CORE STRATEGY  
DEVELOPMENT PLAN DOCUMENT  

Proposed Submission Version September 2009
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Foreword

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

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

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

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

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

This Strategy has been shaped by ongoing consultation and engagement involving local people, businesses and communities, as well as service providers and key stakeholders. This is now the final opportunity for you to comment on the Core Strategy before it is submitted to the Secretary of State.

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

Councillor Marc Francis
Lead Member, Housing and Development
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**How to use this document**

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

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

The five spatial themes - Chapters 3 to 7 - form the bulk of the document. These are grouped into two parts containing the borough-wide strategies (Chapters 3 to 6) and the place plans (Chapter 7).

Whilst the borough-wide strategies set out the objectives and policies for the entire borough, the place plans illustrate how these strategies will shape the 24 individual places.

Each borough wide strategy is formed of strategic objectives, a map showing the spatial representation of the strategy, a spatial policy and justifications for the strategy. The place plans consist of a vision for the place, a map - showing the vision, details of opportunities and growth - and strategic priorities and principles.

The next page shows how each borough wide strategy and place plan is structured.
Structure of borough-wide strategies

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

What it will look like
Shows a spatial representation of the strategy on a map

How we are going to get there
Sets out the spatial policies which will guide development throughout the borough.

Why we have taken this approach
Explains and justifies the approach taken and links it to the relevant evidence base that supports it.

Structure of delivering placemaking

Vision
Describes what the place will be like

Vision diagram
Provides an annotated and illustrative diagram of the vision

Opportunities and growth
Indicates the opportunities for change and growth likely to arise

How we are going to get there
Sets out the priorities and wider principles that will guide development towards the vision.
Setting the scene
Building a spatial strategy

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

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

* no Area Action Plans have been identified as being required yet. See the Local Development Scheme for future updates.

The Core Strategy 2025
The Core Strategy is not a stand-alone document; it is one piece of a wider spatial framework for the borough. The Core Strategy sets out an ambitious and long-term spatial strategy to deliver the aspirations set out in the Community Plan 2020. It sets out board areas and principles, and where, how and when development should be delivered across the borough until 2025. It is also outcome-based, and does not solely rely on development decisions as previous plans have done.

It is not the role of the Core Strategy to:
- set out detailed policies in relation to planning applications
- set out site specific policies and allocations
- set out defined boundaries on an OS-based map

See Planning Policy Statement 12 for more information

Fig 1. The Local Development Framework
Produced in partnership

The Core Strategy has been produced after extensive stakeholder engagement and wider consultation, adhering to the principles set out in the Tower Hamlets Statement of Community Involvement.

This document has been prepared in accordance with the Planning Act 2008, The Town and Country Planning Regulations 2008 and Planning Policy Statement 12. This document is the final submission Core Strategy informed by the two previous option consultation papers* and from previous research and engagement prior to the 2008 Act.

The Core Strategy seeks to provide a robust spatial strategy for Tower Hamlets. It has been developed in line with national and regional planning policy, and while not repeating, it does seek to interpret this guidance locally, to the particular needs and characteristics of Tower Hamlets.

* CS Options Paper One, July 2008 and CS Options Paper Two, February 2009
Putting it into perspective

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

**Climate change**
There is a consensus among experts that human activities are contributing to climate change through the release of greenhouse gases into the atmosphere\(^1\). The built environment contributes to greenhouse gas emissions and therefore sustainable development plays a critical role in tackling climate change\(^2\).

**Global economy**
The global economy is currently experiencing a significant downturn that is impacting on the UK’s and London’s economic activities\(^3\).

**Health equality and well-being**
Urban living provides many benefits but can place stresses and strains on the health and well-being of those who live and work in cities. Urban planning can play a significant role in creating healthy cities that contribute towards healthier communities\(^4\). The important role of planning and health is recognised by the World Health Organisation (WHO) in its Healthy Cities and urban governance programme\(^5\).

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

\(^1\) Kyoto Protocol (1997)
\(^2\) Climate Change Act (2008)
\(^3\) Global Recession
\(^4\) Healthy Cities and Healthier Communities
\(^5\) World Health Organisation
UK issues & responses

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

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

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

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

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

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

Fig 4. London sits as the centre of the UK, spatially and economically.
partnership called London Health Commission to reduce health inequalities and improve the health and well being of all Londoners.

