be compromised. Loss of converted pubs on the grounds of viability as a result of previous development will not be supported.

## Explanation

7.26 Like many other London boroughs, Tower Hamlets has witnessed a significant net loss of public houses (otherwise known as pubs) since the millennium. The rate of decline has far exceeded both the London and national averages<sup>47</sup>. This policy therefore aims to afford greater protection to the borough's public houses and guard against their unnecessary loss.

7.27 In order to satisfy part 1 (a), applicants seeking to demolish or replace an existing public house will need to provide evidence of appropriate maintenance and upkeep and efforts to diversify the business. Alternatively, if the property has not been appropriately maintained, we will expect this has been reflected within the asking rent or price of the pub. Details of pub accounts for current and previous trading years should also be provided.

7.28 In order to satisfy part 1 (b), applicants will need to submit a full detailed marketing report outlining the asking price or rent for the public house and the terms on which it was offered (for example, freehold or leasehold: whether or not it included living accommodation and whether any part of the property was excluded). The report should include details of any interest in the property, viewings, and why such interest was not taken forward. This information should also be provided for a subsequent 12-month period outlining attempts to let the property for alternative community uses as described under part 1 (c).

7.29 Part 2 seeks to avoid future examples in the borough of what are termed 'trojan horse' pubs. This term refers to developments that have met policy requirements through the re-provision of floorspace for pub use but at a level that is insufficient to be practically let as a pub, resulting in a subsequent application to convert the space to an alternative use. This part of the policy seeks to ensure that there is a genuine intention to continue pub use where redevelopment is proposed. It must also be demonstrated that appropriate soundproofing is to be installed so as to minimise conflict between the pub and any residential use. In order to satisfy this criterion, applicants should submit indicative floorplans demonstrating that, at a minimum, the proposed floorspace for pub use can support a bar area, appropriate seating, storage and toilets.

7.30 Applicants seeking to reduce or remove outdoor space must demonstrate that the remaining space is of sufficient size and quality for the needs of pub users, and that the pub could continue to operate viably following any loss or reduction. It must also be demonstrated that any smokers displaced from such spaces would not cause unacceptable harm to the amenity of surrounding properties by gathering in alternative locations.

7.31 Where loss or conversion of ancillary function space or living accommodation is proposed, it must be demonstrated that the pub use would not be undermined through such loss. For the loss of function space, evidence is also required to demonstrate the availability of sufficient and suitable alternative facilities available within the local area.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy S.DH3: Heritage and the historic environment
- Policy D.ES9: Noise and vibration

### Evidence links

- Tower Hamlets Infrastructure Delivery Plan

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<sup>47</sup> Pubs in Tower Hamlets – Evidence Study (2017)

## Chapter 8: Enhancing open spaces and water spaces

### Introduction

8.1 Tower Hamlets has a number of valued open spaces and water spaces which offer many important social, environmental and economic benefits, including:

- enhancing amenity;
- contributing to healthy lifestyles through providing opportunities for active travel and leisure and recreation opportunities;
- providing meeting places for community activities and cultural events;
- helping to manage flood risk and mitigating the risks of climate change;
- enhancing biodiversity; and
- providing a cooling effect to reduce elevated urban air temperature.

8.2 The overall provision of publicly accessible open space remains low with some parts of the borough being acutely deficient, including the Isle of Dogs, Shoreditch and Whitechapel. This equates to 0.89 hectares per 1,000 residents, which is less than the borough's open space standard of 1.2 hectares per 1,000 residents<sup>48</sup>.

8.3 In a densely populated borough like Tower Hamlets facing significant development pressure, there is limited scope to provide major additional open space to accommodate the needs of the growing population, such as new parkland and woodland. Nevertheless, the borough's open spaces make a significant positive contribution to the character and appearance of the borough, reflecting their popularity among residents and visitors, relatively good condition and varied use. Some parks (e.g. Victoria Park) are nationally renowned and have been awarded Green Flag status.

8.4 In order to meet this shortfall, it is estimated that 220 hectares of additional publicly accessible open space will be required across the borough over the period to 2031.

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<sup>48</sup> Tower Hamlets faces a significant shortfall in the provision of playing pitches, especially outdoor sports provision, due to the fact that most grass pitches are located at parks or areas of open space where often they serve multiple functions, such as recreational open space and non-sports related activities. These requirements are identified within the Tower Hamlets Open Space Strategy (2017).

8.5 As the population continues to grow there will be an increasing need to protect and revitalise our existing open spaces as well as secure additional publically accessible open space, especially within deficient areas (see figure 14).

8.6 Tower Hamlets has access to more water spaces than any other London borough, comprising the rivers Thames and Lea and the other connecting water spaces (e.g. Limehouse Cut, Regents Canal and Hertford Union Canal) as well as several docks and basins. However, much of the potential of the borough's water spaces remains untapped, due to fragmented public access and limited active recreation and leisure opportunities. Tower Hamlets has also experienced significant historic water loss, particularly around Shadwell Basin and the Ornamental Canal, while a considerable amount of water space has been reclaimed and re-used to frame development around West India Docks, Blackwall Basin and Poplar Dock in Canary Wharf. This has further limited the availability of water spaces for recreation, transport and other water-related activities. It has also impacted on the biodiversity of the waterways as well as the open character of our valuable water space heritage assets.

8.7 Hence, it is important that policies protect our valuable water spaces from permanent infillings and oversailing and seek to improve their continuous public access; enhance biodiversity; promote water-related and water-dependant recreation; and ensure the delivery of high quality design to celebrate the heritage of our waterways.

8.8 Figure 13 overleaf illustrates the existing and proposed network of well-connected publicly accessible open spaces and water spaces across the borough, drawing upon the principles set out in the All London Green Grid Supplementary Planning Document.

8.9 This section contains the following policies.

- Policy S.OWS1: Creating a network of open spaces
- Policy S.OWS2: Enhancing the network of water spaces
- Policy D.OWS3: Open space and green grid networks
- Policy D.OWS4: Water spaces



Figure 13: An enhanced network of open spaces and water spaces



## Policy S.OWS1: Creating a network of open spaces

1. Proposals will be required to provide or contribute to the delivery of an improved accessible, well-connected and sustainable network of open spaces through:
  - a. protecting all existing open space to ensure that there is no net loss;
  - b. improving the quality, value and accessibility of existing publicly accessible open space across the borough and neighbouring boroughs, in line with the Green Grid Strategy, Open Space Strategy, Local Biodiversity Action Plan and Sport England's Active Design Guidance;
  - c. delivering an improved network of green grid links in line with the Green Grid Strategy to enhance access to key destination points (town centres, community facilities and publicly accessible open spaces) and to and along waterspaces, as well as provide ecological corridors for wildlife; and
  - d. maximising the opportunities to create/increase publicly accessible open space (including playing pitches and ancillary sporting facilities) with a range of sizes and for a range of users, particularly in the following locations (which are expected to experience the highest level of open space deficiency).
    - Bethnal Green
    - Blackwall & Cubitt Town
    - Bromley North
    - Bromley South
    - Canary Wharf
    - Limehouse
    - Poplar
    - Shadwell
    - Spitalfields & Banglatown
    - St Dunstan's
    - St Peter's Weavers
    - Whitechapel
  - e. assisting with the delivery of enhanced new strategic publicly accessible open spaces at Lea River Park (including the Leaway) and within site allocations.

## Explanation

8.10 This policy seeks to protect and enhance the borough's valuable network of open spaces as well as promote the creation of new publicly accessible open spaces which are better connected and provide a wide range of opportunities for local communities and visitors in line with the Open Space Strategy, Green Grid Strategy and other relevant strategies.

8.11 The Open Space Strategy sets out where strategic open space (i.e. one hectare or above) will be provided across the borough. This includes the requirements relating to the provision of playing pitches and a detailed action plan on how our open space priorities will be addressed. The Green Grid Strategy identifies opportunities on how to better connect existing open spaces and create smaller scale open spaces in areas of need.

8.12 For the purposes of the Local Plan, open space means all land that offers opportunity for play, recreation and sport or is of amenity value, whether in public or private ownership, and where public access is unrestricted, partially-restricted or restricted. This includes all open areas consisting of: major parks (e.g. Victoria Park and Mile End Park), local parks, gardens, local parks, squares, playgrounds, ecological spaces, housing amenity land, playing fields (including playing pitches), allotments and burial grounds, whether or not they are accessible to the public. This definition does not include water bodies.

8.13 Figure 13 illustrates the distribution of publicly accessible open spaces across the borough. Detailed boundaries of the borough's publically accessible open spaces are shown on the Policies Map. Some of the borough's open spaces and water spaces are designated as Metropolitan Open Land (including East India Dock Basin and Brunswick Wharf, Island Gardens, Lee Valley Regional Park, Meath Gardens, Mile End Park, Mudchute Park, Millwall Park, Tower Hamlets Cemetery and Victoria Park) which form part of London's strategically defined open space network.

8.14 Part a seeks to protect all open spaces regardless of their size, type, ownership and where access is unrestricted, partially restricted or restricted.

8.15 Part b promotes the enhancement of the borough's existing open space to improve their quality and multi-functionality to serve a variety of users. This will be delivered through the provision of new outdoor sport facilities, such as playing pitches (e.g. ancillary facilities and changing rooms), outdoor gyms and multi-use



games areas within existing parks (e.g. Victoria Park, Mudchute Park and Mile End Park). Proposals should also aim to incorporate the principles of Sport England’s Active Design Guide.

8.16 Part c promotes the delivery of a well-connected and high quality network of publicly accessible open spaces through new and improved green grid connections. This can be achieved through new planting in the public realm (including streets, trees and vegetation) and maximising opportunities to create access to nature, natural play and educational elements along the green grid as well as improved signage and posting to enhance way-finding. The Green Grid Strategy has identified a series of strategic green grid projects (as shown on figure 13) to improve cross-borough connections and help address deficiencies across the borough as well as other parts of London.

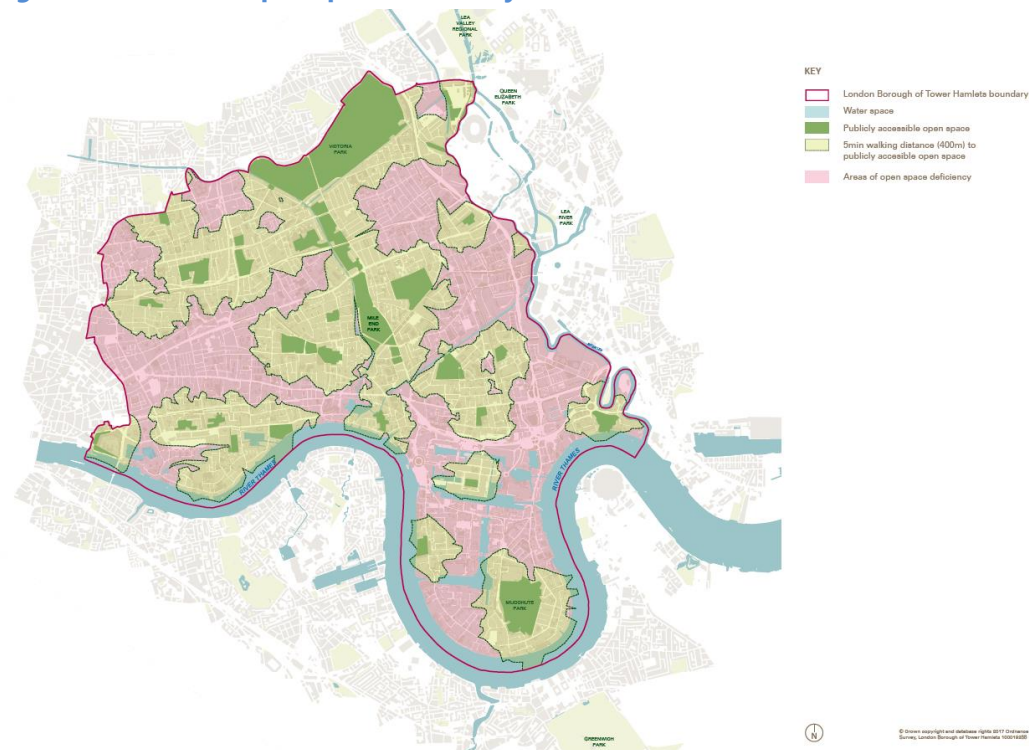
8.17 Parts d and e promote the provision of new publicly accessible open spaces to serve the borough’s growing population, particularly where they are of a wider strategic importance (e.g. Lea River Park) and in areas of significant open space deficiency (see figure 14<sup>49</sup>).

8.18 The provision of new or improved publicly accessible open space and green grid linkages will be promoted throughout the borough in accordance with the principles set out in the Open Space Strategy, Green Grid Strategy and Mayor of London’s All London Green Grid Supplementary Planning Guidance, notably at the following locations.

- Queen Elizabeth Olympic Park (i.e. improving links to open spaces and the Lea Navigation and Hertford Union canals).
- Lea Valley (including a series of new open spaces as part of the Lea River Park and a new continuous north-south route through Lea Valley connecting the Lea Valley Regional Park to the river Thames as well as new pedestrian footbridges).
- Mile End Park and Victoria Park (including green grid extensions to the existing canal walkways and nearby schools).
- Whitechapel (including the delivery of a new pedestrian route - known as the Green Spine - from the town centre to a new civic square at the site of St. Andrew’s Hospital).

<sup>49</sup> Publicly accessible open space deficiency is mapped using 400 metre catchment areas from parks of 1 hectare or above.

**Figure 14: Areas of open space deficiency**



8.19 Larger open space (i.e. 1 hectare and above) provision will be secured on allocated sites (as identified in section 4) through new development.

8.20 Delivery of smaller publically accessible open spaces such as pocket parks and linear verges will be promoted through new development.

8.21 Innovative approaches to delivering new open space (e.g. roof-top gardens/greenhouses, community gardens and green/brown roofs) in these areas as well as locating parks in areas of the borough where accessibility to public open space is poor will be promoted.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets

- Policy D.SG3: Health impact assessments
- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy S.CF1: Supporting community facilities
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES3: Urban greening and biodiversity
- Policy S.TR1: Sustainable travel

### Evidence links

- Tower Hamlets Open Space Strategy (2017)
- Tower Hamlets Water Space Strategy (2017)
- Tower Hamlets Green Grid Strategy (2017)
- Tower Hamlets Infrastructure Delivery Plan
- Tower Hamlets Local Biodiversity Action Plan (2014)
- All London Green Grid Supplementary Planning Guidance (GLA, 2012)
- Active Design Guidance (Sport England, 2015)

### Policy S.OWS2: Enhancing the network of water spaces

1. Proposals will be required to support the creation of a network of high quality, usable and accessible water spaces network through:
  - a) protecting the integrity of the borough's water spaces;
  - b) maximising opportunities for enhancing the aesthetic, ecological and biodiversity values of the borough's water spaces (including the immediate and surrounding areas) and the water quality, in line with the Tower Hamlets Local Biodiversity Action Plan;
  - c) improving accessibility and way-finding to and along water spaces to maximise opportunities for public use and enjoyment;
  - d) promote water spaces for cultural, recreational and leisure activities as well as movement, including passenger and freight transport (e.g. along the river Thames);
  - e) working in partnership with the Port of London Authority and the Canal and

River Trust to ensure that residential and commercial moorings are in appropriate locations that do not negatively impact on navigation, water quality, the openness and character of the water space and the amenity of surrounding residents; and

- f) supporting the aims of the European Union Water Framework Directive, Thames River Basin Management Plan, Thames Estuary 2100 Plan, Thames Vision, and any relevant Marine Plans (e.g. South East Marine Plan).

### Explanation

8.22 Water spaces make a positive contribution to the economy, society and the environment and should be safeguarded for water-related purposes with priority given to water management, improving water quality, managing land drainage, and avoiding, reducing and managing flood risk.

8.23 This policy seeks to protect and enhance the borough's valuable network of water spaces and also ensure that they are easily accessible and provide a wide range of water-related opportunities for local communities and visitors.

8.24 For the purposes of the Local Plan, water space means an area of water (permanently or intermittently) and the adjacent land, and includes rivers, canals, docks, basins, ponds, marshland and other water bodies.

8.25 Part a seeks to ensure that development does not result in further loss or over sailing of the borough's valuable water spaces unless it is a water-related or water-dependant use at appropriate locations. Water-dependent uses are defined as an activity which can only be conducted on, in, over or adjacent to the water because its function requires direct access to, along and across the water or involves, as an integral part of the activity, the use of the water. Appropriate infrastructure to support water-dependant uses includes:

- walkways and slipways for pedestrians, boaters and cyclists;
- bridges and tunnels (e.g. across the rivers Lea and Thames);
- water-based sport and leisure (e.g. sailing and kayaking);
- security and safety (e.g. lifebuoys and other life-saving equipment);

- water-based passengers, tourism, transport support and freight infrastructure (e.g. piers and clippers);
- marine support facilities; and
- moorings (including permanent and visitor moorings) and their support infrastructure.

8.26 In addition, other water-related uses may also be considered at suitable locations where there is clear evidence that they are specifically designed to enhance the public access, use or enjoyment of the water space and will have a positive contribution to the character of the water space without causing any adverse negative impacts on biodiversity (e.g. activate the water space to enhance it as a waterside destination). An important consideration in decision making will be the cumulative impact of existing and proposed new water related uses in order to ensure that there is no adverse impact on the character and openness of the borough's water space and the amenity of surrounding residents.

8.27 Despite their urban setting and heavily modified nature, the borough's network of rivers, canals and docks are important for biodiversity, supporting a wide range of species of wild plants and animals (including rare and protected species) and allowing people to come into contact with nature. In accordance with part (b), development will be expected to preserve and enhance biodiversity and increase the resilience of wetland ecosystems. This can be achieved through a range of measures, such as the restoration and creation of priority habitats and planting native species to create more natural landscapes along the waterways, and the prevention of overspill of artificial lighting onto waterways or onto adjacent areas of soft landscaping.

8.28 Some of the borough's water spaces are difficult to find and access from nearby transport hubs (e.g. river Lea, Shadwell Basin and West India Middle and South Docks) or have restricted and disjoint access (e.g. river Thames). Part (c) of the policy seeks to ensure that access to all water spaces is improved through appropriate signage for better way finding. Many of the borough's water spaces (including Blackwall Basin, Hermitage Basin, Limehouse Basin, East India Dock Basin, Limehouse Cut Canal, Millwall inner and outer docks, Poplar Dock, St. Katherine's Dock, Wapping Canal, West India Docks and the rivers Lea and Thames) are located within or adjacent to areas of open space deficiency in access to parks. These water spaces and the adjacent land therefore provide important open space functions and make a valuable contribution to the health and well-being of communities.

8.29 In delivering part (d) above, additional opportunities will be explored to maximise the use of the borough's water spaces for transport and freight at suitable locations (e.g. Trinity Buoy Wharf and along the river Thames), including the introduction of additional Thames Clipper stops. Policies S.TR1 and D.TR4 provide further guidance on sustainable transport and freight.

8.30 Creating and enhancing the borough's high quality, usable and accessible network of water spaces will be delivered through a coordinated approach with a wide range of stakeholders, including the Canal and River Trust, Port of London Authority, Inland Waterways Association, neighbouring boroughs and other relevant organisations (see parts e and f).

8.31 This policy also recognises the importance of several strategic documents which provide the framework for the sustainable development of the borough's water spaces and, more specifically, the river Thames and its tributaries (see part f).

- The European Water Framework Directive provides a framework for protecting and improving the ecological quality of all water bodies.
- Following on from the European Water Framework Directive, the Thames River Basin Management Plan sets out actions to protect and enhance the river's natural environment.
- The Thames Strategy East sets out a long term framework to guide the sustainable management of the Thames Policy Area (as shown on the Policies Map) and promotes development principles, such as greater connectivity through improved foot and cycle access to and along the river Thames and the provision of water support infrastructure (e.g. bridges, piers and flood defences etc) which respects and contribute to the river's character.
- The Thames Estuary 2100 Plan sets out a comprehensive action plan to manage tidal flood risk across the river Thames.
- The Thames Vision sets out the goals and priority actions to help manage and promote the river Thames, which include: more trade and more jobs associated with the river; improved use of the river for the transportation of passengers and freight; and an improved environment and river heritage.
- Tower Hamlets falls within the remit of the Marine Plan for the South East inshore area. Once adopted, the Marine Plan for the South East will influence the sustainable marine development and activities which include a section of

coastline or tidal river. The detailed boundaries of the Marine Plan for the South East inshore area (within the borough) are shown on the Policies Map. Until the Marine Plan is adopted, any development and activities within the rivers Thames and Lea should have regard to the Marine Policy Statement, which sets out the policies for managing development and activities for coastal and tidal waters.

### Policy links

- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy D.DH8: Amenity
- Policy S.H1: Meeting housing needs
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES3: Urban greening and biodiversity
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy D.ES6: Sustainable water management
- Policy S.TR1: Sustainable travel
- Policy D.TR4: Sustainable delivery and servicing

### Evidence Links

- Tower Hamlets Infrastructure Delivery Plan
- Tower Hamlets Open Space Strategy (2017)
- Tower Hamlets Green Grid Strategy (2017)
- Tower Hamlets Water Space Study (2017)
- Tower Hamlets Local Biodiversity Action Plan (2014)
- European Union Water Framework Directive (Directive 2000/60/EC)
- Thames River Basin Management Plan (Environment Agency, 2015)
- Thames Estuary 2100 Plan (Environment Agency, 2014)
- Thames Vision Project (Port of London Authority, 2016)
- Thames Strategy East (Thames Estuary Partnership, 2008)
- UK Marine Policy Statement (2011)

### Policy D.OWS3: Open space and green grid networks

1. Development on areas of open space and the loss of playing fields arising from development will only be supported in exceptional circumstances where:
  - a. it provides essential facilities that enhance the function, use and enjoyment of the open space (e.g. ancillary sport facilities to the playing field use); or
  - b. it is a sports facility, the sporting and recreational benefits of which would outweigh the harm resulting from the loss of playing field;
  - c. as part of a wider development proposal, both an increase of open space and a higher quality of open space can be achieved; and
  - d. in any of the circumstances described in parts 2a and 2b, it is demonstrated that it will not result in any adverse impacts on the existing ecological, heritage or recreational value of the open space and the flood risk levels within and beyond the boundaries of the site.
2. Strategic development should contribute to the delivery of new publicly accessible open space on-site which should:
  - a. be visible and accessible from the public realm surrounding the site;
  - b. be of a high quality and inclusive design and provide facilities to promote active recreation and healthy lifestyles;
  - c. be well-connected and way-marked to other open spaces, in accordance with the Green Grid Strategy and Open Space Strategy;
  - d. contribute towards meeting the demand that they generate through the provision of on-site sport facilities and/or providing additional capacity off-site;
  - e. incorporate soft landscaping and sustainable urban drainage systems; and
  - f. enhance biodiversity, contributing to the objectives identified in the Local Biodiversity Action Plan.
3. Development should not solely rely upon existing publicly accessible open space to contribute towards on-site communal amenity space and child play space.



4. Development should not adversely impact on the public enjoyment, openness, ecological and heritage value of the borough's publicly accessible open spaces.
5. Development adjacent or in close proximity to the green grid network (i.e. 200 metres) is required to demonstrate that it will not have adverse impacts on the access, design, usability, biodiversity and recreational value of the green grid network. It should also contribute to the expansion and the enhancement of green grid links to connect communities to publicly accessible open spaces and water spaces as well as other main destination points, such as town centres, schools, health facilities and transport hubs.
6. Development of community allotments, gardens and pocket parks will be encouraged, particularly where they bring into use vacant developable land on a temporary basis.

## Explanation

8.32 This policy aims to ensure that development does not negatively impact on the existing network of publicly accessible open space and contributes to its expansion and enhancement. It also seeks to maximise the opportunities for delivery of new open space and for enhancing accessibility and connectivity to the wider network, which is considered crucial to addressing the borough's open space deficiency (as shown on figure 14).

8.33 Development on areas of open space will be resisted unless in the circumstances specified in part 2 (a and b). The types of development that are considered to be acceptable in principle within areas of open space include changing rooms, play equipment and seating. They should be of a scale and function proportionate to the open space in which they are to be located and should be purely ancillary to it.

8.34 In relation to part 1 (b), there may be instances (for example in housing estate regeneration schemes) where building on fragmented areas of poor quality open space enables the provision of a larger consolidated area of open space which is more usable for the local community. In these circumstances, the starting point will be no net loss of open space but if the development is resulting in an increase in population

then additional open space will be required in accordance with the principles set out in policy S.OWS1.

8.35 Part 2 seeks to promote delivery of new publicly accessible open space and the provision of new publicly accessible open space on strategic schemes (i.e. more than 100 homes or over 10,000 square metres floorspace) where development is considered to place significant additional demand on existing publicly accessible open space, particularly in identified areas of open space deficiency (see figure 14).

8.36 Where publicly accessible open space is provided on site, it should aim to meet the local standard of 1.2 hectares per 1000 residents (as identified in the Open Space Strategy) and be designed to support the key open space functions, as specified in part 2 (a - e) in line with the All London Green Grid Supplementary Planning Guidance. Future management and maintenance of new publicly accessible open space will be secured through planning conditions or legal agreements to ensure the highest possible level of public access, function and use.

8.37 Where the new publicly accessible open space is delivered to a satisfactory standard that meets all criteria specified in part 2, we may consider this on-site provision as payment in kind. The provision of amenity space or landscaping required as part of good design to mitigate the impact of development will not be considered as appropriate publicly accessible open space provision. The level and nature of any sports provision should take account of the recommendations set out in Sport England's guidance and the Open Space Strategy and associated action plan.

8.38 Where on-site provision of adequate publicly accessible open space is not possible, a contribution will be sought from the developer towards the delivery of the opportunities and the strategic projects identified in the Open Space Strategy and Green Grid Strategy in accordance with the Planning Obligations Supplementary Planning Document.

8.39 Part 3 seeks to ensure that residential developments will not place undue pressure on publicly accessible open space and will not be allowed to solely rely upon nearby public open space to contribute to adequate outdoor communal amenity space, including child play space in line with the principles set out in policy D.H3.

8.40 In accordance with part 4, development will be expected to demonstrate that it will enhance and not negatively affect the borough's publicly accessible open space, including the Lee Valley Regional Park (consisting of East India Dock Basin and linear towpaths along the river Lea Navigation, Hertford Union Canal and Limehouse Cut) and Lea River Park (including the Leaway). The Lee Valley Regional Park forms an important part of the borough's green grid and water spaces network and has the potential to contribute to creating healthy and liveable communities, particularly where links into this network can be enhanced and complemented with new open space delivered as part of development<sup>50</sup>. We will work together with the Lea Valley Regional Park Authority and the Environment Agency to support proposals set out Tower Hamlets' Local Biodiversity Action Plan, the Park Plan 2000 and Park Development Framework, where they relate to the borough. We will also work with neighbouring authorities and relevant stakeholders to support the delivery of the Lea River Park (including the Leaway), which connects Queen Elizabeth Olympic Park and the Lea Valley Regional Park to the Royal Docks and the river Thames through a new continuous walking and cycling route along the River Lea. Further development principles and guidance are included in the Lea River Park Primer and Lea River Park Design Manual.

8.41 For the purposes of implementing this policy, development would be considered to be in close proximity to the green grid where it is located within 200 metres (equivalent to around three minutes walking time) of the green grid network (see part 5 above).

8.42 Development sites located adjacent to or in close proximity to the green grid (as shown on the Policies Map) - including the Lee Valley Regional Park, Lea River Park, Thames Path National Trail and canal towpaths - will be required to contribute to linking and improving the connectivity of green grid links in accordance with the Green Grid Strategy and the Mayor of London's All London Green Grid Supplementary Planning Guidance. This should be supported with adequate signage and facilities for visitors and tourists.

8.43 Part 6 encourages the creation of community allotments, gardens and pocket parks which promote healthier lifestyles and greater social interactions.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG3: Health impact assessments
- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH2: Attractive and safe streets, spaces and public realm
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy S.CF1: Supporting community facilities
- Policy S.ES 1: Protecting and enhancing our environment
- Policy D.ES3: Urban greening and biodiversity
- Policy S.TR1: Sustainable travel

### Evidence links

- Tower Hamlets Infrastructure Delivery Plan
- Tower Hamlets Open Space Strategy (2017)
- Tower Hamlets Green Grid Strategy (2017)
- Tower Hamlets Local Biodiversity Action Plan (2014)
- All London Green Grid Supplementary Planning Guidance (GLA, 2012)
- Lea River Park Design Manual (2016)
- Lea River Park Primer (2016)
- Park Plan (Lea Valley Regional Park Authority, 2000)
- Park Development Framework (Lea Valley Regional Park Authority)

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<sup>50</sup> The Lea Valley Regional Park Authority has a statutory duty to either provide directly or work with partners to provide facilities for sport, recreation, leisure entertainment and nature conservation throughout the park.

## Policy D.OWS4: Water spaces

1. Development within or adjacent to the borough's water spaces is required to demonstrate that:
  - a. it does not result in loss or covering of the water space, unless it is a water-related use at appropriate locations;
  - b. there are no adverse impacts on the existing water spaces network, including navigation, biodiversity, water quality, visual amenity, openness and the character and heritage value of the water space, taking into consideration the adjacent land and the amenity of existing surrounding developments;
  - c. it enhances the ecological, biodiversity and aesthetic quality of the water space, taking into account the design and landscaping of the adjacent land area, in line with the Tower Hamlets Local Biodiversity Action Plan and the European Union Water Framework Directive;
  - d. it does not have an adverse impact on other existing active water uses;
  - e. it will provide increased opportunities for continuous public access, use of the water space for water-related uses and sport and recreational activities;
  - f. it responds positively and sensitively to the setting of water space, while respecting and animating water space to improve usability and safety; and
  - g. it provides suitable setbacks from water space edges to mitigate flood risk and to allow riverside walkways, canal towpaths and cycle paths, where appropriate. Where necessary, development should contribute to the restoration of the river walls and embankments.
2. Development within the Thames Policy Area (as shown on the Policies Map) is required to consider the guidance provided within the most up-to-date Thames River Basin Management Plan and the relevant Southeast Marine Plan, where applicable.
3. Development adjacent to the borough's waterspaces is required to enhance the area's links with the water space and contribute to the delivery of continuous walkways, canal towpaths and cycle paths( e.g. completion of the Thames Path).
4. Development of residential moorings will be considered acceptable at suitable locations, and where they do not cause any adverse impact on navigation,

biodiversity, the micro climate, the amenity of surrounding residents and the public enjoyment of the water space.

## Explanation

8.44 This policy seeks to provide details of how the borough's water spaces will be protected and how the various functions they offer are maintained and enhanced.

8.45 Part 1 requires development to demonstrate that it will not result in loss or covering of water space and that it will not compromise the suitability of the water space for water related uses (as defined in policy S.OWS2). Further water loss and over-sailing from development will be resisted throughout the borough, particularly at locations that have experienced significant water space loss, such as West India South Dock, West India Middle Dock, West India North Dock, Blackwall Basin and Poplar Dock in Canary Wharf.

8.46 In line with London Plan policies and guidance, provision of appropriate waterway support infrastructure (including but not limited to: transport and essential access infrastructure into and alongside water spaces, boatyards, moorings, jetties and safety equipment) will be supported at suitable locations. Further details on infrastructure for water-related and water-dependent uses are included in policy S.OWS2. The Infrastructure Delivery Plan provides information on the current need for some water support infrastructure (e.g. bridges).

8.47 Public access to and along the borough's water spaces will be improved, particularly where access is currently restricted, including the docks around Canary Wharf (including West India Middle Dock and Blackwall Basin), the river Lea and the river Thames (e.g. the Thames Path).

8.48 Safety and public use of the borough's water spaces will be improved through development design which provides good pedestrian access and active frontages to improve surveillance. Increased appeal through active frontages will be particularly important for the docks in Canary Wharf as well as areas around Trinity Buoy Wharf, Limehouse Basin and along the river Lea which can have significant potential to attract visitors.

8.49 The edges of water space are an extremely important part of the functioning of water space as ecosystems, open space and transport networks. Development proposals must ensure that such areas are protected and provide setbacks from the edges of the water space and contribute to restoration following the Environment Agency's Estuary Edges guidance. How this should be undertaken will need to be considered against the functions of the water space and an appropriate balance will be sought between uses on the water space, access to and interaction with the water space and ecological enhancements in line with the Tower Hamlets Local Biodiversity Action Plan. Setbacks from waterways are also required for flood management and further details outlining their use are provided in policy D.ES4. Where setbacks are required they provide an opportunity to increase enjoyment of the waterways and should be designed to look and feel publicly accessible (e.g. through the use of signposting).

8.50 The river Thames provides important additional opportunities to that of other water spaces within the borough, acting as a transport link of strategic and historical importance. Developments in the Thames Policy Area (as identified on the Policies Map) should ensure that their use and design establishes a positive relationship with the river in accordance with the most up-to-date guidance on development within the Thames Policy Area (e.g. Thames Strategy East), Thames River Basin Management Plan and supplementary planning documents (see part 2).

8.51 Part 3 promotes the improved public access to and along the borough's water spaces, particularly where it is currently restricted, partially restricted or fragmented (e.g. along the river Thames, the river Lea and the docks around Canary Wharf, including West India Middle Dock and Blackwall Basin). The Thames Path forms part of the National Trail. We are committed to maintaining the existing National Trail and expanding the Thames Path along the eastern part of the Isle of Dogs to connect it to the Leaway as a publicly accessible continuous route. Developments adjacent to the river Thames should contribute towards the delivery and maintenance of this route. Where the Thames Path cannot be delivered adjacent to the river Thames, due to heritage reasons, we will require the development to contribute towards the signposting, design and maintenance of an alternative route.

8.52 We will work together with the Port of London Authority and Canal and River Trust to determine the suitability of moorings (including residential and commercial moorings) on the borough's water spaces. Key considerations in assessing the impact

of mooring proposals will include: navigation, water quality, biodiversity, openness and character of the water space and surrounding area, surrounding residential amenity, waste management and air quality as well as the adequate supply of electricity provision. The Water Space Study identifies some of the locations which may be considered suitable for further development of residential moorings, including at the Regents Canal to the north, Blackwall Basin, Poplar Dock, Milwall Inner and Outer Docks and the West India South Dock.

### Policy links

- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy D.DH7: Amenity
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES3: Urban greening and biodiversity
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy D.ES6: Sustainable water management
- Policy S.TR1: Sustainable travel
- Policy D.TR4: Sustainable delivery and servicing

### Evidence links

- Tower Hamlets Infrastructure Delivery Plan
- Tower Hamlets Open Space Strategy (2017)
- Tower Hamlets Water Space Study (2017)
- Tower Hamlets Green Grid Strategy (2017)
- Tower Hamlets Local Biodiversity Action Plan (2014)
- European Union Water Framework Directive (Directive 2000/60/EC)
- Thames River Basin Management Plan (Environment Agency, 2015)
- Thames Estuary 2100 Plan (TE2100) (Environment Agency, 2012)
- Thames Vision Project (Port of London Authority, 2016)
- Thames Strategy East (Thames Estuary Partnership, 2008)
- UK Marine Policy Statement (2011)
- Estuary Edges: Ecological Design Guidance (Environment Agency, 2011)

## Chapter 9: Protecting and managing our environment

### Introduction

9.1 There is a pressing need to plan and manage growth and resources in a sustainable manner in a way that conserves, maintains and enhances the borough's environment. Sustainable growth requires careful stewardship of our resources (land, water and energy) to reduce carbon emissions, improve air quality, conserve water resources, protect biodiversity and mitigate flood risk.

9.2 Despite its urban character, Tower Hamlets has areas of notable biodiversity value, including 3 Local Nature Reserves and thirty-five Sites of Importance for Nature Conservation. However, parts of the borough, including the City Fringe, Poplar and the western edge of the Isle of Dogs, are considered to be nature deficient.

9.3 Parts of the borough are at potential risk of flooding. Whilst the Thames Barrier and other flood defences currently provide effective protection, their continued maintenance, along with further investment in flood defences, is required. Climate change will also have an impact on flood risk and must be considered in order to mitigate the risk of flooding for the expected lifetime of a development. The borough also has a number of critical drainage areas which are at higher risk of surface water flooding. Despite this, London has lower rainfall than the national average, whilst having a very high population density. This combination has resulted in London being declared an area of serious water stress and this trend is likely to be exacerbated by climate change<sup>51</sup>.

9.4 Carbon emissions in the borough have been falling steadily over recent years, but Tower Hamlets still produces the third highest level of total carbon dioxide emissions of all the boroughs in London<sup>52</sup>.

9.5 The whole of the borough falls within an Air Quality Management Area (as shown on the Policies Map), parts of which exceed the World Health Organisation guideline limits and European Union safe legal limits on harmful pollutants.

9.6 This section contains the following policies.

- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES2: Air quality
- Policy D.ES3: Urban greening and biodiversity
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy D.ES6: Sustainable water management
- Policy D.ES7: A zero carbon borough
- Policy D.ES8: Contaminated land and storage of hazardous substances
- Policy D.ES9: Noise and vibration
- Policy D.ES10: Overheating

### Policy S.ES1: Protecting and enhancing our environment

1. Proposals will be supported which minimise the use of natural resources and work proactively to protect and enhance the quality of the natural environment, through:
  - a. reducing the areas of sub-standard air quality in the borough and contributing towards delivering the objectives of the latest Tower Hamlets Air Quality Action Plan;
  - b. protecting and enhancing biodiversity, with the aim of meeting the objectives of the latest Tower Hamlets Local Biodiversity Action Plan and Thames River Basin Management Plan and improving opportunities to experience nature, in particular in deficient areas;
  - c. using the sequential and exceptions tests to direct development away from high flood risk areas and reduce flood risk in the borough;
  - d. reducing clean and waste water use;
  - e. following the energy hierarchy: be lean, be clean and be green;
  - f. maximising climate change adaptation measures; and
  - g. improving water and land quality and mitigating the adverse effects of contaminated land on human health.

<sup>51</sup> Securing London's Water Future: The Mayor's Water Strategy (GLA, 2011)

<sup>52</sup> UK Local Authority and Regional Carbon Dioxide Emissions: 2005 – 2014 (National Statistics, 2016)



## Explanation

9.7 This policy seeks to protect and enhance the key aspects of the borough's environment in line with local, sub-regional, regional, national and international plans and programmes.

9.8 Development plays a key role in improving air quality and reducing exposure to poor air quality. Areas of sub-standard air quality are areas where nitrogen dioxide levels exceed 40 micrograms per cubic meter of air ( $\mu\text{g}/\text{m}^3$ ): the European Union legal limit. This includes areas in which the particulate (PM2.5) levels exceed 10  $\mu\text{g}/\text{m}^3$  annual mean limits (World Health Organisation guideline limits). The Tower Hamlets Air Quality Action Plan identifies the ways in which development can improve air quality in the borough.

9.9 The Tower Hamlets Local Biodiversity Action Plan identifies priority species and habitats to ensure the ongoing improvement of biodiversity across the borough. The Thames River Basin Management Plan sets out objectives to protect and enhance the water bodies in the basin/catchment. Part b of the policy ensures that development contributes to meeting the objectives of these plans. In addition, to address nature deficiency, we aim to maximise opportunities for biodiversity in and around developments in order to deliver a net gain in biodiversity and a range of wider environmental benefits.

9.10 In recognition of the borough's areas of flood risk, more vulnerable development should be located away from areas of flood risk, as shown on the Policies Map. As part of our commitment to reducing the risk of flooding, we will work closely with national and regional bodies and neighbouring authorities to:

- maintain and improve the existing flood defences;
- ensure effective emergency-planning practices are in place;
- keeping up-to-date information about flood risk in the borough; and
- supporting the development of the Thames Tideway Tunnel and associated storm relief connections.

9.11 Development must also address London's water stress by reducing clean and waste water use.

9.12 Development should aim to reduce carbon emissions and adhere to the principles of the energy hierarchy set out below.

- Be lean: use less energy.
- Be clean: supply energy efficiently.
- Be green: use renewable energy.

9.13 New development (including buildings and the spaces between them) also needs to be planned, designed and constructed to respond to future anticipated changes in climate such as warmer, wetter winters and hotter, drier summers and the risks associated with such changes: the urban heat island effect, heat waves, flooding and droughts. Further guidance can be found in the Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014).

9.14 Development must also consider and mitigate existing contamination as well as prevent any further contamination of water or land.

## Policy links

- Policy S.OWS2: Enhancing the network of water spaces
- Policy D.OWS4: Water spaces
- Policy S.MW1: Managing our waste

## Evidence links

- Tower Hamlets Air Quality Action Plan
- Tower Hamlets Biodiversity Action Plan (2015)
- Tower Hamlets Strategic Flood Risk Assessment (2017)
- Thames River Basin Management Plan (Environment Agency, 2015)
- Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014)



## Policy D.ES2: Air quality

1. Development is required to meet or exceed the 'air quality neutral' standard, including promoting the use of low or zero emission transport and reducing the reliance on private motor vehicles.
2. An air quality impact assessment, based on current best practice, is required as part of the planning application for:
  - a. major developments;
  - b. developments which will require substantial earthworks or demolition;
  - c. developments which include education and health facilities or open space (including child play space); and
  - d. new build developments in areas of sub-standard air quality (as shown on the Policies Map).
3. Where an air quality assessment indicates that a development will cause harm to air quality or where end users could be exposed to poor air quality, development will be resisted unless mitigation measures are adopted to reduce the impact to acceptable levels.
4. New build developments which propose to provide any private, communal, publicly accessible open space or child play space in areas of sub-standard air quality are required to demonstrate that they have considered the positioning and design of the open space to reduce exposure of future users to air pollution.

## Explanation

9.15 Improving the borough's air quality is one of our key priorities. Levels of nitrogen dioxide and particulates (PM10 and PM2.5) are of particular concern, due to their impacts on human health<sup>53</sup>. In parts of the borough, including the City Fringe and along all major roads, the levels of nitrogen dioxide and particulates (PM2.5 and PM 10) exceed World Health Organisation guideline limits and, in the case of nitrogen dioxide, European Union safe legal limits<sup>54</sup>. Poor air quality has well-

evidenced significant adverse effects on health. Further guidance on the 'air quality neutral standard' is outlined in the Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014)<sup>55</sup>.

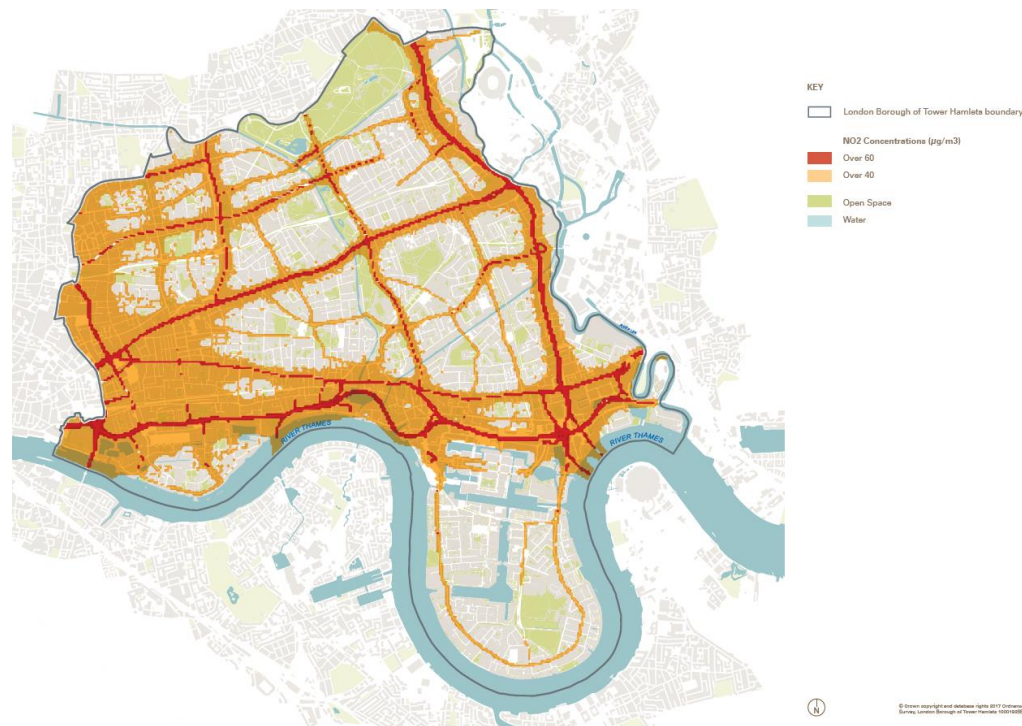
9.16 In those parts of the borough where air quality is below European Union safe limits for nitrogen dioxide levels, particular focus will be placed on improving air quality, protecting users from the effects of poor air quality and protecting vulnerable uses, such as schools. Education uses covered under this policy are primary and secondary schools and does not include further or higher education facilities. Areas of sub-standard air quality refer to areas where nitrogen dioxide levels exceeding 40  $\mu\text{g}/\text{m}^3$  (the European Union legal limit). This includes areas in which the particulates (PM2.5) levels exceed 10  $\mu\text{g}/\text{m}^3$  annual mean levels (World Health Organisation guideline limits) as identified on the Policies Map and figure 15. Please note: air quality fluctuates and applications should be guided by the latest available monitoring data.

<sup>53</sup> Tower Hamlets Joint Strategic Needs Assessment: Strategic Planning and Health (2016)

<sup>54</sup> Tower Hamlets Air Quality Annual Status Summary Report (2016)

<sup>55</sup> Please note: part 1 above does not apply to infrastructure projects, such as road schemes.

**Figure 15: Areas of substandard air quality in Tower Hamlets**



9.17 The air quality assessment must consider the potential impacts of pollution from the development on occupants of the site and neighbouring areas during construction and operational phases. It should also consider the cumulative impact of surrounding developments. Cumulative impacts should be considered for developments occurring in a one kilometre radius. The air quality assessment and the construction management plan should contain details of compliance with European emissions standards. Proposals that would give rise to diffuse air pollution must consider the potential for effects on European sites of nature conservation importance, in particular Epping Forest.

9.18 The air quality assessment must also outline the mitigation measures to mitigate any adverse effects during construction or operation. This could include:

- reducing vehicular traffic levels;

- encouraging sustainable movement patterns; methods of carrying out construction;
- actions to reduce emissions throughout the lifetime of the building;
- reducing emissions from associated plant equipment;
- improving or greening the public realm; and
- ensuring decentralised energy facilities do not contribute to poor air quality.

9.19 Under parts 3 and 4 above, mitigation measures to reduce people’s exposure to poor air quality could include the following (in order of priority).

- Maximising distance from pollutant source (the recommended distance would be over 50 metres from the pollution source).
- Considering proven ventilation systems.
- Parking considerations (in accordance with our transport policies set out in S.TR1 and D.TR3).
- The use of winter gardens, instead of balconies.
- Internal layout and minimising internal pollutant emissions.

9.20 This policy should be considered alongside the relevant design, open space and social infrastructure policies set out in this plan.

### Policy links

- Policy D.SG3: Health impact assessments
- Policy D.SG4: Construction of new development
- Policy S.DH2: Attractive streets, spaces and public realm
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy S.CF1: Supporting community facilities
- Policy D.CF3: New community facilities
- Policy S.OWS1: Creating a network of open spaces
- Policy S.TR1: Sustainable travel
- Policy D.TR3: Parking and permit-free
- Policy D.TR4: Sustainable transportation of freight

## Evidence links

- Land-use Planning & Development Control: Planning for Air Quality (Institute of Air Quality Management, 2017)
- London Local Air Quality Management Technical Guidance (GLA, 2016)
- Guidance on the assessment of dust from demolition and construction (Institute of Air Quality Management, 2014)
- Design Manual for Roads and Bridges Volume 11 Environmental Assessment (Highways Agency, 2012)

## Policy D.ES3: Urban greening and biodiversity

1. Development is required to protect and enhance biodiversity, through:
  - a. maximising the provision of 'living building' elements;
  - b. retaining existing habitats and features of biodiversity value or, if this is not possible, replacing them within the development, as well as incorporating additional measures to enhance biodiversity, proportionate to the development proposed; and
  - c. protecting and increasing the provision of trees, through:
    - i. protecting all trees, including street trees;
    - ii. incorporating native trees, wherever possible; and
    - iii. providing replacement trees, including street trees, where the loss of or impact on trees in a development is considered acceptable.
2. Major development is required to submit an ecology assessment demonstrating biodiversity enhancement that contributes to the objectives of the latest Tower Hamlets Local Biodiversity Action Plan and the Thames River Basin Management Plan.
3. Planting and landscaping around developments must not include 'potentially invasive non-native species'. Invasive non-native species listed in schedule 9 of the Wildlife and Countryside Act must be controlled, and eradicated where possible, as part of redevelopment.

4. Development must not negatively impact on any designated European site such as Special Protection Areas, Special Areas of Conservation or Ramsar sites. Developments which might have the potential to adversely impact a Special Protection Area or Special Area of Conservation outside the borough will be required to submit Habitat Regulations Assessments.
5. Developments which affect a Site of Importance for Nature Conservation, or significantly harm the population or conservation status of a protected or priority species, are required to be managed in accordance with the following hierarchy:
  - a. Adverse impacts to the biodiversity interest should be avoided.
  - b. Where avoidance is not possible, proposals must minimise and mitigate the impact to the biodiversity interest.
  - c. As a last resort for exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, appropriate compensation will be sought.
  - d. Where appropriate compensation is not possible, planning permission will be refused.

## Explanation

9.21 Tower Hamlets has a diverse range of sites of biodiversity value, including areas of open space, waterways and formally designated Sites of Importance for Nature Conservation (SINCs). Living building elements enhance biodiversity, both directly through planting and indirectly through providing habitats<sup>56</sup>. They also have flood reduction, climatic and air quality benefits, helping to remove carbon dioxide from the air and reduce temperatures.

9.22 In implementing part 1 (a) 'living building' elements need to contribute to local biodiversity through providing priority habitats, and/or features for priority species, as identified in the latest Tower Hamlets Local Biodiversity Action Plan. The types of 'living building' techniques we consider appropriate include living roofs, walls, terraces and other building greening techniques. 'Living building' elements should also be considered alongside the sustainable urban drainage requirements outlined in

<sup>56</sup> Tower Hamlet Local Biodiversity Action Plan (2015)

policy D.ES5, and green grid requirements outlined in policies S.OWS1 and S.OWS2. Providing living building elements is considered particularly beneficial in areas of sub-standard air quality or in areas at particular risk of experiencing the urban heat island effect. The risk of experiencing the 'heat-island' effect should be considered over the lifetime of the development. Details of ongoing maintenance of the 'living building' elements will also be required.

9.23 According to the London Climate Change Partnership, areas at particular risk of experiencing the urban heat island effect include the following.

- Areas of green space deficiency (see figure 14). This includes developments within identified areas of deficiency of access to nature.
- Areas of high density development with clusters of tall buildings. This includes developments within identified Tall Building Zones (see policy D.DH6).
- Areas experiencing high levels of pollution. This includes developments within identified areas of sub-standard air quality (as shown on the Policies Map).

9.24 In implementing part 1 (b) above, consideration will be given to the size, scale and nature of the development and whether an appropriate level of provision is proposed. Even minor development, such as rear extensions, have the ability to provide biodiversity measures through items such as living roofs, walls and habitat structures such as bat and bird boxes. Under parts 1 and 2, the latest Tower Hamlets Local Biodiversity Action Plan should give details of priority habitats and/or features for priority species. Features of biodiversity or ecological value include:

- linear corridors, such as watercourses, hedgerows and buffer zones;
- veteran trees;
- old hedges; and
- habitats or species identified as local<sup>57</sup>, London<sup>58</sup> or national<sup>59</sup> priorities, and features which might support such species.

Where geographically relevant, the Thames River Basin Management Plan objectives should also be incorporated.

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<sup>57</sup> Tower Hamlets Local Biodiversity Action Plan (2015)

<sup>58</sup> London Biodiversity Action Plan (GLA, 2007)

<sup>59</sup> Species of Principal Importance in England identified under section 41 of the Natural Environment & Rural Communities Act (2016)

9.25 Due to the environmental importance of trees, at least a 'one-for-one' replacement rate is required for any trees affected by a development (see part 1 above). Where we are convinced these cannot be incorporated on site, we will consider the provision of a replacement tree on a suitable site, as close to the development as possible. We will also expect developments to incorporate additional trees, wherever possible. Their location must be carefully considered to ensure there is no adverse impact on overshadowing, wind effects, air quality, ecology or flood risk. Where trees are proposed along the river corridor, their positioning must be carefully considered to ensure there are no adverse impacts on ecology or flood risk. A buffer of at least 5 metres is suggested between the bank and tree. We will take a 'right tree for the right site' approach which takes account of historic context, availability of space, soil conditions, wildlife value, potential improvements to air and soil quality, provision of shade and reducing the effects of and adapting to climate change. This will need to be evidenced in the ecology assessment.

9.26 'Potentially invasive non-native species' include plants listed on schedule 9 of the Wildlife and Countryside Act 1981 (as amended) and plants identified as species of concern by the London Invasive Species Initiative. In addition, planting schemes should be selected according to their suitability for local growing conditions (soil, temperature ranges, rainfall, sunlight and shade), their ability to attract wildlife (e.g. nectar rich planting) and to conserve water. Planting along river corridors should only include native species. This will need to be evidenced in the ecology statement.

9.27 Part 4 seeks to protect the integrity of any European or nationally designated site of nature conservation importance. There are no such sites within Tower Hamlets, but development may have the potential to adversely impact sites beyond its boundary – such as the Epping Forest Special Area of Conservation and the Lea Valley Special Protection Area - through air pollution and/or increased visitor pressure. Where the application is of such a scale, location or nature as to potentially have such an effect on a European site, applicants should seek advice from Natural England as to whether a Habitat Regulations Assessment would be required. The assessment will need to demonstrate that the development will not adversely impact on the integrity of the European site. Proposals will be resisted where they will have significant adverse impact on European sites.

9.28 Part 5 seeks to protect locally designated Site of Importance for Nature Conservation (SINCs) and important species. The presence of protected species is a

material planning consideration where a development is likely to result in harm to a habitat or species. Priority species are those identified in the Tower Hamlets Local Biodiversity Action Plan, Species of Conservation Concern in London and Species of Principal Importance in England, as identified under section 41 of the Natural Environment & Rural Communities Act. If a SINC or a protected or priority species is likely to be affected, an ecology assessment will be required. The ecology assessment should include:

- information assessing the characteristics and situation of the site; and
- details on how the proposals will protect, replace and enhance existing biodiversity on the proposed site, including measures for wildlife habitats and features aimed at particular species.

9.29 Applications should also detail how recommendations are being included in the development proposals. Should the ecology assessment indicate an adverse impact on the biodiversity interest of the site, this will be managed using the hierarchical approach outlined in part 4 above. Should compensation be sought, it would be at the level required to adequately offset the impact on the SINC or protected/priority species, through the provision of an alternative site or habitat.

### Policy links

- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy S.OSW1: Creating a network of open spaces
- Policy S.OSW2: Enhancing the network of water spaces
- Policy D.OSW3: Open space and green grid network
- Policy D.OSW4: Water spaces

### Evidence links

- Tower Hamlets Local Biodiversity Action Plan (2015)
- Tower Hamlets Strategic Flood Risk Assessment (2017)
- London Biodiversity Action Plan (GLA, 2007)

### Policy D.ES4: Flood risk

1. Development is required to be located in areas suitable for the vulnerability level of the proposed uses with:
  - a. highly vulnerable uses not allowed within flood zone 3a;
  - b. essential infrastructure and more vulnerable uses within flood zone 3a required to pass the exception test; and
  - c. highly vulnerable uses within flood zone 2 required to pass the exception test.
2. Development is required to provide a flood risk assessment if it meets any of the following criteria.
  - a. The development site is over 1 hectare in size within flood zone 1.
  - b. The site is within flood zones 2 or 3a.
  - c. The development may be subject to other sources of flooding, as defined in the Tower Hamlets Strategic Flood Risk Assessment.
3. The flood risk assessment should include:
  - a. a sequential test if the development is in flood zone 2 or 3;
  - b. the risks of both on and off-site flooding to and from the development for all sources of flooding including fluvial, tidal, surface run-off, groundwater, ordinary watercourse, sewer and reservoir;
  - c. an assessment of tidal risk in the event of a breach in the River Thames defences;
  - d. the impact of climate change using the latest government guidance;
  - e. demonstration of safe access and egress; and
  - f. mitigation measures, taking account of the advice and recommendations set out in the Tower Hamlets Strategic Flood Risk Assessment.
4. Site design of development which meets criteria outlined in part 2 above is required to:
  - a. undertake a sequential approach to development layout to direct highest vulnerability uses to areas of the site with lowest flood risk; and



- b. incorporate flood resilience and/or resistance measures.
5. Development is required to protect and where possible increase the capacity of existing water spaces and flood storage areas to retain water.
  6. Development is required to enable effective flood risk management through:
    - a. requiring development along the River Thames, River Lea and its tributaries to be set back by the following distances unless significant constraints are evidenced:
      - i. a minimum of a 16-metre buffer strip along a tidal river; and
      - ii. a minimum of a 8-metre buffer strip along a fluvial river.
    - b. optimising opportunities to realign or set back defences and improve the riverside frontage to provide amenity space and environmental enhancement.

## Explanation

9.30 Large parts of Tower Hamlets, including the Isle of Dogs and Lower Lea Valley, are in medium to high risk flood areas (zones 2 and 3a)<sup>60</sup>. The flood risk zones are shown on the Policies Map and figure 16. New development must not increase the risk of flooding and must provide mitigation measures to reduce their impact on flood risk, including enabling the repair and further delivery of flood defences.

9.31 For parts 1 and 4 of the policy, the vulnerability of uses is defined within the National Planning Policy Framework and are contained in the latest Strategic Flood Risk Assessment. Highly vulnerable uses include a self-contained basement without internal access to the upper floors above breach level. More vulnerable uses include a basement with access to upper floors above the breach level. All basement developments are required to conduct a basement impact assessment to demonstrate that proposals safeguard structural stability, are safe from a flood risk perspective, and will not have any adverse impacts on local hydrogeology. It should take account of the guidance provided in the Strategic Flood Risk Assessment.

<sup>60</sup> Tower Hamlets Strategic Flood Risk Assessment (2017)

9.32 In order to address parts 2 and 3 above, the flood risk assessment should also:

- be proportionate with the degree of flood risk that the proposed development is exposed to and may exacerbate;
- consider the cumulative impact of existing and future development; and
- demonstrate where adjacent to flood defences that development will safeguard and maintain the existing flood defences over its lifetime.

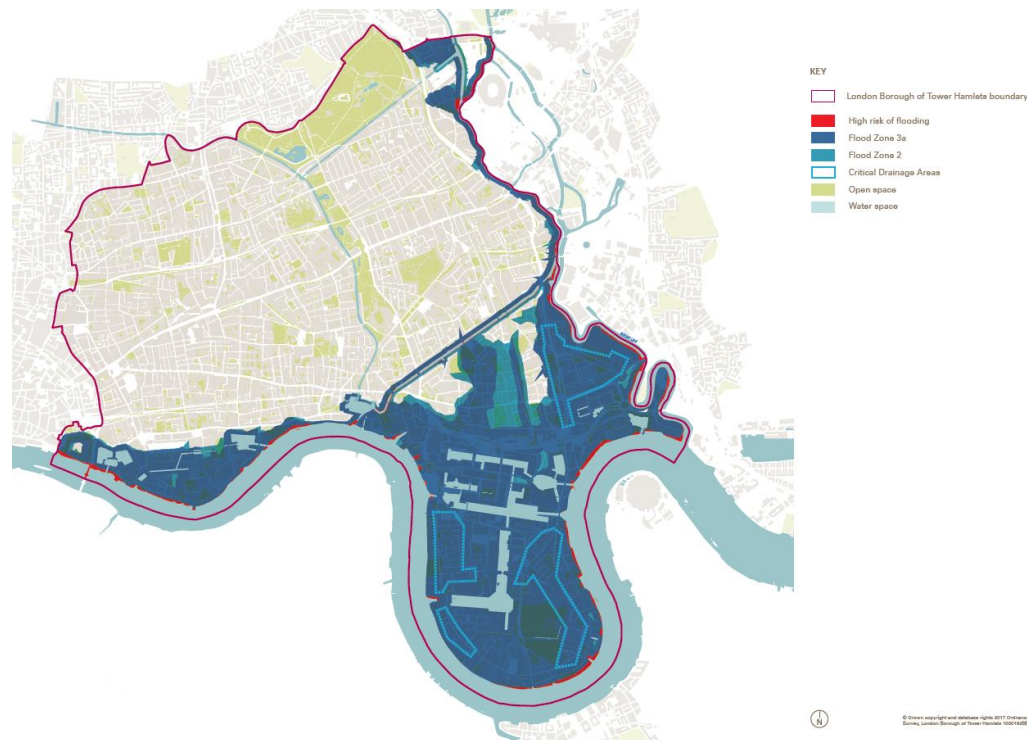
9.33 Developments within site allocations (see section 4) which seek to deliver their allocated use do not have to undertake a sequential test, even if the site is in flood zone 2 or 3, as required under part 3a above<sup>61</sup>.

9.34 Flood resistance refers to constructing a building in such a way as to prevent floodwater entering the building and damaging its fabric. Flood resilience refers to constructing a building in such a way that, although flood water may enter the building, its impact is minimised (i.e. no permanent damage is caused, structural integrity is maintained and drying and cleaning are facilitated).

9.35 Part 5 should also be considered alongside policy S.OWS1. The requirement to include an adequate buffer zone (see part 6) between waterways and developments applies to main rivers only (as identified in the Tower Hamlets Strategic Flood Risk Assessment). It is to enable sustainable and cost effective flood risk management, including upgrading of river walls and embankments.

<sup>61</sup> The sequential test has already been undertaken in the Tower Hamlets Site Allocation Sequential and Exceptions Tests (2017).

**Figure 16: Flood zones in Tower Hamlets**



9.36 Where the preferred level of setback is unachievable, current and future flood risk must be alleviated to the satisfaction of the Environment Agency and through consideration of the specific recommendations of the Thames Estuary 2100 Plan. This can include:

- raising existing flood defences to the required levels in preparation for future climate change impacts or otherwise demonstrating how tidal flood defences can be raised in the future, through submission of plans and cross-sections of the proposed raising (in particular to demonstrate that the development does not preclude future raising of the defence in line with the Thames Estuary 2100 Plan);
- demonstrating improved access to existing flood defences and safeguarding land for future flood defence raising and landscape, amenity and habitat improvements;

- maintaining, enhancing or replacing flood defences to provide adequate protection for the lifetime of the development;
- where opportunities exist, re-aligning or setting back flood defence walls and improving the river frontage to provide amenity space, habitat, access and environmental enhancements; and
- requiring the delivery of flood risk management infrastructure and/or improvement measures that mitigate directly related impacts from the development, where these have been identified in the Tower Hamlets Infrastructure Delivery Plan.

9.37 These setback requirements can also contribute towards opportunities for public access and recreation, as outlined in policy S.OWS1.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy S.DH3: Heritage and the historic environment
- Policy D.H5: Gypsies and travellers accommodation
- Policy S.OWS2: Enhancing a network of water spaces
- Policy D.OWS4: Water spaces

### Evidence links

- Tower Hamlets Strategic Flood Risk Assessment (2017)
- Tower Hamlets Local Biodiversity Action Plan (2015)
- Tower Hamlets Infrastructure Delivery Plan
- Thames Estuary 2100 (Environment Agency, 2011)

## Policy D.ES5: Sustainable drainage

1. Development is required to reduce the risk of surface water flooding, through demonstrating how it reduces the amount of water run-off and discharge from the site through the use of appropriate water reuse and sustainable drainage systems techniques.
2. Major development is required to submit a drainage strategy which should demonstrate that surface water will be controlled as near to its source as possible in line with the sustainable drainage systems hierarchy.
3. Development is required to achieve the following run-off rates:
  - a. New development in critical drainage areas is required to achieve a greenfield run-off rate and volume leaving the site.
  - b. All other development should seek to achieve greenfield run-off rate and volume leaving the site. Where this is not possible, the minimum expectation is to achieve at least 50% attenuation of the site's surface water run-off at peak times prior to re-development.

### Explanation

9.38 A further source of flood risk is from surface water flooding. This arises following periods of intense rainfall when the volume and intensity of a rainfall event exceeds the capacity of the drainage system, resulting in localised flooding. Current critical drainage areas in the borough are in the Isle of Dogs, with other smaller areas of high surface water flood risk found throughout the borough. These are shown on the Policies Map and figure 16.

9.39 In order to reduce the amount of water being discharged from sites, this policy requires development to reduce the run-off from hard surfacing. When assessing the requirements of this policy consideration will be given to the size, scale and nature of the development and whether relative provision has been made. Even minor development (e.g. rear extensions) have the ability to provide sustainable drainage measures.

9.40 Applicants are strongly encouraged to consider the requirements for sustainable urban drainage systems at the earliest opportunity, as this will enable their more effective integration and provision. Sustainable urban drainage systems should also be considered alongside the 'living building' requirements outlined in policy D.ES3, and green grid requirements outlined in policy S.OSW1, as sustainable urban drainage systems can also have biodiversity and urban greening benefits.

9.41 Applicants should demonstrate that they have considered different types of sustainable urban drainage systems, their ability to remove pollutants, their capacity and future maintenance.

9.42 In order to satisfy the requirements within parts 1 and 2, all major developments will be required to submit a drainage strategy alongside the original planning application. All other relevant developments will also be strongly encouraged to do so. The sustainable urban drainage systems hierarchy is outlined in more detail in the London Plan.

9.43 Infiltration sustainable urban drainage systems techniques should only dispose of clean roof water into clean, uncontaminated ground. They should not be used for foul discharges or trade effluent, and may not be suitable within source protection zone 1<sup>62</sup>.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.OWS3: Enhancing the network of water spaces
- Policy D.OWS4: Water spaces

### Evidence links

- Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014)
- Tower Hamlets Strategic Flood Risk Assessment (2017)
- District Heating Manual for London (GLA, 2014)

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<sup>62</sup> The Environment Agency has defined source protection zones: these are available to view from their website.

## Policy D.ES6: Sustainable water management

1. Development is required to reduce water consumption: new residential developments must achieve a maximum water use of 105 litres per person per day and refurbishments and other non-domestic development should meet BREEAM water efficiency credits.
2. New development is required to minimise the pressure on the combined sewer network.
3. Major development is required to demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development.

### Explanation

9.44 London is an area of serious water stress<sup>63</sup>. Developments should therefore seek to reduce the pressure on the fresh and waste water systems through increasing water efficiency. In recognition of this, part 1 requires all new residential developments to meet the national higher standard of 105 litres per person per day. BREEAM (Building Research Establishment Environmental Assessment Method) applies to non-residential developments, residential development arising from conversions and changes of use. This method provides a holistic assessment of the environmental sustainability of a development.

9.45 Measures to achieve parts 1 and 2 could include the installation of water efficient fittings and appliances (which can help reduce energy consumption as well as water consumption) and by capturing and re-using rain water and grey water on site. Major developments and high or intense water use developments, such as hotels, hostels and student housing, should include a grey water and rainwater harvesting system. Where such a system is not feasible or practical, development must demonstrate to our satisfaction that this is the case. Developments are expected to submit a water efficiency calculator to demonstrate how they have met this requirement.

<sup>63</sup> Water Stressed Area – Final Classification (Environment Agency, 2013)

9.46 In relation to part 3, major development (as defined in the glossary) is required to demonstrate that there is adequate capacity both on and off site to serve the development. It may be necessary to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity constraint and no improvements are programmed by the water company (Thames Water), the proposed development will be required to provide for the appropriate improvements, which must be completed prior to occupation of the development.

9.47 Developments are strongly encouraged to contact Thames Water in advance of the submission of planning applications in order to ensure that the drainage requirements of development proposals are understood and that any upgrade requirements are identified.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy S.OWS2: Enhancing the network of water spaces
- Policy D.OWS4: Water spaces

### Evidence links

- Water Stressed Area – Final Classification (Environment Agency, 2013)

## Policy D.ES7: A zero carbon borough

1. Development is required to meet the carbon dioxide emission reduction standards as set out below.

Residential development	
Year	Improvement on the 2013 building regulations
2016-2031	Zero carbon (to be achieved through a minimum 45% reduction in regulated carbon dioxide emissions on-site and the remaining regulated carbon dioxide emissions to 100% - to be off-set through a cash in lieu contribution)

Non-residential development	
Year	Improvement on 2013 building regulations
2016 – 2019	45% regulated carbon dioxide emissions reduction
2019 – 2031	Zero carbon (to be achieved through a minimum 45% reduction in regulated carbon dioxide emissions and the remaining regulated carbon dioxide emissions to 100% - to be off-set through a cash in lieu contribution)

2. Development is required to maximise energy efficiency based on the following standards:
  - a. All new non-residential development and non-self-contained residential accommodation over 500 square metres floorspace (gross) must meet or exceed BREEAM 'excellent' rating.
  - b. All major non-residential refurbishment of existing buildings and conversions over 500 square metres floorspace (gross) must meet at least BREEAM non-domestic refurbishment 'excellent' rating.
  - c. As a minimum, all self-contained residential proposals will be strongly encouraged to meet the Home Quality Mark.
3. Major residential and major non-residential development will require an energy assessment. Minor non-residential development will be strongly encouraged to prepare an assessment.

4. The energy assessment should demonstrate how the development has been designed in accordance with the energy hierarchy, especially how it will:
  - a. maximise energy efficiency as per the requirements set out in part 2;
  - b. seek to provide up to 20% reduction of carbon dioxide emissions through on-site renewable energy generation; and
  - c. outline the feasibility of low nitrogen dioxide decentralised energy.
5. The sustainable retrofitting of existing development with provisions for the reduction of carbon emissions will be supported.

## Explanation

9.48 In order to contribute towards the London Plan target of a 60% reduction of carbon emissions (below the 1990 level) by 2025, Tower Hamlets needs to reduce carbon dioxide emissions per person significantly more than most other London boroughs. Currently, Tower Hamlets is the third worst performing borough within London<sup>64</sup>. Since 2010, Tower Hamlets has only achieved a 22% reduction against this target<sup>65</sup>. This policy maintains our long term trajectory which has required progressive reductions in carbon emissions from developments. This follows the London Plan's approach and is endorsed in the Housing Strategic Planning Guidance (GLA, 2016)<sup>66</sup>.

9.49 Parts 1, 2, 3 and 4 of the policy seek to ensure that all new developments (including non-residential development) in Tower Hamlets contribute towards reducing carbon emissions. The policy also recognises that on-site carbon reductions have a greater impact on reducing carbon emissions than contributions in lieu. Funds raised through carbon offsetting (e.g. retrofitting) are spent on priorities outlined in the Tower Hamlets Carbon Offset Study (2016), as supported in part 4. Further information on carbon offsetting is available in the Planning Obligations Supplementary Planning Document.

<sup>64</sup> UK Local Authority and Regional Carbon Dioxide Emissions 2005 – 2014 (National Statistics, 2016)

<sup>65</sup> Tower Hamlets Carbon Policy Evidence Base (2016)

<sup>66</sup> The importance and viability of this approach has been detailed in the Tower Hamlets Carbon Policy Evidence Base (2016).



9.50 In relation to part 1, the improvements in carbon dioxide emission reductions within new build developments are based on building regulations requirements. Should the building regulations be updated during the lifetime of this plan, we will provide an update on the onsite reduction standards required. The requirement to reach zero carbon will remain. For refurbishment schemes, the baseline should be determined by modelling using building regulation compliance software to determine a building emission rate / dwelling emission rate of the regulated carbon dioxide emissions from the existing building before refurbishment<sup>67</sup>.

9.51 Energy assessments should be informed by preliminary standard assessment procedures for residential developments or the national calculation method for non-residential development. Energy assessments should detail the measures included in the development and the carbon dioxide emission savings achieved at the time of implementing the relevant planning permission. To ensure we achieve our sustainability objectives, energy assessments for non-major development will also be sought.

9.52 In relation to part 2, developments should consider how the design, layout, orientation, insulation materials and other sustainable construction techniques can contribute towards maximising energy efficiency.

9.53 In addition, developments should implement at least the minimum standards set out in BREEAM (Building Research Establishment Environmental Assessment Method) applies to non-residential developments, residential development arising from conversions and changes of use. This method provides a holistic assessment of the environmental sustainability of a development. The Home Quality Mark is one way of demonstrating the standard of a new residential dwelling, which includes measures for low carbon dioxide, sustainable materials, good air quality and natural daylight. We strongly encourage schemes to use the Home Quality Mark. If BREEAM/Home Quality Mark is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied, subject to discussion with our sustainability service.

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<sup>67</sup> The implementation dates for the requirements in part 1 are from 1<sup>st</sup> October 2016 for residential developments and from 1<sup>st</sup> October 2019 for non-residential developments.

9.54 In relation to part 4, new developments should be designed in a manner fully compatible with any existing or planned future decentralised energy network<sup>68</sup> in accordance with any relevant energy masterplan and the District Heating Manual for London (GLA, 2014) or equivalent replacement document (including appropriate design of building systems to minimise return temperatures). Developments must connect to the decentralised energy network if it is expected to be operational within five years of the development being completed.

9.55 For the chosen solution for on-site renewable energy, applicants should provide details on:

- energy generated and the carbon dioxide saved;
- capacity and quantity of the proposed technology/ies; and
- location of the technology/ies marked on site plans.

9.56 We will seek contributions from developers towards the costs of the decentralised energy network in line with the avoided costs of their own plant installation. Applicants will be expected to demonstrate the low air quality impacts of any decentralised energy network.

9.57 In order to address part 5 the expected carbon reductions should be demonstrated within an energy assessment.

### Policy links

- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality

### Evidence links

- District Heating Manual for London (GLA, 2014)
- Housing Strategic Planning Guidance (GLA, 2016)

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<sup>68</sup> Please note: a district heating system is a type of decentralised heating network.

## Policy D.ES8: Contaminated land and storage of hazardous substances

1. Where development is proposed on contaminated land or potentially contaminated land, a desk study and site investigation in line with current guidance is required and remediation proposals agreed to deal with the contamination before planning permission is granted.
2. Development will not be supported which involves the storage or use of hazardous substances or which is located in close proximity to hazardous installations where it would cause a significant threat to health and the environment.
3. Certain contaminating developments, processes or land uses proposed within or in close proximity to sensitive locations, including source protection zones, may not be acceptable.

### Explanation

9.58 Part 1 of this policy provides additional guidance on protecting health of the borough's residents and workers and the environment from contaminants and hazardous substances. This should be read in conjunction with the guidance set out in the London Plan (GLA, 2016).

9.59 Contaminated land is land that has been polluted with harmful substances to the point where it now poses an unacceptable risk to health and the environment. Tower Hamlets has a history of industrial land uses and we want to ensure that the impacts of these past and current land uses do not affect the health of people and the environment. We keep and update a public register of contaminated land (which is available from our website) and any site included in the register or any site which is potentially contaminated will be required to carry out a site investigation and agree a scheme of mitigation with us to ensure that contaminated land issues are considered at the planning application stage.

9.60 A verification report will be required through condition in order to provide confirmation that the remediation work has been undertaken properly in line with best practice.

9.61 Part 2 of the policy relates to the management of hazardous substances which are outlined in the Planning (Hazardous Substances) Regulations (2015). There are a small number of listed hazardous installations in or near to the borough. Hazardous substances are also controlled by the need for a separate hazardous substances consent. As such, it will be necessary to demonstrate that any developments which involve hazardous substances would not cause a significant hazard to the health and well-being of local residents or to the local environment.

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

9.63 Source protection zones are spatial areas around public drinking water abstraction points. Locations of source protection zones are available on the Environment Agency's website. Applicants are advised to speak to our environmental health service and the Environment Agency, where relevant.

### Policy links

- Policy D.SG4: construction of new development

### Evidence links

- Model Procedures for the Management of Land Contamination (CLR11) (Department for the Environment, Food and Rural Affairs & Environment Agency, 2004).
- Guidance for the Safe Development of Housing on Land Affected by Contamination (National House Building Council and Environment Agency, 2008).
- Sustainability of Soil and Groundwater Remediation (Homes and Community Agency, 2010).
- Development Industry Code of Practice V2 " The Definition of Waste" (CL:AIRE, 2011)

## Policy D.ES9: Noise and vibration

1. Development is required to:
  - a. use the most appropriate, layout, orientation, design and use of buildings to minimise noise and vibration impacts;
  - b. identify/outline mitigating measures to manage noise and vibration from new development, including during the construction phase;
  - c. separate noise-sensitive development from existing operational noise; and
  - d. provide a noise assessment where noise-generating development or noise-sensitive development is proposed.
2. Where new noise-sensitive land uses are proposed in proximity to existing noise-generating uses, such as cultural and entertainment venues, development is required to robustly demonstrate how conflict with existing uses will be avoided, through mitigation measures.
3. Development is required to demonstrate that the level of noise emitted from any new heating or ventilation plant will be below the background level by at least 10dBA.

### Explanation

9.64 This policy seeks to manage noise and vibration from new development and manage existing sources of noise on sensitive development.

9.65 Noise and vibration can have a major effect on local amenity and well-being: the World Health Organisation, for example, states that excessive noise can seriously harm human health, disturb sleep and have cardiovascular and behavioral effects.

9.66 The increasingly high-density and mixed-use nature of development in Tower Hamlets means it is essential that building design and use minimises noise pollution and disturbance. Part 1 therefore sets out measures to minimise noise from new development and separate noise-sensitive uses such as housing, hospitals and schools from existing noise sources to protect the amenity and well-being of the area.

9.67 In particular, the noise assessment should include the following.

- Source and absolute level of the noise together with the time of day it occurs.
- For non-continuous sources of noise, the number of noise events, and the frequency and pattern of occurrence of the noise.
- Pitch and tone of the noise.
- The cumulative impacts of more than one source should be taken into account along with the extent to which the source of noise is intermittent and of limited duration.
- In cases where existing noise sensitive locations already experience high noise levels, a development that is expected to cause even a small increase in the overall noise level may result in a significant adverse effect.

9.68 Where the avoidance of noise conflicts is impractical, mitigation measures such as effective sound-proofing for noise attenuation (e.g. noise absorbing cladding) and restrictions on operating hours will be implemented through appropriate planning conditions.

9.69 There have been a number of examples across London of long-standing entertainment venues closing or becoming at risk of closure due to a combination of factors, including noise complaints from new residents and venues being purchased for redevelopment (particularly for housing). This has implications for the long-term future of London's creative and cultural sector which has an impact not just on residents but also its tourism potential<sup>69</sup>. Part 2 uses the agent of change principle to seek to reduce this phenomenon. Applicants must submit detailed noise assessments and demonstrate that noise levels within the proposed development emitted from nearby uses would be at an acceptable level. Where we are not satisfied that the operations of nearby uses would not be compromised, applications will be refused.

9.70 Part 3 sets out that heating and ventilation plants should be designed so that they do not adversely affect nearby amenities, including open spaces which are valued for their quiet environment.

9.71 Appendix 6 overleaf explains how this policy will be implemented in greater detail.

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<sup>69</sup> London's Grassroots Music Venues Rescue Plan (GLA, 2015)

## Policy links

- Policy D.SG4: Construction of new development
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy D.CF4: Public houses

## Policy D.ES10: Overheating

1. New development is required to ensure that buildings (both internally and externally) and the spaces around them are designed to avoid overheating and excessive heat generation, while minimising the need for internal air conditioning systems.

## Explanation

9.72 Climate change is causing increased occurrence of overheating, which can cause significant discomfort to residents and building users. Relying on air-conditioning systems to cool buildings can be very energy intensive, ineffective and can also cause discomfort to building users. Large developments in particular have the potential to alter the local climate. For example, a light coloured building that reflects heat will stay cool on the inside and the outside, whereas a dark building will absorb heat during the day to raise internal temperatures and slowly release this heat as the temperature cools keeping the local air temperature warmer. Internal air-conditioning systems also produce heat which increases the outside temperature and adds to the heat island effect.

9.73 Major development schemes are expected to evidence compliance with this policy within their design and access statements. Details should include the measures used to avoid overheating (including overheating analysis against a mid-range climate scenario for the 2030s) and excessive heat generation. This should look at not only the physical form of the building but also the operation of the building.

9.74 This policy should be read alongside the London Plan (GLA, 2016), which sets out a cooling hierarchy that indicates the cooling methods to be used in the design process, starting with minimising internal heat generation and the amount of heat

entering a building in the summer through energy efficient design, including orientation, shading, fenestration, insulation and green roofs and walls. Subsequent methods include thermal mass and high ceilings, passive and mechanical ventilation and low-carbon active cooling systems.

## Policy links

- Policy D.SG2: Construction of new development
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality

## Evidence links

- Climate Change and Adaptation Strategy (GLA, 2011)

## Chapter 10: Managing our waste

10.1 The management of waste is one of the most pressing issues facing Tower Hamlets. The borough will have significant growth in the coming decades and with this comes a greater need to reduce, recycle and recover more waste and divert it away from landfill.

10.2 Tower Hamlets is a unitary waste planning authority, waste collection authority and waste disposal authority. In our capacity as a waste planning authority, we have a statutory duty to prepare a waste local plan in line with legislation<sup>70</sup>. This is being fulfilled through the inclusion of waste policies in the Local Plan<sup>71</sup>.

10.3 The Local Plan must identify sufficient opportunities to meet the identified needs of an area for the management of waste, aiming to drive waste management up the waste hierarchy (see figure 17). We have to plan for seven waste streams<sup>72</sup>, including household, business and construction waste. In particular, the London Plan requires boroughs to identify existing facilities and suitable land to provide enough capacity to manage the tonnages of household and business waste apportioned in the London Plan (GLA, 2016). This policy is to enable London to be net self-sufficient in managing these waste streams by 2026. Tower Hamlets has been apportioned the following tonnes of waste:

**Table 5: Housing, commercial and industrial waste requirements**

	2021	2026	2031	2036
Household and commercial/industrial waste arisings	248,000	252,000	256,000	261,000
London Plan apportionment	252,000	302,000	307,000	313,000

Source: London Plan (GLA, 2016)

10.4 The apportionment figures are higher than the total amount of waste predicted to arise in the borough. The London Plan is currently being reviewed and the borough's apportionment targets may change as a result. Achieving these targets

<sup>70</sup> Article 28 of the Waste Framework Directive (2008)

<sup>71</sup> A waste data study has been produced to support these policies (Tower Hamlets Waste Management Evidence Base Review, 2017).

<sup>72</sup> Municipal/household waste; commercial/industrial waste; construction/demolition waste; low level; radioactive waste; agricultural waste; hazardous waste; and waste water waste.

presents a particular challenge because parts of the borough is densely built-up and there are competing pressures from higher value land uses such as housing and employment.

10.5 There is not enough capacity within existing waste facilities in the borough to meet our waste needs. To meet the apportionment targets for household and business waste, Tower Hamlets will safeguard existing waste sites (policy S.MW1.1) and identify land suitable for new waste facilities under policy S.MW1. It has been calculated that between 3.65 and 5.27 hectares of land is required to meet the capacity gap up to 2036, and it is estimated that 5.28 hectares of land will come forward within the areas of search for new waste sites (see policy S.MW1) through business turnover and vacancies<sup>73</sup>. The borough is not allocating individual sites for waste but identifying areas within which individual sites could come forward; this approach is supported by both national policy and the waste industry. The total amount of suitable industrial land in the borough is just under 22 hectares. It is estimated that 5.28 hectares of land suitable for new waste facilities could come forward over the plan period through business turnover and vacancies.

10.6 The figures below demonstrate that Tower Hamlets can meet its apportionment targets through existing sites and identifying enough land suitable for new waste facilities. The ranges shown denote the differences in throughput per hectare for each type of facility/technology.

**Table 6: Waste capacity forecasts and land requirements**

	2021	2026	2031	2036
Existing apportionment capacity	51,874	51,874	51,874	51,874
Potential capacity from vacant safeguarded waste sites	23,850 - 34,450	23,850 - 34,450	23,850 - 34,450	23,850 - 34,450
Capacity gap	165,676 – 176,276	215,676 – 226,276	220,676 – 231,276	226,676 – 237,276
Additional land required (ha)	2.55-3.92	3.32-5.03	3.40-5.14	3.49-5.27
Additional land identified (ha)	5.28	5.28	5.28	5.28

<sup>73</sup> Tower Hamlets Waste Management Evidence Base Review (2017)



10.7 Areas listed in policy S.MW1 below have been identified as suitable for new waste facilities primarily due to the industrial nature and access to the strategic transport network so that waste and vehicle movements can avoid local roads and protect the safety and amenity of residents and heritage assets. Areas of search are not solely designated for waste management purposes and are also suitable, in principle, for other uses that are considered appropriate for their respective policy designations.

10.8 There is also a capacity gap for construction, demolition and excavation waste in the borough. Around 80% of this waste is currently managed on site and 70% of the remainder goes to landfill. Through policy S.MW1, Tower Hamlets is seeking to increase the proportion of construction, demolition and excavation waste which is reused and recycled to 95% by 2020, in line with the London Plan. Nevertheless, some construction, demolition and excavation waste will continue to be exported to landfill in the wider south east region throughout the plan period and we will liaise with recipient waste planning authorities on an on-going basis to monitor these waste movements.

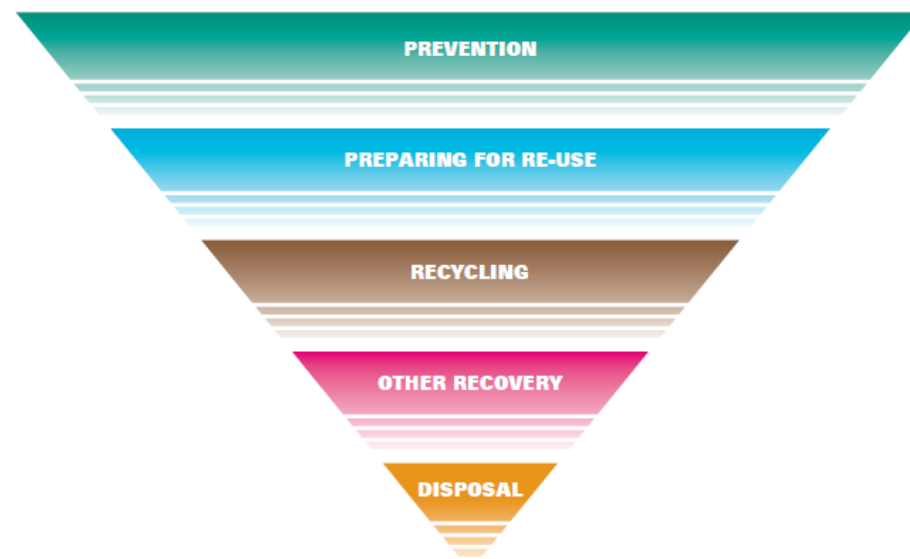
10.9 Tower Hamlets is also required to plan for hazardous waste, waste water, agricultural waste and low-level radioactive waste. The evidence concludes that no additional facilities are required within the borough for these waste streams because they are only produced in very small quantities and/or they are managed at specialist facilities outside the borough.

10.10 Any proposals for new or extended waste facilities in Tower Hamlets will be assessed against criteria in the National Planning Policy for Waste, the London Plan and Local Plan policies. The London Legacy Development Corporation is the planning authority for part of the borough of Tower Hamlets but it does not have a separate apportionment. We are therefore planning for waste across all of its administrative area. We will continue to work closely with the London Legacy Development Corporation on delivering our strategic plan for waste.

10.11 Our duties as a waste collection authority and waste disposal authority include helping households to prevent waste as well as reuse items and recycle as much waste as possible. The London Plan has set a target for London as a whole to exceed 50% in recycling/composting levels by 2020 and 60% by 2031. It also sets a target of recycling and composting at least 70% of London's commercial and industrial waste

by 2020, maintaining these levels to 2031. Whilst London boroughs have not been set individual targets for recycling these waste streams, Tower Hamlets is working towards meeting the London-wide target. The design of new developments are required to ensure integrated waste collection and bulking systems are included which contribute to the borough's ability to implement the waste hierarchy and increase recycling/composting rates (see policy D.MW3).

Figure 17: Waste hierarchy



(Source: National Planning Policy for Waste, 2014)

This section contains the following policies.

- Policy S.MW1: Managing our waste
- Policy D.MW2: New and enhanced waste facilities
- Policy D.MW3: Waste collection facilities in new development

## Policy S.MW1: Managing our waste

- The following existing waste sites within Tower Hamlets (as shown on the Policies Map) are safeguarded for waste use over the plan period.

### Schedule 1: Existing waste sites in Tower Hamlets

Ref	Name/Location	Other designations	Site area (ha)	Operational capacity / contribution to apportionment (tonnes per year)
1	Clifford House, Towcester Road,	Strategic Industrial Location	0.46 (0.144 which is currently involved in waste management to be safeguarded)	418 / 0
2	Northumberland Wharf Yabsley	Safeguarded Wharf	0.88	111,243 / 2,654
3	Ailsa Street <sup>74</sup>	Ailsa Street: site allocation	0.53	0 / 23,850 – 34,450 (potential)

- The following are existing waste sites in the London Legacy Development Corporation area (LLDC) and will be subject to planning policies in the LLDC Local Plan.

### Schedule 2: Existing waste sites in LLDC

Ref	Name/Location	Other designations	Site area (ha)	Operational capacity / contribution to apportionment (tonnes per year)
4	McGrath House, Hepscott Road	Hepscott Road: site allocation	1.47	73,064 / 10,539

<sup>74</sup> Ailsa Street is a safeguarded waste site but is not currently operational. Its contribution towards apportionment targets is based on average throughputs per hectare, depending on the facility/technology.

5	455 Wick Lane	Strategic Industrial Location: Preferred Industrial Location	0.47 (0.027 currently used for waste purposes ancillary to civil engineering works)	0 / 36,958
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- Development which seek to maximise the efficiency and/or capacity of waste facilities in the borough will be supported.
- Applications for non-waste uses on safeguarded sites will only be permitted where it is clearly demonstrated that compensatory capacity will be delivered on a suitable replacement site within the borough in the first instance or another part of London which provides equivalent to, or greater than the maximum annual throughput that the existing site can achieve.
- Development that prevents or prejudices the safeguarding of these sites will only be supported where alternative waste capacity provision is made.
- Areas in schedules 3 and 4 (below) are considered suitable for new waste facilities (as shown on the Policies Map).

### Schedule 3: Areas of search for new waste sites in Tower Hamlets

Ref	Name	Other designations	Site area (ha)	Waste facility type	Operational capacity / contribution to apportionment (tonnes per year)
6	The Highway	Local Industrial Location	2.71 (an estimated 0.65 to become available over the plan period)	Reuse / refurbishment / repair	29,250 – 42,250
7	Empson Street,	Strategic Industrial	10.07 (an estimated 2.42 to	Recycling, composting	108,900 - 157,300

		Location	become available over the plan period)	or recovery	
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**Schedule 4: Areas of search for new waste sites in LLDC**

Ref	Name	Other designations	Site area (ha)	Waste facility type	Potential contribution to the apportionment (tonnes per year)
8	Fish Island	LLDC Local Plan: Strategic Industrial Location	9.21 (an estimated 2.21 to become available over the plan period)	Recycling, composting, recovery	99,450 - 143,650

- 7. Small-scale integrated waste facilities within new developments outside of areas of search in schedules 3-4 may be acceptable where they contribute to managing apportioned waste and are of a scale and nature that does not compromise adjacent existing and proposed land uses.
- 8. New development will be expected to reuse and recycle construction, demolition and excavation waste on or close to the site where it arises.

**Explanation**

10.12 This policy seeks to develop a well-planned and integrated network of waste management facilities across the borough to address future capacity needs and contribute towards managing waste generated within the borough over the plan period.