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

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

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

2012 Olympic and Paralympic Games
This is the single largest regeneration project in Europe and the UK, and it is happening in east London. The legacy of the Olympic Park, including the Legacy Masterplan and Stratford City, will have both immediate and lasting impacts, helping to transform Tower Hamlets. The five Olympic boroughs - Newham, Hackney, Waltham Forest, Greenwich and Tower Hamlets - are working together across a number of sectors, through the creation of a Strategic Regeneration Framework and Multi-Area Agreement to ensure the delivery of its legacy benefits to east London.

Regional challenges

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

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

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

Health equality and well-being in London
For all of London’s strengths, it is marked by high levels of deprivation, social exclusion and homelessness. It is a city showing extremes of affluence and poverty, often next door to each other. High infant death rates, levels of mental ill health, and drug misuse and addiction are of serious concern in some areas. A coordinated, London-wide approach can make a significant difference to the factors influencing Londoners’ health. Recognising this, a broad range of organisations had formed a
Fig 5. A diagram showing the regional outlook of Tower Hamlets as part of London and its relationship to the Thames Gateway growth corridor.
One Tower Hamlets  diverse communites and distinct places

A borough of diverse communities

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

Tower Hamlets is one of the most ethnically diverse areas in the country. About half of the total population are from black and ethnic minority communities, and around 110 different languages are spoken by our school pupils. The proportion of young people living in Tower Hamlets currently stands at 35%, which is much higher than the 18% average for the rest of inner London, and over 70% of our young people are from minority ethnic backgrounds. Tower Hamlets suffers from a number of health and well-being challenges with high levels of obesity (approximately 20% of adults) and high levels of smoking (37% of adults). This is affecting overall life expectancy which stands at 75 for men and 80 for women, placing Tower Hamlets 383rd and 361st respectively, out of 432 local authority areas.

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

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

A borough of distinct places

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

There are many physical assets that put Tower Hamlets on the map, the most significant being the Tower of London - a UNESCO World Heritage Site - and the iconic Canary Wharf. Many of the places of Tower Hamlets, (Bethnal Green, Bow, and Whitechapel) are also well renowned as being the home of London’s East End.

Many places, from the former docklands to the Lower Lee Valley continue to be the focus for significant regeneration, with the shift in the economy away from manufacturing to a service-based economy.
Building One Tower Hamlets through the Community Plan

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

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

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

Building One Tower Hamlets through the Core Strategy

Where the Community Plan sets out the aspirations for the communities of Tower Hamlets, the Core Strategy seeks to translate these into a physical reality. The Core Strategy achieves this by setting out a spatial framework to design, build and plan great places to live and work. The Core Strategy seeks to understand the roles and opportunities of each place in the borough. It brings these opportunities together to enable shared success across the borough and deliver the vision of One Tower Hamlets.
The big spatial vision 2
A spatial vision for Tower Hamlets

Reinventing the hamlets

Vision Statement

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

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

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

The layers that combine to form the key diagram for Tower Hamlets

Distinct, identifiable places
A unique natural landscape
Regeneration areas
A network of town centres
Regeneration areas outside of Tower Hamlets

These are recognisable places which come together to help build an outward looking One Tower Hamlets. Illustrative purposes only.

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Key Diagram

The key diagram showing the strategic elements to the delivery of the Tower Hamlets spatial vision.
Vision Statement Key Principles
This spatial vision is underpinned by a number of key principles which guide and steer the Local Development Framework and its long term implementation:
- Optimise the use of land
- Integrate movement and land use
- Reinforce a sense of place
- Work in partnership
- Conserve and reuse resources
- Diversify and grow the economy
- Good design from the outset
- Evidence based decisions
- Support community cohesion
- Live within environmental limits
- Support human health and wellbeing
- Access to nature and open space

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

- Comprehensive regeneration areas (areas which are key to deliver regeneration e.g. Olympic Area (LMF), Aldgate, Whitechapel, Fish Island, Bromley-by-Bow, Millennium Quarter, Wood Wharf, Bishopsgate Goodsyard, High Street 2012, Aspen Way, Wapping, St Pauls Way).
- Infrastructure Delivery Framework (e.g. Building Schools for the Future, Crossrail and the East London Line).
- Housing investment programmes including the Decent Homes Programme, Ocean Estate, Blackwall Reach and Poplar housing regeneration.
- Policy and strategy programmes (e.g. the Community Plan, Local Development Framework, Health and Well-being Strategy and the Town Centre Implementation Programme).
- Tower Hamlets Green Grid (e.g. the new River Lea Park and FAT Walk).