10.13 Meeting this need will require both waste facilities on existing sites (operational and non-operational) and new facilities in areas of search and other suitable locations which comply with the criteria set out in policy D.MW2. Waste facilities within the areas of search will be directed towards the most suitable locations within these areas to make sure that they are as far away as possible from

sensitive receptors (such as residential uses, schools and health facilities) and/or mitigation measures are provided to ensure any significant detrimental environmental and amenity impacts can be adequately addressed. Where existing facilities can be enhanced to maximise their use, this will be encouraged.

10.14 The London Legacy Development Corporation is the planning authority for those sites and areas of search within its boundary (as shown in schedules 2 and 4). The London Legacy Development Corporation Local Plan (2015-2031) safeguards existing waste sites (listed in schedule 2) and identifies areas of employment land suitable for waste uses (listed in schedule 4). To secure the delivery of an effective waste plan for the borough, Tower Hamlets and the London Legacy Development Corporation agree that the area of search listed in schedule 4 above is potentially suitable for waste management use. Acceptability of proposals for waste management uses in those locations will be determined with reference to policies within the London Legacy Corporation Local Plan and any other relevant material considerations that apply to that proposal. Any applications for planning permission in these locations will need to be submitted to the London Legacy Development Corporation as the local planning authority governing the area.

10.15 Some existing safeguarded waste sites (McGrath House and Ailsa Street) are within areas of regeneration and may be released for other uses, providing the requirements set out within policy S.MW1 (see part 4) are met<sup>75</sup>.

10.16 Compensatory capacity will be sought which is equivalent or greater than the maximum annual throughput over the last five years, as per the Environment Agency's Waste Data Interrogator. Compensatory provision should be provided locally. The area of search for a replacement site or increased capacity within an existing facility should be within Tower Hamlets in the first instance, or failing that, elsewhere in London. Compensatory provision will usually be secured through conditions and/or a legal agreement at the planning permission stage.

10.17 Competition for land means the borough has to look beyond traditional industrial locations when seeking space for waste facilities. There is an opportunity for innovative technologies to be incorporated into new development to manage

<sup>75</sup> The McGrath site at Hepscoth Road in Fish Island is also a site allocation within the LLDC Local Plan for mixed-use development. Ailsa Street is located within the Poplar Riverside Housing Zone.

some of the waste generated over its lifetime. Part 7 of the policy therefore allows modern waste facilities to be integrated within suitable new development outside the areas of search. Small scale facilities which come forward will be assessed on a case-by-case basis against criteria in policy D.MW2 and regional and national policies.

10.18 On-site materials processing systems for food are an important aspect to consider in this borough due to the particular challenges to collection services within blocks of flats. The principle of these systems is two-fold.

- To carry out preliminary processing of raw materials at source, thereby reducing the tonnage and volume of solid waste to be managed and the subsequent burden on collection services.
- To make use of valuable end products such as unlocking the energy held within the waste material itself.

10.19 There are a number of pieces of equipment, which may provide appropriate on-site waste processing including, but not limited to, micro anaerobic digesters.

10.20 The flexibility of these systems is such that it reduces the need to separate collections of food waste to be carried out within the development and thereby reducing vehicle movements. Where systems such as anaerobic digesters are proposed, it will be the responsibility of the managing agent to maintain the system/facility. An agreement will also need to be made with us with regards to how the waste is accounted for in terms of contributing to our apportionment targets prior to permission being granted.

10.21 Integrated waste collection systems are also required for new developments under policy D.MW3. We will also consider the allocation of community infrastructure levy contributions towards provision of strategic waste management facilities.

10.22 For part 8 of the policy, developers should submit a plan for on-site waste to demonstrate how much construction, demolition and excavation waste will be reused and recycled, taking account of the London Plan target of 95%. The sustainable transportation of waste (by water and rail) will be assessed as part of policy D.MW2 (see part 1 - f).

10.23 All sites and areas mentioned under policy S.MW1 are shown on the relevant policies maps for Tower Hamlets and the London Legacy Development Corporation.

### Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES2: Air quality
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network

### Evidence links

- Environment Agency Waste Interrogator

## Policy D.MW2: New and enhanced waste facilities

1. Proposals to construct a new waste facility or replace or extend an existing waste facility will be supported where:
  - a. it contributes towards the aims of sustainable waste management in line with the waste hierarchy;
  - b. it is located within a safeguarded waste site or area of search or integrated into a suitable new development;
  - c. it incorporates a high quality design, is of a scale and nature which integrates into its surroundings and ensures compatibility with adjacent existing and proposed land uses (including within neighbouring boroughs);
  - d. it co-locates with other compatible uses (including existing waste facilities);
  - e. it proposes technology which is suitable for the location and nature of the site;
  - f. it has good access to the strategic transport network, including, where possible, rail and canal/river links that offer the potential to transport waste;
  - g. there is adequate road capacity to accommodate any vehicle movements generated and that vehicles can enter, wait, unload and leave the site without prejudicing the safety of pedestrians and other vehicles;
  - h. it provides effective on-site measures to ensure safety and security;
  - i. it is enclosed, unless it can be demonstrated that environmental and amenity impacts, including the emission of air pollutants, noise, vibration, dust, glare, vermin, odours can be mitigated, both during and after operations; and
  - j. it incorporates measures to minimise carbon emissions and maximise the use of lower-carbon energy sources.

### Explanation

10.24 This policy relates to new waste management facilities (including those replacing or expanding existing sites as well as capacity on sites) and seeks to direct them towards the most appropriate and sustainable locations which maximise the efficient use of the land and do not have any unacceptable visual, environmental and transport impacts.

10.25 New waste management facilities will be directed towards existing safeguarded sites and areas of search (as set out in policy S.MW1). In other locations, such facilities will still be expected to meet the criteria set out in policy D.MW2 as well as any other relevant policies within the plan.

10.26 Developments providing additional waste management capacity will be encouraged to co-locate alongside other waste facilities and other compatible uses without having any significant detrimental impacts on the amenity and function of the immediate and surrounding area to optimise the potential of sites and address the intensification of land uses (as per part d) .

10.27 The types of waste technology that will be suitable will depend on the nature and scale of the proposed scheme and the characteristics of the site and its surroundings, as required under part e. Broad types of facility suitable for each area of search are set out in the schedule of areas in policy S.MW1. These are likely to be small-scale facilities due to the constrained nature of the borough.

10.28 Part f seeks to ensure applicants demonstrate that opportunities to transport both construction and operational waste from the site via rail and water are explored (including shared facilities at existing railheads, wharves and depots) as a means to reduce congestion and vehicular movements on the road network. Information on sustainable transportation of waste should be submitted as part of the planning application, alongside details of re-use and recycling of waste arising during the construction phase in line with policy S.MW1 (see part 8).

10.29 Part i seeks to mitigate adverse air quality impacts associated with waste facilities. Waste management facilities should be enclosed and covered on all vertical sides with small access and egress points, fitted with fast-acting doors, and incorporate an air filtering system to reduce airborne particulate concentrations in and outside of the building in line with Environment Agency advice. This provides an effective way of controlling dust and particulate pollution within waste developments. In cases where enclosure is not possible, proposals must provide details of proposed measures demonstrating how the control measures can adequately mitigate these impacts. Operators will be expected to obtain the appropriate Environment Agency permits and meet the conditions of those permits.



10.30 In order to minimise the impact on climate change, waste management facilities should incorporate opportunities to be attached to the district heating network and/or incorporate opportunities for energy recovery and combined heat and power (see part j above). In instances where this is not feasible, an energy statement must be submitted with the planning application demonstrating that it is not technically feasible or economically viable.

### Policy links

- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES2: Air quality
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network

### Evidence links

- Environment Agency Waste Interrogator

### Policy D.MW3: Waste collection facilities in new development

1. All new development must include sufficient space to separate and store dry recyclables, organics and residual waste for collection, both within individual units and for the building as a whole.
2. New major residential developments must incorporate high quality on-site waste collection systems that do not include traditional methods of storage and collection and are compatible with our waste collection methods outlined in appendix 4. In instances where this is not practicable, supporting evidence must be submitted with the application to demonstrate this.

### Explanation

10.31 This policy will help to ensure that waste is collected and managed in a sustainable manner in line with the principles of the waste management hierarchy as set out in figure 17. It is also intended to increase the amount of waste which can be recycled and composted from all developments, and to improve waste collection systems in developments with communal waste facilities. Tower Hamlets is working towards meeting the London Plan target of recycling/composting 50% of household waste by 2020 and 60% by 2031. In 2015, only 27% of household waste was reused, recycled or composted in Tower Hamlets and this needs to increase.

10.32 This policy seeks to ensure that dry recyclables, organics and residual waste can be segregated, and for residential developments bulked, at source within new developments to:

- minimise transport movements from waste collection operations;
- minimise the financial and operational burden on existing waste collection system;
- maximise efficient use of collection resources;
- encourage recycling behaviour by residents and reduce contamination of recyclables collected; and
- make a positive impact on the quality of the street scene.

10.33 Incorporating sufficient waste storage capacity within new developments should be done from the outset to avoid capacity shortfalls or inadequate services. Applicants will need to forecast how much organic, recyclable and residual waste will be generated when the development is occupied and demonstrate that sufficient space has been allocated to the storage and/or bulking of this waste in both individual units and for the development as a whole.

10.34 Tower Hamlets is seeking to move away from the traditional waste storage methods, such as standard wheeled bins, bagged collections and Euro bin containers, towards central bulking systems particularly for residential developments that require communal waste collection facilities. Using larger containers than standard bins and communal Euro bins, means more waste can be stored before needing collection and more waste can be collected in a single round. As a general rule, all of the systems using bulk containers allow waste to be stored in a smaller footprint than standard

communal Euro bins. The location of storage containers should be chosen to maximise operational convenience and minimise environmental, amenity and transport impacts.

10.35 Under part 2 of the policy, new major residential developments will be expected to incorporate on-site waste collection systems that do not incorporate the traditional storage and collection and are compatible with our waste collection services. Such systems could include compactors, underground storage containers, vacuum systems and automated waste collection systems. These systems require land to be set aside to store bulked waste materials, with the size and footprint of the space varying from system to system. Preference should be given to systems that can provide for a weekly collection service as a minimum and can collect organic wastes separately or facilitate onsite composting. Applicants should discuss options with our team that manages waste collection prior to the submission of an application.

10.36 In instances where it is not practicable or we consider it inappropriate for non-traditional waste collection systems to be incorporated within the development, the developer or managing agent will have to provide adequate space as well as collection containers that are in accordance with our waste management requirements set out in appendix 4.

10.37 Planning applications should clearly set out the access route of the occupiers and the servicing vehicles, including a clear swept path in accordance with our waste collection specifications, and access arrangements to container stores. The waste storage area must be designed to ensure that refuse vehicles are able to enter and exit the highway in a forward gear and perform all collection activities within the curtilage of the site. Applicants are advised to contact our team that manages the collection of waste prior to submitting a planning application and adopt a collaborative approach to ensure these arrangements are in line with our waste collection services. Further advice is available in appendix 4.

10.38 In the case of large-scale development (i.e. 100 or more residential units or 20 or more Euro container bins), applications should be accompanied by a recycling and waste management strategy which considers the above matters and demonstrates the ability to meet local authority waste management targets, and demonstrate compliance with the standards set out in appendix 4.

## Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES2: Air quality
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy S.TR1: Sustainable travel
- Policy R.TR2: Impacts on the transport network

## Evidence links

- Waste Management Planning Advice for New Flatted Properties (London Waste and Recycling Board, 2014)

# Chapter 11: Improving connectivity and travel choice

## Introduction

11.1 Tower Hamlets is a well-connected part of London; it enjoys an extensive public transport network and will benefit from improvements to the Docklands Light Railway and London Underground as well as the opening of the Elizabeth line stations at Whitechapel and Canary Wharf (as set out in figure 18 overleaf). However, planned growth in new homes and jobs, coupled with London's overall growth, will significantly increase resident, commuter and freight movement within and through the borough. This will create further pressure on the transport network which is already at or close to saturation in many parts of the borough at peak times, as well as adversely affect air quality and the natural environment.

11.2 As a result, congestion and overcrowding of the transport network are amongst the most significant challenges facing Tower Hamlets, which have the potential to significantly affect development density and economic activity in the borough. Growth is dependent on the successful implementation of a first-class sustainable transport network to move people, goods and services. Planned improvements will go some way to alleviate pressure on the existing network, but recent studies have identified that further investment in infrastructure will be required to support the level of growth which is expected to come forward during the plan period<sup>76</sup>. In addition, the health implications of physical inactivity is also an important local issue, which the promotion of active travel can help to address in accordance with the Mayor of London's 'healthy streets' initiative.

11.3 These factors underscore the importance of delivering a more connected and efficient transport network across Tower Hamlets that supports the population, reduces the need to travel and incentivises a modal shift to cycling, walking and public transport. Development must manage its impact on the entire network to ensure it contributes positively to the health and well-being of residents, employees and visitors across the borough.

11.4 This section contains the following policies.

- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network
- Policy D.TR3: Parking and permit-free
- Policy D.TR4: Sustainable delivery and servicing

### Policy S.TR1: Sustainable travel

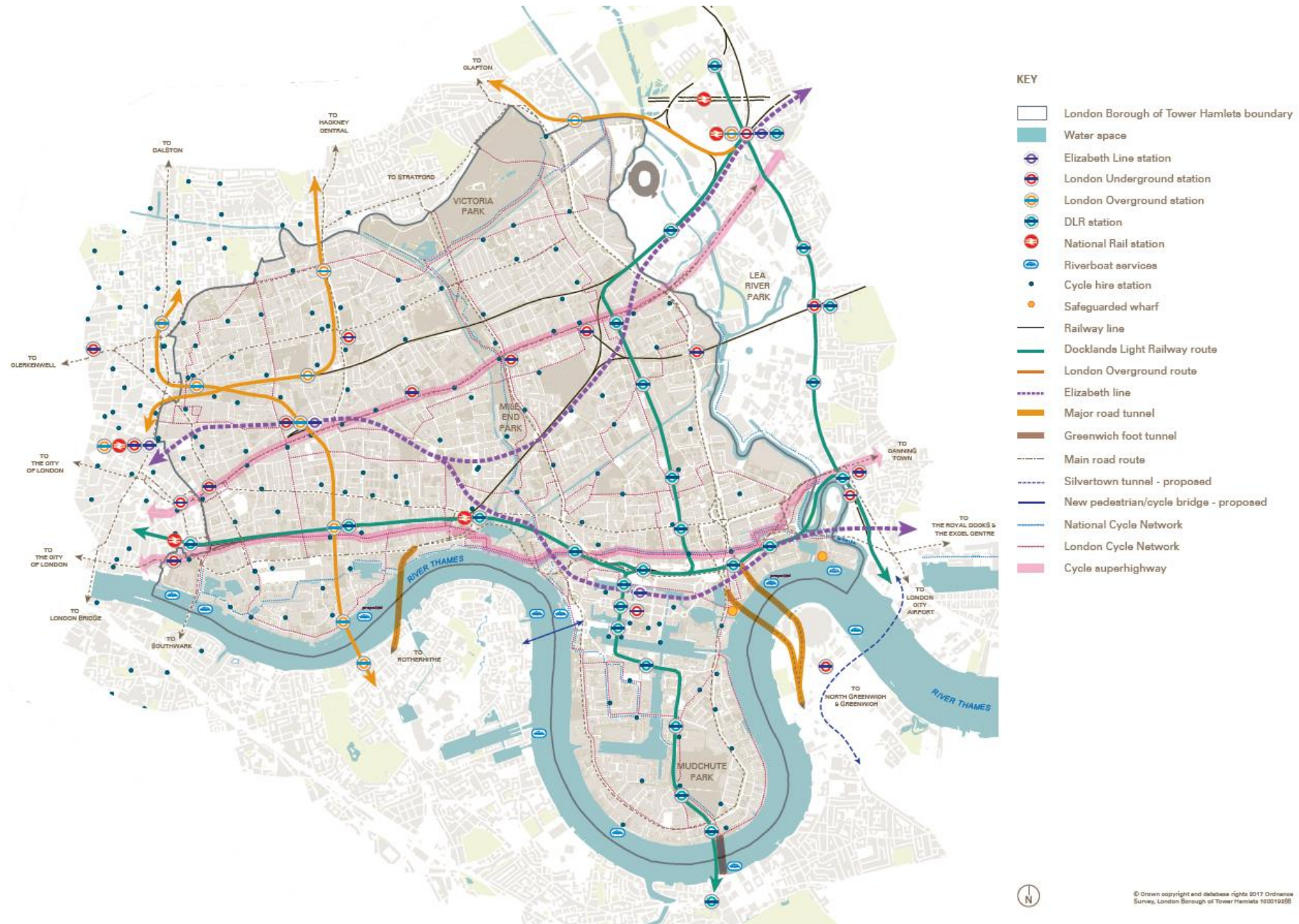
1. Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to:
  - a. prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport;
  - b. be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough;
  - c. be focused within areas with high levels of public transport accessibility and/or town centres, in respect of developments generating significant levels of trips; and
  - d. not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.
2. Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network.

### Explanation

11.5 In order to address the significant issues surrounding highway congestion, poor air quality and capacity constraints across the public transport network, a number of strategic and local transport improvements are underway or planned. However, further infrastructure investment will be required to accommodate the predicted population and employment growth, and in some locations, development could be significantly hindered without appropriate enhancements to the transport network.

<sup>76</sup> Tower Hamlets Strategic Transport Assessment (2016)

Figure 18: Strategic transport connectivity





11.6 Tower Hamlets has low car ownership ratio with only 37% of households owning one or more cars, compared to 43% across London<sup>77</sup>. This correlates with travel-to-work data which indicates that residents favour sustainable modes, such as public transport (60%), walking or cycling (26%). The level of journeys to work by car, at 12%, is lower than the London average, at 30%<sup>78</sup>. This reinforces the need for developers to prioritise sustainable travel in the design and delivery of their schemes, particularly walking, cycling and public transport, helping to relieve congestion, reduce air pollution and improve journey times.

11.7 This policy seeks to manage growth to ensure it does not increase traffic congestion and crowding on public transport due to trip generation from developments as well as through-trips. The location of development close to services and amenities; integration with the transport network; prioritising the most sustainable forms of travel; and facilitating and enabling behaviour change away from car use are crucial factors in accommodating the predicted population and economic changes over the plan period.

11.8 Part 1 (a) promotes walking, cycling and public transport as a primary means of travelling. In order to ensure compliance with green grid policies (S.OWS1 and D.OWS3), development should incorporate an improved pedestrian and cycling environment that is safe, accessible and permeable both within the borough and into neighbouring boroughs. It also identifies the necessity to link development to the borough's cycling network in accordance with the borough's adopted cycle strategy, particularly strategic cycle routes, as well as access to river transport (see figure 19), where possible.

11.9 Part 1 (b) ensures that development supports the use of and connects to public transport, cycling and walking facilities that surround the site. The design, management and operation of a development should encourage its users to travel in a sustainable manner; it should also be permeable and provide links to existing or planned infrastructure as well as relevant on-site infrastructure, such as bicycle storage, workplace showers and changing facilities.

11.10 Part 1 (c) identifies the need for development to be located in an area appropriate to the trips it generates. The scale of any development must reflect the level of public transport available. Transport for London (TfL) has mapped the Public Transport Accessibility Levels (PTAL) across the whole of London; this is a measure of connectivity to the public transport network. In Tower Hamlets, ratings range from highly accessible areas - such as Canary Wharf, Whitechapel, Bethnal Green, Bow and Mile End - to areas with lower levels of public transport accessibility, including parts of the Lower Lea Valley. The scale of development should also have regard to the town centre hierarchy set out in policy S.TC1, whereby development densities should consider the availability of nearby shops, services and amenities, thereby reducing the need to travel.

11.11 Part 1 (d) seeks to ensure that development does not cause an unduly detrimental impact to the safety and efficient operations of existing transport networks, once appropriate mitigation measures have been taken into account. In particular, it is important that development does not:

- compromise the safety of the highway user and/or the ability of public transport providers to safely operate services;
- increase demand on the borough's transport networks beyond operational limits and/or capacity;
- bring about a reduction in the quality of stations, stops or services; or
- restrict access to the same services.

11.12 Development is expected to be well-integrated with the public transport network and contribute to its efficient running and service improvements. Developers should ensure they engage early with relevant bodies (e.g. Transport for London) in order to establish the likely impacts and/or appropriate mitigation measures to be funded through developer contributions in accordance with policy D.SG5.

11.13 Part 2 identifies the role of development in supporting improvements and enhancements to the borough's transport and freight infrastructure (including safeguarded wharves and consolidation centres). Applicants should work with us to support planned and future transport initiatives that underpin new growth; and any development that adversely affects or planned infrastructure improvements will not be supported.

<sup>77</sup> Travel in London, Report 9 (Transport for London, 2016) - 2015/16 figure.

<sup>78</sup> Tower Hamlets Strategic Transport Assessment (2016) – 2011 census



11.14 We will work in partnership with neighbouring boroughs, Transport for London and other agencies (e.g. Highways England) to understand and address the future transport needs of the borough. A number of interventions are required to support the borough's transport network, including<sup>79</sup>:

- the delivery of the Elizabeth line;
- enhancements to bus services and the Dockland Light Railway;
- improved river services and potential new piers at Wapping, Canary Wharf East and Trinity Buoy Wharf;
- new cycle infrastructure, including the Mayor of London's cycle hire network; and
- new pedestrian and cycle connections, including a new pedestrian bridge and cycle crossing between Canary Wharf and Rotherhithe and other river crossings.

11.15 The list is not exhaustive and new interventions will arise from other transport strategies and assessments alongside regional policies, such as the Mayor of London's Vision for Cycling in London, the Mayor of London's Transport Strategy and Transport for London's own infrastructure delivery plans. Development may also be required to contribute financially towards new transport infrastructure and improvements in accordance with policy D.SG1.

### Policy links

- Policy S.SG1: Areas of growth and opportunity within Tower Hamlets
- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Construction of new development
- Policy D.SG5: Developer contributions
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy D.OWS3: Open space and green grid network
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough

### Evidence links

- Tower Hamlets Cycling Strategy (2016)
- Mayor of London Transport Strategy (GLA, 2017)
- Tower Hamlets Water Space Study (2017)

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<sup>79</sup> These are identified in the Tower Hamlets Strategic Transport Assessment (2016)

## Policy D.TR2: Impacts on the transport network

1. Major development and any development that is likely to have a significant impact on the transport network will be required to submit a transport assessment or transport statement as part of the planning application.
2. Development that will have an adverse impact to traffic congestion on the highway network and/or the operation of public transport (including crowding levels) will be required to contribute and deliver appropriate transport infrastructure and/or effective mitigation measures.

### Explanation

11.16 This policy seeks to address the impact that development has on the transport network, particularly issues of congestion, air quality, severance, safety and/or accessibility for cyclists and pedestrians. In doing so, it sets out how development should accurately and robustly assess the severity of impact it has on existing transport infrastructure and services, including the approach taken to mitigate any adverse impact on capacity, connectivity and congestion.

11.17 Current congestion levels in many parts of the borough are severe and the interconnectedness of the highway network - whether local or strategic - plays a significant role in contributing to this congestion. A development's impact on congestion is not just a matter of building size but depends on its location, use, design, density and operational factors (for instance, a relatively small development could be judged to have a severe impact if it generates a high number of trips and/or is in a sensitive location). Given the significant capacity constraints on the public transport and highway network, any development has the potential to create a severe impact on this network within Tower Hamlets.

11.18 Part 1 seeks to ensure applications provide an independent, objective and accurate transport assessment or transport statement appropriate to the scale of development. A transport assessment or statement must be prepared in accordance with the most up-to-date guidance from Transport for London. The level of detail required will be dependent on the type and scale of the development. Applicants/developers should seek pre-application advice to determine whether a transport assessment or statement will be required. A transport assessment should be

submitted with a draft construction management and logistics plan and a delivery and servicing plan.

11.19 A transport statement is a simpler document that identifies the impact and assesses its significance in conjunction with more modest mitigation measures; therefore, it is appropriate for smaller developments. A transport statement may require a construction management and logistics plan or a delivery and servicing plan depending on the type of land use and its location; this should also be established in conjunction with our transport and development management teams at the pre-application stage.

11.20 Transport assessments and statements will be required to provide detailed information on the range of transport users and modes, including the movement of people and goods, both before and after a proposed development has been constructed. A transport assessment or statement should identify and address transport impacts on all modes of transport and set out the measures to avoid, remedy or mitigate identified impacts of the development.

11.21 Applicants/developers should also submit a travel plan alongside the planning application, where appropriate. The scale of development and the level of impact determined by the transport assessment or statement will dictate the type and scope of the travel plan. Transport for London provides guidance that sets out the requirements for each type of travel plan. Such plans must be action-orientated and provide a long term strategy to meet sustainable transport objectives. They should contain a package of measures that will minimise the number of car-borne trips (e.g. restricting car parking provision), encourage use of sustainable transport and reduce the need to travel to and from the development. Travel plans must set targets, objectives and provide detail on implementation, funding and monitoring.

11.22 Part 2 seeks to ensure that development does not exacerbate or overload transport networks through trips associated with its uses. Where appropriate, conditions and/or planning contributions will be used (in accordance with policy D.SG5) to secure mitigation measures required to make a development acceptable in transport terms. The required infrastructure and/or improvement measures should not be in conflict with the Regulation 123 List.

11.23 Areas in the borough anticipated to accommodate higher levels of the population and economic growth such as the Isle of Dogs and City Fringe are where existing highway and/or public transport demand is already close to or exceeding supply. Other areas of the borough also experience local highway or public transport stress at specific times. Development that increases demand without appropriate mitigation (including infrastructure contributions to service improvements and/or delivering effective modal shift) will not be supported.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Construction of new development
- Policy D.SG5: Developer contributions
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough
- Policy D.MW2: New and enhanced waste facilities

### Evidence links

- Travel Plan Guidance (Transport for London, 2013)

### Policy D.TR3: Parking and permit-free

1. Development is required to comply with the parking standards for vehicles and bicycles set out in appendix 3.
2. Residential development is required to be permit-free in terms of on-street car parking. All parking associated with a development will be required to be located off-street.
3. Development is required to prioritise sustainable approaches to any parking through ensuring:
  - a. priority is given to space for cycle parking;
  - b. the allocation of car-club spaces;
  - c. there are sufficient electric-charging points;

- d. any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties; and
- e. where suitable, publicly-accessible shared cycle hire scheme docking station(s) are provided as part of the development (or through a financial contribution).

### Explanation

11.24 This policy seeks to ensure that parking is controlled and managed both on-street and off-street to facilitate sustainable travel patterns and address congestion. Minimising car parking provision releases space to accommodate other more efficient uses, such as housing, employment, community facilities, play areas, amenity spaces and cycle parking.

10.25 Demand for on-street parking exceeds capacity, creating a significant amount of stress across the borough's street network. This demand has also increased significantly in recent years as a result of population growth. In addition, the issue of on-street parking outside of controlled hours (usually overnight and at weekends) often overcrowds streets; results in unacceptable safety and accessibility issues for vulnerable road users; and, in some cases, restricts traffic flows and increases journey times.

11.26 Due to excessive on-street parking and land use intensification, the borough does not have the capacity for development to come forward that does not manage its own parking within the curtilage of the site.

11.27 However, we recognise that some people, businesses and organisations rely on private vehicle use as their only transport option. If car parking is essential, it must be fully justified in the transport assessment (in line with the parking standards in appendix 3) and provided entirely on-site.

11.28 Any development seeking to make alterations to on-street parking and/or loading must be fully justified and will only be permitted where there is proven on-street capacity. Any permitted changes must be fully funded by the developer.

11.29 Part 1 directs applicants and developers to the detailed parking standards for vehicles and bicycles in appendix 3. A sufficient amount of cycle parking should be

provided to accommodate current demand and to encourage further use over time. Design of cycle parking has been extensively covered in the Transport for London's Cycle Design Standards and developers are required to take account of this when designing cycle facilities.

11.30 Parking may be required for those with accessibility or wheelchair needs; and accessible parking bay provision should form a proportion of the overall parking provision (as calculated using the Mayor of London's Housing Supplementary Planning Guidance). In applying the residential parking standards (see appendix 3), applicants/developers should consider any future changes to public transport accessibility levels (PTAL) as a result of new infrastructure provision, particularly in areas of low public transport accessibility (PTAL 1 and 2). Furthermore, where development exceeds the PTAL density range set out in the London Plan, we will apply the parking standards in appendix 3 based on the proposed density rather than the PTAL rating.

11.31 Part 2 ensures that all residential development will be permit-free and any parking required must be provided off-street.

11.32 Part 3 requires sustainable approaches to parking within new developments such as car clubs and pool car schemes; this space must be accommodated and designed before any other parking is considered. This will enable exemplary design and ensure the cycle parking provided is fit for purpose. Car clubs are cheaper alternatives to car ownership and will allow for occasional car use but discourage unnecessary car journeys.

11.33 Development should also provide parking bays and charging points for electric vehicles, based on the standards and design principles set out in the London Plan. The current standard requires 20% active and 20% passive electrical charging points for electric-vehicle charging.

11.34 However, we recognise that residents, particularly those in affordable housing, do not always have the choice over where they live. As such, where development provides car parking, first priority should be given to families (units of three or more bedrooms) and the disabled across all tenures in the development.

11.35 A parking management plan that directs the occupiers as to how the parking will be managed, allocated and enforced may be a requirement where development includes vehicle parking.

11.36 Around 80% of our residents live in flats, and much of this accommodation has extremely limited cycle parking, cycle storage or docking space. To increase access to cycling in the borough, we are working closely with the Mayor of London and Transport for London to extend the existing cycle hire scheme with new docking stations in appropriate locations. Where appropriate, development will be expected to safeguard land within the site where Transport for London has identified a need to accommodate publicly-accessible shared cycle-hire station(s). Where this is not possible, a contribution will be sought from the developer towards publicly-accessible shared cycle-hire scheme docking station(s) in other locations close to the identified need.

11.37 This policy must be read in conjunction with policy D.TR4 (see below) and appendix 3 to ensure that along with on-site parking provision, development provides adequate delivery and servicing facilities within the site as well as encouraging shared servicing arrangements and timing of deliveries.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG5: Developer contributions
- Policy D.H3: Housing standards and quality
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough

### Evidence links

- Housing Supplementary Planning Guidance (GLA, 2016)
- London Cycling Design Standards (Transport for London, 2015)

## Policy D.TR4: Sustainable delivery and servicing

1. Development that generates a significant number of vehicle trips for goods or materials during its construction and/or operational phases is required to demonstrate how:
  - a. impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistic plans and delivery and servicing plans;
  - b. delivery of goods and servicing will be provided within the site to encourage shared arrangements and timing of deliveries, unless demonstrated it can take place on-street without affecting highway safety or traffic flow;
  - c. movement by water and/or rail; and the use of low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised; and
  - d. deliveries to sites will be reduced through suitable accommodation and management.
2. Development adjacent to safeguarded wharves and rail depots is required to ensure it does not compromise their operation.
3. Development of new wharves or other facilities for freight transfer between road, rail or water will be supported where these minimise impacts on the environment and neighbouring amenities.

### Explanation

11.38 Deliveries and servicing are essential to the economic growth of the borough. By 2025, the continued growth of London is expected to result in a 15% increase in demand for freight and servicing<sup>80</sup>. These trips will add to traffic congestion and, if they are not managed and contained off the highway, will lead to blocking of both local and strategic roads whilst loading/unloading of goods takes place. This will significantly increase journey times, particularly for buses.

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<sup>80</sup> Transport 2025: Transport vision for a growing world city (Transport for London, 2013)

11.39 Freight vehicles are typically some of the most polluting vehicles on our roads. Furthermore, the projected growth in the borough will lead to increased construction traffic and associated vehicles which tend to bring more pollution, noise and dust.

11.40 This policy seeks to address the challenges the borough faces in ensuring the efficient, safe, timely and sustainable movement of goods and materials across the borough, whilst seeking to improve air quality and reduce impacts arising from the freight network such as accidents, spillages or wastes.

11.41 As the proportion of cyclists and pedestrians has increased, pedestrian and cycle safety has become an area of increasing concern in Tower Hamlets, particularly given the rise in fatalities on busy arterial roads. Across London, nearly two thirds of cyclist deaths and around a quarter of pedestrian deaths involve a heavy goods vehicle<sup>81</sup>. This policy seeks to reduce the impact of delivery, servicing and construction traffic on the environment and the health and well-being of residents in terms of noise disturbance and its contribution to road congestion and air pollution.

11.42 Part 1 ensures that development generating a significant number of vehicle trips for goods or materials will be assessed in relation to its likely impact on the transport network and with reference to the most up-to-date guidance set out in Transport for London's London Freight Plan. In particular, development will need to plan and manage its freight movements through the construction and operational phases of the development, based on the wide range of existing guidance from Transport for London.

11.43 In addition, development will need to provide sufficient space for deliveries and servicing within the site curtilage and off the public highway (including refuse collection). If this is not practical then on-street provision may be considered so long as it:

- can be clearly demonstrated and adequately justified;
- does not restrict traffic flows; or
- does not compromise the safety of other roads users.

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<sup>81</sup> New measures to rid London of dangerous lorries (Transport for London, September 2016)



11.44 Development must seek to prioritise sustainable methods in the movement of goods and services, particularly sites with significantly greater delivery and servicing frequencies and sizes. Construction can make significant environmental and cost savings through more sustainable methods of recycling existing materials; this can significantly reduce freight movements by vehicles such as tipper trucks which tend to be more polluting and more hazardous to cyclists compared to other vehicles.

11.45 Part 1 (d) requires development to minimise the amount of deliveries it receives; this may be achieved through a number of measures in the Mayor of London's Transport Strategy and Transport for London's supporting documents. Residential development will require bespoke management and delivery accommodation when compared to commercial development. The rapid acceleration of internet shopping has resulted in a significant growth of smaller light goods vehicles, which increase congestion and pollution at peak times as well as traditionally quieter times. Delivery vehicles to residential addresses often park on the highway causing traffic flow and safety concerns. This disruption increases with missed deliveries whereby the same address receives a second or third delivery attempt. Development should provide space for these deliveries and help ensure all such deliveries are completed on the first attempt.

11.46 The borough's river and rail network represents an underused resource and priority should be given to utilising the rivers and canals to facilitate the movement of waste and goods, particularly the safeguarded wharves such as Northumberland Wharf and Orchard Wharf (see parts 2 and 3). The policy also requires adjacent development to recognise the role of wharves and depots and must not negatively impact their functions.

### Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Construction of new development
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy S.EMP1: Creating investment and jobs
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough
- Policy S.MW1: Managing our waste
- Policy D.MW2: New and enhanced waste facilities

### Evidence links

- Mayor of London's Transport Strategy (GLA, 2017)
- London Cycling Design Standards (Transport for London, 2015)
- Delivery and Servicing Plan Guidance (Transport for London)
- Construction Logistics Plans Guidance (Transport for London, 2017)

## SECTION 4: DELIVERING SUSTAINABLE PLACES

### Chapter 1: Introduction

1.1 Delivering sustainable places is an important aspect of spatial planning to address the needs and priorities of the borough and deliver long term benefits to people and communities across the borough and beyond. Successful place-making is critical to creating cohesive, well-connected and more vibrant communities and ensuring that development responds positively to the distinct and unique characteristics which make Tower Hamlets a great place to live, work and visit.

1.2 Policy S.SG1 (Areas of growth and opportunity within Tower Hamlets) sets out the overall strategy of how and where growth will be distributed across the borough. This section provides more detail on how different areas of the borough will accommodate this growth in line with the principles of sustainable development.

1.3 In order to realise the vision and objectives of the Local Plan, the following sub-areas have been identified to positively manage development opportunities and change in the borough at the strategic level.

1. City Fringe .
2. Central.
3. Lower Lea Valley .
4. Isle of Dogs and South Poplar.

1.4 This section sets out how each sub-area will grow and change over the period to 2031. In particular, it sets out the vision, objectives and overarching principles which will inform and guide development proposals within each sub-area, taking account of the character and identity of the borough's 24 places (see figure 4).

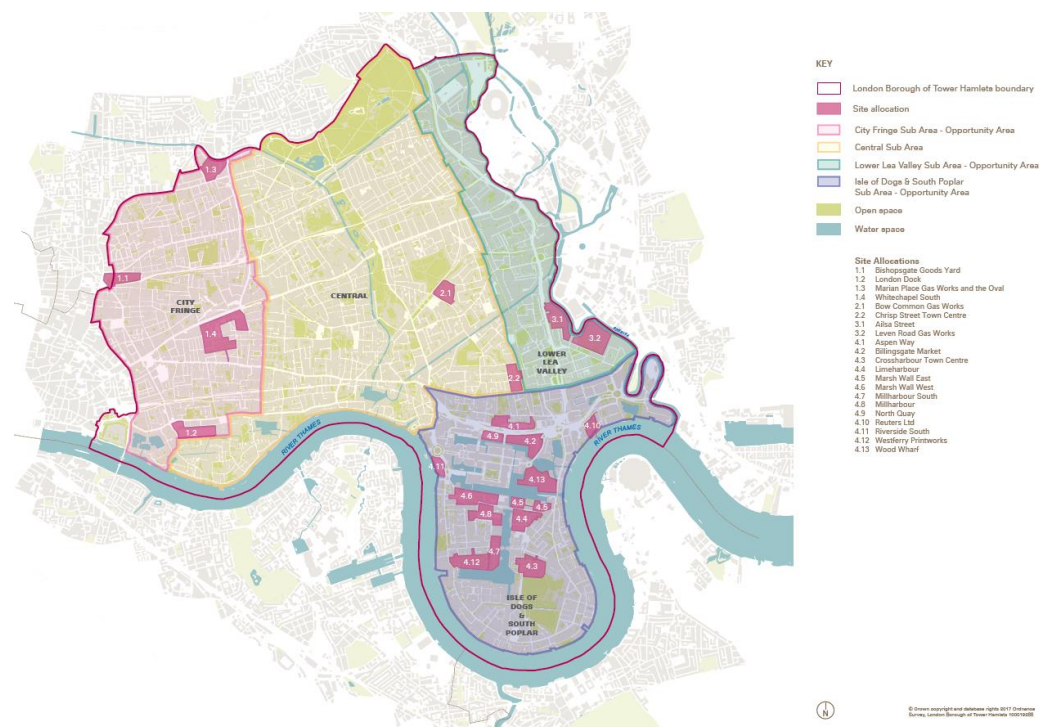
1.5 Within each sub-area, a number of sites (known as allocations) have been identified to accommodate new homes and jobs alongside necessary infrastructure, such as open space, health and education facilities.

1.6 All of the sub-areas and site allocations are shown in figure 19. This section also contains maps illustrating each sub-area and the site allocations within them. These

maps are indicative and illustrate how the principles and requirements set out in this section should be implemented.

1.7 Development within these sub-areas will also need to take account of other relevant guidance and supporting information such as supplementary planning guidance/supplementary planning documents, masterplans and opportunity area planning frameworks (as outlined overleaf).

Figure 19: Sub-areas and site allocations



1.8 Neighbourhood plans may also shape the future planning of these areas at a neighbourhood level and developers and other relevant parties will need to consult with neighbourhood forums to inform development proposals in the neighbourhood planning areas.

## Chapter 2: Sub-area 1: City Fringe

### Location

2.1 The City Fringe sub-area is located in the western part of the borough, bounded by the City of London's financial district to the west, the London borough of Hackney to the north, the river Thames to the south, and the borough's inner city communities to the east. The sub-area also corresponds with the borough's portion of the London Plan's City Fringe opportunity area. The wider opportunity area also includes parts of the London boroughs of Hackney and Islington.

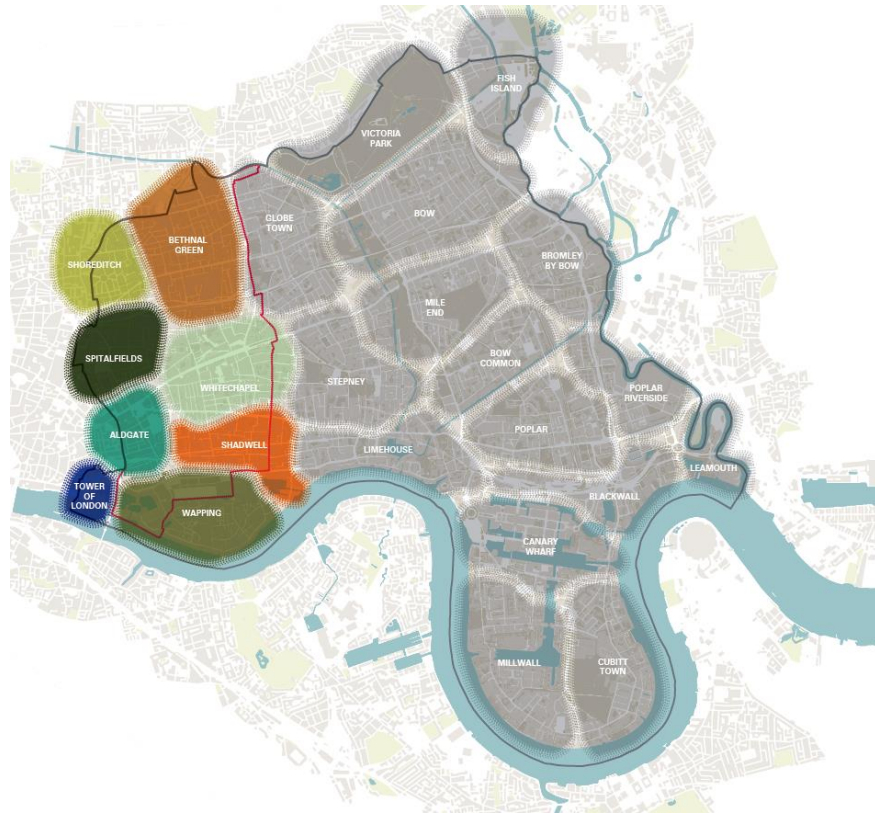


Figure 20: Character places in City Fringe

2.2 The City Fringe represents a collection of vibrant and distinctive town centres and employment hubs, which sit alongside residential areas. It comprises eight distinct character places. The Tower Hamlets Urban Structure and Characterisation Study

provides more information on the key elements of the local character of each of these places.

### Vision for City Fringe

By 2031, the City Fringe will become a more attractive place to live, work and visit. New communities will be well integrated into the area, benefiting from the close proximity to existing and new employment, retail and leisure uses within the wider area.

The world-class economic hub of the City of London will expand and opportunities arising from the Tech City and Med City initiatives will be maximised. Whitechapel, Cambridge Heath, Shoreditch, Spitalfields and Aldgate will have a more diverse mix of commercial, cultural, leisure, tourism and night-time activities. It will be a place for new affordable and flexible employment spaces benefiting from the arrival of the Elizabeth line and improved accessibility to the local area. Whitechapel and the surrounding area will benefit from a new state-of-the-art research and education facilities and will accommodate start-ups and other supporting businesses.

A new civic centre and a new green spine to the south of Whitechapel Road will provide focal points for leisure and community/social activities. The public realm in and around the Tower of London world heritage site will be enhanced, with improved legibility and movement for all users.

2.3 To achieve this vision, our objectives are to:

- create a new civic centre and world-class life science research hub at Whitechapel;
- protect and enhance the area's heritage assets and improve the historic character of the individual places;
- support a mix of uses to support the financial and business centres of the City of London, Tech City and the emerging research and life sciences cluster (Med City), whilst striking the appropriate balance between residential and commercial development;
- improve and enhance legibility, permeability and connectivity within, to and from the area, whilst enhancing and improving green grid links;
- strengthen the role and function of the area's distinctive and varied town centres to provide a choice of cultural, leisure and retail activities; and
- create new open spaces (including pocket parks and strategic open space) and improve links to existing publicly accessible open space.

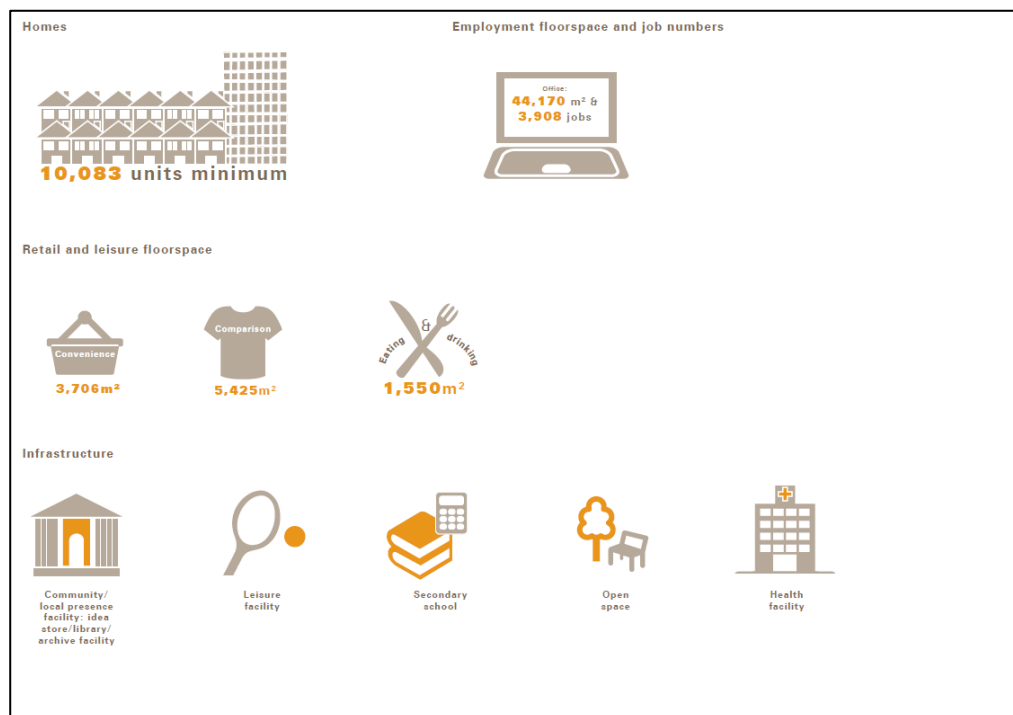


Figure 21: Vision for City Fringe



## Development potential

2.4 By 2031, development within the City Fringe will be required to accommodate the following uses to meet the future needs of the borough<sup>82</sup>.