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

How we design and plan our places has both a direct and indirect impact upon the quality of life of local people. Many different components come together to make a place work well, and understanding how place works is a key ingredient in the new spatial planning agenda.

The place making approach has taken increased prominence over recent years and is identified by a number of government papers and guidance on local spatial planning. Bringing together the local public and delivery partners through place shaping will enable the effective and targeted delivery of the Community Plan objectives throughout the places of Tower Hamlets. This will create places that are outward-looking, integrated, sustainable and great places to live and work.

Neighbourhoods based around a clear and coherent urban structure supported by all the necessary physical, social and green infrastructure, offer a sustainable model of city living. This allows local people to benefit from local activities whilst also being part of the metropolitan scale of activities that take place in other areas of London.

Achieving the Community Plan’s vision of One Tower Hamlets requires an understanding of how each of the places that make up Tower Hamlets work. Understanding the role and function of each place, its strengths and weaknesses will ensure a well orchestrated approach to addressing the issues faced by these places and Tower Hamlets as a whole.

The spatial vision is derived from an understanding of the historic development of the Hamlets and the wider borough and shapes the place making approach. Reinventing the hamlets will protect and enhance their unique character whilst creating places suitable and adaptable for the diverse communities that make the borough unique. This approach will ultimately contribute to delivering the vision of building One Tower Hamlets through a sense of place.

Reinventing the Hamlets is a vision, yet it is firmly underpinned by a number of key principles. These principles, gathered from best practice and government and regional guidance, ensure the longevity of good spatial planning is embedded at the highest, most strategic scale by which other documents take their lead.

Delivery of this ambitious spatial vision requires a comprehensive and ongoing delivery model which we have termed the Programme of Delivery. This is a package of works and projects that ensure delivery and implementation is embedded throughout the structure of the Core Strategy.

Key supporting evidence base

- PPS12: Local Spatial Planning, 2008
- DCLG World Class Places, 2009
- RTPI A New Vision for Planning, 2001
- DETR Towards an Urban Renaissance, 1999
- LBTH Community Plan, 2008
- LBTH Urban Structure and Characterisation Study, 2009
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009
Delivering Tower Hamlets’ regional role  SO1
Sitting successfully in a regenerated east London, Tower Hamlets will contribute to the regional role of London and the Thames Gateway, by:
- Positioning Tower Hamlets within London’s global offer to ensure it continues to be a place of diversity, enterprise and cultural significance.
- Fulfilling our gateway role in the Thames Gateway, supporting Canary Wharf, Stratford and the Lower Lea Valley as key drivers of sub-regional growth.
- Optimising the use of land to deliver the growth agenda and targets as defined by the London Plan.
- Ensuring growth is supported by all types of infrastructure, (including CTRL and Crossrail) to help Tower Hamlets develop as a liveable, sustainable and healthy area of inner London.
- Fulfilling our environmental responsibilities to protect our natural environment, manage and reduce flood risk, and live within the environmental limits of the region.
- Ensuring large developments of regional significance are planned to maximise benefits for local people and the region as a whole.
- Working in partnership to deliver a long-term and proactive approach to the regeneration of east London and Tower Hamlets.

Maximising the benefits of the Olympic legacy  SO2
Tower Hamlets will maximise the benefits and opportunities offered by 2012 Olympic and Paralympic Games and its legacy through:
- Working closely with the appropriate authorities including neighbouring boroughs, ODA, GLA, CLG, LTGDC and the LDA to ensure a collaborative approach to the planning and implementation of the Olympic Legacy.
- Regenerating Fish Island to facilitate a better connected place that responds to its surroundings by connecting Bow to the Olympic Legacy area, Stratford City and wider transport links. (See Fish Island place plan p.100)
- Delivering High Street 2012 as a series of linked physical improvement projects, economic development, marketing and cultural projects.
- Assisting in the creation of the Lea River Park to link the Olympic Legacy area and Lea Valley with the Thames through a series of public open spaces and footpaths.
- Significant investment in Victoria Park as a green space of regional importance.
- Taking full advantage of people visiting the borough as the “playground of the Olympics”, to stimulate the local economy.
- Supporting our communities in participating in activities, sports and opportunities linked with the Olympics and the Olympic Legacy.
- Stimulating economic regeneration through the creation of new local employment, enterprise and business opportunities.
Tower Hamlets sits within a unique regional context. It is unique because of the amount of growth, investment and regeneration occurring over the next 50 years. The Government has identified the Thames Gateway as a key location for the delivery of new homes and sustainable communities over the next 25 years. The London Thames Gateway Development Corporation acts as the main delivery and coordination agent for the regeneration of the Lower Lea Valley and Barking and Dagenham areas of the Thames Gateway.