<sup>82</sup> Capacity figures derive from the housing trajectory (see appendix 7) and the Employment Land Review and Town Centre Retail Capacity Study (both published in 2016). The job and floorspace targets are based on Greater London Authority and Experian figures. The latter study assessed the existing centres of Bethnal Green, Brick Lane, Watney Market and Whitechapel.

## Delivering sustainable places: City Fringe sub-area development principles

2.5 In line with policy S.SG1, all development in the City Fringe sub-area will seek to deliver the following principles.

### Creating distinctive places

1. Enhance positive elements of existing buildings, streetscape and the wider context, including surrounding heritage assets, views and character.
2. Preserve or enhance the fine urban grain and traditional street pattern and respect the integrity, rhythm and visual amenity of the street scene that characterises the area.
3. Improve the public realm and the settings around heritage assets, and sensitively refurbish and reinstate the use of historical buildings and spaces, including the Oval as a London square and the former Royal London Hospital.
4. Deliver high quality public realm and improved permeability (north-south links in particular) around the new civic centre and research hub at Whitechapel to foster a renewed sense of place
5. Improve the public realm, including signage and way-finding in and around the Tower of London to encourage visitors to explore the rest of Tower Hamlets.

### Meeting housing needs

6. Provide a range of housing typologies to create sustainable places to live, work and play.
7. Maximise provision and deliver a creative approach to onsite communal and private amenity space, including child play space for all ages.

### Delivering economic growth

8. Provide employment uses across the area that contribute towards the Tech City and Med City initiatives (in accordance with the Whitechapel Vision Supplementary Planning Guidance and City Fringe Opportunity Area Planning Framework and any equivalent replacement document), including a range of flexible workspaces for small-to-medium enterprises and significant floorspace around the secondary preferred office locations.
9. Integrate the emerging life science campus with the new civic centre at Whitechapel, with well-arranged and designed public spaces and retail uses that protect or enhance the area's historic character.

### Revitalising our town centres

10. Capitalise on the visitor economy arising from the Tower of London to support



retail and night time activities in surrounding town centres.

11. Promote a mix of uses that successfully reinforce the City Fringe character of small independent shops and businesses, alongside residential use.
12. Contribute to the vitality and resilience of town centres, including reinforcing and complementing the distinctiveness and mix of uses in Watney Market, Whitechapel, Brick Lane and Bethnal Green town centres.

#### **Protecting and managing our environment**

13. Support the provision of innovative waste management and recycling storage and collection systems
14. Support the expansion of the borough's energy network by exploring the potential of creating a district heating facility in the areas: Aldgate, Whitechapel, Bethnal Green and Wapping.
15. Improve the ecology of the area and ensure an overall net gain in biodiversity. Improving air quality and reducing exposure to poor air quality

#### **Enhancing open spaces and water spaces**

16. Deliver a network of new or improved connected open spaces and encourage the greening of the public realm, including Swedenborg Gardens and a linear open space from Commercial Road up along Philpot Street to the new civic square.
17. Provide new or improved walking routes along the waterways, including St Katherines Dock and Regents Canal.
18. Expand the green grid network through green interventions such as planting, greening facades, trees and incorporation of planters, where appropriate, to improve north-south pedestrian permeability, particularly at Turin Street/St. Matthews Row and Rhoda Street/Bethnal Green Road and Brick Lane/Whitechapel High Street and the Allen gardens area.

#### **Improving connectivity and travel choice**

19. Contribute to / deliver new and improved high quality legible routes and public realm to reinforce north-south and east-west connectivity and accessibility in the area.
20. Address severance on Whitechapel Road, Commercial Road and The Highway to encourage short distance trips to be made by foot or cycle through way-finding and convenient crossing facilities.
21. Improve public realm along main strategic connections and links, particularly between Watney Market and the Highway, Tower of London and Aldgate, Aldgate and Whitechapel, and Whitechapel and Bethnal Green.

## **Relevant links**

2.16 A number of planning policy documents are particularly relevant to this area and should be considered alongside the guidance in this section. These include the following.

<b>Greater London Authority</b>	<b>London Borough of Tower Hamlets</b>
<ul style="list-style-type: none"><li>• City Fringe Opportunity Area Planning Framework (2015)</li><li>• Central Activities Zone Supplementary Planning Guidance (2016)</li></ul>	<ul style="list-style-type: none"><li>• Whitechapel Vision Supplementary Planning Document (2013)</li></ul>

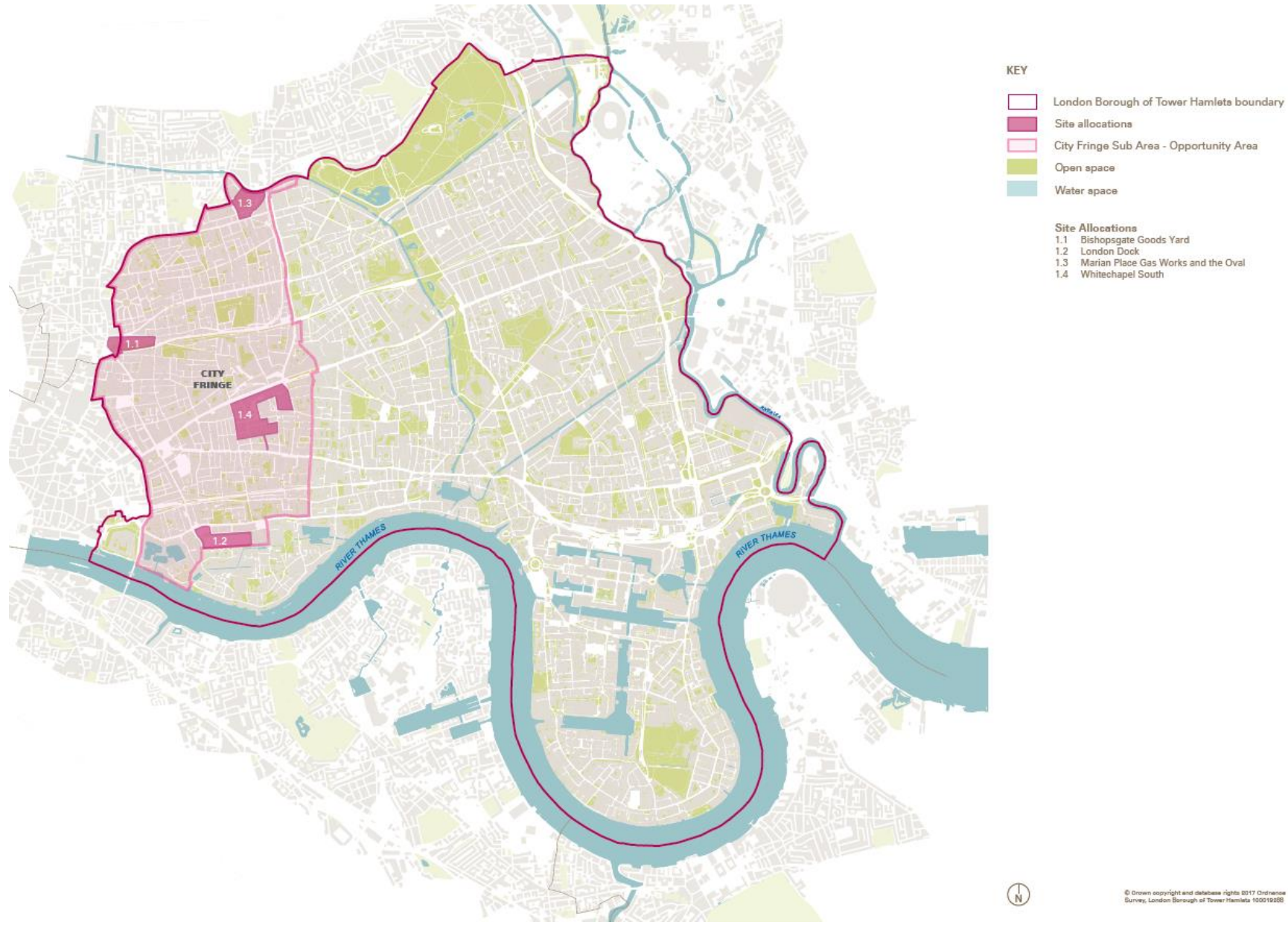
## **Site allocations**

2.17 The site allocations for the City Fringe sub-area are:

- 1.1: Bishopsgate Goods Yard;
- 1.2: London Dock;
- 1.3: Marian Place Gas Works and the Oval; and
- 1.4: Whitechapel South

2.18 In total, the site allocations will potentially deliver at least 3,790 new homes. The land use, infrastructure and design requirements relating to each site allocation are set out in the following profile.

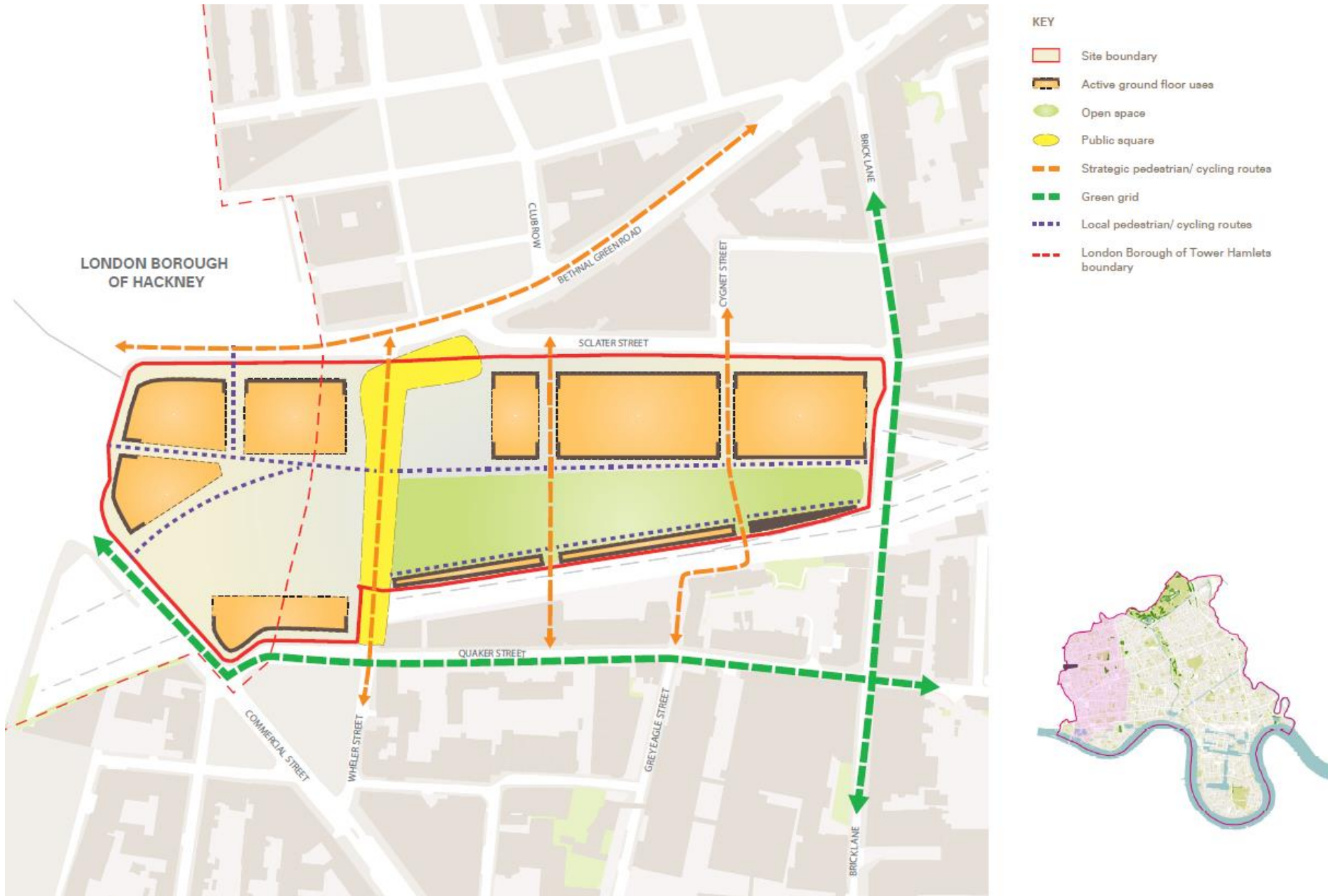
Figure 22: City Fringe site allocations



## 1.1: Bishopsgate Goods Yard

<b>Address</b>	Shoreditch High Street	
<b>Size (hectares)</b>	4.24	
<b>Public transport accessibility levels</b>	6a-6b (2017)	6a-6b (by 2031)
<b>Flood zone</b>	1	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small-to-medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectare)</li> <li>• Community/local presence facility</li> <li>• Leisure centre</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing scale, height, massing and fine urban grain of the surrounding built environment;</li> <li>• protect or enhance heritage assets on site including the existing grade II-listed Braithwaite viaduct and sensitively consider its impacts on the conservation areas, strategic and local views. Development should also protect or enhance heritage assets in the surrounding areas (including within the London Borough of Hackney);</li> <li>• focus larger-scale buildings around Shoreditch High Street Overground station;</li> <li>• integrate development with the surrounding area and improve the street frontage and public realm on key routes, particularly along Wheler Street and ensure it is well integrated into public squares to the east and south of the station;</li> <li>• maximise the provision of family homes;</li> <li>• improve walking and cycling routes to, from and within the site to establish connections to Shoreditch High Street Overground station, Brick Lane district town centre and the new open space. These should align with the existing urban grain to support permeability and legibility;</li> <li>• provide open space with a minimum size of 1 hectare, consolidated and integrated with the green grid along Quaker Street and Brick Lane in the form of a multi-functional local park located above the Braithwaite Viaduct;</li> <li>• improve biodiversity and ecology within open space and green infrastructure; and</li> <li>• improve movement through the area and repair fragmented urban form (e.g. locate a community/local presence facility on key routes).</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Community infrastructure requirements should be delivered in the early stage of the development to ensure the provision of new homes and jobs are supported by infrastructure.</li> <li>• The community/local presence facility should be delivered within or adjacent to the Brick Lane district centre.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> <li>• Development should carry out meaningful consultation with a wide range of residents and local organisations.</li> </ul>	

Figure 23: Bishopsgate Goods Yard



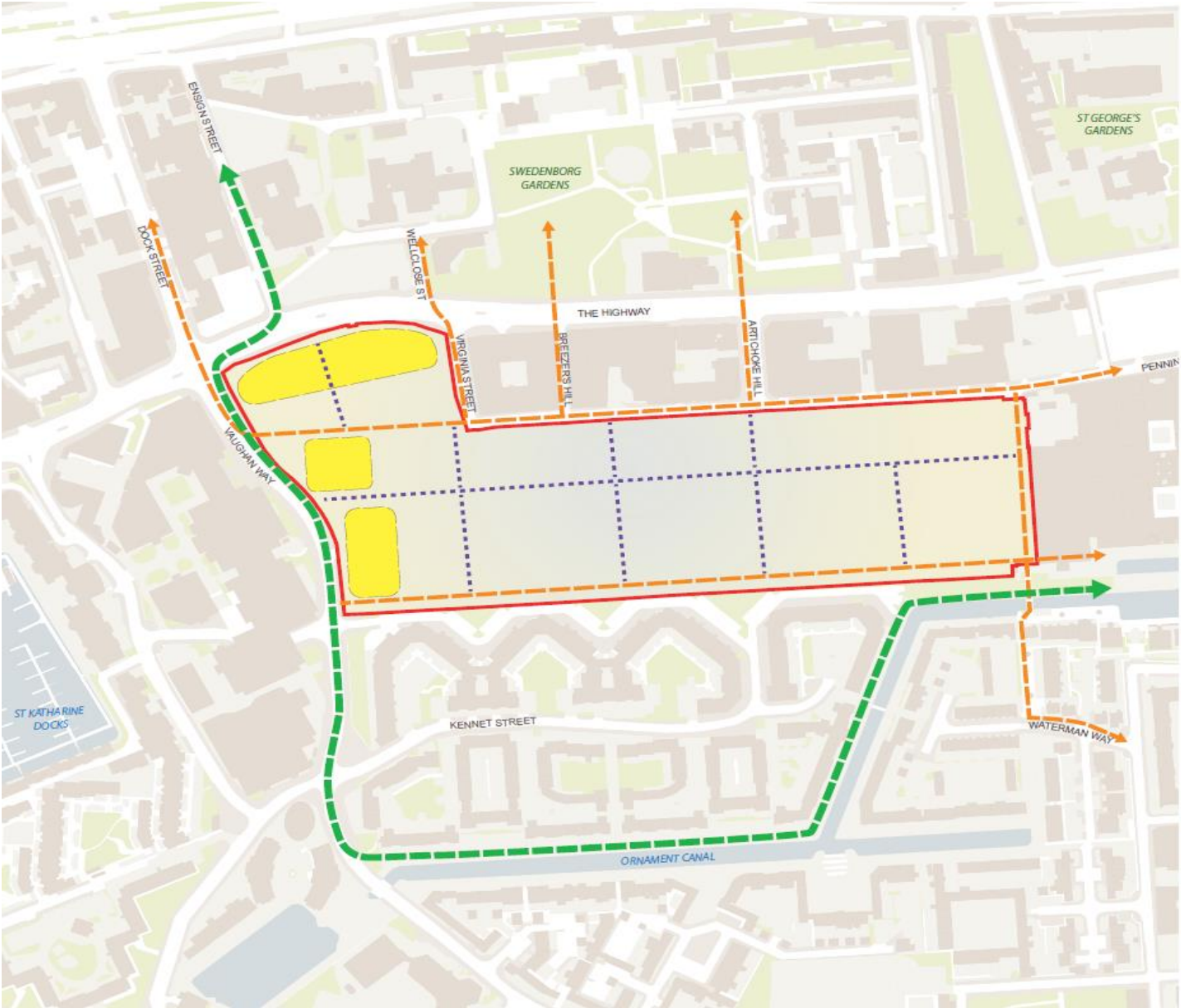


## 1.2: London Dock

<b>Address</b>	Pennington Street	
<b>Size (hectares)</b>	5.78	
<b>Public transport accessibility levels</b>	2 -3 (2017)	2-4 (by 2031)
<b>Floodzone</b>	1-3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small and medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Secondary school</li> <li>• Health centre</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north, south and east;</li> <li>• protect or enhance heritage assets on site and in the surrounding areas, including the grade I listed Tobacco Dock;</li> <li>• provide open space which is consolidated and integrated with the green grid route along Vaughan Way, The Highway and adjacent to the site along the canal;</li> <li>• provide green grid connections along Wapping Lane and Pennington Street to connect to Swedenborg Gardens to the north.</li> <li>• improve walking and cycling connections to, from and within the site, specifically to address permeability through the site. These should align with the existing urban grain to support permeability and access to Thomas More neighbourhood centre, St Katharine Docks, Tobacco Dock and the Wapping Canal; and</li> <li>• improve the public realm at active site edges, specifically along The Highway and Vaughan Way.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Safe access route(s) to the secondary school are required, and development will need to deliver improved pedestrian and cycling routes.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	



Figure 24: London Dock



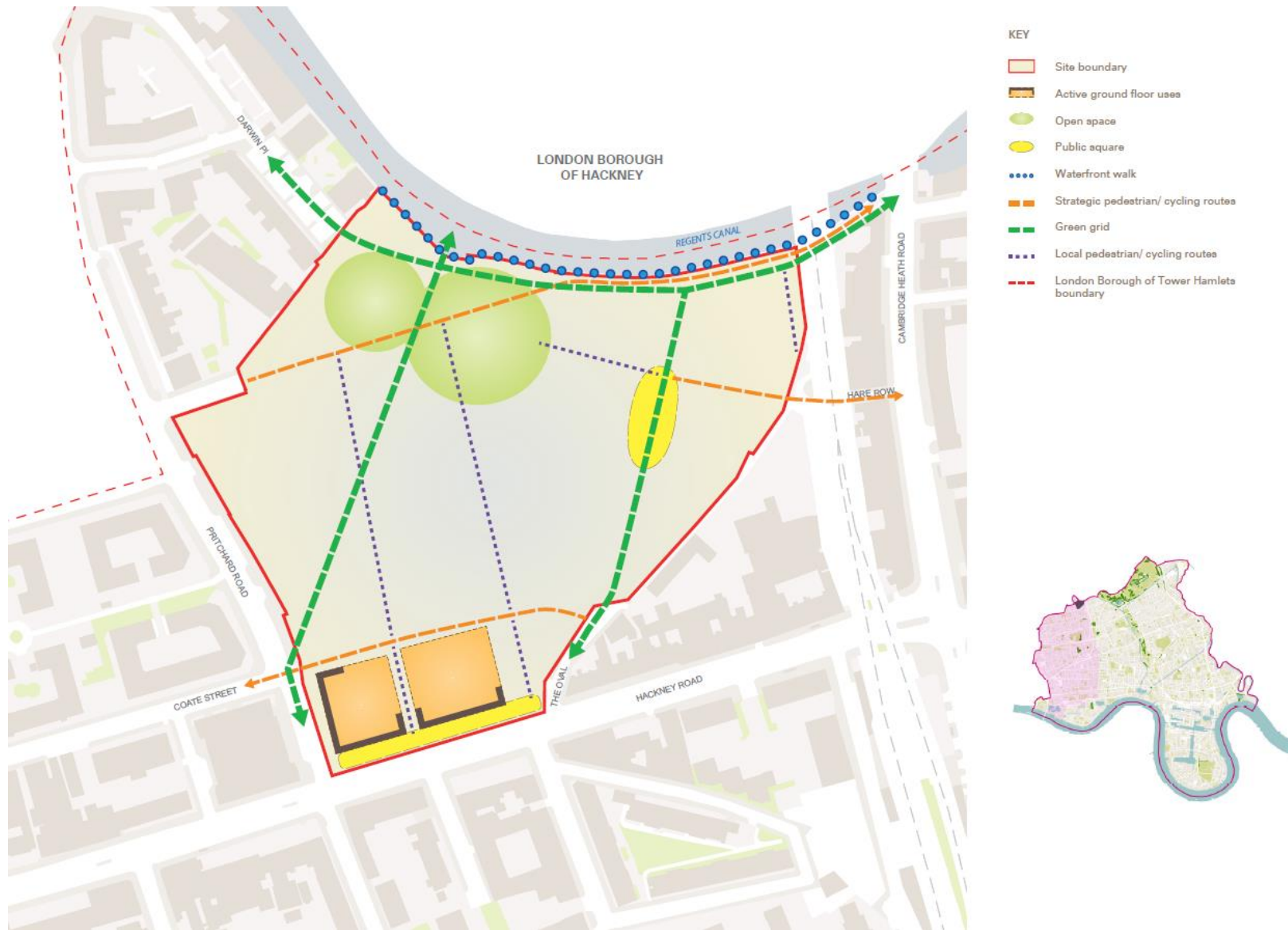
- KEY
- Site boundary
  - Public square
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Local pedestrian/ cycling routes



### 1.3: Marian Place Gas Works and The Oval

<b>Address</b>	Marian Place / The Oval / Emma Street	
<b>Size (hectares)</b>	3.75	
<b>Public transport accessibility levels</b>	4-6a (2017)	4-6a (by 2031)
<b>Floodzone</b>	1	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including suitable units for the needs of small-medium enterprises, start-ups and creative and tech industries</li> <li>• Other: Compatible community and social uses, including nurseries</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectare)</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, and specifically integrate heritage assets on site and in the surrounding areas;</li> <li>• retain, reuse and enhance the existing heritage assets, including the gasholders and associated structures, Victorian buildings adjacent to Regents Canal, and Georgian cottages, including the associated pebbled street and railings;</li> <li>• re-use The Oval as new public open space which positively contributes to the surrounding buildings and well-connected to the new open space. The Oval should be fronted by a continuous building line following its footprint;</li> <li>• provide active frontage set back from the canal, and positively frame the open space and The Oval to avoid excessive overshadowing;</li> <li>• improve walking and cycling connections to, from and within the site: these should align with the existing urban grain to support permeability and link with Cambridge Heath neighbourhood centre;</li> <li>• maximise the provision of family homes;</li> <li>• improve biodiversity and ecology within open spaces and green infrastructure;</li> <li>• provide a minimum size of 1 hectare of consolidated open space which is designed to be usable for sport and recreation;</li> <li>• integrate the development into the green grid network through new and improved access routes to the canal, the open space and The Oval, together with greening the public realm; and</li> <li>• improve the public realm with active site edges, specifically along Hackney Road, Pritchard's Road, Emma Street and The Oval. In addition, generous pavement and a linear landscaped square should be provided along Hackney Road in order to mitigate the impacts of the heavy through traffic on the narrow street.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Family housing should be delivered in close proximity to the open space to increase recreational opportunities, access to and enjoyment of open space.</li> <li>• Development should address any environmental pollution and land contamination caused by the gas works.</li> <li>• Effective engagement between landowners, developers and leaseholders will be needed to facilitate potential land assembly and comprehensive redevelopment.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 25: Marian Place Gas Works and The Oval

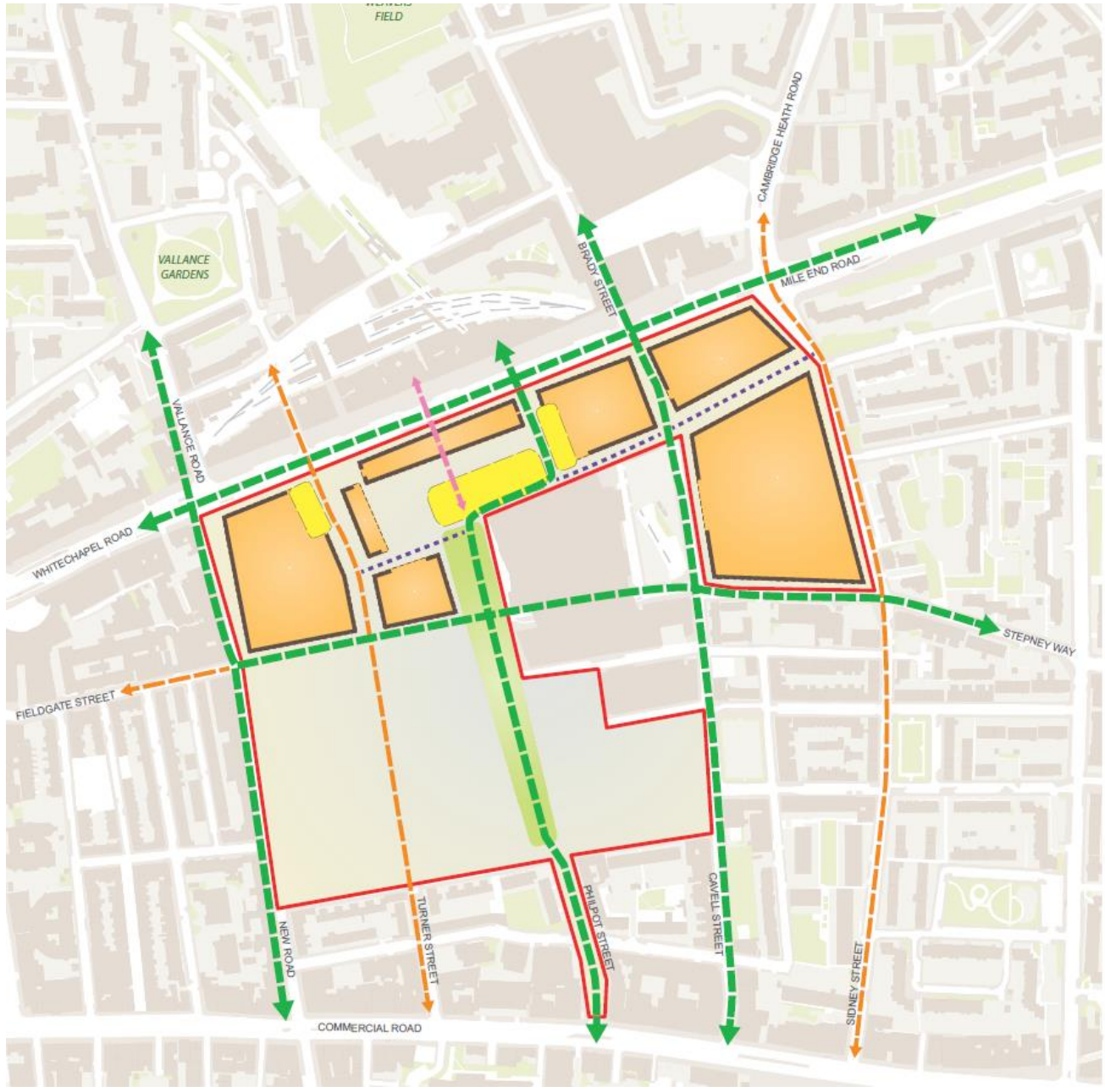


## 1.4: Whitechapel South

<b>Address</b>	Whitechapel Road	
<b>Size (hectares)</b>	9.5	
<b>Public transport accessibility levels</b>	6a (2017)	6a (by 2031)
<b>Floodzone</b>	1	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Employment-led (within the Local Employment Location) providing suitable units for the needs of life science, medical and research uses.</li> <li>• Housing</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectare)</li> <li>• Health centre</li> <li>• District heating facility</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the heritage assets and existing character, scale, height, massing and fine urban grain of the surrounding built environment;</li> <li>• restore and/or enhance connections between neighbouring strategic sites, particularly north of Whitechapel Road and ensure the streetscape and the wider context, including design and character are addressed;</li> <li>• create a sense of place set around a civic public square behind the vacant Royal London hospital that positively integrates the life sciences and research hub with the new civic centre;</li> <li>• maximise the provision of family homes;</li> <li>• walking and cycling routes should be supported through the green linear open space, but should not jeopardise its role and function as a green open space;</li> <li>• repair the fragmented urban form to create a legible, permeable and well-defined movement network; and</li> <li>• facilitate the delivery of 1 hectare of consolidated interconnected open spaces which link Whitechapel town centre to Commercial Road through the following. <ul style="list-style-type: none"> <li>a. Provision of new and improved open space should stretch from Philpot Street to the new civic centre. It should be linear in nature and provide a direct visual link across its length.</li> <li>b. Buildings in alignment with the green linear open space should make a positive contribution to reinforce north-south legibility with permeable routes and visual links through the new development.</li> <li>c. Existing consented open space which has yet to be implemented on site is an integral element to the provision of 1 hectare of strategic open space and should be re-provided and where appropriate consolidated into the green linear open space to maximise its multi-functional use.</li> <li>d. Create a sense of place and increase recreational opportunities, access to and enjoyment of the open space and to promote healthy living.</li> </ul> </li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should accord with the design principles set out in the latest supplementary guidance for Whitechapel.</li> <li>• Delivery of a health facility should be a NHS-funded primary care and re-provide the existing sexual health facility.</li> <li>• Development should ensure the comprehensive and coordinated delivery of the new linear open space and delivered to a consistent and high quality.</li> <li>• As the site is greater than a hectare in size, a site-specific flood risk assessment will be required to assess all sources of flood risk.</li> </ul>	



Figure 26: Whitechapel South



- KEY
- Site boundary
  - Active ground floor uses
  - Open space
  - Public square
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Visual Link
  - Local pedestrian/ cycling routes





## Chapter 3: Sub-area 2: Central

### Location

3.1 The Central sub-area sits in the heart of the borough, bounded by London borough of Hackney to the north, the London Legacy Development Corporation and the Lower Lee Valley sub-area to the east, the Isle of Dogs and South Poplar sub-area to the south, and the City Fringe sub-area to the west. The sub-area is not a designated opportunity area, but has the capacity to deliver new development.

3.2 The sub-area is a collection of vibrant and distinctive town centres, transport interchanges and residential areas. The sub-area comprises parts of nine distinct character places (see figure 27). The Tower Hamlets Urban Structure and Characterisation Study provides further information on the key elements of the local character of each place.

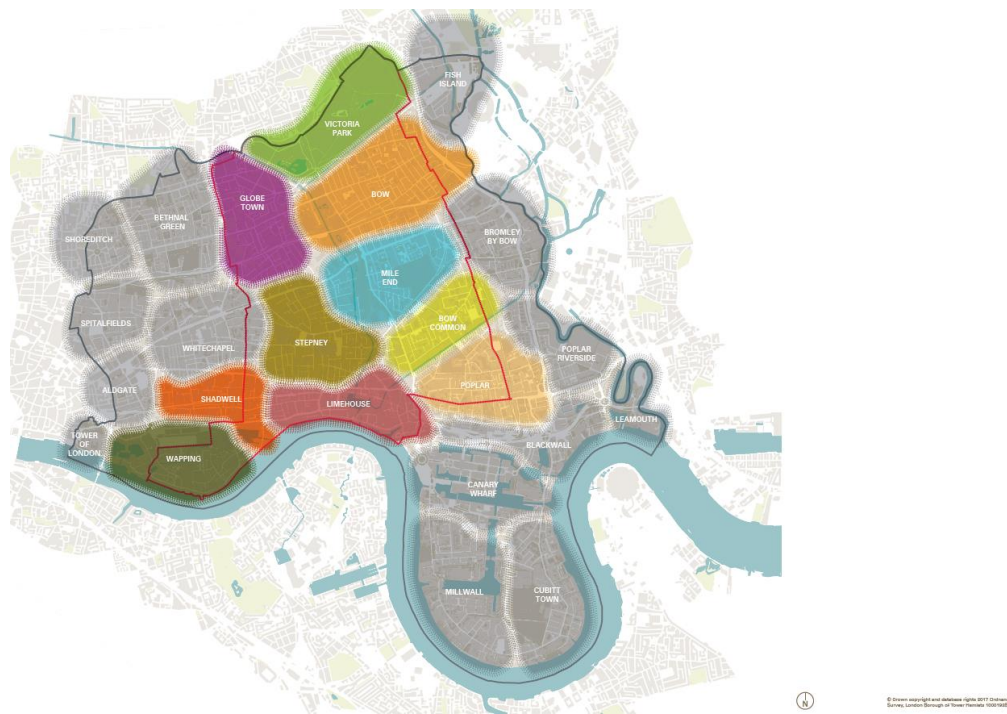


Figure 27: Character places in Central

### Vision for Central

By 2031, the distinct character and identity of the Central sub-area will have been enhanced and strengthened. Growth will be focused around vibrant and revitalised town centres and neighbourhood parades, including Roman Road and Mile End town centres. New development will complement the well-established streetscape and character and the area's many heritage assets, and their settings will be preserved or enhanced through opportunities for new heritage-led development.

Access to and the quality of the area's green open spaces (including Victoria Park and Mile End Park) and network of waterspaces (including Regents Canal and Limehouse Cut) will be enhanced and opportunities for new green links and open spaces will be maximised. New development will reduce the severance resulting from The Highway, Mile End Road and Commercial Road, the waterways and railway lines, and provide public realm improvements. Improved cycling and walking routes will increase local accessibility and access to strategic cycle routes and transport interchanges.

Employment in the area will remain primarily local and small-scale focused in town centres and transport hubs, including Bethnal Green, Mile End and Limehouse. Industrial locations along The Highway and Limehouse Cut will further complement existing employment opportunities and will accommodate an increasing number of flexible workspaces suited to new growth industries, including creative and digital industries.

Queen Mary University of London's role as a knowledge hub will be strengthened, with stronger connections to Mile End town centre and its public transport interchange. The area will be home to a more diverse range of residential and student communities, with a particular focus on family housing which will benefit from access to varied open spaces.

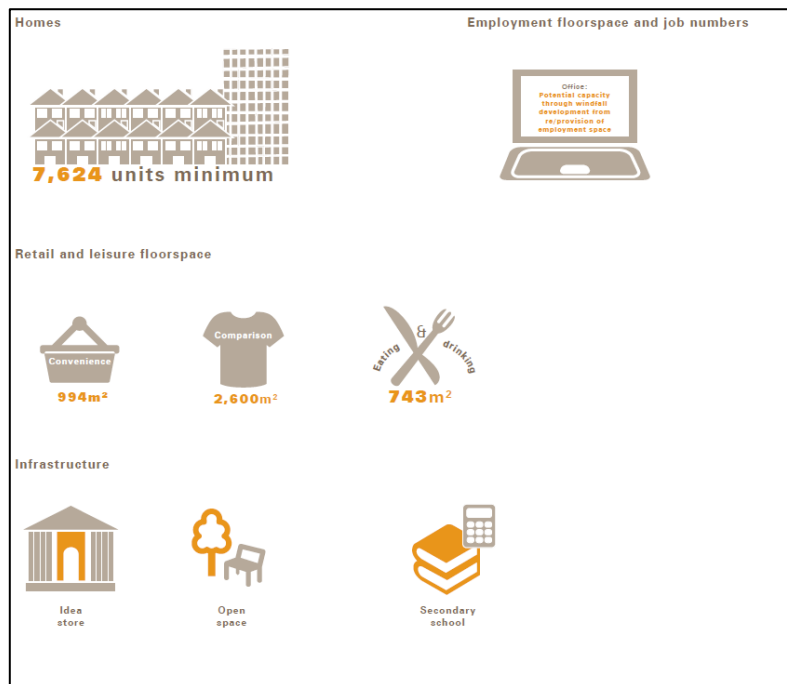
3.3 To achieve this vision, our objectives are to:

- ensure the strategic north-south spine of Victoria Park and Mile End Park is protected and enhanced with walking and cycling links, whilst maximising opportunities to access the waterways for recreational use;
- support a mix of uses in town centres to facilitate community cohesion and strengthen their role, including employment, retail, civic, cultural and leisure uses;

- overcome the physical barriers of the road, rail and waterway network to increase connectivity within the area, improve permeability between transport nodes and town centres to strengthen interconnected places;
- encourage the regeneration of key historic buildings to preserve the areas diverse heritage assets and character;
- deliver a range of housing choice from student accommodation, family housing, infill development and intensification where it contributes to delivering mixed and balanced communities, and;
- support the expansion of Queen Mary University of London and associated uses, while ensuring good integration with surrounding areas.

## Development potential

By 2031, development within the Central sub-area will be required to accommodate the following uses to meet the future needs of the borough<sup>83</sup>.



<sup>83</sup> Capacity figures derive from the housing trajectory (see appendix 7) and the Employment Land Review and Town Centre Retail Capacity Study (both published in 2016). The job and floorspace targets are based on GLA and Experian figures. The latter study assessed the existing district centres of Roman Road East and Roman Road West.

Figure 28: Vision for Central



- KEY**
- Opportunities**
    - Central Sub Area
    - Site allocation
      - 2.1 Bow Common Gas Works
      - 2.2 Chrisp Street Town Centre
    - Strategic green grid project
      - 1. Bow Common Lane
      - 2. Canal Square
      - 3. St. Paul's Way
      - 4. Commercial Road
      - 5. Chrisp Street/Cordelia Street
      - 6. Roman Road
    - Housing zone site
    - London river services - proposed
    - Improved green grid connections
    - Station link improvement
    - School link improvement
    - Site allocation link improvement
    - Strategic road crossing improvement
    - Waterfront route improvements
  - Existing Features**
    - District centres
    - Open space
    - Water space
    - London Underground station
    - London Overground station
    - DLR station
    - National Rail station
    - Existing river crossings
    - Cycle superhighway
    - National Cycle Network
    - London Cycle Network



## Delivering sustainable places: Central sub-area development principles

3.5 In line with policy S.SG1, all development in the Central sub-area will seek to deliver the following:

### Creating distinctive places

1. Create a scale and form of development that provides a consistent and coherent setting for the area it defines and relate to the prevailing townscape.
2. Respond positively to surrounding context including conservation areas and heritage assets which define the local character.

### Meeting housing needs

3. Provide a range of housing typologies whilst maximising the provision of family housing which can benefit from access to the areas open and water spaces.

### Delivering economic growth

4. Provide small-to-medium enterprises and a range of flexible and affordable workspace opportunities (including supporting facilities such as childcare provision) in and around town centres and transport interchanges, in particular at Bethnal Green and Mile End.
5. Strengthen the role and function of the new Local Industrial Location at Thomas Road, ensuring employment sensitively integrates with the surrounding residential communities.

### Revitalising our town centres

6. Reinforce and complement the local distinctiveness of Chrisp Street Market town centre, through a range of retail uses and unit sizes, in particular smaller units aimed at existing independent retail providers.
7. Sustain and reinforce a variety and mix of uses in the new neighbourhood centre in Burdett Road South to create a positive sense of place.
8. Contribute to the vitality and mix of uses on key major routes such as Commercial Road and Mile End Road, as well as town centres (Roman Road West, Ben Jonson Road and Limehouse) which have low commercial occupancy rates.

### Protecting and managing our environment

9. Support the provision of innovative waste management and recycling storage and collection systems.
10. Support the expansion of the borough's energy network by exploring the potential of creating a district heating centre in the cluster areas (Stepney, Mile End and Bethnal Green).
11. Improve the ecology of the area and ensure an overall net gain in biodiversity.
12. Improving air quality and reducing exposure to poor air quality.

### Enhancing open spaces and water spaces

13. Direct residential moorings to appropriate locations and ensure they do not result in overconcentration or have an adverse impact on residential amenities.
14. Provide an active edge along the waterway network, and enhance physical and visual access through sites and new or improved routes.
15. Maximise on-site provision of green infrastructure (including open space in areas of open space deficiency) and ensure it is joined up to the green grid network.
16. Improve the unique ecological and historic character of the waterways (including), Mile End Park and Victoria Park and support their function and role as a recreational focal points for the area and the borough as a whole
17. Enhance the green corridor between Mile End Park and Victoria Park as well as the area surrounding the Bow Common Gas works site, through improved footways, the greening of facades and incorporating trees and street planters.
18. Improve east-west links through enhancements and expanded green links, particularly at St. Paul's Way and along Commercial Road.

### Improving connectivity and travel choice

19. Remove and overcome barriers to walking and cycling movement and ensure existing and new communities across the sub-area are connected to the wider network of new and improved strategic and local connections.
20. Support connectivity and public realm improvements around transport interchanges at Mile End, Bethnal Green, Limehouse and Shadwell.
21. Improve links to the waterways in order to increase access to commuter and leisure-based services.

## Site allocations

3.6 The site allocations for the Central sub-area are:

- 2.1 Bow Common Gas Works; and
- 2.2 Chrisp Street Town Centre.





3.7 In total, the site allocations will potentially deliver at least 1,146 new homes. The land use, infrastructure and design requirements for each site allocation are set out in the following profiles.

### Figure 29: Central site allocations





KEY

-  London Borough of Tower Hamlets boundary
-  Site allocations
-  Central Sub Area
-  Open space
-  Water space

- Site Allocations
- 2.1 Bow Common Gas Works
  - 2.2 Chrip Street Town Centre

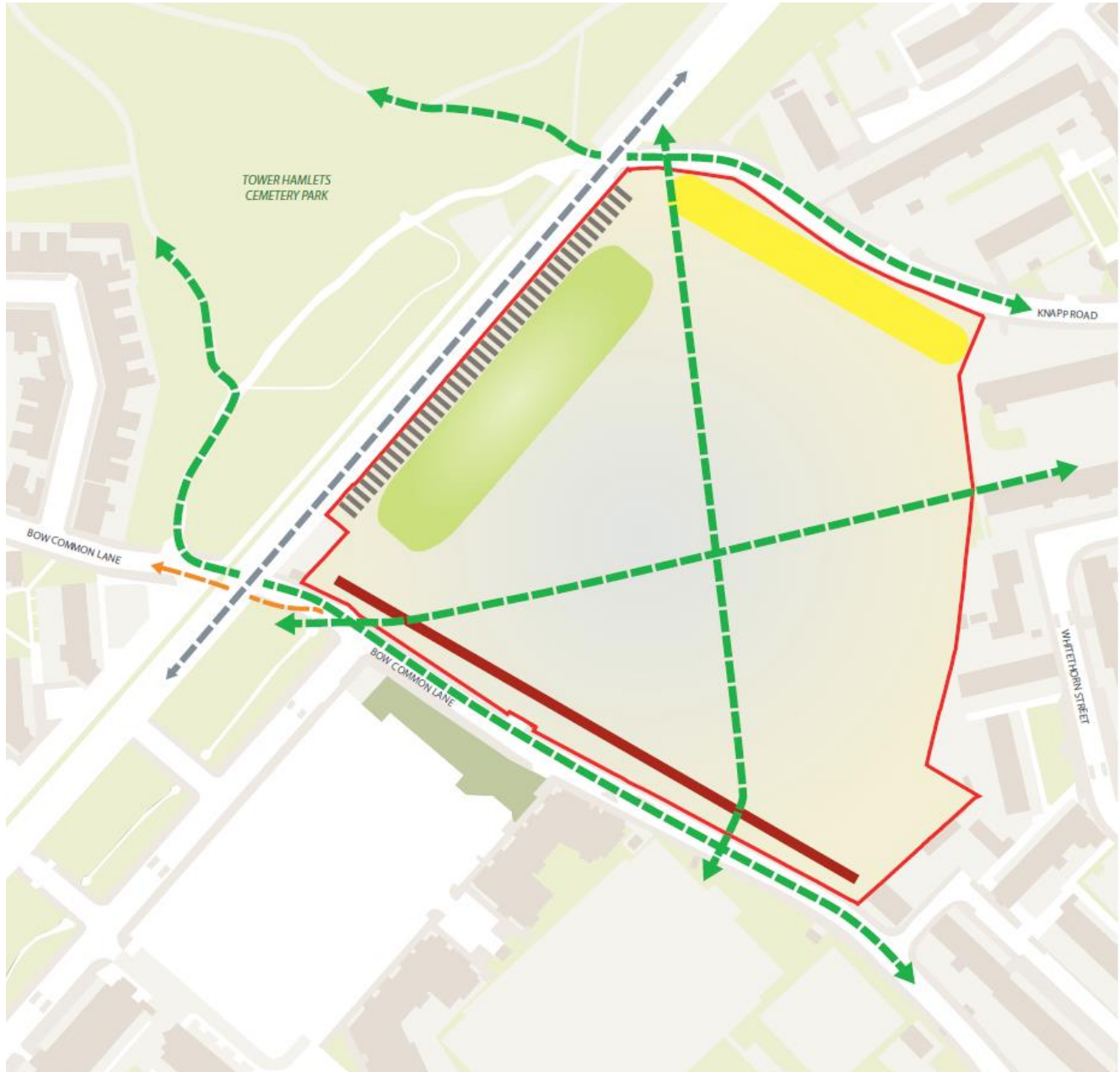




## 2.1: Bow Common Gas Works

<b>Address</b>	Bow Common Lane	
<b>Size (hectares)</b>	3.94	
<b>Public transport accessibility levels</b>	2 (2017)	2 (by 2031)
<b>Floodzone(s)</b>	1	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Re-provision of existing employment by way of intensifying employment job numbers</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectare)</li> <li>• Secondary school</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing scale, height, massing and fine urban grain of the surrounding built environment;</li> <li>• integrate the site with Tower Hamlets Cemetery Park through new or improved pedestrian and cycle routes;</li> <li>• ensure safe pedestrian and cycling access to the secondary school;</li> <li>• locate family housing overlooking the publicly accessible open space;</li> <li>• provide new open space with a minimum size of 1 hectare, which is consolidated and designed to provide multi-functional leisure and recreational uses;</li> <li>• integrate the site into the green grid route along Knapp Road and Bow Common Lane;</li> <li>• improve biodiversity and ecology within open space and green infrastructure;</li> <li>• improve walking and cycling connections to, from and through the site, specifically to address poor permeability created by the site. These should align with the existing urban grain to support legibility, specifically joining Knapp Road to Bow Common Lane;</li> <li>• Improve public realm with active site edges, specifically along Bow Common Lane;</li> <li>• provide active frontages along the railway to enhance the use and setting of the railway arches as a non-designated heritage asset; and</li> <li>• implement noise screening measures/or a green buffer in areas bordering the railway line.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should address the impact of air quality through mitigation measures.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 30: Bow Common gas works



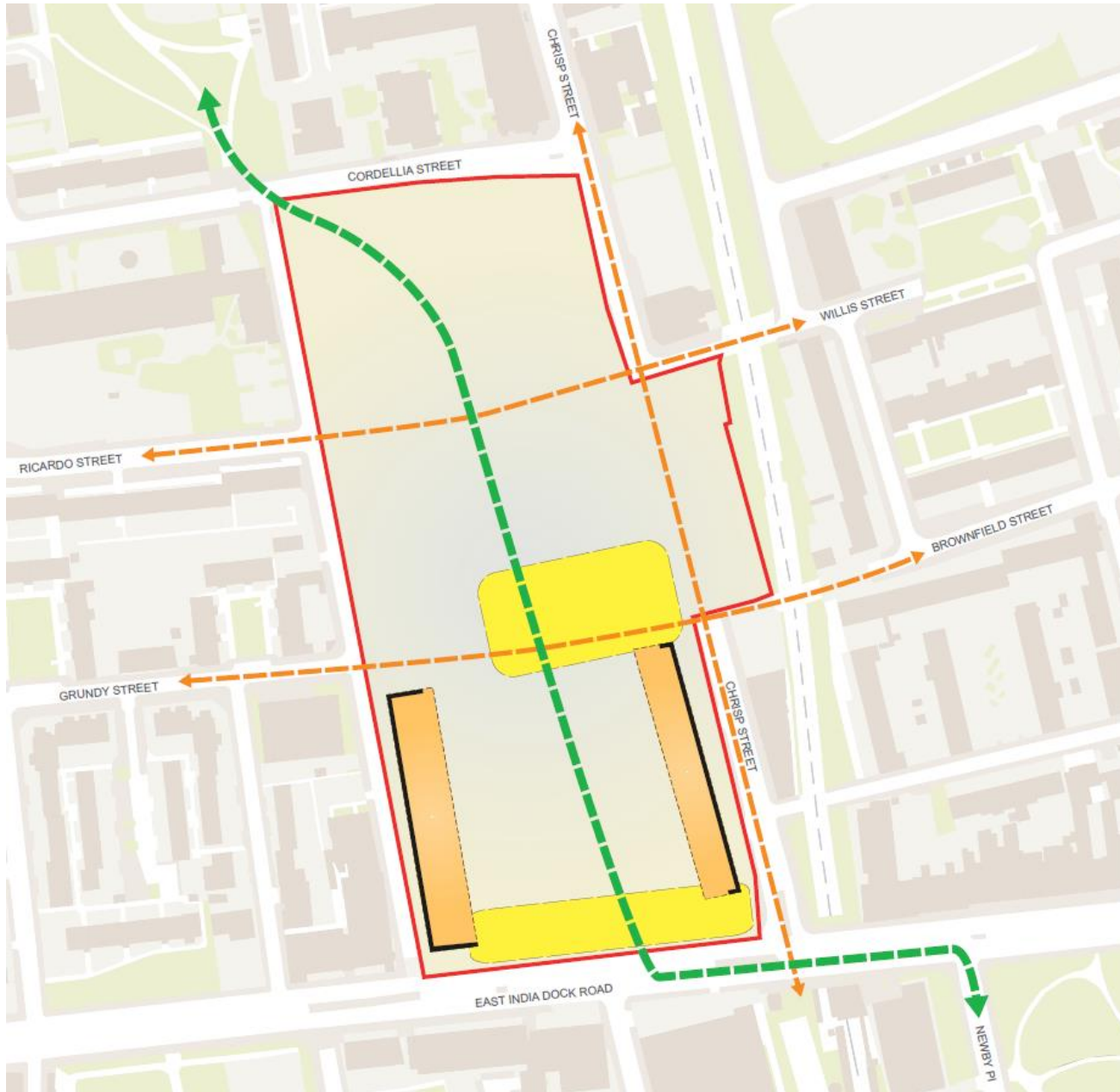
- KEY
- Site boundary
  - Active ground floor uses
  - Open space
  - Public square
  - Reinforced building edge
  - Noise or air screening/ green buffer
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Local pedestrian/ cycling routes
  - Rail viaduct



## 2.3: Chrisp Street Town Centre

<b>Address</b>	Chrisp Street / East India Road / Kerbey Street	
<b>Size (hectares)</b>	3.62	
<b>Public transport accessibility levels</b>	3-5 (2017)	3-6a (by 2031)
<b>Floodzone(s)</b>	2	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Retail and other compatible commercial uses including leisure uses such as a cinema</li> <li>• Housing</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Idea store (re-provision)</li> <li>• Local market (re-provision)</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• deliver a regenerated town centre for Poplar with a range of unit sizes, including those suitable for independent and small local retailers, market square and a re-provided idea store located on East India Dock Road;</li> <li>• respond positively to the existing character, scale, height, massing and urban grain of the post-war architecture and surrounding built environment, specifically the Lansbury Estate to the west and Poplar Baths to the south;</li> <li>• protect and enhance heritage assets on site and in the surrounding areas, including the Lansbury Estate and conservation area to the west and Poplar Baths to the south;</li> <li>• improve walking and cycling connections to, from within the site - specifically to Langdon Park and All Saints DLR station. These should align with the existing urban form and grain to support east-west connectivity and wider permeability;</li> <li>• integrate the site with the green grid route, helping to improve access from East India Dock Road to the north and Bartlett Park;</li> <li>• improve the public realm with active site edges, specifically along East India Dock Road and towards all surrounding and internal streets and public spaces; and</li> <li>• reinforce and complement local distinctiveness and create a positive sense of place with improved visual connections to, from and within the site - specifically to Langdon Park and All Saints DLR station and the characteristic clocktower.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should re-provide the idea store and ensure it is located within a central position.</li> <li>• Effective engagement between landowners, developers and leaseholders will be needed to facilitate potential land assembly and comprehensive redevelopment. Local residents should also be fully consulted on any future proposals within this area.</li> <li>• Development should ensure sufficient and well-integrated access arrangements for highways and servicing.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 31: Crisp Street town centre



- KEY
- Site boundary
  - Active ground floor uses
  - Public square
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Local pedestrian/ cycling routes





## Chapter 4: Sub-area 3: Lower Lea Valley

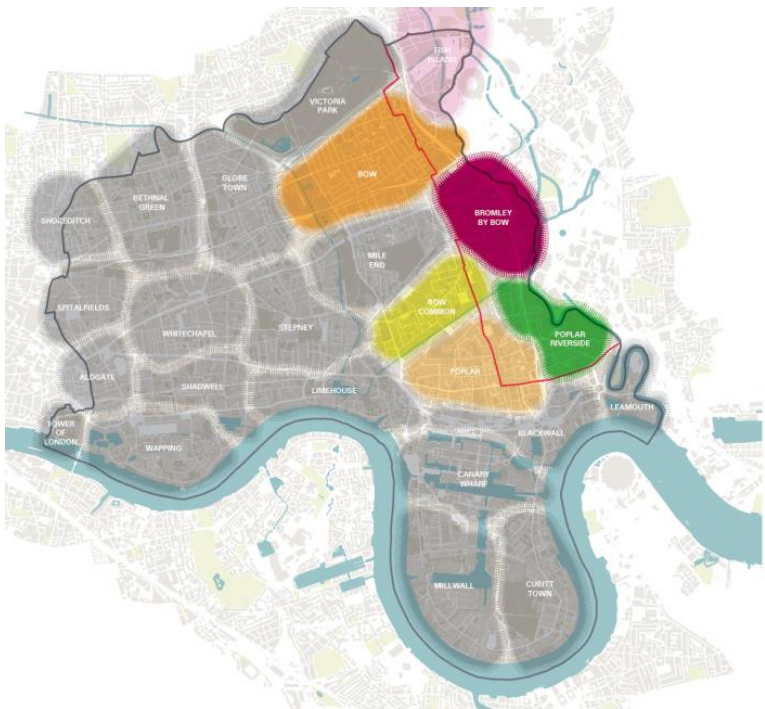
### Location

4.1 The Lower Lea Valley sub-area is located on the eastern side of the borough and forms part of the wider London Plan's Lower Lea Valley opportunity area which stretches north comprising the London borough of Newham and Hackney.

4.2 The London Legacy Development Corporation lies to the east of this area, and is the planning authority for the Fish Island and Bromley-by-Bow character places within the borough, as well as Queen Elizabeth Olympic Park and surrounding areas.

4.3 The sub-area is a collection of vibrant and distinctive town centres, transport interchanges and residential areas. The sub-area comprises 8 distinct character places. The Tower Hamlets Urban Structure and Characterisation Study provides further information on the key elements of the local character of each place.

**Figure 32: Character places in Lower Lea Valley**



### Vision for Lower Lea Valley

By 2031, the Lower Lea Valley will experience comprehensive regeneration and redevelopment of former and underused industrial areas. Connectivity will be transformed with a series of new bridges and riverside walkways across the river Lea, and crossings along the A12 and A13, which will integrate existing and new communities in the area.

The development of the Lea River Park (including the Leaway) will provide a new strategic publicly green space and a series of new pedestrian and cycling routes, linking the river Lea to London's wider green grid network.

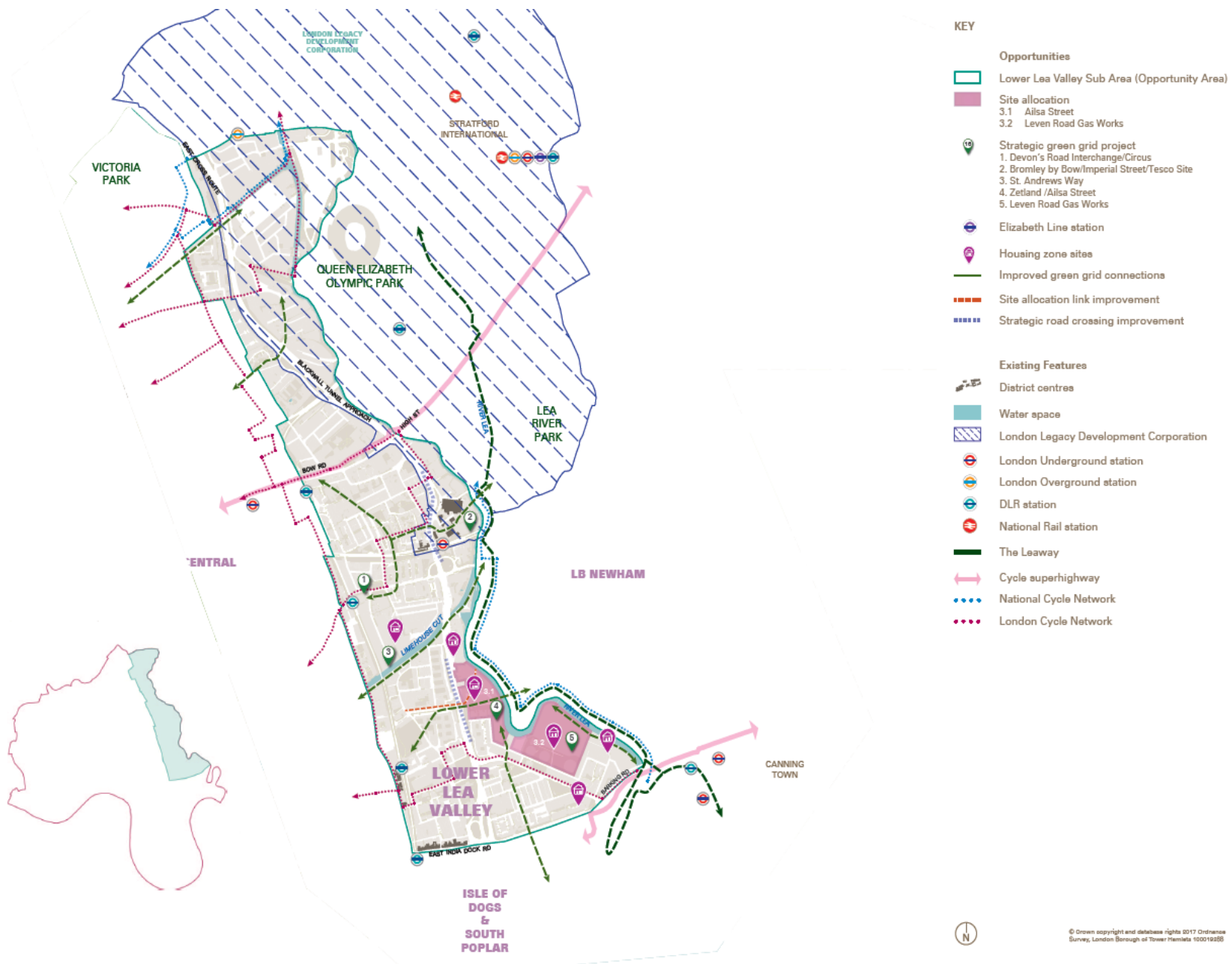
Development in the area will have sufficient transport and social infrastructure to facilitate the creation of thriving mixed communities alongside vibrant neighbourhood centres. Housing provision will be accelerated through the Poplar Riverside Housing Zone and delivered alongside new local employment, enterprise and business opportunities.

4.4 To achieve this vision, our objectives are to:

- improve strategic connections to overcome the physical barriers to movement created by the A12, A13 and the waterways;
- deliver the Lea River Park (including the Leaway) to provide a network of interconnected water and open spaces, green walking and cycling routes and improve access to and along the river Lea;
- improve local connections by creating a street pattern that increases permeability for ease of pedestrian and cyclist movement;
- support existing and new neighbourhood centres by improving accessibility to them to ensure they act as the civic heart to surrounding communities;
- contribute towards the delivery of new affordable homes and community facilities through Poplar Riverside Housing Zone regeneration; and
- optimise former industrial/employment land and protect designated industrial areas whilst sensitively integrating industrial activities into their site context.

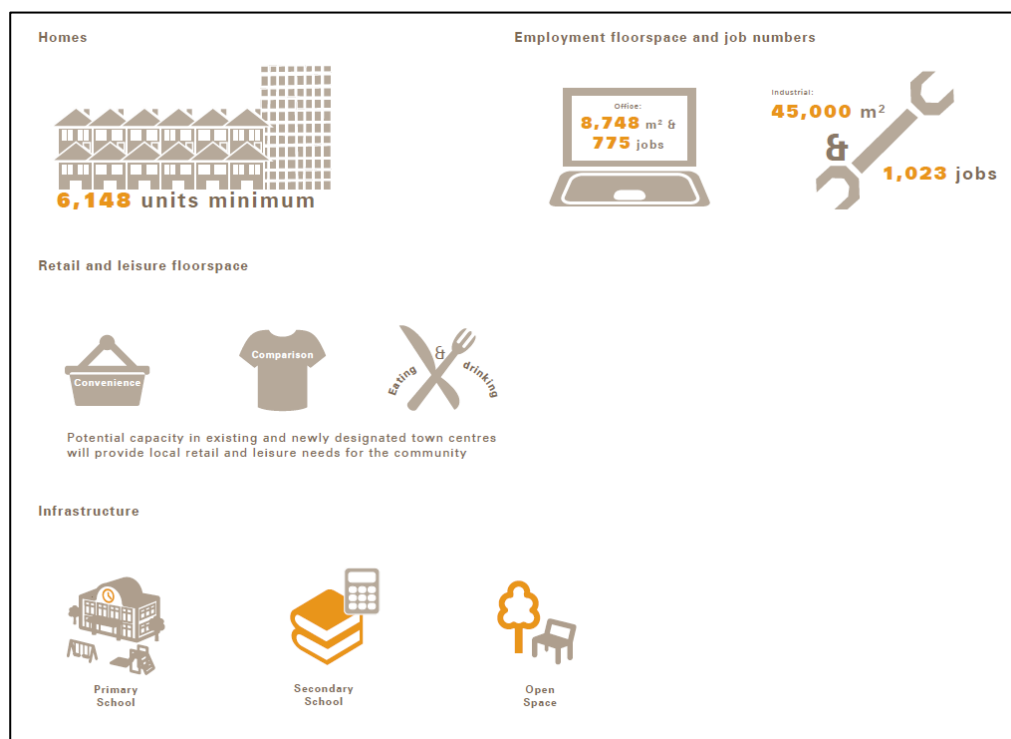


Figure 33: Vision for Lower Lea Valley



## Development potential

4.5 By 2031, development within the Lower Lea Valley will be required to accommodate the following uses to meet the future needs of the borough<sup>84</sup>.



## Delivering sustainable places: Lower Lea Valley sub-area development principles

4.6 In line with policy S.SG1, all development in the Lower Lea Valley sub-area will seek to deliver the following.

<sup>84</sup> Capacity figures derive from: the housing trajectory (see appendix 7), Tower Hamlets Employment Land Review and the Town Centre Retail Capacity Study (both published in 2016). The job and floorspace targets are based on GLA and Experian figures. The required infrastructure has been identified in the Infrastructure Delivery Plan.

### Creative attractive and distinctive places

1. Re-use existing heritage buildings and ensure they are well integrated into new development.
2. Respect and respond to the historic industrial character of the area and reinforce its local distinctiveness.
3. Maximise opportunities to provide access to the waterways and ensure buildings and public spaces positively respond and engage with the wateredge.
4. Improve public realm and provide active frontages along the A12 and A13 to addresses the severance.
5. Support the provision of family housing, affordable workspace and new liveable neighbourhoods which benefit from the best possible urban design

### Meeting housing needs

6. Contribute to the delivery of new homes by creating a network of lifetime neighbourhoods for new and existing communities.
7. Maximise the provision of affordable housing, as well as a tenure mix and unit sizes that reflect the local housing needs and priorities, in particular family housing.

### Delivering economic growth

8. Retain and encourage employment use particularly within the strategic industrial locations and local industrial locations
9. Work with managed workspace providers to ensure the provision, management and maintenance of employment workspace is flexible and responds to the local economic needs of micro and small businesses, including within the creative, technological and cultural sectors, alongside supporting facilities (e.g. childcare).
10. Support the expansion and provision of creative and digital clusters which support training, technology and incubator workspaces within new development, especially along the A12.

### Revitalising our town centres

11. Strengthen the role and function of town centres through encouraging activity with a range of retail units and employment business spaces, including small shops and workspaces suitable for independent operators.
12. Provide complementary retail uses outside town centres to support new development. Retail provision should ensure an appropriate balance of town centres uses which do not detract from, or threaten the role and function of nearby town centres.

### Protecting and managing our environment

13. Contribute positively towards biodiversity and ecology through landscaping that will create a unique building setting by bringing green spaces and wetland areas into the built environment.

14. Support the provision of innovative waste management and recycling storage and collection systems.
15. Improving air quality and reducing exposure to poor air quality.
16. Provide buffers comprising green infrastructure along the A12 and A13 to mitigate noise and air pollution.

#### Enhancing open spaces and water spaces

17. Expand and enhance the green grid network through new links and provision of planters, green walls and other green infrastructure, particularly along Devons Road DLR station, along and across the Limehouse Cut and the area surrounding Ailsa Street site allocation.
18. Create a riverside walk with provision of open space along the edge of river Lea to providing strategic green links to sites in the area.
19. Secure the delivery of the Lea River Park (including the Leaway) in line with the principles identified in the Lea River Park Design Guide and Primer.

#### Improving connectivity and travel choice

20. Overcome barriers to movement and ensure existing and new communities across the sub-area are integrated via a network of new and improved strategic and local connections, including the promotion of walking, cycling and the use of public transport.
21. Improve the area's permeability and legibility to key destinations, aligning development with the existing street network and providing new or improved links with the green grid network.
22. Deliver additional crossings over the A12, A13 and the river Lea at identified suitable locations, to provide cross-borough connections including proposed additional footbridges at Ailsa Street and Leven Road.
23. Support the provision of new and extended bus routes through sites to maximise access to public transport.

### Relevant links

4.7 A number of planning policy documents are particularly relevant to this area and should be considered alongside the guidance in this section. These include the following.

Greater London Authority	London Legacy Development Corporation	London borough of Tower Hamlets
<ul style="list-style-type: none"> <li>• Lower Lea Valley Opportunity Area Framework (2008)</li> <li>• Olympic Legacy Supplementary Planning Guidance (2011)</li> </ul>	<ul style="list-style-type: none"> <li>• Local Plan (2015)</li> <li>• Hackney Wick and Fish Island Supplementary Planning Document (2017)</li> <li>• Bromley-by-Bow Supplementary Planning Document (2017)</li> </ul>	<ul style="list-style-type: none"> <li>• Bromley-by-Bow Masterplan Supplementary Planning Document (2012)</li> <li>• Ailsa Street Planning Framework (2016)</li> </ul>

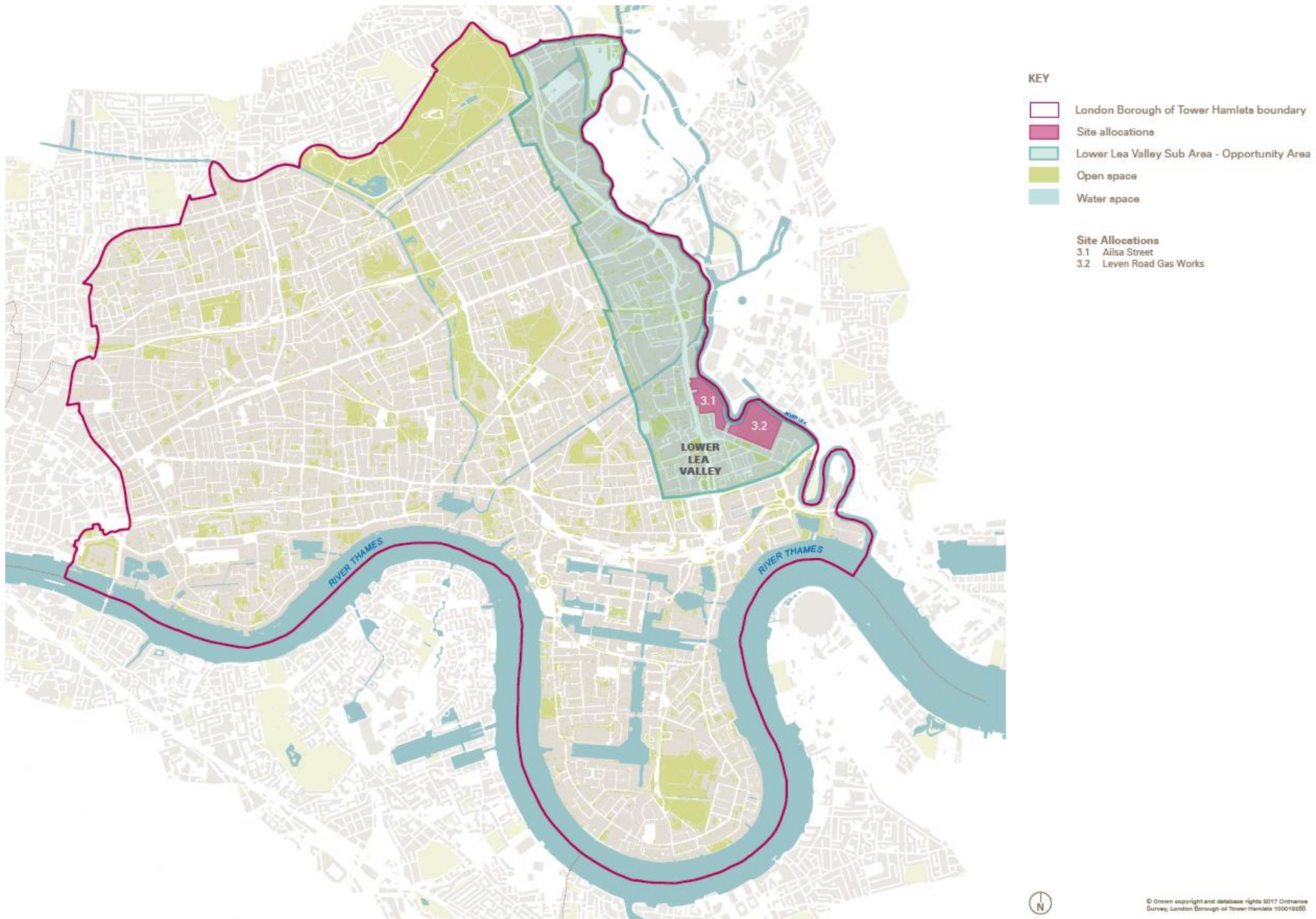
### Site allocations

4.8 The site allocations for the Lower Lea Valley sub-area are:

- 3.1 Ailsa Street
- 3.2 Leven Road Gas Works

4.9 In total, the site allocations will potentially deliver at least 2,346 new homes. The land use, infrastructure and design requirements for each site allocation are set out in the following profiles.

Figure 34: Lower Lea Valley site allocations





### 3.1: Ailsa Street

<b>Address</b>	Ailsa Street	
<b>Size (ha)</b>	5.76	
<b>Public transport accessibility levels</b>	1a-3 (2017)	1a-3 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: re-provision of existing employment by way of intensifying employment job numbers through a range of floorspace sizes which support small-medium enterprises, creative industries and retail.</li> <li>• Retention of the safeguarded waste site</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Primary school</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respect and respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment;</li> <li>• protect or enhance and integrate heritage assets on site, including Poplar public library and Bromley Hall and in the surrounding areas;</li> <li>• mitigate the impact of noise and air pollution generated by the A12, with a green buffer and/or alternative mitigation measures;</li> <li>• step back from the river Lea to avoid excessive overshadowing and provide active frontage on the riverside;</li> <li>• improve walking and cycling connections to, from and within the site - specifically to and along the river Lea to Bromley-by-Bow district centre, Aberfeldy neighbourhood centre and to Langdon Park DLR station. These should align with the existing urban grain to support permeability and legibility;</li> <li>• integrate the site with the green grid route to assist with activating the riverside and improve access to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park;</li> <li>• provide an active and well-defined street frontage along Lochnagar Street, and create a stronger east-west link between the river Lea and the Langdon Park DLR station;</li> <li>• improve riverside accessibility and provide amenity in the form of consolidated publicly accessible open space;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• improve the quality and create a positive sense of place in the form of an active square at the corner of the A12 and Lochnagar Street;</li> <li>• provide and secure the necessary land to facilitate the delivery of a new bridge over the river Lea; and</li> <li>• facilitate a new or extended bus route through the site to enhance access to public transport.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Effective engagement between landowners, developers and leaseholders is needed to facilitate potential land assembly and comprehensive redevelopment.</li> <li>• The construction and operation of a waste management facility on the safeguarded site will need to accord with policy S.MW1.</li> <li>• Access to public transport and delivery of a walking and cycling bridge across the river Lea will need to be improved in line with the phasing of development and in coordination with the London borough of Newham.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	



Figure 35: Ailsa Street



- KEY
- Site boundary
  - Active ground floor uses
  - Open space
  - Public square
  - Safeguard Waste Site
  - ..... Waterfront Walk
  - Noise or air screening/ green buffer
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Local pedestrian/ cycling routes
  - Bridge Connection
  - London Borough of Tower Hamlets



## 3.2: Leven Road Gas Works

<b>Address</b>	Leven Road	
<b>Size (hectares)</b>	8.56	
<b>Public transport accessibility levels</b>	0-2 (2017)	0-2 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: re-provision of existing employment by way of intensifying employment job numbers through a range of floorspace sizes which support small-to-medium enterprises, creative industries and retail.</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectares)</li> <li>• Secondary school</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its riverside location. It will require active frontages that fit well with the existing 2-3 storey terraced houses facing the site and sensitive to the scale of the adjacent 2-storey residential area, and the amenity of rear gardens backing onto the site;</li> <li>• retain, reuse or enhance the existing heritage assets, including the No 1 Poplar Gasholder and associated structures due to their local character and landmark merit;</li> <li>• step back from the river Lea to avoid excessive overshadowing and enable activation of the riverside;</li> <li>• maximise the provision of family homes;</li> <li>• consider opportunities to provide bespoke waste collection (e.g. URS);</li> <li>• ensure the open space is designed and usable for sport and recreation and located adjacent to the river Lea, featuring the Leaway and water spaces. It should meet the minimum size of 1 hectare;</li> <li>• improve walking and cycling connections to, from within the site - specifically to link with the river Lea Park walk, Aberfeldy neighbourhood centre to Langdon Park DLR station and East India DLR station;</li> <li>• improve public realm with active site edges, specifically along Leven Road;</li> <li>• integrate the site with the green grid route to assist with activating the riverside and improve access from the open space to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park;</li> <li>• provide safe pedestrian and cycling access to the secondary school;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• provide and secure the necessary land to facilitate the delivery of a new bridge over the river Lea; and</li> <li>• facilitate a new or extended bus route through the site to enhance access to public transport.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment and address any environmental pollution caused by the gas works.</li> <li>• Access to public transport and delivery of a walking and cycling bridge across the river Lea will need to be improved in line with the phasing of development and in coordination with London borough of Newham.</li> <li>• Open space should be delivered in the earliest phase of development.</li> </ul>	

- Development should accord with flood mitigation and adaptation measures in the borough's Strategic Flood Risk Assessment and sequential test.

Figure 36: Leven Road



## Chapter 5: Sub-area 4: Isle of Dogs and South Poplar

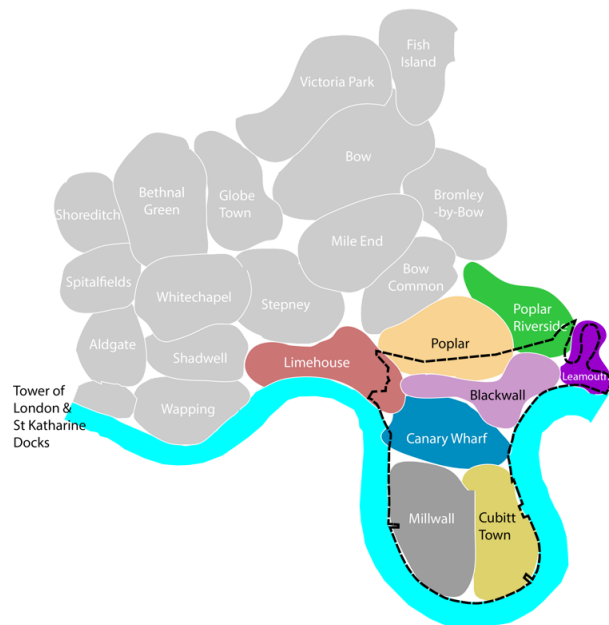
### Location

5.1 The Isle of Dogs and South Poplar sub-area is located to the south-east of the borough, bounded by the river Thames to the south, river Lea and the London borough of Newham to the east, and East India Dock Road to the north.

5.2 The sub-area falls within the London's Plan's Isle of Dogs and South Poplar opportunity area.

5.3 The sub-area is a collection of vibrant and distinctive town centres, employment hubs, transport interchanges and residential areas. The sub-area comprises nine distinct character places (see figure 37). The Tower Hamlets Urban Structure and Characterisation Study provides further information on the key elements of the local character of each place. This has informed the content of this section.

**Figure 37: Character places in Isle of Dogs and South Poplar**



### Vision for Isle of Dogs and South Poplar

By 2031, the Isle of Dogs and South Poplar will have a cohesive mix of housing, employment and leisure uses within distinctive, inclusive and vibrant neighbourhoods, which have a strong sense of place.

South Poplar will be integrated with neighbouring areas in the Isle of Dogs, capitalising on the opportunities in Canary Wharf and Blackwall. New development at Canary Wharf will reinforce and strengthen its role as a global business centre. There will be additional local employment opportunities in South Poplar and Isle of Dogs to support a range of flexible start-ups and small-to-medium enterprises.

Development will be exemplar high quality and capable of accommodating densities to support sustainable places and reinforce local character. This will result in a greener and more attractive living and working environment, befitting the waterfront setting.

Redevelopment of sites will also support revitalised town centres (including new neighbourhood centres at South Quay and London Fish Island) and a range of functions, such as community facilities and play spaces.

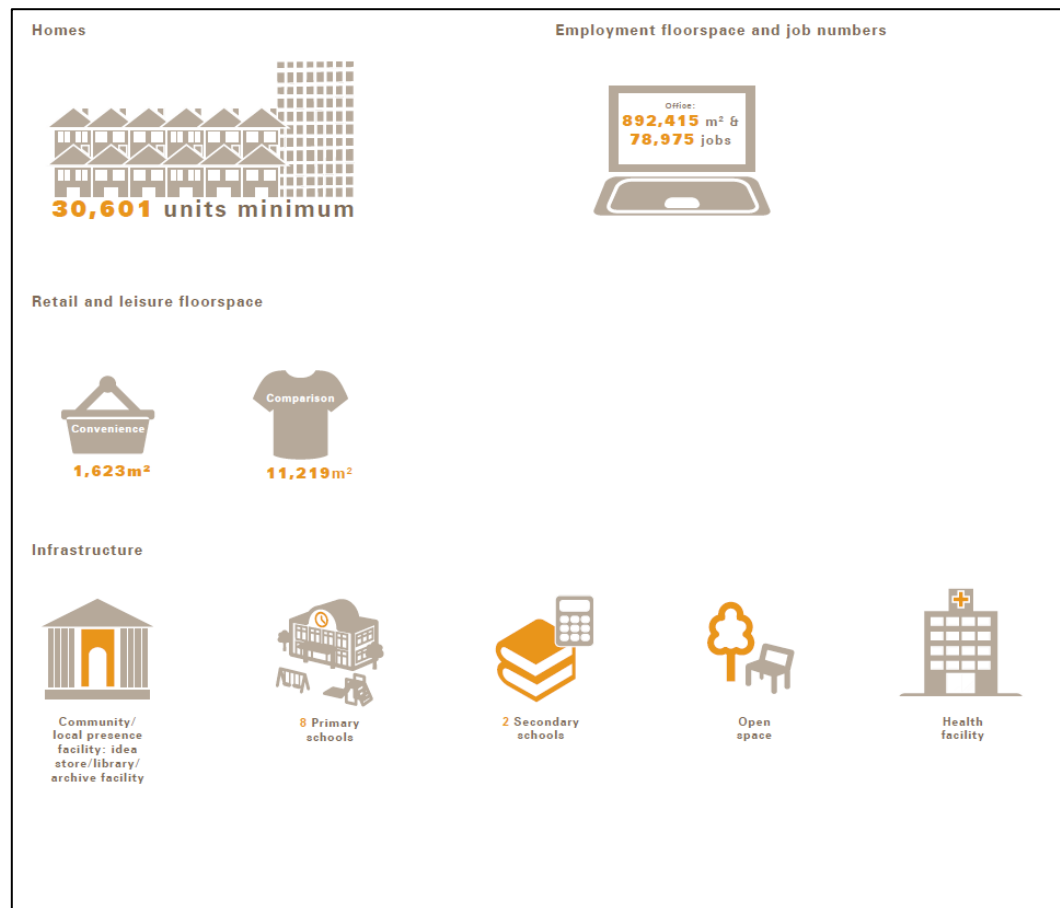
The opening of the Elizabeth line will facilitate the provision of new homes and jobs to serve both existing and future communities. New and enhanced connections across strategic roads, docks and the river Thames, together with public realm improvements, will enhance walking and cycling across the area. Further improvements to the sustainable transport network (including enhancements to the Docklands Light Railway and river-based services) will allow people to better access jobs, services and visitor attractions.

#### 5.4 To achieve this vision, our objectives are to:

- support the delivery of high quality interconnected places which respond to local heritage assets and the area's distinctive character;
- address severance across the area and to surrounding areas through connectivity enhancements as well as new linkages over the waterways and road network;
- manage development intensification and associated impacts on the environment and existing communities;
- support vibrant and mixed town centres through enhancing the office employment offer in Canary Wharf as well as a range of flexible small-to-medium enterprises in surrounding areas;
- deliver new and improved open and water spaces, which are accessible and well integrated into new development; and
- improve the transport network and secure the necessary strategic and local infrastructure, such as schools, health and community facilities.

#### Development potential

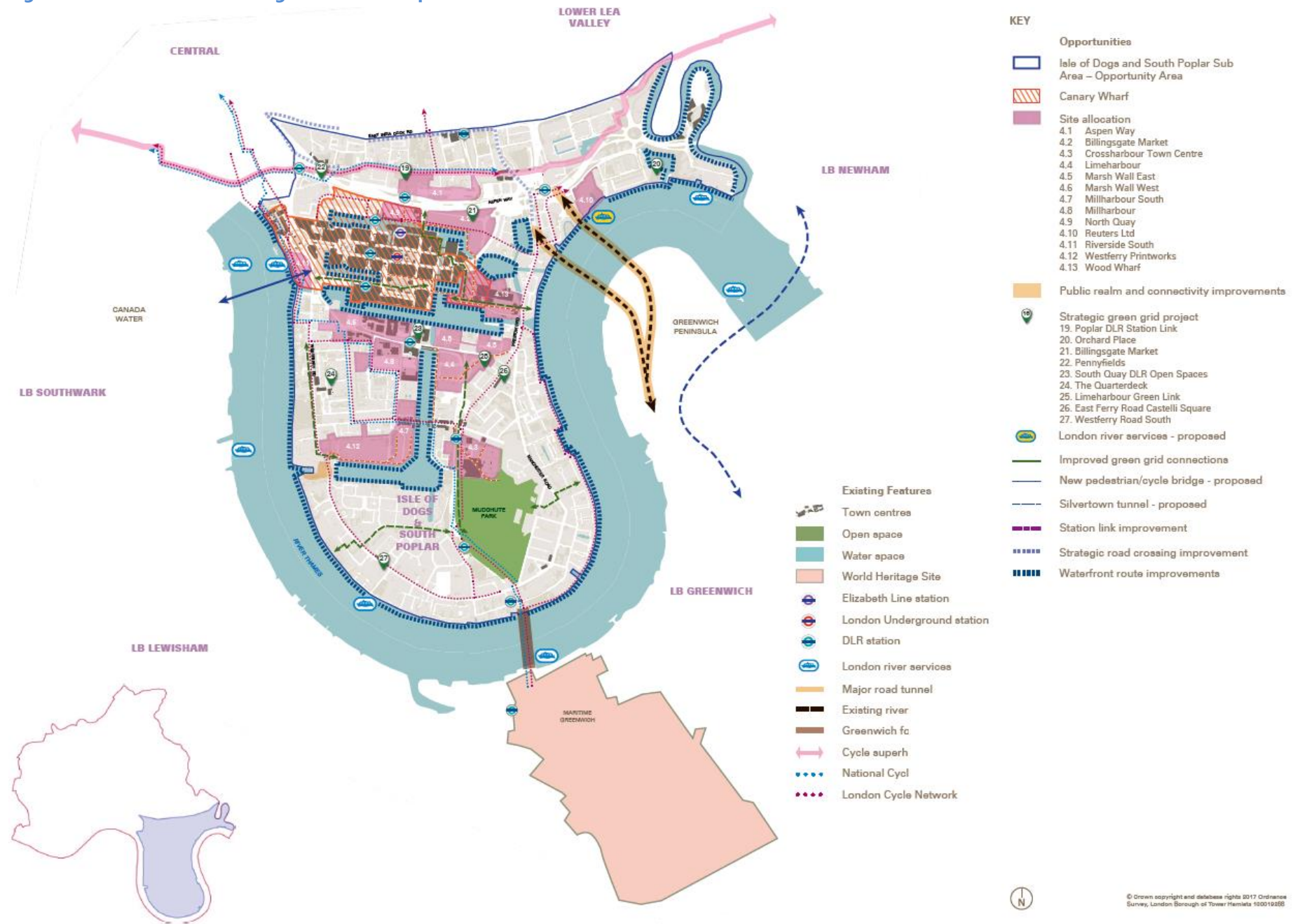
5.5 By 2031, development within the Isle of Dogs and South Poplar sub-area will be required to accommodate the following uses to meet the future needs of the borough<sup>85</sup>.



<sup>85</sup> Please note: the housing target represents a cautious estimate of the Tower Hamlets housing land supply position in relation to the London Plan target and the objectively assessed needs identified through the Tower Hamlets Strategic Housing Market Assessment (2017). The employment and retail capacity figures derive from the Tower Hamlets Employment Land Review (2016) and the Tower Hamlets Town Centre Strategy (2017-2022). The strategy assessed Canary Wharf and Crossharbour town centres for retail capacity in comparison and convenience. The required infrastructure has been identified in the Tower Hamlets Infrastructure Delivery Plan. Provision will be sought through the site allocations.



Figure 38: Vision for Isle of Dogs and South Poplar



## Delivering sustainable places: Isle of Dogs and South Poplar sub-area development

5.6 In line with policy S.SG1, all development in the Isle of Dogs and South Poplar sub-area will seek to deliver the following.

### Creating distinctive places

1. Reinforce or complement the local historic distinctiveness, to create a sense of place that responds positively to the waterways, views, the setting and significance of existing buildings, streetscape and the wider context, including character and heritage assets.
2. Deliver massing in a varied but coherent urban environment that provides defined and engaging streets and spaces, while maximising levels of natural light and a transition in scale from surrounding areas.
3. Address the setting of taller buildings at street level with urban block structures comprising podiums and plinths to ensure a sense of human scale and clear street pattern that defines and improves routes and spaces.
4. Deliver a well-defined urban block pattern with active frontages focusing on non-residential uses facing onto primary routes including Marsh Wall, Millharbour, Limeharbour, docksides and public open spaces, with clear distinctions between public, communal and private spaces.

### Meeting housing needs

5. Deliver a range of housing typologies to include town houses, flats, maisonettes, and duplexes, with high quality and well-defined private amenity space, including winter gardens that are separated from the thermal envelope.
6. Provide wheelchair accessible and family housing with generous floor space and well-designed private amenity space on the lower levels to enable ease of access to street level.

### Delivering economic growth

7. Protect existing and direct new large office employment floorspace to Canary Wharf (preferred office locations) to maintain its role and function, benefitting from improved access via the new Elizabeth line.
8. Provide a range of flexible and affordable employment space around Marsh Wall, Poplar High Street, Blackwall (local employment location) and Leamouth to support the growth of small-to-medium enterprises as well as supporting services (e.g. childcare space) to help break down barriers to employment.

### Revitalising our town centres

9. Promote the expansion of retail, leisure and complementary commercial employment provision in Canary Wharf to support its potential re-designation

as a metropolitan centre.

10. Strengthen the role and function of Crossharbour as a district centre by creating a 'high street' environment along Pepper Street, focusing food and leisure around Glengall Bridge with community uses in the heart of the town centre.
11. Facilitate the provision of new neighbourhood centres at South Quay and London City Island, with ground floor active retail units along key routes, and support the convenience needs of the emerging community.

### Protecting and managing our environment

12. Support the expansion of the borough's energy network by exploring the potential of creating a district heating centre at Canary Wharf.
13. Improve the ecology of the area and ensure an overall net gain in biodiversity.
14. Support the provision of innovative waste management and recycling storage and collection systems.
15. Improving air quality and reducing exposure to poor air quality

### Enhancing open spaces and water spaces

16. Facilitate the delivery of useable, high quality new and improved publicly accessible open space that is well integrated into the green grid network, including a new park at Millwall Slipway.
17. Improve the green grid network through the greening of facades, provision of green features, such as trees, green walls and planters, particularly at Poplar DLR station, Orchard Place, East India Dock Basin, Billingsgate Market, West India Dock, Canary Wharf, Quarterdeck, Limeharbour and along East Ferry Road and Westferry Road.
18. Create a series of smaller open spaces, particularly around South Quay station.

### Improving connectivity and travel choice

19. Overcome barriers to movement, particular across the A13, Aspen Way and the waterways to ensure existing and new communities across the sub-area are integrated via a network of new and improved strategic and local connections, including the promotion of walking, cycling and the use of public transport.
20. Ensure a continuous and animated riverside walkway along the Thames Path, linking Greenwich to the River Lea Park.
21. Optimise the efficiency of freight and waste collection services, including onsite consolidation centres and support the reuse of Orchard Wharf to facilitate freight services.
22. Support the extension of river services: a new pier at Canary Wharf East and additional crossings between Leamouth and Canning Town and between Canary Wharf and Canada Water to meet immediate demand for these connections to the surrounding area.