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

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

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

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

The spatial vision sits on these five spatial strands with wider sustainability crosscutting all.
Why we have taken this approach

Tower Hamlets has the exciting opportunity to deliver successful sustainable development\(^1\) and support the growth of vibrant sustainable communities\(^2\) through the envisaged growth within the borough.

The concept of sustainability is an extremely complicated one with many interwoven factors needing to be addressed to ensure a successful approach\(^3\). As such, every strategic objective and spatial policy within the Core Strategy has been developed to ensure that each contributes to the important elements of improving health and wellbeing and tackling climate change through interventions in the built environment.

Improving the health and wellbeing of the population is a nationally recognised priority\(^4\) and is acknowledged to be influenced by the ‘wider determinants of health’ such as income, education, poverty, housing, built environment and community cohesion\(^5\). When each or a combination of these factors are linked to deprivation, these can have significant negative impacts on health\(^6\) and continue to reinforce health inequalities.

Improving the health and wellbeing of the population is a nationally recognised priority\(^4\) and is acknowledged to be influenced by the ‘wider determinants of health’ such as income, education, poverty, housing, built environment and community cohesion\(^5\). When each or a combination of these factors are linked to deprivation, these can have significant negative impacts on health\(^6\) and continue to reinforce health inequalities.

This is especially relevant for Tower Hamlets, given that it is the third most deprived local authority in England and is indicated to have population health levels that are lower than the national averages\(^7\). The Joint Strategic Needs Assessment provides specific examples such as high rates of smoking in the community (37%; nationally the rate is 27%)\(^8\) and rising levels of obesity (the borough’s Reception year children have the second highest obesity rate in London)\(^9\). In planning for the needs of a healthy population, the Core Strategy is able to help ensure resources and uses are effectively positioned and implemented to improve health within the borough.

A significant factor that is increasingly recognised to have an impact on the long-term health and wellbeing of communities is climate change\(^10\). Climate change is acknowledged as an urgent and serious global issue. A growing body of scientific evidence has made an undeniable case for addressing climate change\(^11\). Development plays a significant role in contributing to climate change, but through the effective implementation of the Core Strategy and associated policy documents, the council can help with the mitigation of and adaptation to climate change\(^12\).

To ensure the Core Strategy meets the demands for sustainable development and communities, the document and its development process are critically evaluated by a Sustainability Appraisal process\(^13\). This process assesses each spatial policy against a wide range of sustainability criteria and the results are used to inform the document’s development.

**Key supporting evidence base**

- UK Government Climate Change Act 2008
- PPS1: Delivering Sustainable Development, 2005
- PPS1 Supplement: Planning and Climate Change, 2008
- UK Government Sustainable Development Strategy, 2005
- Sustainable Communities Plan, 2003
- Choosing Health White Paper, 2004
- LBTH Community Plan, 2008
- NHS Tower Hamlets Joint Strategic Needs Assessment, 2008/09
- LBTH Climate Change Mitigation and Adaptation Report, 2009
Refocusing on our town centres
Refocusing on our town centres

Where we want to be

SO4
To have a hierarchy of interconnected, vibrant and inclusive town centres that are mixed use hubs for retail, commercial, leisure, civic and residential. The purpose of each town centre will differ according to its role and function.

SO5
To promote mixed use at the edge of town centres and along main streets.

SO6
To promote areas outside of town centres and edge of town centres for primarily residential and supporting uses that do not need the higher levels of accessibility that town centres require.

What will it look like

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

1. Redefine and apply the town centre hierarchy as follows:
   a. **Central Activity Zone**
      Apply London Plan policy on CAZ.
   b. **Tower Hamlets Activity Area**
      Reinforce and capitalise upon the scale, continuity and intensity of activity and land use in the City Fringe and Canary Wharf Activity Areas. This will be achieved through the promotion of a flexible, mixed-use approach, the concentration of office functions, and the improvement of strategic and local accessibility.
   c. **Major Centre**
      Maintain and enhance Canary Wharf as an important major centre in the borough through, improving its local accessibility and supporting its continued growth.
   d. **District Centre**
      Enhance existing district centres, and create ones that contain a wide range of shops and services to meet the needs of local communities. New district centres at:
      - Bromley-by-Bow: to support wider regeneration
      - Brick Lane: reclassified from a neighbourhood centre
   e. **Neighbourhood Centre**
      Enhance existing neighbourhood centres, and create new ones that contain a range of shops including essential uses that serve a local catchment area. New neighbourhood centres to reflect existing mixed-use activity, at:
      - Mile End
      - Limehouse Station
      - Thomas More
      - Stepney Green
      - Devons Road

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

3. Promote the good design of town centres, ensuring an appropriate and well integrated spatial layout is achieved that connects to surrounding areas. *(See diagram to the right and LBTH Town Centre Spatial Strategy)*

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**SP01**

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

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

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

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

The design and spatial layout of town centres

Images and descriptions courtesy of Space Syntax Ltd. Illustrative purposes only. For further information please refer to Spatial Baseline reports.
4. Maintain, focus and increase the supply of town centre activity and retail floorspace across the borough to meet identified demand and support town centres as vibrant economic hubs by:
   a. Encouraging, as a priority, 25,000 sq m (net) floorspace of comparison retail in the following town centres:
      - Canary Wharf
      - Chrissp Street
      - Brick Lane
      - Bethnal Green
      - Crossharbour
      - Bromley-by-Bow
   b. Encouraging, as a priority, 16,000 sq m (net) floorspace of convenience retail in the following town centres:
      - Bethnal Green
      - Roman Road
      - Whitechapel
      - Bromley-by-Bow
      - Crossharbour
   c. Promoting and focusing street markets in town centres; supporting their growth and their role in adding retail variety, promoting local enterprise and local character.

5. Promote areas outside, and at the of town centres, as places that support and assist in the creation of sustainable communities. This will be achieved by:
   a. Promoting mixed use development at the edge of town centres and along main streets to support the role of town centres.
   b. Promoting areas outside of town centres for primarily residential uses by allowing supporting uses that are local in nature and scale.

See Retail Capacity Assessment 2009 for further details.
This strategy will be implemented through a number of key projects including:

- Bromley-by-Bow Masterplan
- Whitechapel Masterplan
- Aldgate Masterplan
- News International Masterplan
- Fish Island and Hackney Wick Masterplan
- Mile End Masterplan
- Town Centre Implementation Plans
- St Paul’s Way Development Programme

- Ocean Estate Regeneration Programme
- Blackwall Reach Regeneration Programme

- Town Centre Spatial Strategy
- Development Management DPD
- Place and Site Making DPD
- Proposal Map DPD
- LBTH Market Strategy
- LBTH Public Realm Strategy
- Council Asset Management Programme

Please refer to the Programme of Delivery (Appendix two) for full implementation and delivery details and the Monitoring Framework (Appendix three) for full plan, monitor and manage details.
Town centres are the economic, transport, social and civic hearts of Tower Hamlets with each playing a different role in enabling sustainable living and community cohesion. The vibrancy and vitality of town centres is dependent upon the surrounding area (400 and 800 metre catchment area) including its layout, its population, its employment levels, its spending power and principally, its accessibility.

The boroughs' town centres continue to evolve, they have changed in the way they look, the purposes they serve, the types of shops they have and the way they are accessed and used. They are configured in a hierarchal manner which has been made locally specific to Tower Hamlets through extensive spatial baseline research. The creation of new town centres is proposed over the lifetime of the plan, in order to support population growth or to reflect existing town centre activity in some areas.

The Community Plan highlights vibrant town centres as a key priority, raising concerns regarding access to town centres, service provision and issues of social cohesion. Evidence highlighted that the design, accessibility and layout of town centres has an important impact upon those social and economic factors. By promoting strategic design within a wider spatial policy response, the above issues can begin to be addressed holistically.