## Relevant links

5.7 A number of planning policy documents are particularly relevant to this area and should be considered alongside the guidance in this section. These include:

Greater London Authority	London borough of Tower Hamlets
<ul style="list-style-type: none"><li>Isle of Dogs and South Poplar Opportunity Area Planning Framework Supplementary Planning Document (emerging)</li></ul>	<ul style="list-style-type: none"><li>South Quay Masterplan Supplementary Planning Document (2015)</li><li>Millennium Quarter Public Realm Guidance (2010)</li></ul>

## Site allocations

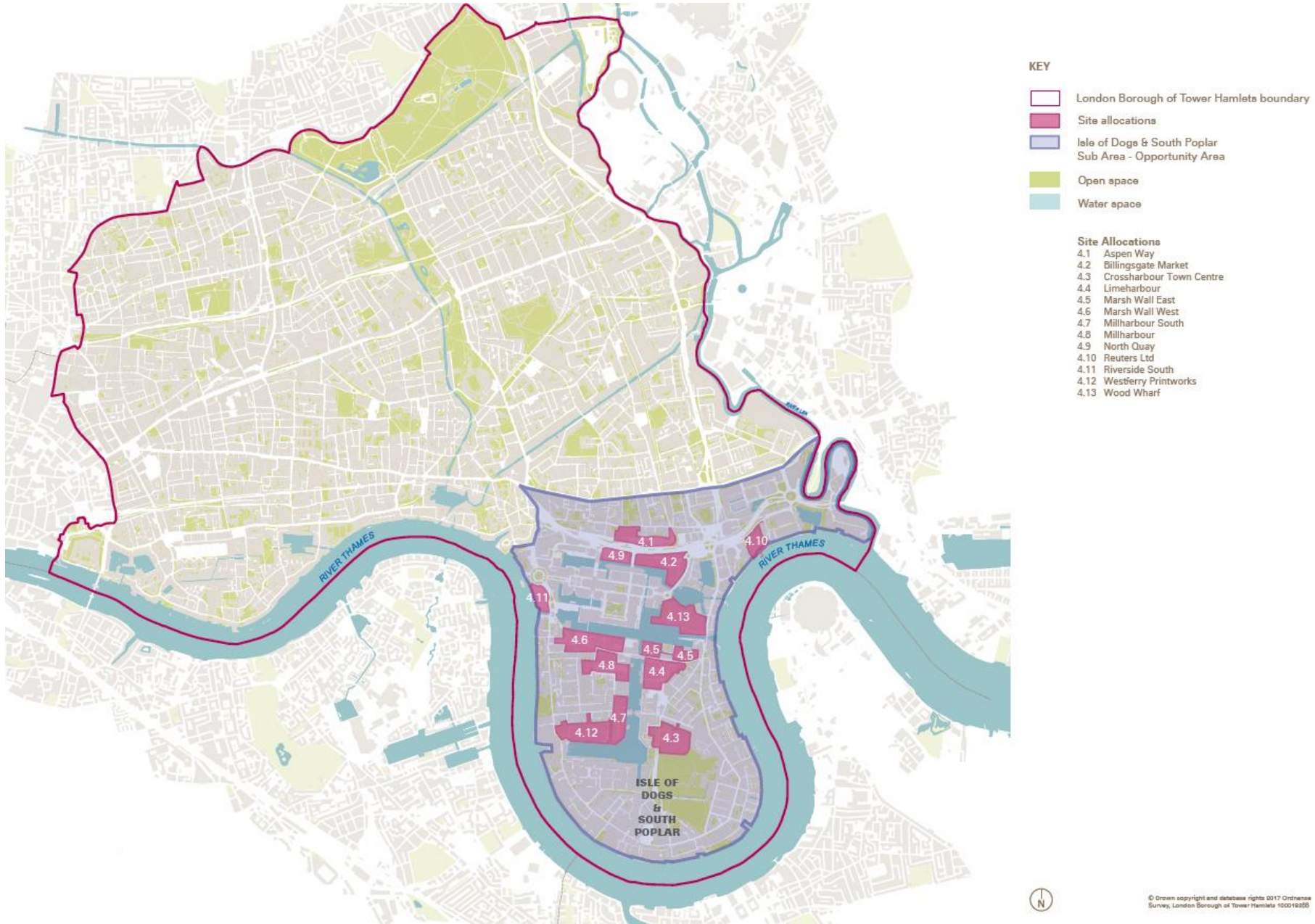
5.8 The site allocations for the Isle of Dogs and South Poplar sub-area are:

- 4.1 Aspen Way
- 4.2 Billingsgate Market
- 4.3 Crossharbour Town Centre
- 4.4 Limeharbour
- 4.5 Marsh Wall East
- 4.6 Marsh Wall West
- 4.7 Millharbour South
- 4.8 Millharbour
- 4.9 North Quay
- 4.10 Reuters Ltd
- 4.11 Riverside South
- 4.12 Westferry Printworks
- 4.13 WoodWharf

5.9 In total, the site allocations will potentially deliver at least 19,984 new homes. The land use, infrastructure and design requirements for each site allocation are set out in the following profiles.



Figure 39: Isle of Dogs and South Poplar site allocations

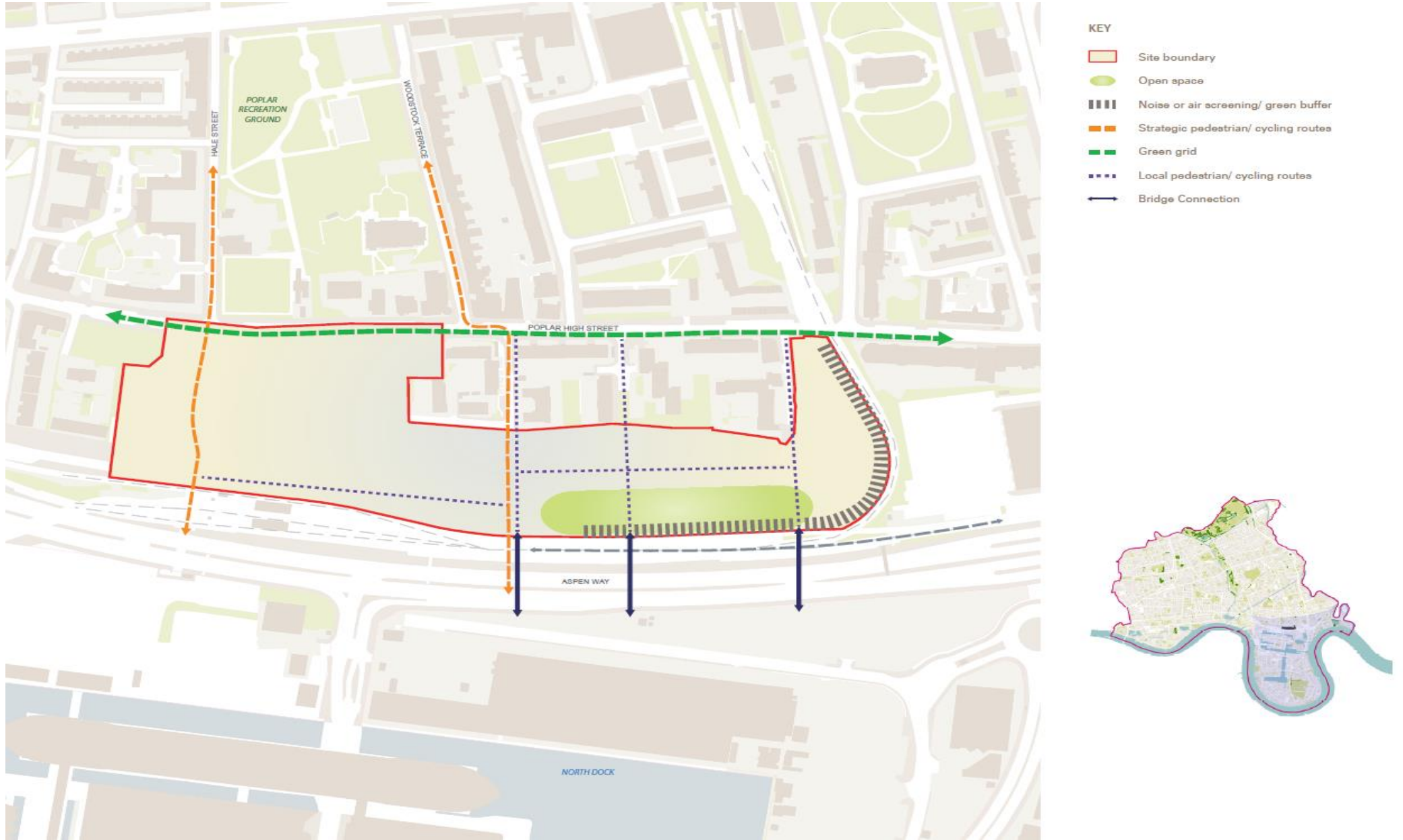


## 4.1: Aspen Way

<b>Address</b>	Aspen Way	
<b>Size (hectares)</b>	6.10	
<b>Public transport accessibility levels</b>	3-5 (2017)	3-6a (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small-to-medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectare)</li> <li>• College (re-provision)</li> <li>• Community centre and associated football pitches (re-provision)</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character scale, height, massing and urban grain of the surrounding built environment. The setting of adjacent housing should also be protected through appropriate screening and landscaping;</li> <li>• protect or enhance heritage assets on site and in the surrounding areas, including the grade II listed college building situated along the northern boundary;</li> <li>• Restore and/or enhance connections between neighbouring site allocations and ensure the streetscape and the wider context, including design and character are addressed;</li> <li>• maximise the provision of family homes;</li> <li>• address the physical barriers and poor connectivity created by Aspen Way, with new and improved to walking and cycling routes. This could be facilitated through the provision of new bridges or decking across Aspen Way connecting the site to Billingsgate Market;</li> <li>• integrate the site with the green grid route along Poplar High Street;</li> <li>• improve the quality of spaces around and between buildings and movement through area;</li> <li>• strengthen walking and cycling connections to Poplar DLR station, Poplar High Street, East India Dock Road and Canary Wharf station;</li> <li>• address the environmental impacts of Aspen Way with a green buffer and/or alternative mitigation measures; and</li> <li>• improve the quality and create a positive sense of place with a public square and public green open space that integrates north-south links and Poplar DLR station.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should enable the continued use of the existing depot.</li> <li>• Development should not undermine the delivery of the long term aspiration for new bridges or decking or over Aspen Way.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	



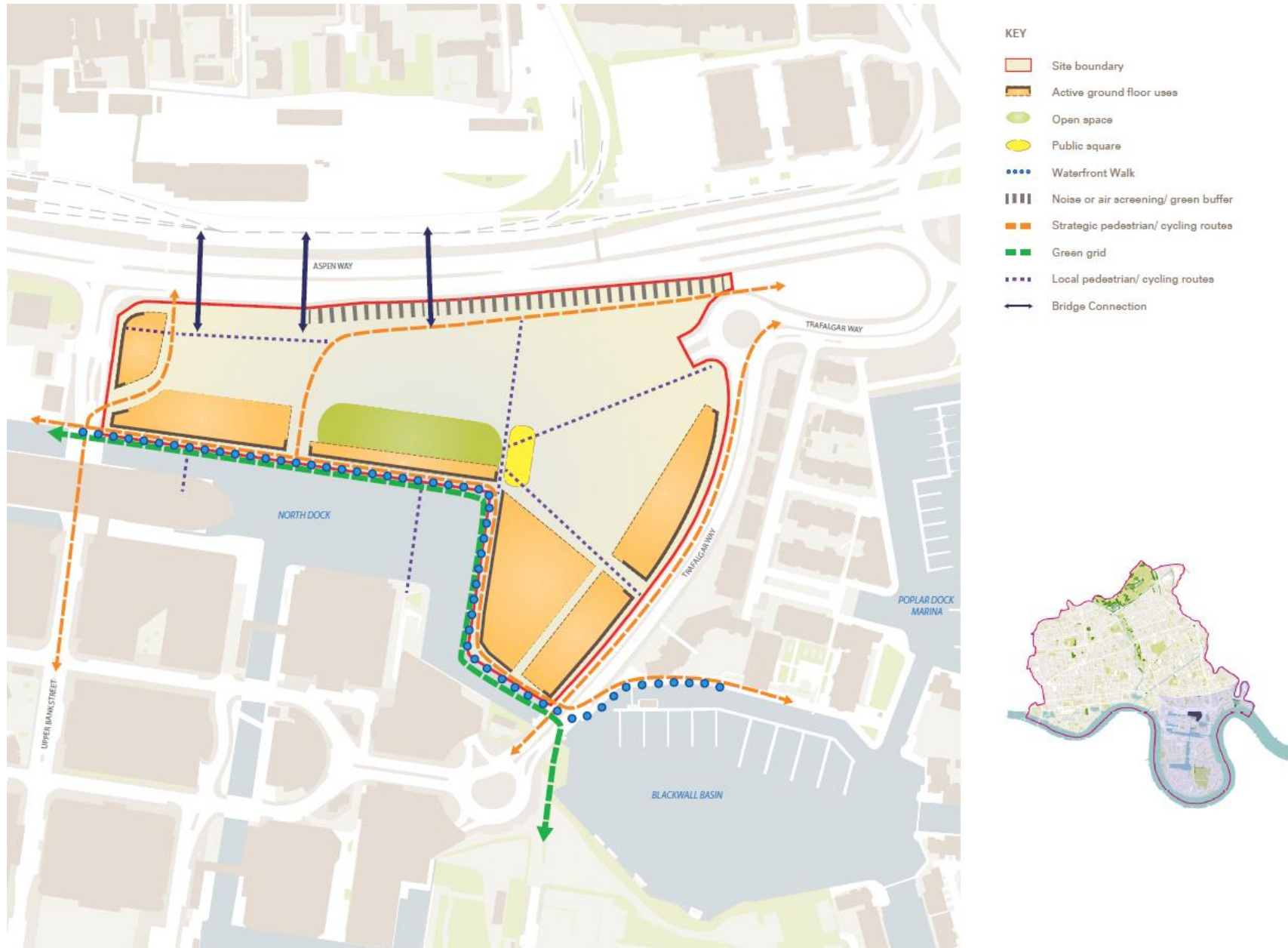
Figure 40: Aspen Way



## 4.2: Billingsgate Market

<b>Address</b>	Trafalgar Way	
<b>Size (hectares)</b>	5.74	
<b>Public transport accessibility levels</b>	3-5 (2017)	4-6a (by 2031)
<b>Floodzone(s)</b>	2-3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Employment: Preferred Office Location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail.</li> <li>• Housing (25% maximum provision in terms of floorspace)</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Secondary school</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character scale, height, massing and urban grain of the surrounding built environment, particularly the dockside, adjacent buildings along Trafalgar Way;</li> <li>• restore and/or enhance connections between neighbouring strategic site allocations and ensure the streetscape and the wider context, including design and character are addressed;</li> <li>• protect or enhance the statutory listed accumulator tower;</li> <li>• improve walking and cycling connections to, from and within the site, particularly with a new east to west cycle route through the site. Walking and cycling routes should specifically address the barrier of Aspen Way and integrate the site with Poplar to the north; North Quay and Canary Wharf Crossrail station; and to the wider area. These routes should align with the existing urban grain to support permeability and legibility;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• improve public realm (specifically along Upper Bank Street) to address the severance caused by Trafalgar Way;</li> <li>• enhance legibility and have clear distinction between public and private spaces, by way of improving public realm and along the dockside and provide a continuous walkway with supporting active ground floor uses and frontages;</li> <li>• address the environmental impacts of Aspen Way with a green buffer and/or alternative mitigation measures;</li> <li>• prevent excessive overshadowing and enable activation of the dockside by stepping back development from West India Dock; and</li> <li>• maximise accessibility to the waterside and enhance its setting.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• The operations of the Billingsgate Market should be appropriately reprovided in a suitable location within London.</li> <li>• Development should support the delivery requirement to provide new bridges or decking across Aspen Way.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 41: Billingsgate Market



### 4.3: Crossharbour Town Centre

<b>Address</b>	East Ferry Road	
<b>Size (hectares)</b>	4.89	
<b>Public transport accessibility levels</b>	1b-5 (2017)	1b-5 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Redevelopment of the district centre providing retail floorspace and other compatible uses.</li> <li>• Housing</li> </ul>	
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Primary school</li> <li>• Community/local presence facility</li> <li>• Health centre (re-provision and expansion)</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• create a new town centre with an anchor supermarket and a range of retail, leisure and community uses and sizes which can support independent providers. Retail streets and other routes should provide active frontages;</li> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and Mudchute Park. Specifically, it should acknowledge the low rise nature of the immediate residential area to the north and east;</li> <li>• reinforce and complement local distinctiveness and create a positive sense of place with the provision of a new public square in the centre that frames development;</li> <li>• integrate the development into the green grid route;</li> <li>• protect or enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets;</li> <li>• improve biodiversity and ecology within open space and green infrastructure;</li> <li>• improve walking and cycling connections to, from and across the site to establish connections to the new public square, Crossharbour DLR station and Mudchute Park. These routes should acknowledge the existing urban grain to support permeability and legibility;</li> <li>• secure the provision of a bus interchange should be incorporated into the redevelopment of the site; and</li> <li>• improve public realm with active site edges, specifically along East Ferry Road and adjacent to Mudchute Park.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• The health centre and community facility should be re-provided in association with the new community/local presence facility.</li> <li>• A new supermarket should be provided before the existing supermarket is redeveloped to ensure a continued service for local people.</li> <li>• Delivery of new routes and public square should be prioritised within the phasing timetable.</li> <li>• Development should connect to, or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	



Figure 42: Crossharbour Town Centre

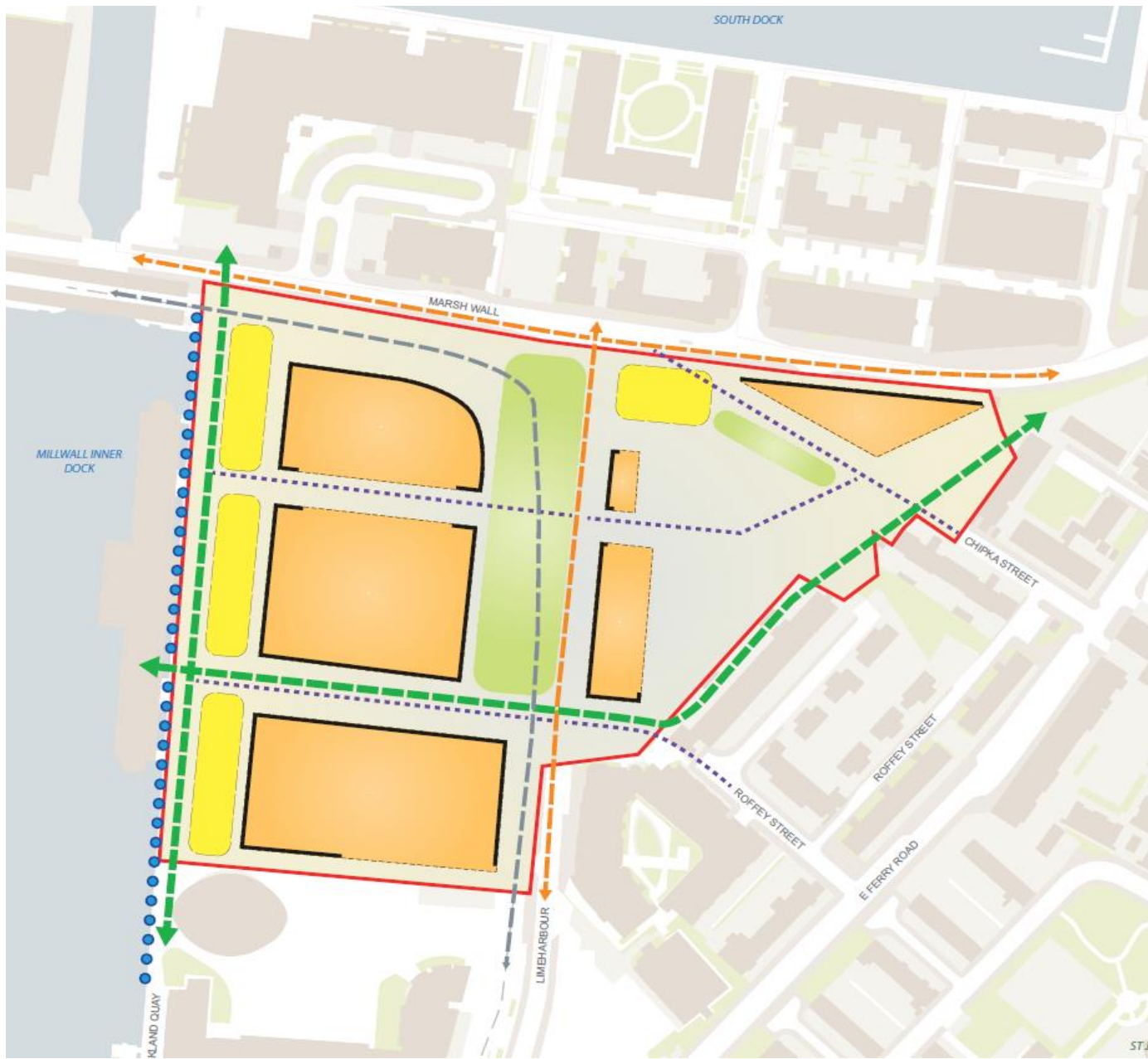




## 4.4: Limeharbour

<b>Address</b>	Limeharbour	
<b>Size (hectares)</b>	4.87	
<b>Public transport accessibility levels</b>	3-4 (2017)	3-4 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small-to-medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectare)</li> <li>• Primary school</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• complement the tall building cluster in Canary Wharf through appropriate taller building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly the lower rise buildings of Cubitt Town to the south-east;</li> <li>• create a series of buildings scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall and Limeharbour;</li> <li>• protect or enhance the setting of heritage assets in and around the area, including the historic docks and the setting of the Maritime Greenwich world heritage site to the south;</li> <li>• create a legible, permeable and well-defined movement network through the site, centred on Millwall and Marsh Wall connecting to the surrounding existing street network and dockside, with a new bridge crossing to the north;</li> <li>• integrate buildings with improved public realm and ensure development is stepped back from the dockside with fully accessible active frontages;</li> <li>• maximise the provision of family homes;</li> <li>• improve walking and cycling connections to, from and within the site - specifically between Oakland Quay and Limeharbour; Limeharbour and East Ferry Road; and between the dock sides, Canary Wharf (Major Centre) and Mudchute Park. These routes should align with the existing urban grain to support permeability and legibility;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid;</li> <li>• improve the quality of and create a positive sense of place with an arrival point in the form of an active square at the corner of Marsh Wall and Limeharbour; and</li> <li>• provide well defined public green open space or public squares with active building frontages around the DLR viaduct. The open space should be well integrated into the development.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should accord with the design principles set out in the latest supplementary guidance for South Quay.</li> <li>• Development should connect or demonstrate potential to connect to the Barkantine energy centre to help expand the local energy network.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 43: Limeharbour



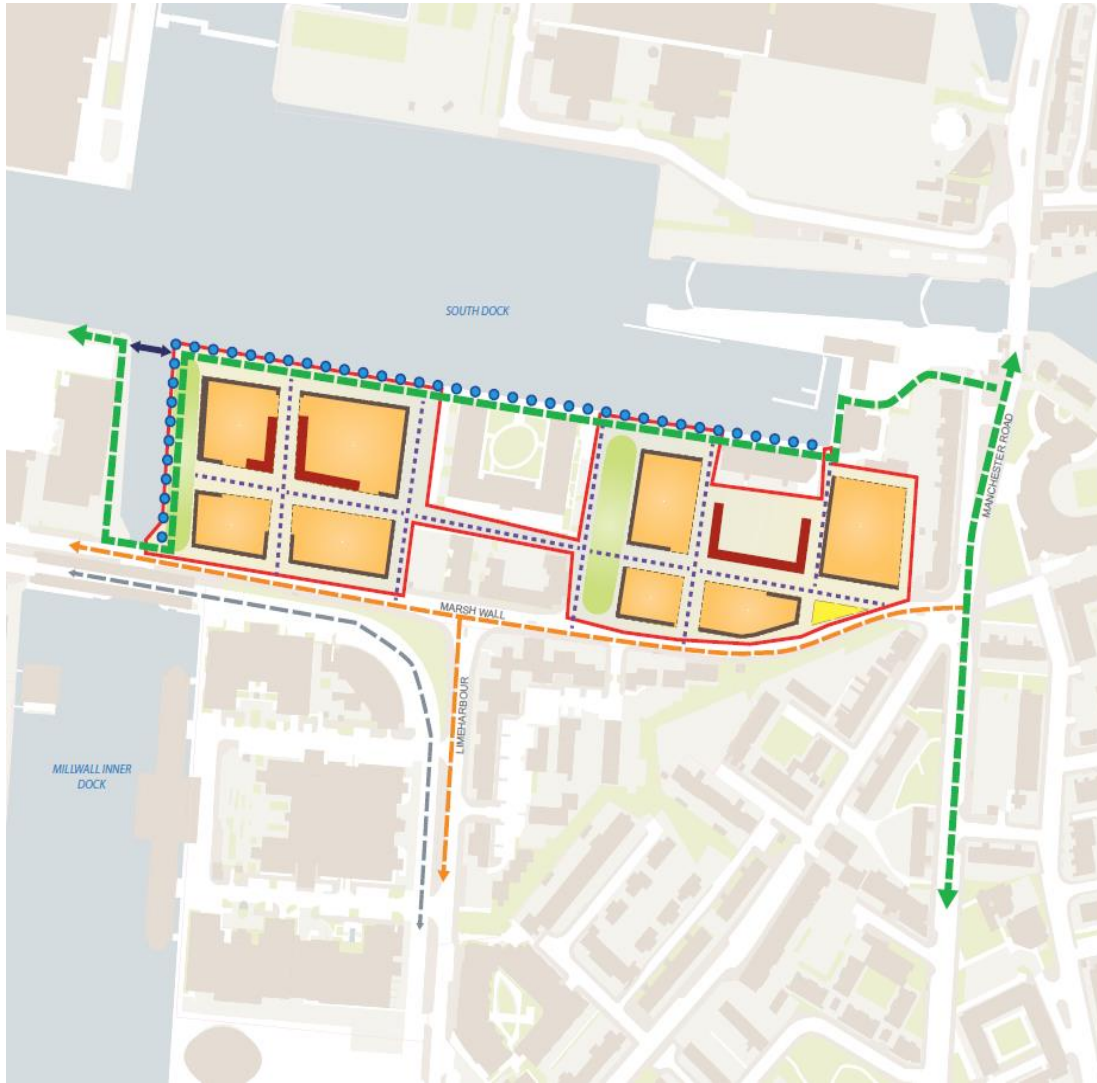
- KEY
- Site boundary
  - Active ground floor uses
  - Open space
  - Public square
  - Waterfront Walk
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Local pedestrian/ cycling routes
  - Rail viaduct



## 4.5: Marsh Wall East

<b>Address</b>	Marshwall	
<b>Size (hectare)</b>	3.42	
<b>Public transport accessibility levels</b>	3- 4 (2017)	3-4 (by 2031)
<b>Floodzone(s)</b>	2-3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small-to-medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Primary school</li> <li>• Health centre</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• complement the tall building cluster in Canary Wharf through appropriate building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly the lower rise buildings of Cubitt Town to the south-east;</li> <li>• create a series of building scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall and Limeharbour;</li> <li>• protect or enhance the setting of heritage assets in and around the area, including the historic docks and the setting of the Maritime Greenwich world heritage site to the south;</li> <li>• create a legible, permeable and well-defined movement network through the site, centred on Millwall and Marsh Wall connecting to the surrounding existing street network and docksides;</li> <li>• integrate tall buildings with improved public realm and ensure development steps back from the docksides with fully accessible active frontages;</li> <li>• improve walking and cycling connections to, from and within the site, specifically to the dock sides, Canary Wharf (Major Centre) and Mudchute Park. These routes should align with the existing urban grain to support permeability and legibility;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid;</li> <li>• improve the quality and create a positive sense of place with an arrival point in the form of an active square at the corner of Marsh Wall and Limeharbour; and</li> <li>• provide well-defined public green open space, particularly along the waterfronts of West India and Millwall Docks and public squares with active building frontages. The open space should be well integrated into the development.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should accord with the design principles set out in the latest supplementary guidance for South Quay.</li> <li>• Effective engagement between landowners and developers will be required to facilitate comprehensive development.</li> <li>• Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth.</li> <li>• Development should connect to or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.</li> <li>• Development should accord with flood mitigation and adaptation measures stated within the Strategic Flood Risk Assessment and sequential test.</li> </ul>	

Figure 44: Marsh Wall East



- Site boundary
- Active ground floor uses
- Open space
- Public square
- Waterfront Walk
- Reinforced building edge
- Strategic pedestrian/ cycling routes
- Green grid
- Local pedestrian/ cycling routes
- Bridge Connection



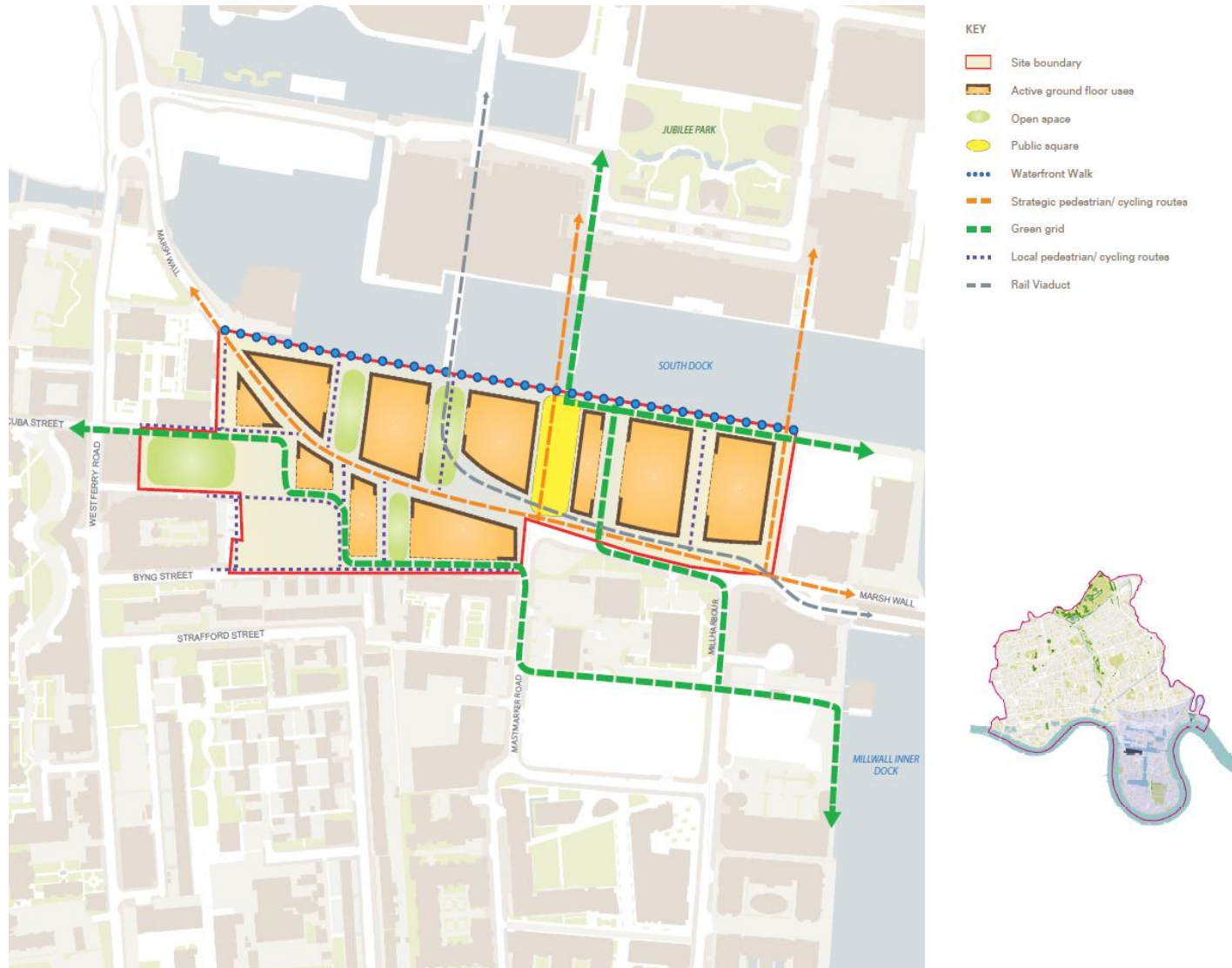
## 4.6: Marsh Wall West

<b>Address</b>	Marshwall	
<b>Size (hectares)</b>	6.39	
<b>Public transport accessibility levels</b>	4 (2017)	4-5 (2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small-to-medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Primary school</li> <li>• Health centre</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• complement the tall building cluster in Canary Wharf through appropriate taller building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly the lower rise buildings of Millwall to the south-west;</li> <li>• create a series of building scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets, including the historic dockside promenade;</li> <li>• prevent excessive overshadowing of the riverside and enable activation of the waterfront by ensuring development is stepped back;</li> <li>• integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker's Road, Millharbour and the edges of South Dock and Millwall Inner Dock;</li> <li>• create a legible, permeable and well-defined movement network, centred on Millharbour and Marsh Wall;</li> <li>• incorporate active frontages to surrounding streets and spaces, including the waterside and accessible high quality public space along the entire dockside;</li> <li>• improve and enhance walking and cycling connections to, from and within the site, and provide strongly legible and pedestrian friendly connections between Marsh Wall and South Quay Walk, particularly from Mastmaker Road to the South Quay footbridge and from Millharbour through a newly proposed footbridge to Upper Bank Street; and</li> <li>• the open spaces around the DLR viaduct should be well defined by public green open space or public squares and active building frontages.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should accord with the design principles set out in the latest supplementary guidance for South Quay.</li> <li>• Effective engagement between landowners and developers will be required to facilitate comprehensive development. This will potentially require land assembly and bringing forward developments jointly.</li> <li>• Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth.</li> <li>• Development should connect to, or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.</li> </ul>	



- Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test

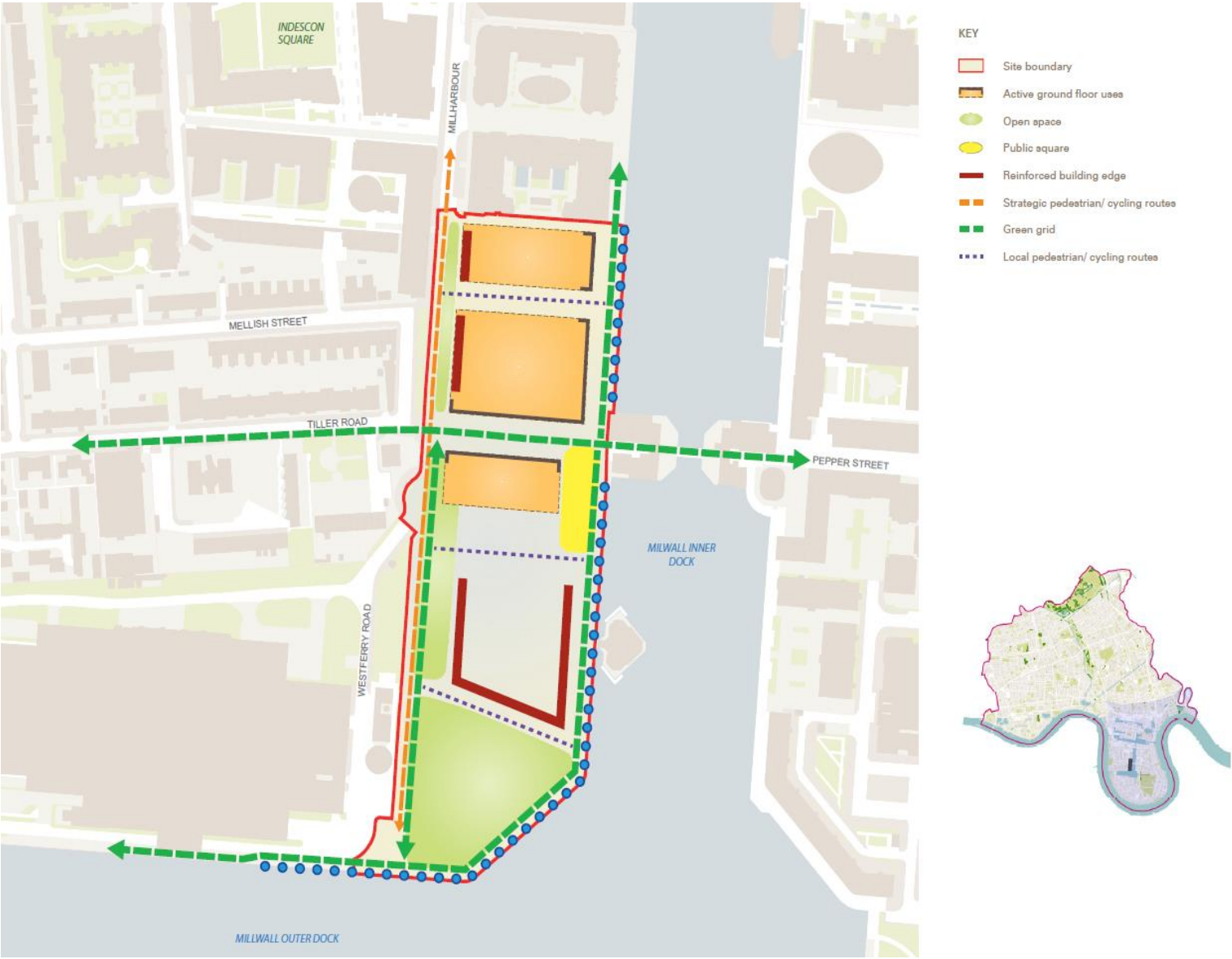
Figure 45: Marsh Wall West



## 4.7: Millharbour South

<b>Address</b>	Millharbour, South	
<b>Size (hectares)</b>	4.09	
<b>Public transport accessibility levels</b>	2-3 (2017)	2-3 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small-to-medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Primary school</li> <li>• Health centre</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf to the smaller scale residential areas south of Millwall Dock;</li> <li>• protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets, including the historic dockside promenade;</li> <li>• protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• prevent excessive overshadowing and enable activation of the riverside by ensuring development is stepped back from the waterside;</li> <li>• integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker's Road, Millharbour and the edges of South Dock and Millwall Inner Dock;</li> <li>• create a legible, permeable and well-defined movement network, centred on Millharbour, Pepper Street and the dockside;</li> <li>• reinforce and complement local distinctiveness and create a positive sense of place along Pepper Street by supporting a mix of uses;</li> <li>• incorporate active frontages to surrounding streets and spaces (including the waterside) and accessible, high quality public space along the entire dockside;</li> <li>• improve and enhance walking and cycling connections to, from and within the site, and provide strongly legible and pedestrian friendly connections across Glengall Bridge; and</li> <li>• incorporate high quality public green open spaces/landscape along Millharbour extending to a park at the south end of Greenwich View facing Millwall Outer Dock.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should connect to, or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.</li> <li>• Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth</li> <li>• Open space provision in this location has the potential to expand the permitted open space at Westferry Printworks site allocation.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 46: Millharbour South

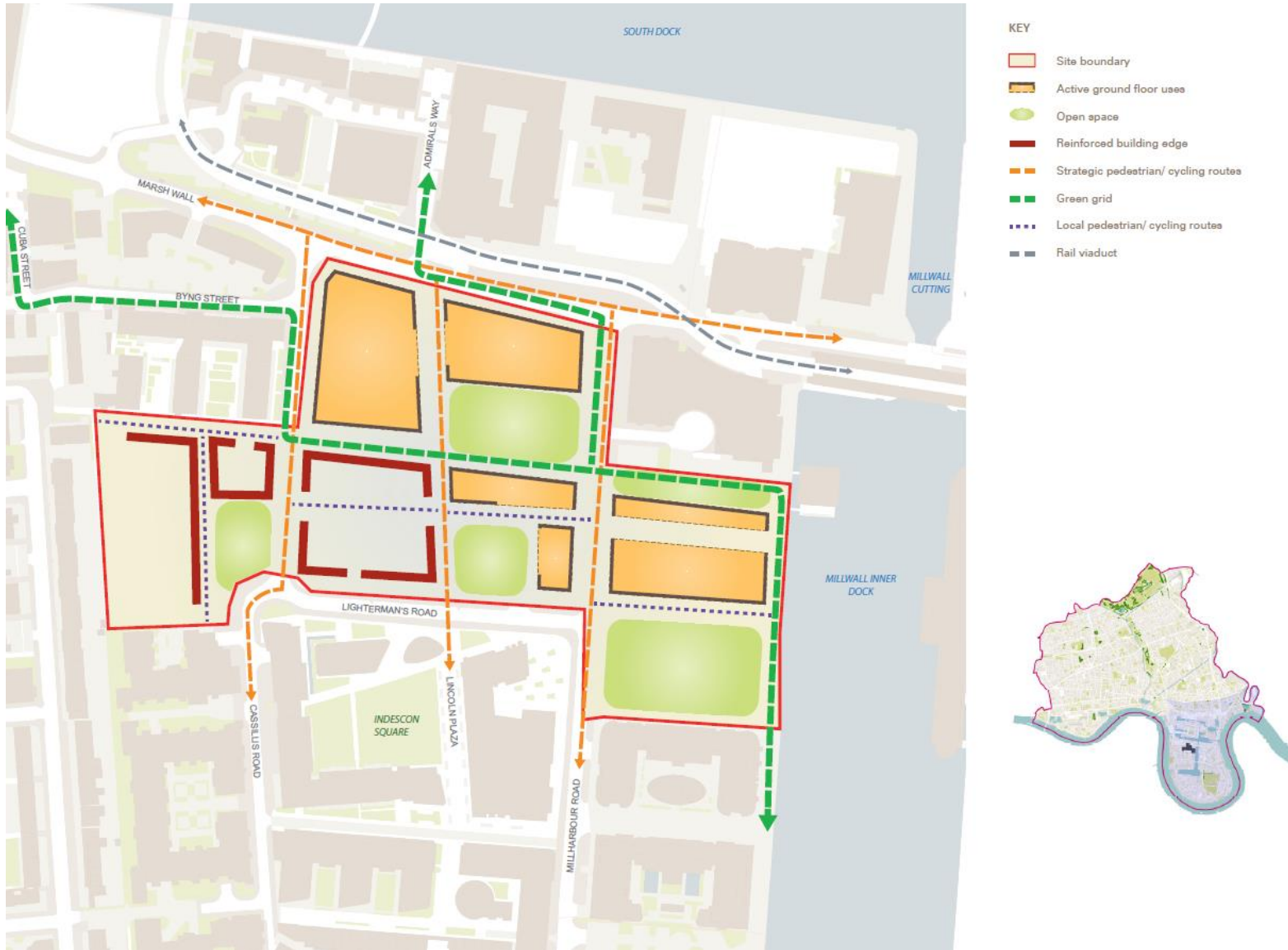


## 4.8: Millharbour

<b>Address</b>	Marshwall, Millharbour	
<b>Size (hectares)</b>	3.58	
<b>Public transport accessibility levels</b>	2-3 (2017)	2-3 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: a range of floorspace sizes, including small-to-medium enterprises</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Primary school</li> <li>• Health centre</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf to the smaller-scale residential areas south of Millwall Dock;</li> <li>• protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets including the historic dockside promenade;</li> <li>• prevent excessive overshadowing and enable activation of the riverside by ensuring development is stepped back from the waterside;</li> <li>• integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker's Road, Millharbour and the edges of South Dock and Millwall Inner Dock;</li> <li>• create a legible, permeable and well-defined movement network, centred on Millwall Inner Dock, Millharbour and Marsh Wall;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• incorporate active frontages to surrounding streets and spaces (including the waterside) and accessible, high quality public space along the entire dockside;</li> <li>• improve and enhance walking and cycling connections to, from and within the site, and provide strongly legible and pedestrian friendly connections between Marsh Wall and South Quay Walk, particularly from Mastmaker Road to the South Quay footbridge and from Millharbour through a newly proposed footbridge to Upper Bank Street;</li> <li>• create a positive sense of place with an arrival point in the form of an active square at the corner of South Quay footbridge and Marsh Wall/Mastmaker Road; and</li> <li>• high quality public green open spaces/landscape design should be provided within each street block in order to provide sufficient green amenity space.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should accord with the design principles set out in the latest supplementary guidance for South Quay.</li> <li>• Effective engagement between landowners, developers and leaseholders will be required to facilitate comprehensive development. This will potentially require land assembly and bringing forward developments jointly.</li> <li>• Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth</li> <li>• Development should connect or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.</li> </ul>	

- Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.

Figure 47: Millharbour

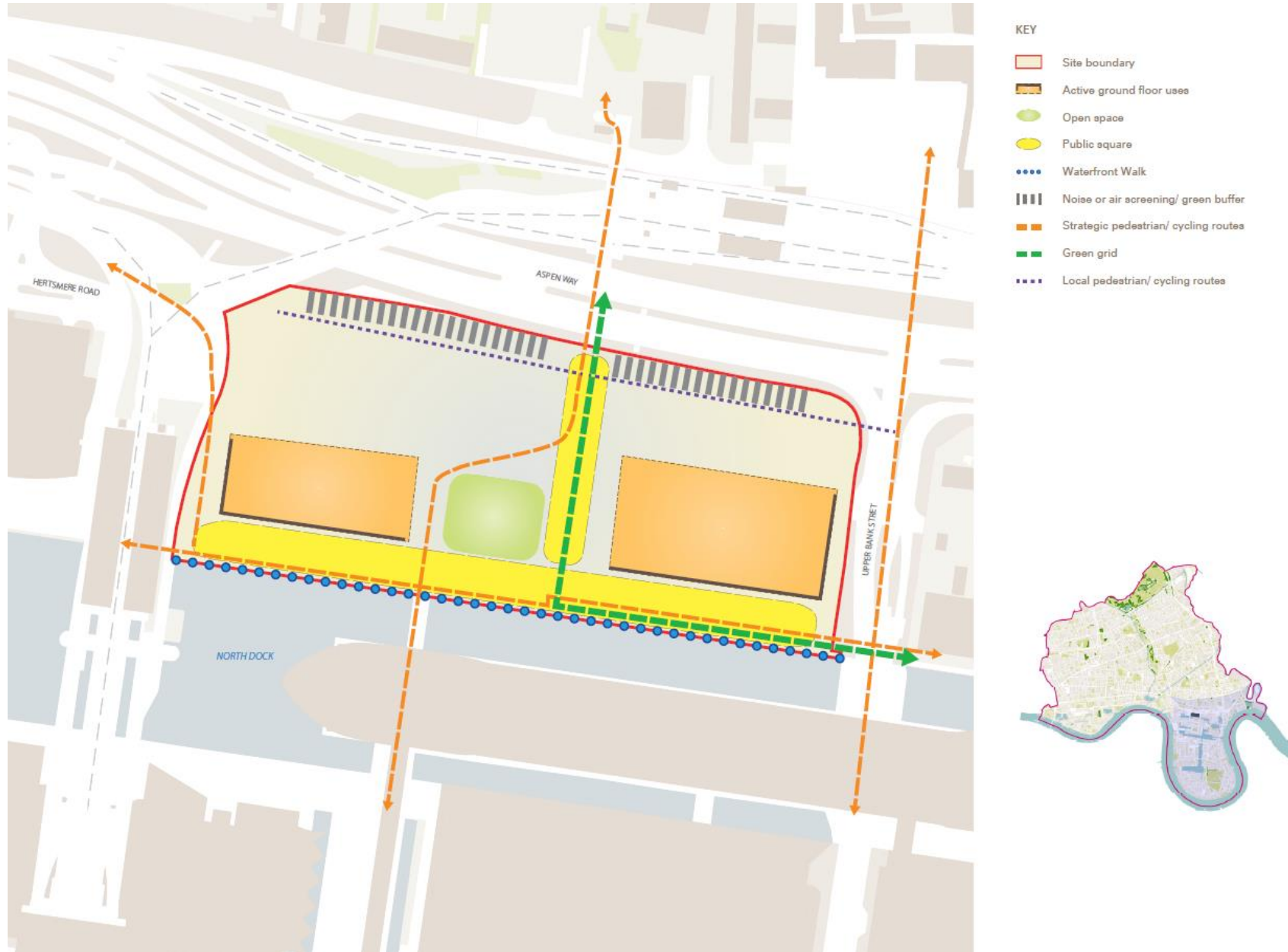




## 4.9: North Quay

<b>Address</b>	Upper Bank Street	
<b>Size (hectares)</b>	3.27	
<b>Public transport accessibility levels</b>	5-6a (2017)	6a (by 2031)
<b>Floodzone(s)</b>	2-3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail.</li> <li>• Housing (25% floorspace in terms of maximum provision)</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location.</li> <li>• improve strategic links from Canary Wharf to Poplar High Street through the provision of new north-south links;</li> <li>• protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront;</li> <li>• address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures;</li> <li>• provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• improve the quality and create a positive sense of place with an arrival points in the form of an active public square at the northern corners of the site, which interconnects to a north-south linear square from the Canary Wharf station (Elizabeth line) to Poplar DLR station/Poplar High Street; and</li> <li>• improve or enhance walking and cycling connections to, from and within the site to: <ul style="list-style-type: none"> <li>a. accommodate a new east-to-west cycle route through the site which joins into the cycle network and pedestrians movement to/from the DLR stations at Poplar and West India Quay and the Elizabeth line station;</li> <li>b. facilitate connections across Aspen Way and across Trafalagar Way towards Blackwall Basin, Poplar High Street, and Canary Wharf, and to the wider area; and</li> <li>c. address the barrier of Aspen Way and integrate the site with Poplar to the north, and the Canary Wharf Crossrail Station to the south west. These routes should align with the existing urban grain to support permeability and legibility.</li> </ul> </li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should not undermine the delivery of the long term aspiration to provide new bridges or decking over Aspen Way.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 48: North Quay



## 4.10: Reuters Ltd

<b>Address</b>	Paul Julius Close	
<b>Size (hectares)</b>	2.71	
<b>Public transport accessibility levels</b>	2-4 (2017)	2-4 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: re-provision of existing employment by way of intensifying employment job numbers</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> <li>• Primary school</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically addressing the transition of building heights, scale and massing from the tall buildings cluster at Blackwall roundabout to the medium-rise nature of East India;</li> <li>• retain, reuse or enhance the existing heritage assets, including the grade II listed dock and adjacent grade II listed northern ventilation shaft;</li> <li>• provide green buffer and/or alternative mitigation measures along Aspen Way or Blackwall to mitigate the noise and air pollution impacts;</li> <li>• integrate buildings with improved public realm and ensure development is stepped back from the riverside with fully accessible active frontages;</li> <li>• improve walking and cycling connections to, from and within the site, specifically to address the connections to adjacent sites. A continuous pedestrian and cycle link along the Thames Path should be provided;</li> <li>• improve movement through the area and repair fragmented urban form by reinforcing the route with active uses from East India DLR station and Blackwall Way towards the Thames Path and the Blackwall Yard Graving Dock;</li> <li>• create a positive sense of place with an arrival point in the form of an active public square at the corner of Blackwall Way, through Blackwall Yard to the Thames waterfront;</li> <li>• reinforce and complement local distinctiveness with the re-provision of the existing waterspace on site and integrate its function with the open space to maximise amenity provision;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces; and</li> <li>• explore the opportunity to incorporate the existing jetting pier into the development.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 49: Reuters Ltd



- KEY**
- Site boundary
  - Active ground floor uses
  - Open space
  - Public square
  - Enhanced waterspace
  - Reinforced building edge
  - Waterfront Walk
  - Noise or air screening/ green buffer
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Local pedestrian/ cycling routes
  - London Borough of Tower Hamlets boundary



## 4.11: Riverside South

<b>Address</b>	Westferry Circus	
<b>Size (hectares)</b>	2.17	
<b>Public transport accessibility levels</b>	5 (2017)	5-6a (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail</li> <li>• Housing (25% floorspace in terms of maximum provision)</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Small open space (0.4 hectares)</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment;</li> <li>• retain, reuse or enhance the existing heritage assets, including a listed lock wall that forms the eastern boundary of the site;</li> <li>• integrate buildings with improved public realm and ensure development is stepped back from the riverside with fully accessible active frontages;</li> <li>• protect or enhance the waterside setting, ensuring easy public access along the entire waterfront with active retail and commercial uses;</li> <li>• improve walking and cycling connections to, from and within the site - specifically to address connections to Westferry Circus, Westferry Road and the river Thames;</li> <li>• reinstate the active street frontage and pedestrian route along Westferry Circus and Westferry Road, with strong visual and activity links to the riverside amenity;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• provide green open space along the river Thames which is activated with commercial uses and expands on the leisure activity hub at Westferry Circus;</li> <li>• create a new route with a strong visual connection from Bank Street/Westferry Road to the Thames Riverside and integrate it a new riverside walk and public square.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• Development should not prejudice the potential delivery of a river crossing across the Thames.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	



Figure 50: Riverside South



KEY

- Site boundary
- Active ground floor uses
- Open space
- Public square
- Waterfront Walk
- Strategic pedestrian/ cycling routes
- Green grid
- Local pedestrian/ cycling routes



## 4.12: Westferry Printworks

<b>Address</b>	Westferry Road	
<b>Size (hectares)</b>	6.16	
<b>Public transport accessibility levels</b>	1b-2 (2017)	1b-2 (by 2031)
<b>Floodzone</b>	3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: re-provision of existing employment by way of intensifying employment job numbers</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectares)</li> <li>• Leisure centre (re-provision)</li> <li>• Secondary school</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location. Specifically, buildings should step down from Canary Wharf to the smaller scale residential properties to the north and south;</li> <li>• protect or enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets;</li> <li>• respect the waterside setting, ensuring public accessibility to the waterfront and active frontages provided with buildings stepped back;</li> <li>• maximise the provision of family homes;</li> <li>• improve biodiversity and ecology along the water edges and within open spaces;</li> <li>• improve walking and cycling connections to, from and within the site - specifically to improve connections to Millwall Outer Dock and to Barkentine Estate centre, Westferry Road centre and Crossharbour centre. These routes should align with the existing urban grain to support permeability and legibility. Public open space should be located adjacent to the Millwall Outer Dock and designed to facilitate sport and recreation activities; and</li> <li>• improve public realm with active site edges, specifically along Westferry Road and Millharbour.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• New development should be well connected to the existing leisure centre at Tiller Road.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 51: Westferry Printworks



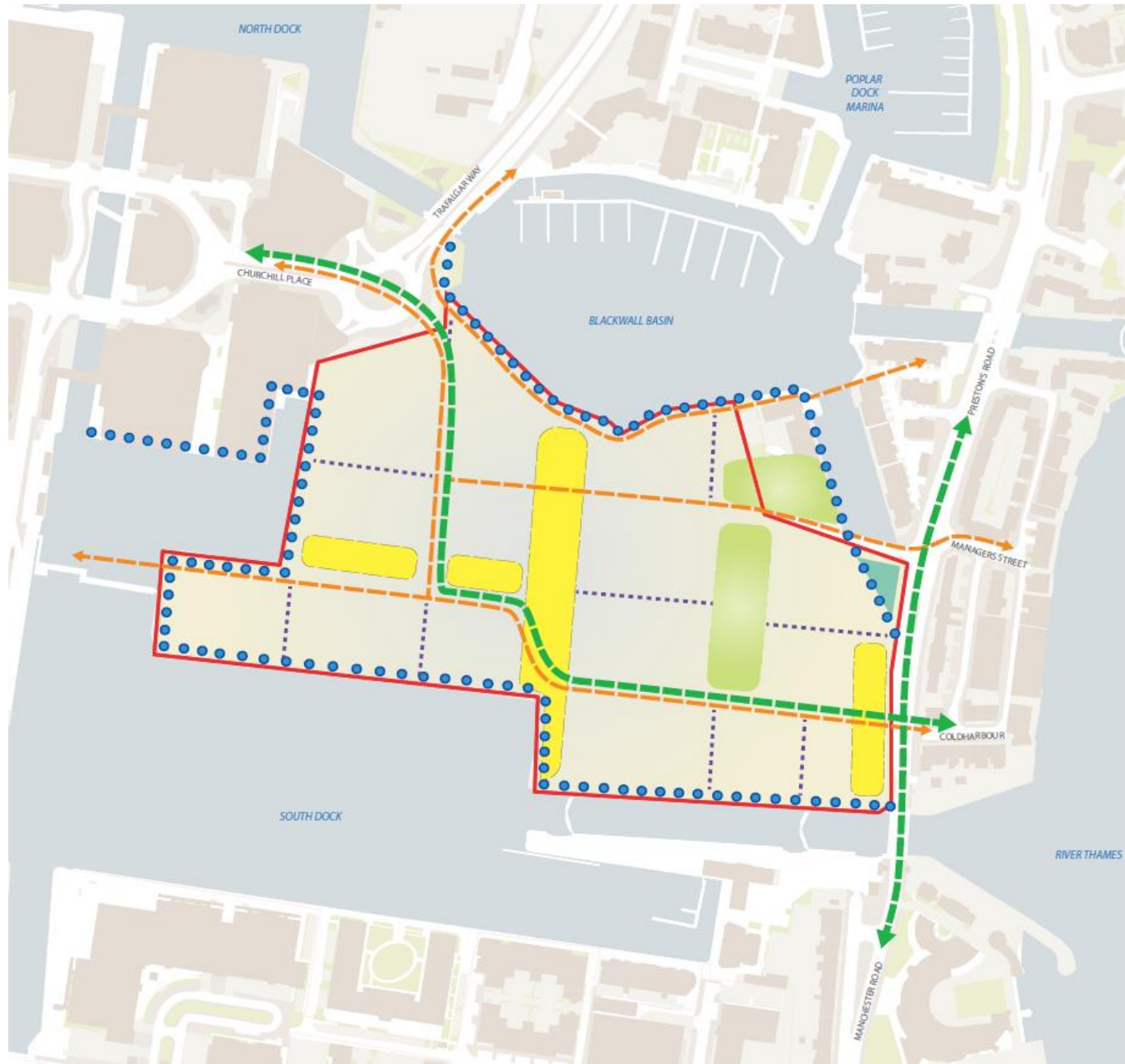
- KEY
- Site boundary
  - Open space
  - Public square
  - Waterfront Walk
  - Strategic pedestrian/ cycling routes
  - Green grid
  - Local pedestrian/ cycling routes



#### 4.14: Wood Wharf

<b>Address</b>	Preston's Road	
<b>Size (hectares)</b>	7.26	
<b>Public transport accessibility levels</b>	3-5 (2017)	3-6a (by 2021)
<b>Floodzone(s)</b>	2-3a	
<b>Land use requirements</b>	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Employment: comprehensive mixed use development to provide town centre uses including small-to-medium enterprises and large floorplate offices</li> </ul>	
<b>Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Strategic open space (1 hectares)</li> <li>• Primary school</li> <li>• Idea store</li> <li>• Health centre</li> </ul>	
<b>Design principles</b>	<p>Development will be expected to:</p> <ul style="list-style-type: none"> <li>• complement the tall building cluster in Canary Wharf through appropriate taller building heights, while respecting and being informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location;</li> <li>• focus tall buildings in the western portion of the site, stepping down to the existing lower rise environment in Cubitt Town to the east;</li> <li>• protect or enhance the Blackwall Basin and former West India Dock walls and other surrounding heritage assets;</li> <li>• maximise the creation of family homes;</li> <li>• create new east-west and north-south walking and cycling routes. These should align with the existing grid geometry of Canary Wharf to support permeability and legibility, specifically connecting to Canary Wharf and Marsh Wall East;</li> <li>• provide a range of new publicly accessible open spaces;</li> <li>• integrate the site with the green grid route along Preston's Road; and</li> <li>• present excessive overshadowing and enable activation of the riverside by ensuring building are stepped back the water edge.</li> </ul>	
<b>Delivery considerations</b>	<ul style="list-style-type: none"> <li>• The delivery of an idea store will need to be monitored alongside the development of the Crossharbour town centre site to ensure the needs of communities are met in the most appropriate manner.</li> <li>• Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</li> </ul>	

Figure 52: Wood Wharf



KEY

-  Site boundary
-  Open space
-  Public square
-  Enhance waterspace
-  Waterfront Walk
-  Strategic pedestrian/ cycling routes
-  Green grid
-  Local pedestrian/ cycling routes





## SECTION 6: MONITORING AND DELIVERY

### Chapter 1: Managing development

1.1 In order to ensure the Local Plan policies are put into action and sites in the borough are delivered in line with the vision and objectives set out in section 2, we will continue to undertake regular monitoring and adopt the following implementation approaches.

1.2 The Local Plan will be the main mechanism through which planning applications are determined.

1.3 The broader process of determining planning applications encompasses pre-application discussions, planning performance agreements and the use of tools such as design reviews and sustainability checklists. We will also use special legislative tools (such as article 4 directions) where there is a particular need.

1.4 In particular, we consider that inclusive and responsive pre-application engagement is crucial to achieving speedier decisions and better quality developments, and is strongly encouraged. While the outcome of an application cannot be guaranteed, a planning application is more likely to succeed if it is well prepared, accords with the Local Plan and properly addresses/responds to relevant challenges raised at the pre-application stage.

1.5 When preparing planning applications, applicants and developers should have regard to the requirements set out in the latest validation checklist, which can be downloaded from our website.

1.6 As a priority, we aim to promote a coordinated approach to development through the development management process and negotiations with landowners, developers and other interested parties. Where considered necessary, we have legal powers to compulsorily purchase land to enable the development of land and buildings in line with the regeneration aspirations set out in the plan, but this will always be a last resort.

1.7 Alongside the policies set out in the Local Plan, we will also take account of supplementary planning documents and other relevant guidance when determining planning applications. These include:

- South Quay Masterplan Supplementary Planning Document (2015).
- Whitechapel Vision Masterplan Supplementary Planning Document (2013).
- Fish Island Area Action Plan (2012).
- Bromley-by-Bow Masterplan (2012).
- Planning Obligations Supplementary Planning Document (2016).
- Development Viability Supplementary Planning Document (2017/2018).

1.8 Area-specific plans and masterplans are key to realising the vision of the Local Plan and informing the redevelopment of key sites and areas of change. We will continue to develop and use masterplans to influence the design and layout of new development in collaboration with infrastructure providers and other relevant organisations.

1.9 Other relevant guidance is prepared at the regional and sub-regional level, including the Mayor of London's supplementary planning guidance which provides further detail to the policies set out in the development plan.

1.10 In order to achieve the vision and objectives set out in the Local Plan, there may be a requirement to impose conditions to mitigate any negative impacts arising from development proposals to make them acceptable.

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

1.12 We will also consider all matters of planning breaches of planning control that are reported to us. This might involve requesting a retrospective planning application, negotiating changes to the unauthorised development or where necessary formal enforcement action to remedy the breach of control, having regard to government guidance.

1.13 We will produce an enforcement plan that will set out in more detail how our compliance and enforcement service will be delivered and how investigations will be

prioritised. Further information on enforcement and compliance activity will be published in the annual monitoring report.

## Chapter 2: Partnership working

2.1 Central to the delivery of the Local Plan's policies and objectives is working in partnership with our partners, stakeholders, local communities and neighbouring boroughs. This ensures that priorities are aligned and buy-in is secured.

2.2 We have prepared a statement of how we intend to involve local community groups, residents, businesses and other stakeholders in the preparation and implementation of our planning policy documents and in the consideration of planning applications<sup>86</sup>.

2.3 With the highest target for new homes in London, housing delivery is one of the most important challenges facing the borough. Along with the Tower Hamlets Housing Strategy (2016) and Housing Delivery Strategy (2017), we have established several key delivery mechanisms to ensure successful housing delivery across the borough. These include the following.

- The Tower Hamlets Housing Forum – a partnership between ourselves (the council) and housing associations (registered providers). Its purpose is to help deliver the adopted strategy (including the delivery of new affordable homes to meet a range of needs); collaborate on developing good practice; and improve housing, maintenance and development standards.
- Greater London Authority grant funding – along with registered providers, we can apply for grant funding and support to help facilitate affordable housing delivery.
- Housing delivery vehicles – we have established two bespoke housing delivery vehicles (Seahorse Homes Limited and Mulberry Housing Society) to expand the range of interventions in the housing market and provide a range of new homes (both market and affordable) that meet the needs of the rapidly growing local population.

- Poplar Riverside Housing Zone - the Mayor of London proposed 'housing zones' as a means of accelerating the delivery of housing within areas of potential. The Poplar Riverside Housing Zone will be the key mechanism to delivering new homes in this part of the borough.

2.4 Opportunities will be sought to improve the management and performance of our town centres, with a focus on the evening and night time economy, facilitated through various initiatives, such as working with town centre partnerships and forums.

## Chapter 3: Neighbourhood planning

3.1 Neighbourhood planning enables interested local communities to help directly shape and promote development in their area through creating plans and policies. Neighbourhood plans, when adopted, will form part of the development plan (see figure 1) and will be used to help determine planning applications. This is a community-led process which is able to receive technical and administrative support from the council and other bodies.

3.2 Neighbourhood planning takes place within designated neighbourhood areas. These are defined by the community and have to be agreed with us before they can be designated. The neighbourhood areas must meet legislative requirements, including that they form a coherent spatial area.

3.3 Neighbourhood planning is led by designated neighbourhood forums. These are groups made up of local residents, workers, business-owners and elected members.

3.4 There are a number of designated neighbourhood areas in Tower Hamlets with active neighbourhood forums. In some parts of the borough, neighbourhood forums are preparing neighbourhood plans which will provide additional area-specific policies alongside the Local Plan<sup>87</sup>.

3.5 Neighbourhood plans must be in general conformity with the London Plan and the strategic policies of the Local Plan, although they can allocate sites to deliver housing and other uses and provide additional guidance to address specific

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<sup>86</sup> Tower Hamlets Statement of Community Involvement  
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<sup>87</sup> Further information on the areas in the borough where neighbourhood planning is taking place can be found from our web site at [www.towerhamlets.co.uk](http://www.towerhamlets.co.uk).

neighbourhood issues or identify opportunities for regeneration and priority projects within the neighbourhood area. Appendix 5 sets out which policies within the Local Plan are considered to be strategic for the purposes of neighbourhood planning.

## Chapter 4: Infrastructure delivery

4.1 We have been working closely with infrastructure providers, delivery partners and other relevant organisations to ensure that the necessary infrastructure to support planned growth is delivered. The Tower Hamlets Infrastructure Delivery Plan identifies the infrastructure and services that will be required to meet the anticipated growth targets and objectives set out in the Local Plan. It is not an exhaustive list and other items will be required, as appropriate, in response to new development in the borough.

4.2 The majority of future infrastructure projects will be financed from monies secured through section 106 agreements and the community infrastructure levy (see below) or equivalent. However, the exploration, identification and use of other funding sources (e.g. grants, subsidies and crowd-funding) will also require us to work with partner organisations and other stakeholders (including Transport for London, Greater London Authority and other government departments) to maximise the monies available to deliver infrastructure projects. Further information about the infrastructure requirements of specific sites and areas where significant development is planned is outlined in section 4.

4.3 The community infrastructure levy applies a standard charge to developments, as specified in the charging schedule, and will be used to fund infrastructure needed to support the development of an area: this includes transport, parks, schools, health facilities and leisure centres.

4.4 The Mayor of London's community infrastructure levy will be used to raise funds towards major infrastructure projects of strategic importance such as Crossrail 2<sup>88</sup>.

4.5 Section 106 agreements will be used where the identified pressure from a proposed development cannot be addressed through planning conditions and where

any infrastructure requirement (not covered under the community infrastructure levy) relates specifically to that particular development.

4.6 The Planning Obligations Supplementary Planning Document provides detailed guidance on the use of the community infrastructure levy and section 106 agreements.

## Chapter 5: Development viability

5.1 All planning applications which trigger a requirement to provide affordable housing or where viability is relied upon as a material consideration are required to provide a financial viability assessment.

5.2 The Development Viability Supplementary Planning Document will provide guidance on the information requirements for financial viability assessment and the basis on which these will be assessed. The document will help ensure that development viability is treated consistently across the borough.

5.3 Relevant policies relating to developer contributions, including the community infrastructure levy, section 106 planning obligations, infrastructure delivery and development viability can be found in section 3 (in particular policies S.SG2 and D.SG4).

## Chapter 6: Monitoring and review

6.1 Regular monitoring will allow us to assess the impact of changing circumstances on policy effectiveness. This will be crucial in understanding when the need arises to undertake a full or partial update of the Local Plan to ensure it remains consistent with national and regional planning guidance. Some examples of potential triggers include the following.

- Any significant revisions or updates to the London Plan where it proposes different approaches to the delivery of growth within Tower Hamlets.
- Economic downturns – this may restrict the ability of developers or public bodies to provide affordable housing or important contributions towards infrastructure such as open space and may impede the timely delivery of development on our allocated sites.

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<sup>88</sup> For further details about the Mayor of London's community infrastructure levy and the Crossrail Funding Supplementary Planning Guidance, please visit the Greater London Authority's website.

- Changes in the availability of public funding – this may restrict the delivery of supporting infrastructure or again could prevent some sites from being able to come forward for development at all.
- Technological change such as changes in building methods or the continuing advance of online retailing which will have significant implications for the future of our town centres.
- Any significant changes to national planning policy and guidance.

6.2 We will continue to measure the extent to which our policies are working and responding to the needs identified in this plan. Each year, we will produce a monitoring report which will:

- assess the performance of the Local Plan policies and other policy documents, as set out in the Local Development Scheme;
- anticipate the impact of trends on the wider social, economic and environmental issues facing the borough to gain an understanding of how the borough is changing in response to the policies set out in this plan;
- monitor the supply of housing and employment against the targets set out in this plan;
- monitor the amount of funds collected from community infrastructure levy and section 106 agreements, or equivalent; and
- monitor the delivery of key infrastructure projects as set out in the Infrastructure Delivery Plan.

6.4 If regular monitoring indicates that the policies set out in this plan are not being implemented, action will be taken to correct this. This may involve:

- producing supplementary planning documents and other relevant guidance to provide more detail of how policies should be implemented;

- reviewing the mechanisms through which developers fund or contribute towards infrastructure and mitigate the effects arising from development;
- develop further working relationships with various partners across the public, private and voluntary sectors to look at ways to facilitate implementation, including potential alternative forms of funding;
- continue to work with adjoining local authorities and agencies to address cross-boundary development needs;
- extending of existing contracts to ensure waste from our black bins is managed effectively throughout the plan period;
- reviewing capacity forecasts to make sure they reflect up-to-date guidance and any future changes to population and household growth;
- holding discussions with developers and landowners to identify barriers to delivery; and
- reviewing site allocations to make sure there is an adequate supply of new homes, jobs and waste facilities to meet future needs.

6.5 In the light of the projections set out in appendix 7, we will closely monitor the supply of housing in the borough to explore ways of addressing any shortfall during the plan period.

6.6 Table 7 below identifies the key monitoring indicators and targets which will be used as a basis for monitoring the effectiveness of the plan policies within the annual monitoring report. All indicators and targets will be subject to periodic review through the monitoring process.

**Table 7: Monitoring and delivery framework**

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
Achieving sustainable growth	<p><b>S.SG1:</b> Areas of growth and opportunity within Tower Hamlets</p> <p><b>S.SG2:</b> Delivering sustainable growth in Tower Hamlets</p> <p><b>D.SG2:</b> Health impact assessments</p> <p><b>D.SG3:</b> Planning and construction of new development</p> <p><b>D.SG4:</b> Developer contributions</p>	<p><b>Key objective 1:</b> All principles</p> <p><b>Key objective 2:</b> All principles</p>	<p><b>KMI 1:</b> Growth in homes and employment within the following sub-areas:</p> <ul style="list-style-type: none"> <li>• City Fringe</li> <li>• Lower Lea Valley</li> <li>• Isle of Dogs and South Poplar</li> <li>• Central Area</li> </ul> <p><b>KMI 2:</b> Breakdown of community infrastructure levy and section 106 monies received and/or negotiated across all topic areas.</p>	See section 4 of the Local Plan
Creating attractive and distinctive places	<p><b>S.DH1:</b> Delivering high quality design</p> <p><b>D.DH2:</b> Attractive streets, spaces and public realm</p> <p><b>S.DH3:</b> Heritage and the historic environment</p> <p><b>D.DH4:</b> Shaping and managing views</p> <p><b>S.DH5:</b> World heritage sites</p> <p><b>D.DH6:</b> Tall buildings</p> <p><b>D.DH7:</b> Density</p> <p><b>D.DH8:</b> Amenity</p> <p><b>D.DH9:</b> Shopfronts</p> <p><b>D.D10:</b> Advertisements, hoardings and signage</p> <p><b>D.DH11:</b> Telecommunications</p>	<p><b>Key objective 1:</b> Principles 9, 10, 11</p> <p><b>Key objective 2:</b> Principles 2, 6, 8</p>	<p><b>KMI 19:</b> Number of designated heritage assets (scheduled ancient monuments, listed buildings registered parks and gardens and conservation areas)</p>	No loss of designated heritage assets
			<p><b>KMI 20:</b> Percentage of planning appeals upheld due to design</p>	N/A
			<p><b>KMI 21:</b> Removal of heritage assets at risk from the risk register</p>	Decrease in the number of protected heritage assets 'at risk'
			<p><b>KMI 22:</b> The number of applications received for mansard roof extensions within conservation areas (focus on Medway and Driffield conservation areas)</p>	N/A
Meeting housing needs	<p><b>S.H1:</b> Delivering housing</p> <p><b>D.H2:</b> Affordable housing</p> <p><b>D.H3:</b> Housing standards &amp; quality</p>	<p><b>Key objective 1:</b> Principles 1, 2, 11, 12</p> <p><b>Key objective 2:</b> Principles 3, 6</p>	<p><b>KMI 3:</b> Net additional homes in the monitoring year and previous years</p>	3,931 new homes per year
			<p><b>KMI 4:</b> Five-year housing land supply and fifteen-year housing trajectory</p>	To demonstrate a five-year supply for housing (on a rolling basis) and fifteen-year housing trajectory
			<p><b>KMI 5:</b> Percentage of new homes that are</p>	50% of all new homes to be affordable <sup>89</sup>

<sup>89</sup> The affordable housing target is comprised of: a minimum of 35% affordable housing on private development (of 11 or more units); affordable housing contributions from all small sites; council-led affordable housing initiatives; and registered social landlord schemes.



	<p><b>D.H4:</b> Specialist housing</p> <p><b>D.H5:</b> Gypsies &amp; travellers accommodation</p> <p><b>D.H6:</b> Student housing</p> <p><b>D.H7:</b> Housing with shared facilities (houses of multiple occupation)</p>		<p>affordable</p> <p><b>KMI 6:</b> Percentage breakdown of all housing tenures</p> <p><b>KMI 7:</b> Net additional non-conventional homes (including student beds and specialised housing)</p> <p><b>KMI 8:</b> Delivery of wheelchair accessible/adaptable homes</p> <p><b>KMI 9:</b> Gypsy and traveller pitches</p>	<p>Of the affordable housing delivered, 70% will be rented housing and 30% will be intermediate housing.</p> <p>Of all market homes delivered, 20% will be family housing (3 or more beds).</p> <p>Of all affordable homes delivered, 45% will be family housing (3 or more beds).</p> <p>N/A</p> <p>10% of all homes delivered</p> <p>No net loss in the number of suitable gypsy and traveller pitches (safeguarded site at Old Willow Close)</p>
Delivering economic growth	<p><b>S.EMP1:</b> Creating investment and jobs</p> <p><b>D.EMP2:</b> New employment space</p> <p><b>D.EMP3:</b> Loss of employment space</p> <p><b>D.EMP4:</b> Redevelopment within designated employment areas</p>	<p><b>Key objective 1:</b> Principles 1, 4, 5, 6, 7</p> <p><b>Key objective 2:</b> Principles 4, 5, 7</p>	<p><b>KMI 10:</b> Net additional employment floorspace delivered by type</p> <p><b>KMI 11:</b> Net additional jobs by type</p> <p><b>KMI 12:</b> Count of births of new enterprises</p> <p><b>KMI 13:</b> Gain/loss of floorspace within the following designated employment areas:</p> <ul style="list-style-type: none"> <li>• Preferred Office Locations</li> <li>• Local Employment Locations</li> <li>• Strategic Industrial Locations</li> <li>• Local Industrial Locations</li> </ul>	<p>Work towards meeting the maximum employment projection of 125,000 new jobs through a net increase of:</p> <ul style="list-style-type: none"> <li>• 1,384,250 square metres of office floorspace</li> <li>• 110,000 square metres of industrial floorspace</li> </ul> <p>Progression towards the aspirational target of 125,000 additional jobs</p> <p>N/A</p> <p>No further loss of employment floorspace</p>
Revitalising our town centres	<p><b>S.TC1:</b> Supporting the network and hierarchy of centres</p> <p><b>D.TC2:</b> Retail in our town centres</p> <p><b>D.TC3:</b> Retail outside our town centres</p> <p><b>D.TC4:</b> Financial and professional services</p>	<p><b>Key objective 1:</b> Principles 1, 5, 6, 7, 9</p> <p><b>Key objective 2:</b> Principles 4, 6, 8</p>	<p><b>KMI 14:</b> Proportion and number of town centre uses (A1/2/3/4/5, B1, D1 &amp; D2) within all town centres.</p> <p><b>KMI 15:</b> Town centre vacancy rates</p> <p><b>KMI 16:</b> Approvals and completions of</p>	<p>Not less than 60% A1 within Primary Frontage and Columbia Road/Redchurch Street Neighbourhood Centres</p> <p>Not less than 40% A1 within Secondary Frontages and all other Neighbourhood Centres</p> <p>Decrease from baseline level (2016)</p> <p>N/A</p>

	<p><b>D.TC5:</b> Food, drink, entertainment and the night-time economy</p> <p><b>D.TC6:</b> Short-stay accommodation</p> <p><b>D.TC7:</b> Markets</p>		<p>additional short-stay accommodation</p> <p><b>KMI 17:</b> Pitches and vacancy in council-owned public street markets</p>	<p>Increase (or no net loss) in the number of pitches</p>
Supporting community facilities	<p><b>S.CF1:</b> Supporting community facilities</p> <p><b>D.CF2:</b> Existing community facilities</p> <p><b>D.CF3:</b> New and enhanced community facilities</p> <p><b>D.CF4:</b> Public houses</p>	<p><b>Key objective 1:</b> Principles 3, 5, 6, 7, 8, 10</p> <p><b>Key Objective 2:</b> Principles 4, 6</p>	<p><b>KMI 18:</b> Applications and permissions for new/loss of D1 and D2 community uses.</p>	<p>Prevent the loss of community facilities and ensure net gain over whole plan period</p>
Enhancing open and water spaces	<p><b>S.OSW1:</b> Creating a network of open spaces</p> <p><b>S.OSW2:</b> Creating a network of water spaces</p> <p><b>D.OSW3:</b> Open space and green grid networks</p> <p><b>D.OWS4:</b> Water spaces</p>	<p><b>Key objective 1:</b> Principles 3, 6, 8, 9, 10</p> <p><b>Key objective 2:</b> Principles 1, 2, 6, 8</p>	<p><b>KMI 23:</b> Area of land designated as open space (loss or gain from previous year)</p> <p><b>KMI 24:</b> Number of eligible open spaces that have been awarded the Green Flag standard</p>	<p>No loss of public open space sites</p> <p>Increase in the number of parks / open space with Green Flag Award</p>
Protecting and managing our environment	<p><b>S.ES1:</b> Protecting and enhancing our environment</p> <p><b>D.ES2:</b> Air quality</p> <p><b>D.ES3:</b> Urban greening and biodiversity</p> <p><b>D.ES4:</b> Flood risk</p>	<p><b>Key objective 1:</b> Principles 3, 12, 13, 14</p> <p><b>Key objective 2:</b> Principles 2, 8</p>	<p><b>KMI 25:</b> Area of land designated as a Site of Nature Conservation Interest</p> <p><b>KMI 26:</b> Number of developments approved against Environment Agency advice in relation to flood risk and water quality grounds</p> <p><b>KMI 27:</b> Carbon dioxide emission reduction</p> <p><b>KMI 28:</b> Concentration of each pollutant at</p>	<p>No net loss of land designated as a Site of Nature Conservation Interest</p> <p>No unresolved Environment Agency objection to development</p> <p>Reduce carbon emissions by 60% by 2025<sup>90</sup></p> <p>To meet the limit values for nitrogen dioxide and</p>

<sup>90</sup> London Plan target (GLA, 2016)

	<p><b>D.ES5:</b> Sustainable drainage</p> <p><b>D.ES6:</b> Sustainable water management</p> <p><b>D.ES7:</b> A zero carbon borough</p> <p><b>D.ES8:</b> Contaminated land and storage of hazardous substances</p> <p><b>D.ES9:</b> Noise</p> <p><b>D.ES10:</b> Overheating</p>		<p>each monitoring station</p> <p><b>KMI 29:</b> The number of developments that meet or exceed the air quality neutral standards</p>	<p>concentration of PM<sub>10</sub> particulate matter</p> <p>All development to meet or exceed the air quality neutral standards</p>
Managing our waste	<p><b>S.MW1:</b> Managing waste</p> <p><b>D.MW2:</b> New and Enhanced waste facilities</p> <p><b>D.MW3:</b> Waste collection facilities in new development</p>	<p><b>Key objective 1:</b> Principles 3, 6, 12, 13, 14</p>	<p><b>KMI 30:</b> Household waste recycled, reused and composted (also represented as a household recycling rate)</p> <p><b>KMI 31:</b> Recycling, reuse and composting per borough resident</p> <p><b>KMI 32:</b> Municipal waste sent to landfill and sent to treatment</p>	<p>Local authority collected waste: 50% by 2020 and 100% by 2031<sup>91</sup></p> <p>Increase on baseline level (2016)</p> <p>N/A</p>
Improving connectivity and travel choice	<p><b>S.TR1:</b> Sustainable travel</p> <p><b>D.TR2:</b> Impacts on the transport network</p> <p><b>D.TR3:</b> Parking and permit-free</p> <p><b>D.TR4:</b> Sustainable delivery and servicing</p>	<p><b>Key objective 1:</b> Principles 3, 4, 6, 8, 13, 14</p> <p><b>Key objective 2:</b> Principles 1, 2, 7, 8</p>	<p><b>KMI 33:</b> Public satisfaction with public transport</p> <p><b>KMI 34:</b> Number of on-street car club spaces</p> <p><b>KMI 35:</b> Total distance of cycle and pedestrian networks</p> <p><b>KMI 36:</b> Number of Transport for London cycle docking stations in the borough</p> <p><b>KMI 37:</b> Loss/gain of depots and wharfs</p>	<p>Increase on baseline level (2016)</p> <p>Increase on baseline level (2016)</p> <p>Increase on baseline level (2016)</p> <p>Increase on baseline level (2016)</p> <p>Prevent the loss of depots and wharfs</p>

<sup>91</sup> London Plan target (GLA, 2016)

## SECTION 6: APPENDICES

### Appendix 1: Glossary and acronyms

Term	Abbreviation	Explanation
<b>Active frontages</b>		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 the building and ground level.
<b>Affordable housing</b>		Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and our (the council) housing allocation policy.
<b>Amenity space</b>		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.
<b>Annual monitoring report</b>	AMR	Assesses the effectiveness of our policies and proposals.
<b>Archaeological Priority Area</b>		A defined area where there is significant known archaeological interest which might be affected by development.
<b>Building Research Establishment Environmental Assessment</b>	BREEAM	A widely used method to assess the sustainability of non-residential developments.

Method		
<b>Car-free development</b>		Car-free developments do not provide parking for cars on-site and there is no entitlement to on-street parking permits for residents. This exception to this is parking for accessible properties.
<b>Central Activities Zone</b>	CAZ	This zone forms London's "vibrant centre and one of the world's most attractive and competitive business locations" (London Plan, 2016). It contains key areas for employment, retail, leisure, culture, tourism as well as housing.
<b>Clear zone</b>		An integrated area initiative comprising an incremental package of measures to improve air quality and reduce carbon dioxide emissions through 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 and more liveable places.
<b>Community facilities</b>		For the purposes of this Local Plan, community facilities can include: public houses, libraries, youth facilities, meeting places, places of worship, public conveniences and other uses in use class D1 that provide a service to the local community.
<b>Community infrastructure levy</b>	CIL	A tariff on development which creates net additional floor space, where the gross internal area of new build exceeds 100 square metres to help fund new infrastructure required to support the development.
<b>Comparison shopping</b>		Retail goods not bought on a frequent basis, such as televisions, fridges and dishwashers etc.
<b>Connectivity</b>		This 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.
<b>Convenience shopping</b>		The provision of everyday, essential items, such as food, drink and newspapers
<b>Crossrail 2</b>		A proposed new north-south central spinal railway running through London
<b>Development management</b>		Development management is the term used to include the range of activities and interactions that together transform the 'control of development and the use of land' into a more positive and proactive process in keeping with the ethos of spatial planning and supports local authorities in their role as place shapers.
<b>Development management policies</b>		These policies set out detailed criteria to carefully manage and control development through the planning application process.
<b>Development plan</b>		<p>The borough's development plan is comprised of:</p> <ul style="list-style-type: none"> <li>• the London Plan (produced on behalf of the Mayor of London);</li> <li>• the Local Plan (this document); and</li> <li>• any Neighbourhood Plans which may come forward.</li> </ul> <p>The development plan sets out specific policies to guide the use of land and buildings. These policies will be the starting point for assessing planning applications.</p>
<b>District centre</b>		These designations form part of the borough's network of town centres, providing commercial and retail services to predominately serve local communities. They typically have at least one supermarket and a variety of non-retail functions (including community facilities) and are close to the strategic transport network.

<b>District heating facility (also known as a decentralised heating network)</b>		A district heating facility provides a supply of heat - generated via sustainable energy sources - to a number of buildings within an area through a system of pre-insulated underground pipes.
<b>Docklands Light Railway</b>	DLR	An automated, driverless light metro system serving the redeveloped docklands area, including large parts of the borough and adjoining authorities
<b>Dwelling</b>		Also referred to as a 'residential unit' is a self-contained unit of residential accommodation.
<b>Early years</b>		Facilities and services for children of pre-school age (0-4), which include childcare providers, children centres and nurseries.
<b>Easily adaptable</b>		Easily adaptable requires adjustable level kitchen units to be installed to replace the standard units provided; that a level access shower is provided in one bathroom with "wet-room" drainage and that all parts of the dwelling must be suitably sized and that walls are strengthened for the installation of additional mobility aids, as required in the GLA's Housing Supplementary Planning Guidance.
<b>Elizabeth line</b>		A new east-west spinal route through central London and beyond
<b>Enclosure</b>		Enclosure refers to the design and scale of buildings to create a sense of defined space. Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm.
<b>Energy opportunity areas</b>		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.



<b>Evening and night-time economy</b>		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.
<b>Family housing</b>		Houses and flats which contain three or more bedrooms.
<b>Flood risk zone</b>		Areas within the borough which are at risk from flooding. The flood risk zones consist of zones 1, 2 and 3a and 3b (the higher the number the greater the risk of flooding) and are based on the Environment Agency's flood map for England and Wales.
<b>Gated communities</b>		Walled or fenced housing developments to which public access is restricted, often guarded using CCTV and/or security personnel.
<b>Greater London Authority</b>	GLA	A top-tier administrative body covering the Greater London area. It is comprised of two parts: the London Assembly and the Mayor of London as defined under legislation. The London Assembly scrutinises the activities of the Mayor of London in the public interest.
<b>Green grid</b>		A network of inter-linked high quality and multi-functional open spaces, waterways and other corridors.
<b>Hamlets</b>		This refers to the 24 places (see figure 4) consisting of historic as well as more recently established places within Tower Hamlets
<b>Health facilities</b>		For the purposes of the Local Plan, health facilities can include hospitals, walk-in-centres, doctors surgeries, health and wellbeing centres and community health services.
<b>Historic Environment Record</b>		Information services which provide access to details on historic assets and landscapes

		covering a defined geographic area held in an on-line database.
<b>Home Quality Mark</b>		The Home Quality Mark is a design and construction standard that house builders can apply to demonstrate the quality of their homes in the absence of the Code for Sustainable Homes.
<b>Housing strategy</b>		This sets out our approach to delivering the housing aspects of the Community Plan.
<b>Housing zone</b>		An initiative of the Mayor of London to accelerate new housing development in specific areas of London, including Poplar Riverside in Tower Hamlets.
<b>Human scale</b>		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.
<b>Idea stores</b>		These provide traditional library services as well as additional services including IT facilities and places for socialising as well as access to lifelong learning courses.
<b>Infill development</b>		Development that takes place on vacant or undeveloped site between other developments and/or built form.
<b>Infrastructure</b>		Services which are necessary for the day-to-day functions of the community and economy such as roads, railways and social/community facilities. Infrastructure includes utility services, transport routes, schools, open space and health and leisure services.
<b>Infrastructure Delivery Plan</b>	IDP	An assessment of the existing and future infrastructure needs and requirements to support new development and the borough's growing population
<b>Integrated Impact Assessment</b>	IIA	As part of developing Tower Hamlet's Local

		Plan all policies have been subject to an IIA. The IIA comprises: Sustainability Appraisal, Health Impact Assessment, Equalities Impact Assessment and Habitat Regulation Assessment.
<b>Intrusive elements</b>		Elements harmful for the designated view for example through: obscuring the landmark or protected skyline, adversely affecting the prominence of the landmark by scale and/or proximity including coalescence and visual dominance.
<b>Intermediate housing</b>		Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent.
<b>Legibility</b>		The degree to which a place can be easily understood and moved around in.
<b>Leisure facilities</b>		For the purposes of the Local Plan, leisure facilities can include leisure centres, indoor and outdoor sports facilities and swimming pools.
<b>Local Development Scheme</b>	LDS	A project plan setting out how the Local Plan and other relevant documents (e.g. supplementary planning documents) will be prepared and when.
<b>Local Employment Location</b>	LEL	LELs have unique individual characteristics. They are areas of high accessibility that provide or could provide significant capacity for employment accommodation meeting secondary, more local or specialist employment needs, and to support the needs of start-ups, small and medium enterprises and creative and digital industries.
<b>Local Industrial</b>	LIL	An area or site identified as being important

<b>Location</b>		to local employment and required for the reservoir of industrial employment land, to be safeguarded for industrial employment uses.
<b>Local landmarks</b>		A locally well-known and recognised building or structure that stands out from its background by virtue of height, size or some other aspect of design.
<b>Local presence facility</b>		An accessible and integrated facility merging services currently provided within one-stop-shops and idea stores providing customers with the ability to access and interact with council services in different ways alongside a range of complementary activities, such as arts, leisure and learning/information services.
<b>Local shop</b>		Local shops are not located within a town centre. They serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.
<b>Local views</b>		A local line of sight from a particular point to an important local landmark, view or skyline.
<b>Locally listed buildings</b>		These are buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.
<b>London Legacy Development Corporation</b>	LLDC	The LLDC became the planning authority for the Olympic Legacy area following the Olympic Games in 2012. The north-east area of Tower Hamlets (Hackney Wick/Fish Island and Bromley-by-Bow) was transferred to LLDC in terms of planning responsibilities. Nevertheless, Tower Hamlets continues to provide other services and responsibilities such as the allocation of affordable housing and provision of school places.
<b>London Plan</b>		The London Plan is the spatial development

		strategy for all of London. It is prepared by the Greater London Authority. In London, Local Plans must be in general conformity with the London Plan.
<b>Major centre</b>		Canary Wharf has been identified as the only major centre within the borough because it has over 50,000 square metres of retail space, serves a borough-wide catchment, has a combined residential and employment density (in its catchment) in excess of other centres in the borough and contains a variety of functions and services, including a growing leisure economy.
<b>Major developments</b>		In the context of the Local Plan, major developments are defined as: <ul style="list-style-type: none"> <li>• 10 to 100 residential units;</li> <li>• 1,000 to 10,000 square metres floorspace; and</li> <li>• development on a site of more than 0.5 hectare.</li> </ul>
<b>Movement hierarchy</b>		The hierarchy of roads, streets and other movement routes that shape how people move around.
<b>National Planning Policy Framework</b>	(NPPF)	The National Planning Policy Framework sets out the government's planning policies for England.
<b>National Planning Practice Guidance</b>	NPPG	An online resource giving up-to-date government planning guidance and requirements.
<b>Neighbourhood Centre</b>		Neighbourhood centres contain a number of shops including a range of essential uses such as a pharmacy, post office or 'corner shop'. They serve a very local catchment (in the region of a ten minute walking radius) and are located within walking distance to public transport facilities and a strategic road network.