The council looked at the challenges facing the borough's town centres to understand how to ensure they retain their vibrancy, competitiveness and strengths while respecting their different roles. According to the measures of town centres’ health, most town centres in Tower Hamlets are in reasonable health. Many have benefited, as have other town centres in London, from growth, greater consumer expenditure and, in some cases, improvements in the public realm. However this growth has also brought significant challenges with pressures on town centres to meet the demands of a larger population. In addition there is a need to plan for a potential and significant net increase in retail floorspace over the lifetime of this plan.

The formation of town centres take advantage of areas that offer higher accessibility levels, as these areas offer greatest opportunity for economic transactions (the high street is an example of this). Land uses that require higher accessibility levels seek those locations that are movement rich, while other land uses such as residential, seek locations that are less accessible, migrating to less accessible areas. The success of town centres depends upon this principle of concentration in the right location, dispersing those uses reduces economic and social vibrancy and vitality.

Following extensive evidence gathering and in line with national guidance, this spatial policy puts forward a comprehensive, distinctive and tailored approach in planning for the boroughs town centres and wider land use structure. This spatial policy makes the connection between understanding the dynamics of Tower Hamlets places and the role that town centres play in bringing communities together, as places for social and civic exchange.

Key supporting evidence base
- PPS6: Planning for Town Centres, 2005
- DETR Towards an Urban Renaissance, 1999
- GLA London Plan, 2008
- LBTH Town Centre Spatial Strategy, 2009
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009
- LBTH Town Centre Spatial Strategy Retail Capacity Assessment (2009)
- LBTH Community Plan, 2008
- LBTH Urban Structure and Characterisation Study, 2009
- LBTH Small and Medium Office and Workspace Study, 2006
- LBTH Creative and Cultural Industries Report (2005)
Strengthening neighbourhood well-being
Urban living for everyone

Where we want to be

**SO7**
Deliver housing growth to meet general and specialised housing demand in line with London Plan housing targets.

**SO8**
Ensure housing contributes to the creation of socially balanced and inclusive communities by offering housing choice reflecting the Council’s priorities for affordable and family homes.

**SO9**
Ensure that all housing in Tower Hamlets is high quality, well designed, energy efficient, sustainable and durable.

What it will look like

- Zero growth
- Very low growth (0 - 1000 units)
- Low growth (1001 - 2000 units)
- Medium Growth (2001 - 3000 units)
- High growth (3001 - 4000 units)
- Very high growth (4000+ units)

Delivering the borough’s housing target, deliver more affordable homes, and achieve mixed and balanced places that have a range of dwellings sizes, types and tenures, to help create sustainable communities.
How we are going to get there

1. Seek to deliver approximately 43,000 new homes (equating to 2,865 per year) from 2010 to 2025 in line with the housing targets set out in the London Plan. This will be achieved by:
   a. Focusing the majority of new housing in the eastern part of the borough, in the following places:
      - Millwall
      - Canary Wharf
      - Cubitt Town
      - Poplar Riverside
      - Leamouth
      - Blackwall
      - Bromley-by-Bow
      - Fish Island
   b. Direct public investment in housing, in line with the Housing Strategy, to facilitate the delivery of new housing in the following places:
      - Poplar Riverside
      - Bromley-by-Bow
      - Blackwall
      - Poplar
      - Stepney
      - Globe Town
      - Mile End
      - Bethnal Green
      - Shoreditch
   c. Supporting infill development elsewhere in the borough where it meets an identified need and contributes to creating sustainable communities.
   d. Working with our housing partners to support the regeneration of housing estates, and ensure that homes are brought up to at least a decent standard.

For detailed housing numbers please see Appendix two
2. Ensure new housing assists in the creation of sustainable places, by:
   a. Ensuring new developments optimise the use of land.
   b. Corresponding the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of that location.
   c. Corresponding the distribution and density levels of housing to the hierarchy and proximity of the nearby town centre, so that higher densities are promoted in and around the higher-order town centres, and lower densities are located in lower-order town centres and out-of-centre areas.

3. Set an overall strategic target for affordable homes of up to 50% until 2025. This will be achieved by:
   a. Requiring 35%-50% affordable homes on sites providing 10 new residential units or more (subject to viability).
   b. Securing additional affordable homes from a range of public-sector initiatives directly with Housing Associations as identified in the Housing Strategy.
   c. Bringing long-term vacant properties back into use.