<b>Neighbourhood Plan</b>		Neighbourhood plans give neighbourhood forums direct power to plan for the areas in which they live. These must be in conformity with the strategic priorities of the Local Plan, London Plan and national guidance and should not promote less development than set out in the Local Plan nor undermine its strategic policies. An adopted plan will form a part of the statutory development plan and will be used to inform planning applications within this area.
<b>Neighbourhood planning</b>		Neighbourhood planning gives communities the ability to create planning documents and development orders: Neighbourhood Plans and Neighbourhood Development Orders.
<b>Open space (wider definition of open space)</b>		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.
<b>Open space (publicly accessible)</b>		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.
<b>Opportunity areas</b>		The London Plan identifies a number of opportunity areas; this includes the City Fringe/Tech City, Isle of Dogs and South Poplar and Lower Lea Valley in Tower Hamlets. These areas have the ability to accommodate high levels of growth, focusing

		on housing.
<b>Parking stress</b>		The availability of parking spaces in an area.
<b>Permeability</b>		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.
<b>Permit-free</b>		Permit-free development may contain some parking on-site, in accordance with the parking standards set out in appendix 3. However, residents are not entitled to on-street parking permits: permit-free developments will need to provide some spaces for disabled residents and for servicing in line with the parking standards.
<b>Place-making</b>		A process 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. Place-making capitalises on a local community's assets, inspiration, and potential, ultimately creating places that people feel proud of and have a stake in.
<b>Planning obligation</b>		A legal agreement between the developer, local authority and other interested parties primarily intended to make acceptable those developments that would otherwise be unacceptable in planning terms.
<b>Planning Policy for Traveller Sites</b>		This sets out the government's planning policy for traveller sites
<b>Policies Map</b>		A part of the Local Plan illustrating the policies set showing the location of proposals on an Ordnance Survey base map.
<b>Preferred Office Location</b>	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.
<b>Primary &amp; Secondary Frontages</b>		Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
<b>Private rented sector</b>		All non-owner occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).
<b>Public Transport Accessibility Level</b>	PTAL	A measure which rates locations by distance from frequent public transport services (from 0 to 6a, where a score of 0 is very poor and 6a is excellent)
<b>Public realm</b>		The space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages.
<b>Referable development</b>		Planning applications of strategic importance to London are referred to the Mayor of London. In Tower Hamlets, this applies to: <ul style="list-style-type: none"> <li>• developments of 150 residential units or more;</li> <li>• developments over 30 metres in height; and</li> <li>• development on Metropolitan Open Land.</li> </ul>
<b>Regulation 123 List</b>		A list of the types of infrastructure that will be funded in whole or in part through the community infrastructure levy.
<b>Short stay accommodation</b>		Short stay accommodation is defined as hotels, apart-hotels, serviced apartments and hostels.
<b>Site allocation</b>		A parcel of land which has been set aside in

		the plan to accommodate strategic housing developments (i.e. sites that can provide over 500 new net-additional homes) and other uses such as employment and retail space. These sites are expected to deliver significant infrastructure with capacity to accommodate future growth and development.
<b>Sites of Importance for Nature Conservation</b>	SINC	Locally defined non-statutory sites of wildlife and geological importance
<b>Small-and-medium enterprises</b>	SME	A category of businesses that employs overall a total of no more than 250 people.
<b>Spatial policies</b>		High-level, overarching policies to help guide development and the use of land throughout the borough.
<b>Specialist housing</b>		Specialist housing refers to supported housing such as sheltered housing, residential care homes, nursing homes and dual-registered care homes.
<b>Statement of Community Involvement</b>	SCI	This sets out how and when we will consult with local and statutory stakeholders in preparing, altering and reviewing development plan documents and supplementary planning documents.
<b>Strategic development</b>		Proposals involving 100 homes or 10,000 square metres of floorspace.
<b>Strategic Industrial Location</b>	SIL	This designation seeks to ensure that there are sufficient sites, in appropriate locations, to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.
<b>Strategic Housing Land Availability Assessment</b>	SHLAA	An assessment which identifies a future supply of land that is suitable, available and achievable for housing and economic development uses over the plan period.

<b>Strategic Housing Market Assessment</b>	SHMA	This sets out estimates of the borough's current and future housing requirements.
<b>Strategic objectives</b>		These objectives define the Local Plan's aspirations to deliver the overall spatial vision set out in section 2.
<b>Streetscape</b>		The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages.
<b>Supplementary Planning Document</b>	SPD	A document which helps explain how policies and proposals in the plan will be applied and implemented.
<b>Supplementary Planning Guidance</b>	SPG	A document which the Mayor of London produces to provide further detail on the policies set out in the borough's development plan.
<b>Sustainability Appraisal</b>	SA	A legal assessment of the social, economic and environmental effects of relevant plans and programmes. This tool is used alongside the Strategic Environmental Assessment, Health Impact Assessment, Habitats Regulations Assessment and Equalities Impact Assessment to appraise impacts on specific groups or characteristics.
<b>Sustainable community</b>		A place or neighbourhood where people have a decent and affordable home to live in and have good access to jobs and services, such as schools, open space and shops, in a safe, inclusive and attractive environment, with opportunities to engage in social and community-based activities, preferably without the need to use a car.
<b>Tall buildings</b>		Any building that is significantly taller than their surroundings and/or have a significant impact on the skyline.
<b>Tall Building Zone</b>		Areas identified as being suitable for tall building clusters



<b>Tower Hamlets Community Plan</b>		This sets out the long-term vision for the borough, articulating local aspirations, needs and priorities.
<b>Town centre</b>		A defined area (as shown on the Policies Map) which comprises a broad range of facilities and services, often serving as a focal point for the local community/neighbourhoods
<b>Town centre hierarchy</b>		This sets out what role and function different town centres in the borough perform in relation to each other and across London. It includes: the borough's Central Activities Zone, Tower Hamlets Activity Areas, Canary Wharf (Major Centre) and a series of District Centres and Neighbouring Centres.
<b>Transport interchange</b>		Areas centred around transport interchanges which require improvements to the local public realm, connections and way-finding.
<b>Urban grain</b>		The pattern and arrangement of streets, buildings and other features within an urban area.
<b>Vertical and horizontal stacking</b>		Arrangement of a building's floor space and land use either horizontally or vertically,

		where the building is arranged in a number of levels.
<b>Waste apportionment</b>		The amount of London's waste that each borough is required to manage to ensure London is self-sufficient in managing its municipal, commercial and industrial waste that it produces. This requires an amount of land to be safeguarded within the borough.
<b>Water space</b>		Bodies of water including rivers, canals, docks, basins, ponds and marshland.
<b>Windfall site</b>		Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available.-

## Appendix 2: Links to the Core Strategy & Managing Development Document

### Policies to be replaced

Core Strategy policy reference	Core Strategy policy title	Local Plan policy reference	Local Plan title
SP01	Refocusing on our town centres	S.TC1	Supporting the network and hierarchy of centres
SP02	Urban living for everyone	S.H1	Meeting housing needs
		D.H2	Affordable housing
		D.H3	Housing standards and Quality
		D.H4	Specialist housing
		D.H5	Gypsies and travellers accommodation
		D.H6	Student housing
SP03	Creating healthy and liveable neighbourhoods	D.TC5	Food, drink, entertainment and the night-time economy
		S.OWS1	Creating a network of open spaces
		S.CF1	Supporting community facilities
		D.ES2	Air quality
		D.ES8	Noise
SP04	Creating a green and blue grid	S.OWS1	Creating a network of open spaces
		S.OWS2	Enhancing the network of water spaces
		D.ES3	Urban greening and biodiversity
		D.ES5	Sustainable drainage
		D.ES4	Flood risk
		SP05	Dealing with waste
D.MW2	New and enhanced waste		

SP06	Delivering successful employment hubs		facilities
		D.MW3	Waste collection facilities in new development
		S.EMP1	Creating investment and jobs
SP07	Improving education and skills	D.EMP2	New employment space
		D.TC6	Short-stay accommodation
		S.CF1	Supporting community facilities
SP08	Making connected places	D.CF2	Existing community facilities
		D.CF3	New and enhanced community facilities
		S.TR1	Sustainable travel
SP09	Creating attractive and safe streets and spaces	D.TR4	Sustainable delivery and servicing
		D.DH2	Attractive streets, spaces and public realm
SP10	Creating distinct and durable places	D.TR3	Parking and permit-free
		S.DH2DH3	Heritage and the historic environment
SP11	Working towards a zero-carbon borough	S.DH1	Delivering high quality design
		S.ES1 or D.ES6	Protecting and enhancing our environment
SP12	Delivering placemaking	S.SG1	Areas of growth and opportunity within Tower Hamlets
SP13	Delivering and monitoring	D.SG5:	Developer contributions

Managing Development Document reference	Managing Development Document title	Local Plan policy reference	Local Plan title
DM0	Delivering sustainable development	S.SG1	Areas of growth and opportunity within Tower Hamlets
		S.SG2	Delivering sustainable growth

			in Tower Hamlets
<b>DM1</b>	Development within the town centre hierarchy	<b>S.TC1</b>	Supporting the network and hierarchy of centres
		<b>D.TC2</b>	Retail in our town centres
		<b>D.TC5</b>	Food, drink, entertainment and the night-time economy
<b>DM2</b>	Local Shops	<b>D.TC3</b>	Retail outside of our town centres
<b>DM3</b>	Delivering homes	<b>D.H2</b>	Affordable housing
<b>DM4</b>	Housing standards and amenity space	<b>D.H3</b>	Housing Standards and quality
<b>DM5</b>	Specialist housing	<b>D.H4</b>	Specialist housing
<b>DM6</b>	Student accommodation	<b>D.H6</b>	Student housing
<b>DM7</b>	Short-stay accommodation	<b>D.TC6</b>	Short-stay accommodation
<b>DM8</b>	Community infrastructure	<b>S.CF1</b>	Supporting community facilities
		<b>D.CF2</b>	Existing community facilities
<b>DM9</b>	Improving air quality	<b>D.ES2</b>	Air quality
<b>DM10</b>	Delivering open space	<b>D.OWS3</b>	Open space and green grid networks
		<b>D.OWS4</b>	Water spaces
<b>DM11</b>	Living buildings and biodiversity	<b>D.ES3</b>	Urban greening and biodiversity
<b>DM12</b>	Water spaces	<b>D.OWS4</b>	Water space
<b>DM13</b>	Sustainable drainage	<b>D.ES5</b>	Sustainable drainage
<b>DM14</b>	Managing waste	<b>S.MW1</b>	Managing waste
		<b>D.MW3</b>	Waste collection facilities in new development
<b>DM15</b>	Local job creation and investment	<b>S.EMP1</b>	Creating investment and jobs
		<b>D.EMP2</b>	New employment space

		<b>D.EMP3</b>	Loss of employment space
		<b>D.EMP4</b>	Redevelopment within the borough's employment areas
<b>DM16</b>	Office locations	<b>S.EMP1</b>	Creating investment and jobs
		<b>D.EMP3</b>	Loss of employment space
		<b>D.EMP4</b>	Redevelopment within designated employment areas
<b>DM17</b>	Local Industrial Locations	<b>S.EMP1</b>	Creating investment and jobs
		<b>D.EMP3</b>	Loss of employment space
		<b>D.EMP4</b>	Redevelopment within the borough's employment areas
<b>DM18</b>	Delivering schools and early learning	<b>D.CF1</b>	Supporting community facilities
<b>DM19</b>	Further and higher education	<b>D.CF3</b>	New and enhanced community facilities
<b>DM20</b>	Supporting a sustainable transport network	<b>S.TR1</b>	Sustainable travel
		<b>D.TR2</b>	Impacts on the transport network
<b>DM21</b>	Sustainable transportation of freight	<b>D.TR4</b>	Sustainable delivery and servicing
<b>DM22</b>	Parking	<b>D.TR3</b>	Parking and permit-free
<b>DM23</b>	Streets and the public realm	<b>D.DH2</b>	Attractive streets, spaces and public realm
		<b>D.DH9</b>	Shopfronts
		<b>D.DH10</b>	Advertisements, signage and hoardings
		<b>D.DH11</b>	Telecommunications
<b>DM24</b>	Place-sensitive design	<b>S.DH1</b>	Delivering high quality design
<b>DM25</b>	Amenity	<b>D.DH8</b>	Amenity
<b>DM26</b>	Building heights	<b>D.DH6</b>	Tall buildings
<b>DM27</b>	Heritage and the historic environment	<b>S.DH3</b>	Heritage and the historic environment

<b>DM28</b>	World heritage sites	<b>S.DH5</b>	World heritage sites
<b>DM29</b>	Achieving a zero carbon borough and addressing climate change	<b>D.ES6</b>	Zero carbon borough

<b>DM30</b>	Contaminated land and development and storage of hazardous substances	<b>D.ES7</b>	Contaminated land and hazardous substances
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## Appendix 3: Parking standards

Use class	Maximum car* / motorcycle parking**	Minimum long-stay cycle parking (minimum 2 spaces)	Minimum short-stay cycle parking	Other parking
<b>A1: Retail uses</b>				
Shops (non-food/ non-warehouse)	No car parking	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm	
Smaller food store (up to 500sq m gfa)	No car parking	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm; thereafter: 1 space per 300 sqm	
Food supermarket (over 500 sq m)	No car parking unless a transport assessment can demonstrate that walking, cycling, public transport and home delivery cannot cater for demand, that there are not unacceptable impacts on the highway network and a travel plan can be secured.	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm; thereafter: 1 space per 300 sqm	Service parking is required above 1000sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.
<b>A2: Financial and professional services</b>				
Financial & professional services	No car parking	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm	Service parking is required above 1000sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.
<b>A3- A5: Restaurants, cafes and drinking establishments</b>				
Restaurants & cafes (A3)	No parking	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm	Service parking is required above 1000sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.
Drinking establishments (A4)				
Hot-food-takeaways (A5)				



<b>B1: Business uses</b>				
Business offices (B1a)	1/1500 sq m	1/90 sqm	first 5,000 sqm: 1 space per 500 sqm  thereafter: 1 space per 5,000 sqm	Service parking is required above 1250 sq m and a servicing agreement must be agreed as part of a deliveries and servicing plan.
B1b, B1c	1 space per 1250 sq m gfa (commercial vehicles only)	1/250 sqm	1/1,000 sqm	Service parking is required above 1250 sq m and a servicing agreement must be agreed as part of a deliveries and servicing plan.
<b>B2: General industrial</b>				
Industrial	1 space per 1250 sqm gfa (commercial vehicles only)	1/250 sqm	1/1000 sqm	Service parking is required above 1250 sq m and a servicing agreement must be agreed as part of a deliveries and servicing plan.
<b>B8: Storage &amp; distribution</b>				
B8: storage & distribution	1 space per 1250 (commercial vehicles only) sqm gfa	1/250 sqm	1/1000 sqm	1 lorry/ HGV space per 1250m2 gfa with additional lorry/ HGV spaces based on a transport assessment.
<b>C1: Hotels</b>				
Hotels/hotel suites	On-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing.	1/20 bedrooms	1/50 bedrooms	1 coach space/50 bedrooms
<b>C2: Residential institutions</b>				
Hospitals	Spaces will be considered provided they are supported by a transport assessment and the need for patients to be accompanied and for patients and visitors to hours will be considered.	1/5 staff	1/30 staff	Transport assessment is required to justify the need of other parking, i.e. service vehicles taxi pick-up/ set-down bay adequate for 2 required for hospitals.
Cares home / secure accommodation	As above	1/5 staff	1/20 bedrooms	Taxi pick-up/ set down bay adequate for 2 taxis required for accommodation over 100 beds.

Student housing	No parking	1/1 student	1/40 beds	
Residential education/training centre	No parking	1/5 staff	1/10 staff	
<b>C3: Dwelling houses</b>				
Residential	See table A1  20% active provision plus 20% passive provision for electric vehicle charging facilities must be provided in accordance with the London Plan.	1 space per studio and 1 bedroom unit  2 spaces per all other dwellings	1/40 units	No additional provision for visitor parking, which will be on-street pay and display, or by qualifying for resident visitor temporary permits. Developers will be encouraged to provide on-site car club bays where appropriate in place of individual car parking spaces.
<b>D1: Non-residential institutions</b>				
Clinics and health centres	Spaces will be considered provided they are supported by a transport assessment and a travel plan can be secured.	1/5 staff	1/3 staff	A transport assessment is required to justify the need of other parking i.e. service vehicles taxi pick-up/set-down bay adequate for two vehicles required for clinics or health centres over 2000 sqm. The need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered.
Art galleries and exhibition halls	No parking	1/8 staff	1/100 sqm	
Schools	No parking	1/8 staff + 1/8 students	1/100 students	A transport assessment is required to justify the need of other parking, i.e. service vehicles
Further education colleges and universities	No parking	1/4 staff + 1/8 FTE students	1/7 FTE	A transport assessment is required to justify the need of other parking, i.e. service vehicles
Non-residential training centres	No parking	1/8 staff	1/100 sqm	
Creche and day nurseries	No parking	1/8 staff	1/100 students	
Museums	No parking	1/8 staff	1/100 sqm	

Public libraries	No parking	1/8 staff	1/100 sqm	
Places of worship	No parking	1/8 staff	1/100 sqm	
<b>D2: Assembly &amp; leisure</b>				
Cinemas	No parking	1/8 staff	1/30 seats for visitors	
Bingo hall	No parking	1/8 staff	1/30 seats for visitors	
Leisure centres / sports facilities	No parking	1/8 staff	1/100 sqm	
Dance hall	No parking	1/8 staff	1/30 seats for visitors	
Skating rink	No parking	1/8 staff	1/30 seats for visitors	

### Sui generis uses

Parking provision for uses considered to be sui generis will be considered on a case-by-case basis.

\* 20% active provision plus 20% passive provision for electric vehicles charging facilities must be provided in accordance with the London Plan

\*\* Motorcycle parking standard

We would welcome the provision of motorcycle parking as a substitute for car parking. Motorcycle parking may be provided within the space allowed by the maximum standards, at a guideline rate of five motorcycle spaces in place of each permitted car parking space. Where no car parking provision is allowed, motorcycle parking spaces will only be considered if supported and justified by a transport assessment.

### Accessible car parking - minimum requirements for parking for disabled people

Parking for disabled people should comply with standards in the London Plan with necessary provision made on-site. Where site constraints mean provision is unfeasible or not safe, development will be required to demonstrate how a disabled person can park to use the development with ease.

### Residential parking standards

Location	Less than 3 bedroom unit	3 bedroom plus units
Isle of Dogs	0	0.1
PTAL: 5-6	0	0.1
PTAL: 3&4	0.2	0.3
PTAL: 1&2	0.4	0.5

Further information on how to apply above residential parking standards can be found in the supporting text to policy TR3: Parking and Permit-free.

## Appendix 4: Waste collection standards

### Residential refuse and recycling provision

Under the Environmental Protection Act (1990), we have a legal duty to collect waste from households. We currently provide a weekly collection of refuse, recyclables from all properties and a weekly collection of organics from street level properties. All dwellings, individual and multi-occupancy must have sufficient storage capacity to store all materials for a minimum of eight days-worth of waste as detailed in the table below.

### Waste capacity guidelines

Number of bedrooms	Suggested capacity per week (litres)			
	Refuse	Dry recyclables	Compostable waste	
			Without garden waste	With garden waste
1	70	60	23	100
2	120	90	23	100
3	165	120	23	200
4	215	150	23	200

### Internal storage requirements

Residents will be responsible for providing their own internal containers. Developers are encouraged to install internal containers within individual units for future occupants. All new properties should have sufficient space (preferably in the kitchen area of each property) for residents to be able to separate out waste into three different containers (recyclable, non-recyclable and food waste).

### Waste collection systems for residential properties

In exceptional circumstances where we consider that traditional wheeled and Euro bins are appropriate, the developer should contact the Council's team that manages waste to obtain the latest bin specifications. We have no statutory duty to supply containers for the storage of waste. It is the responsibility of the managing agent/landlord to provide collection containers for all waste streams and ensure waste is stored in a suitable container away from the highway as it is not permitted for bins to be placed on the highway. All waste containers should conform to the most up to date British Standards.

Applicants should note that part H6 of the building regulations makes it a requirement for a resident not to carry waste for more than 30 metres from the front door of the development. It is recommended that residents have access to the waste collection area from within the block or development and not have to access the area via the public highway or any type of road even if the distance is less than 30 metres

All waste collection systems and bin stores should have construction security, ventilation and cleansing provisions designed in accordance with the most up-to-date British Standard or equivalent replacement document. Similarly, suitable precautions should be provided to mitigate the fire risk (e.g. sprinklers, fire extinguishers and smoke detection equipment).

### Multi occupancy properties

In the case of all multi-unit developments, we advise you to undertake pre-application consultation to explore alternative waste storage methods to help reduce the impact on the local environment. All proposals must be discussed on an individual basis and will be subject to agreement with our team that manages waste.

All bin stores should have construction security, ventilation and cleansing provisions designed in accordance with the most up-to-date British Standard or equivalent replacement document. Similarly, suitable precautions should be provided to mitigate the fire risk e.g. sprinklers, fire extinguishers and smoke detection equipment.

Where a bin storage area is considered appropriate it must be within 10 metres wheeling distance of the collection point. The paths between the storage facility and the collection point must be a minimum width of 1.5 metres, be free from obstructions and steps, have a solid foundation and be suitably paved with a smooth continuous finish. The ground should be level and not have a gradient more than 1:12, towards the vehicle. A dropped kerb is also required to wheel the bins. The bin stores must be designed so that the waste collection operatives are able to access the waste storage area without entering the building and there should only be one entry/exit to the bin store area. Enclosed bin stores must have internal lighting and there must be enough space and a wide enough doorway for an operative to easily manoeuvre the containers in and out. The dimensions (in metres and cubic metres) of the bins must be included with the application.

It is the responsibility of the managing agent/landlord to ensure that all bins are correctly presented and easily accessible for collection.

Bin stores must be fitted with standard FB1 or FB2 fire brigade locks or incorporate door codes, and the developer should liaise with our waste management team that manage the collection of waste about the key or code arrangements. Once operational, the managing agent/landlord will be required to provide access for collection crews as required.

Where access is required across a public highway, suitable drop kerb crossovers should be provided. Where parking spaces are in existence, arrangements should be made with us to enable a bin with dimensions of 1700 x 1200mm to be wheeled between the parked vehicles.

Doors to bin stores where collections are directly off the highway should either have sliding doors or doors opening inwards. This is to ensure that the highway is not obstructed. All doors should have stays or catches to avoid collection crews having to open the doors on multiple occasions.

We prefer collection of waste from ground floor level and any property that proposes storage elsewhere should make arrangements to present waste at ground floor level. Where this is not achievable, our waste management team should be consulted prior to submission of a full planning application.

Where compactors are planned at basement or ground level, it is preferred that provision for storage of organic waste/compostable materials is also made at the same level. If waste storage is at basement level, vehicle access should be provided at this level, or there should be adequate provision to move waste to the ground floor for collection.

Where chute systems are proposed, they must be designed in accordance with the most up to date British Standard or equivalent replacement document; also there must be provision for the collection of refuse, recyclable and compostable materials via this method. If used, chutes should not be spaced at more than 60 metres intervals, on the assumption that an occupier should not be required to carry waste a distance of more than 30 metres. The chute termination should be by a bifurcated baffle plate or by a swivel chute end.

Where underground systems are proposed, there must be provision for collecting refuse and recycling via this method. Provision for the storage and collection of

compostable materials must be made at the same level and in the same area. Please refer to the supplementary guidance for more information on underground collection systems.

For mixed-use developments there must be segregation between residential and commercial waste storage areas. The locations of the waste containers should be clearly shown on the plans, including the dimensions and capacities proposed.

### **Individual properties**

Proposals involving detached, semi-detached and mid-terrace houses and other property without side or rear access must include unobtrusive areas suitable for housing two wheelie bins (no more than 240 litres), a food waste caddy and a garden waste bag. The container must not intrude on the street scene, and therefore must be contained within an appropriate front wall, fence or hedge for the garden, or alternatively within a dedicated and suitably designed structure within the boundary of the premises.

Such areas must be convenient for use by residents with easy access to the curtilage by the waste collection crews and steps should be avoided. If the area has a gradient, it should not exceed 1:12 towards the vehicle. If the storage area is within prominent view of the highway, a footpath or other public vantage point, then the bin area should be screened to avoid public usage. All waste containers should be stored not more than 10 metres from the collection point and should be unobstructed. If the collection point is in front of parking spaces, there should be adequate room for them to be wheeled to the collection vehicle. There must be at least 150mm clearance between each bin and the enclosure must have a minimum height of 1200mm.

All containers for individual properties should conform to British Standard BS EN 840 or the equivalent replacement document.

Developers are encouraged to install compost bins in all private gardens to encourage their use by residents.

### **Bulky waste collection**



All multi-storey residential developments must have a separate space for the short-term storage of bulky items of furniture or electrical items, at ground level. It may be appropriate to provide covered accommodation for the storage of these items, as some may be re-usable. The number of stores depends on the number of blocks, size of homes and number of units. Where necessary, our waste management team and the fire brigade should be consulted to help with advice regarding size of bulky waste store and minimisation of arson risk.

### **Commercial waste provision**

In mixed developments segregation of residential and commercial waste is required. Every commercial unit should have their own independent bin store areas. The residential development should follow guidance as detailed in the section on 'waste collection systems for residential properties – multi occupancy properties.

It is difficult to anticipate the volume of refuse and recycling produced at commercial premises. Further guidance and recommendations can be found in BS5906:2005 Code of Practice or the equivalent replacement document for waste management in buildings. Developers can also contact our waste management team to discuss their requirements.

It should also be noted, that the waste regulations require the separate collections of paper, metal, plastic and glass where technically, economically, environmentally practicable. Developers should ensure that this requirement can be met, where necessary.

### **Waste collection vehicles – specifications & guidance**

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

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

Developers should demonstrate with auto tracks that the collection vehicles (using our waste collection vehicle measurements) can manoeuvre around and within the site (where applicable) without undue impact on pedestrian safety or traffic flow. Developers should contact our waste management team for information on the vehicles currently in operation.

### **Maintenance of waste containers and related facilities**

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

Managing organisations are responsible for the management and maintenance of bin stores, waste containers including underground systems, compactors and automated waste collection systems.

We are not responsible for container maintenance or replacement. Managing organisations must ensure that the containers are cleaned regularly and properly maintained.

### **Non-traditional mass waste collection and storage systems**

There are a number of non-traditional waste collection systems that can be incorporated into developments. All of the systems require land to be set aside to store collected waste materials.

While it is not our responsibility to prescribe the type of waste collection and storage facility developers should incorporate into a development, the facility must be compatible with our waste collection vehicles. It is therefore advised that applicants/developers contact the team that manages waste collection prior to the submission of a planning application to ascertain whether the system is compatible with our collection service.

There are three main groups of waste collection systems and some are on-site waste processing systems, which could be considered to help us reduce the burden on waste collection services. . These are as follows;

- Underground container systems.
- Vacuum collection systems.
- On-site compaction and container collection systems.

It should be noted that the above are not an exhaustive list of alternative waste collection and storage systems and developers/applicants can present other methods that are compatible with our waste collection service.

### **Underground container collection systems**

Underground container collection systems are already in use within the borough and have proven to be a good solution to high-density developments and they can also be incorporated into developments of much lower densities. This system involves a large steel container set into a concrete hole underground above which is a set of inlet containers to allow residents to deposit bagged waste materials. The design of the inlet containers can vary greatly and can be adjusted to suit the specific design requirements of the development or streetscape.

These systems are suitable for dry mixed recycling and residual waste. The container systems allow more waste to be stored in the centralised underground containers than traditional bins/bags, and therefore reduce vehicle movements. In instances where there is more than one building proposed as part of the development, the underground container system eliminates the need for a refuse collection from each building.

The flexibility of these systems is such that the inlet containers can be located outside of the building, in front courtyards allowing residents to deposit waste when they are leaving the building. Access to the containers can be restricted for residents only through the use of fobs that are operated by a sensor. Containers can also be fitted with sensors to measure their fill level.

It should be noted that these systems are not generally suitable for food waste and therefore additional space within the development is required to accommodate this fraction of waste.

### **Vacuum collection systems**

Vacuum systems involve waste being conveyed through a network of underground pipes from residential blocks to a central bulking point or 'terminal building' where the materials are bulked up into containers. The system is capable of dealing with all three fractions of waste, residual, dry mixed recycling and food waste. Like the underground container system this one also allows more waste to be stored and therefore reduces vehicle movements.

Residents 'post' waste materials into the inlet containers, similar to the underground container systems. The system is operated automatically through a system of sensors and valves that are linked to a computer system located in the terminal building. It is possible to integrate the vacuum system within buildings, so that residents can place waste materials into chutes on each floor of their block for ease of use/access.

The flexibility of these systems is such that the inlet container can be located inside or outside of the building to suit budget and design,

### **On-site compaction and container collection systems**

On-site compaction and collection systems principally involve large roll on roll off containers for storing waste materials combined with an electrically powered hydraulic ram to reduce the volume of waste inside the containers and a hopper for depositing waste materials safely into the container.

Containers will be required to collect segregated fractions of waste.

If internal chutes are used the development must be designed to ensure that there is either one chute per waste stream, or there is a 'diverter' system attached to the end of the chute which directs materials into the correct hopper and container. Residents would control the system through selecting the correct button on a panel located at the chute door.

The flexibility of these systems is such that access can be restricted to residents through sensors.

### **Food waste macerators**

Food waste disposal units within developments are also an option, subject to approval from Thames Water. They involve small macerators installed under domestic kitchen sinks used to grind food waste into slurry to allow for it to be disposed of through the normal wastewater system. The macerator is fitted just underneath the

kitchen sink and once installed it mechanically chops and grinds food waste using blades. . These systems can also reduce the need for traditional bin collection, as the materials are treated by water treatment companies and the sewerage system.

## **Appendix 5: Strategic policies in the Local Plan for the purposes of neighbourhood planning**

### **Introduction**

The National Planning Policy Framework requires local planning authorities to set out clearly their strategic policies in order to support the requirement for neighbourhood plans to be in general conformity with the strategic policies of the Local Plan.

### **Strategic policies**

All policies and site allocations in the Local Plan are considered to be strategic in nature, with the exception of the following policies.

- D.SG3: Health impact assessments
- D.SG4: Construction of new development
- D.DH8: Amenity
- D.DH9: Shopfronts
- D.DH10: Advertisements, hoardings and signage
- D.ES9: Noise and vibration

## Appendix 6: Noise

### Noise thresholds

Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. Noise can interfere with residential and community amenity and the utility of noise-sensitive land uses.

The significance of noise impact varies dependent on the different noise sources, receptors and times of operation presented for consideration within a planning application. Therefore, thresholds for noise and vibration evaluate noise impact in terms of various 'effect levels' as described in the National Planning Policy Framework.

### Aims

Policy D.ES9 of the Local Plan (see section 3) is seeking to effectively control and manage environmental, neighbour and neighbourhood noise within the context of government policy on sustainable development.

1. Avoid significant adverse impacts on health and quality of life.
2. Mitigate and minimise adverse impacts on health and quality of life.
3. Where possible, contribute to the improvement of health and quality of life.

### Approaches to managing noise

1. **Good design** - minimising the number of sensitive receptors exposed to noise; ensuring adequate distances between the noise source and sensitive receptors or areas, limiting conflict of use in the development both internally and externally; utilising where possible barriers, natural or otherwise, other buildings, or non-critical rooms in a building.
2. **Engineering** - reducing noise at source; improving the sound insulation internally and externally of exposed receptors; screening by purpose-built barriers.

3. **Administrative** - limiting operation time of source, restricting activities allowed on the site, specifying an acceptable noise limit. Several of these measures may be incorporated into the design of a development proposal. Where development is likely to be affected by, or give rise to, high noise levels, applicants are advised to seek the advice of environmental health officers or those with similar expertise.

### General principles

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

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

Where an environmental impact assessment is required, proposals will be required to consider the likely effects of noise both positive and negative on the local amenity and any sensitive receptors: the cumulative noise impact should always be taken into account.

A noise impact assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure as set out in policy D.ES9. Developers will be required to assess the impact of the proposal as a noise generator or receptor, as appropriate. It will also be required to demonstrate in full how the development will be designed, located and controlled to mitigate (as appropriate) the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

In all cases, the best practical means of mitigation will be required to mitigate noise impact to an appropriate level, and in liaison with our environmental health service.



Where necessary, we will use planning conditions and enter into planning obligations under Section 106 of the Town and Country Planning Act 1990 (as modified by Section 12 of the Planning and Compensation Act 1991) to control noise levels.

### Further information and guidance

- Noise Policy Statement for England (Department for Environment, Food and Agriculture)
- The control of odour and noise from commercial kitchen exhaust systems and for Schools Building Bulletin 93 (BB93)
- Chartered Institute of Environmental Health, Acoustic and Noise Consultants and Institute of Acoustics: Professional Practice Guidance on Planning and Noise
- British Standard 8233: Sound Insulation and Noise Reduction for Buildings
- British Standard 4142: Method for rating industrial noise affecting mixed residential and industrial areas
- British Standard 5228: Code of practice for noise and vibration control on construction and open sites
- British Standard 6472: Vibration
- BB93: Acoustic design of schools: performance standards

### Design criteria

Three basic criteria have been developed to inform the design and layout of proposed developments; these being aimed at guiding applicants as to the degree of detailed consideration needed to be given to noise in any planning application. The design criteria outlined below are defined in the corresponding noise tables.

- NOEL – No observed effect level.
- LOAEL – Lowest observed adverse effect level.
- SOAEL – Significant observed adverse effect level.

The values will vary depending on the context, type of noise and sensitivity of the receptor.

- Green – where noise is considered to be at an acceptable level. In this category development is likely to be granted.

- Amber – where noise is observed to have an adverse effect level, but which may be considered acceptable when assessed in the context of other merits of the development. In this category permission is likely to be refused unless a good acoustic design process is followed.
- Red – where noise is observed to have a significant adverse effect. In this category development is likely to be refused. Applicants should seek expert advice on possible noise mitigation measures.

### Proposed developments - sensitive to noise

Special consideration will need to be given to noise-sensitive developments that are proposed in areas which are, or expected to become, subject to levels of noise which are likely to have an adverse effect. The threshold of acceptability of the noise will primarily depend on two factors: the intended use of the noise sensitive development and the source of the noise experienced, or likely to be experienced.

### Noise levels applicable to noise sensitive residential development proposed in areas of existing noise

Dominant noise source	Assessment location	Design period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Anonymous noise such as general environmental noise, road traffic and rail traffic	Noise at 1 metre from noise sensitive façade/free field	Day	<50dB LAeq, 16hr*	50dB to 69dB LAeq, 16hr*	>69dB LAeq, 16hr*
		Night	<45dB LAeq, 8hr <40 dB LAeq, 8hr**	Between 45dB and 60dB LAeq, 8hr.	>60dB LAeq, 8hr > 80dB LAfmax
	Inside a bedroom	Day	<40dB LAeq, 16hr	40dB LAeq, 16hr	>40dB LAeq, 16hr
		Night	<35dB LAeq, 8hr 70dB LAmax, fast	35dB to 40dB LAeq, 8hr 80dB LAmax, fast	>40dB LAeq, 8hr >80dB LAfmax
Outdoor living space (free field)	Day	<50dB LAeq, 16hr	50dB to 55dB LAeq, 6hr	>55dB LAeq, 16hr	
Non-anonymous noise	See guidance note on non-anonymous noise				

\*LAeq, T values specified for outside a bedroom window are façade levels

\*\*Nnight values specified for outside a bedroom window are free field levels

The levels given above are for dwellings; however, levels are use specific and different levels will apply dependent on the use of the premises. We will also take into account the likely times of occupation for types of development and will be amended according to the times of operation of the establishment under consideration.

### Industrial and commercial noise sources

A relevant standard or guidance document should be referenced when determining values for LOAEL and SOAEL for non-anonymous noise.

Where appropriate, it is expected that British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' will be used. For such cases, a 'rating level' of 10 dB below background (15dB if tonal components are present) should be considered as the design criterion.

### Noise insulation

Where the development falls within an area of high noise (amber and red), the 'good' standard of British Standard 8233 should be met: the reasonable standard may only be allowed where other overriding factors have been agreed with our environmental health service.

### Noise levels applicable to proposed industrial and commercial developments (including plant and machinery)

Existing noise sensitive receptor	Assessment location	Design period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Dwellings**	Garden used for main amenity (free field) and outside living or dining or bedroom window (façade)	Day	'Rating level' 10dB* below background	'Rating level' between 9dB below and 5dB above background	'Rating level' greater than 5dB above background
Dwellings**	Outside bedroom Window (façade)	Night	'Rating level' 10dB* below background and no events exceeding 57dBLAmax	'Rating level' between 9dB below and 5dB above background or noise events between 57dB	'Rating level' greater than 5dB above background and/or events exceeding 88dBLAmax

				and 88dB LAmax	
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\*\*levels given are for dwellings; however, levels are use specific and different levels will apply dependent on the use of the premises.

The high density of industrial plant and air-handling units (including kitchen extracts, air-condition units and refrigeration plant) has a cumulative effect of increasing the overall background noise level. To prevent this level continually increasing to the detriment of the local residential amenity in those locations, there will be an expectation that all new noise sources would be expected to operate at a rating level (British Standard 4142) of 10dB below the background noise level measured as a LA90.

10dB should be increased to 15dB if the noise contains audible tonal elements. (day and night). However, if it can be demonstrated that there is no significant difference in the character of the residual background noise and the specific noise from the proposed development then this reduction may not be required.

In addition, a frequency analysis (to include the use of noise rating curves or other criteria curves) for the assessment of tonal or low frequency noise may be required.

The periods in the table correspond to 0700 hours to 2300 hours for the day and 2300 hours to 0700 hours for the night. We will take into account the likely times of occupation for types of development and will be amended according to the times of operation of the establishment under consideration.

There are certain smaller pieces of equipment on commercial premises, such as extract ventilation, air conditioning units and condensers, where achievement of the rating levels (ordinarily determined by a British Standard 4142 assessment) may not afford the necessary protection. In these cases, we will generally also require a noise rating curve specification of NR35 or below, dependent on the room (based upon measured or predicted Leq,5mins noise levels in octave bands) 1 metre from the facade of affected premises, where the noise sensitive premise is located in a quiet background area.

### Entertainment noise

Assessments for noise from entertainment and leisure premises must include consideration to amplified and unamplified music, human voices, footfall and vehicle movements and other general activity. Appropriate metrics must be used to measure and assess the noise impact including LAeq and LMax metrics and appropriate frequency spectrum. Planning permission will not be granted in instances where it is not possible to achieve suitable and sufficient internal noise levels with reference to the most up to date and appropriate guidance within proposed noise sensitive receptors despite appropriate mitigation proposals due to the totality of noise from existing entertainment venues.

### Noise levels applicable to proposed entertainment premises (customer noise)

Noise sensitive receptor	Assessment location	Design period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Dwellings	Garden used for amenity (free field)	Day	The higher of 55dB LAeq,5min or 10dB below existing LAeq,5min  Without entertainment noise	56dB to 60dB LAeq,5min or 9dB to 3dB below existing LAeq,5min  Without entertainment noise	The higher of 61dB LAeq,5min or 2dB below existing LAeq,5min  Without entertainment noise
Dwellings	Garden used for amenity (free field)	Evening	The higher of 50dB LAeq,5min or 10dB below existing LAeq,5min  Without entertainment noise	51dB to 55dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min  Without entertainment noise	The higher of 56dB LAeq,5min Or 2dB below existing LAeq,5min  Without entertainment noise

Dwellings	Garden used for amenity (free field)	Night	The higher of 45dB LAeq,5min Or 10dB below existing LAeq,5min  Without entertainment noise	46dB to 50dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min  Without entertainment noise	The higher of 51dB LAeq,5min Or 2dB below existing LAeq,5min  Without entertainment noise
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For entertainment and plant noise rating curves should be measured as a 15 minute linear Leq at the octave band centre frequencies.

Room	Noise rating curve	Design period
Bedrooms	NR25	23:00-07:00hrs
All habitable rooms	NR35	07:00-23:00hrs

### Vibration levels from uses such as railways, roads, leisure and entertainment premises and/or plant or machinery at which planning permission will not normally be granted or in line with the most current version of British Standard 6472

Vibration description and location of measurement	Period	Time	Vibration levels (Vibration dose values)
Vibration inside critical areas such as a hospital operating theatre	Day, evening and night	00:00-24:00	0.1 VDV ms <sup>-1.75</sup>
Vibration inside dwellings	Day	07:00-23:00	0.8 VDV ms <sup>-1.75</sup>
	Night	23:00-07:00	0.4 VDV ms <sup>-1.75</sup>
Vibration inside offices	Day, evening and night	00:00-24:00	0.4 VDV ms <sup>-1.75</sup>
Vibration inside workshops	Day, evening and night	00:00-24:00	0.8 VDV ms <sup>-1.75</sup>

We recommend that you seek advice from our environmental health department in advance of any noise surveys on the location of measurements and the nearest noise sensitive receptor.

## Appendix 7: Housing trajectory

The tables below illustrate the borough's housing trajectory based on expected net additional housing delivery (both conventional and non-conventional) over a 15-year period.

Tower Hamlets has a supply pipeline of over 54,000 additional homes over the plan period (2016-2031). Around 27,000 of these homes are from sites currently under development or with planning permission (as at August 2017). It is estimated that over the next ten years more than 42,000 additional homes will be provided across the borough.

Tower Hamlets has a sufficient supply of land to meet its objectively assessed housing need (46,458 homes) during the entire plan period. We will also be meeting and exceeding the London Plan target to help meet city wide needs up to 2026.

While there will be a shortfall towards the end of the plan period, we are committed to working with our partners (including the Greater London Authority) to maximise the supply and delivery of housing within the parameters of sustainable development and address this unmet need.

### Housing pipeline and trajectory against targets

Timeframe	Net additional housing target	Projected housing supply – large sites and windfall sites	Number above or below the housing target
2016-21	19,655	22,544	2,889
2021-26	19,655	19,730	75
2026-31	19,655	12,180	-7,475
<b>The plan period: 2016-31</b>	<b>58,965</b>	<b>54,455</b>	<b>-5,320</b>

## Housing pipeline and trajectory against targets

Status	2016-21	2021-16	2026-31	The plan period: 2016-31
Completed	4,260	0	0	<b>4,260</b>
Under development	12,505	4,200	640	<b>17,345</b>
Prior approval	340	0	0	<b>340</b>
Full planning permission	2,937	3,654	711	<b>7,302</b>
Hybrid planning permission	539	726	514	<b>1,779</b>
Outline planning permission	300	533	174	<b>1,007</b>
Allocations (without permission)	448	6,772	7,205	<b>14,425</b>
'Strategic Housing Land Availability Assessment' (SHLAA) sites (without permission)	355	2,770	1,861	<b>4,986</b>
Windfall allowance	860	1,075	1,075	<b>3,010</b>
<b>Total</b>	<b>22,544</b>	<b>19,730</b>	<b>12,180</b>	<b>54,455</b>

The housing trajectory is based on the following assumptions:

- Housing completions of 3,121 in 2015/16 creating a deficit of 810 homes that is carried forward into the plan period.
- Site build out rate limited to 500 units over 5 year period (or 100 units a year), unless specific evidence indicates otherwise.
- The following unit delivery 'lag times' unless specific evidence indicates otherwise:
  - + 0 months for sites where works on site have commenced
  - + 24 months for sites with a current full planning permission
  - + 30 months for sites with prior approval for development or "hybrid" permission
  - + 36 months for sites with a current outline planning permission
  - + 54 months for other "deliverable" sites, but without a current planning permission (i.e. maximum of 50 units in the deliverable supply from any one site).
- An annual windfall allowance (smaller sites providing less than 10 homes) of 215 units based on average windfall delivery over the past 5 years.



		Isle of Dogs & South Poplar	City Fringe	Lower Lea Valley	Central	Total
Conventional housing	Completed (2016/17)*	1,625	891	629	1,115	4,260
	Under development	12,846	1,470	1,560	1,057	16,933
	Prior approval	119	178	0	43	340
	Full planning permission	4,831	1,148	366	843	7,188
	Hybrid planning Permission	0	1,779	0	0	1,779
	Outline planning permission	0	774	130	103	1,007
	Allocations (without permission)	9,561	652	2,186	1,146	13,546
	SHLAA (without permission)	836	2,426	524	2,080	5,866
Non-conventional housing	Under development	0	0	0	412	412
	Full planning permission	30	12	0	72	114

Borough-wide windfall allowance**	753	753	753	753	3,010
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Minimum number of additional homes between 2016-31	30,601	10,083	6,148	7,624	54,455
Percentages	56%	19%	11%	14%	100%