4. Require a tenure split for affordable homes from new development as 70% social rented and 30% intermediate.

5. Secure a mixture of new small and large housing by:
   a. Requiring a mix of housing sizes on all sites providing new housing.
   b. Requiring an overall target of 30% of all new housing to be of a size suitable for families (three-bed plus), including 45% of new social rented homes to be for families.
   c. Identifying locations where larger family housing sizes (four-bed plus) will be sought. These include:
Areas outside of town centres where there is an existing residential community
Where there is good access to open space
Where there is good access to local services and infrastructure, including primary schools.

Ensuring all housing is appropriate, high-quality, well-designed and sustainable. This will be achieved by:
- Setting design standards through the Development Management DPD and other guidance.
- Working with housing partners to facilitate existing homes to be brought up to at least the Decent Homes standard.
- Requiring new developments to comply with accessibility standards, including “Lifetime Homes” requirements and the Development Management DPD.
- Requiring adequate provision of housing amenity space for new homes, including both private amenity space, and communal amenity space for developments providing 10 units or more.
- Requiring sites that are providing family homes to provide adequate space for play space for children. Requiring new homes to respond to climate change, including achieving a stepped-target for carbon emissions standards in line with government guidance.

Provide for the specialist housing needs of the borough through:
- Working with the borough’s universities to enable the appropriate provision of student accommodation that meets identified need, in specific locations in close proximity to London Metropolitan University at Aldgate and Queen Mary University London at Mile End.

Safeguarding the existing Gypsy and Traveller site at Eleanor Street, and identifying requirements for new sites through the Place and Site Making DPD, to meet targets set in the London Plan. New sites should meet the following criteria:
- Those that have been identified as suitable for housing
- Have good means of access from roads and be near bus routes and other transport modes
- Not be located in areas of high flood risk (Flood Risk Zone 3).

Working with partners to facilitate the appropriate amount of specialist and supported housing to cater for the homeless, vulnerable and the elderly.

This strategy will be implemented through a number of key projects including:
- Masterplans (All)
- Town Centre Implementation Plans
- St Paul’s Way Development Programme
- Decent Homes Programme
- Ocean Estate Regeneration Programme
- Blackwall Reach Regeneration Programme
- Tower Hamlets Housing Investment Programme
- LBTH Housing Strategy
- LBTH Housing Implementation Strategy
- Development Management DPD
- Place and Site Making DPD
- Proposal Map DPD

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

With over 101,000 homes\(^1\), as of April 2009, housing is the dominant land-use in Tower Hamlets. Housing provision has increased by 45% since 1991\(^2\) and has been a significant driver for much of the regeneration already undertaken in the borough.

Housing growth is set to continue to meet the Mayor’s emerging housing targets of 43,000 additional homes by 2025\(^3\). Housing growth will be accommodated across the borough, with the majority of new provision focused around the Opportunity Areas identified in the London Plan\(^4\). Some new housing will also come forward as a part of strategic housing investment projects, including the regeneration of housing estates and other local housing initiatives\(^5\). This investment will ensure Decent Homes Standards are achieved across the borough. Particular areas of housing regeneration include Poplar, Stepney and Blackwall.

The location, scale, density, and design of new housing developments are principally shaped by the accessibility and urban structure of an area. Areas which benefit from higher-accessibility levels can support higher-intensity of land uses (such as town centres) and population density; this is where higher-density housing should be located. In contrast, those areas which are less accessible and have lower population densities are suitable for lower density housing\(^6\). This ensures that new homes in identified growth areas will assist in creating new communities that follow a sustainable pattern of development.

Tower Hamlets faces significant housing challenges. There is a current affordable homes shortfall of 2,700 homes per year\(^7\). Additionally, current rates of over-occupation (over-crowding) are at 16.4%, which is much higher than the national average of 2.7% of all units\(^8\). The Community Plan identifies the delivery of a range of affordable, family homes for local people\(^9\) as one of its priorities. The council will also prioritise delivering new family homes in the borough, particularly focusing larger-family homes in suitable locations. Given the extent of housing need, Tower Hamlets has set an affordable housing target of up to 50%. This will be delivered through negotiations as a part of private residential schemes, as well as through a range of public initiatives and effective use of grant funding. In some instances exceptional circumstances\(^10\) may arise where the affordable housing requirements need to be varied. In these circumstances detailed and robust financial statements must be provided which demonstrate conclusively why planning policies cannot be met. Even then, there should be no presumption that such circumstances will be accepted, if other benefits do not outweigh the failure of a site to contribute towards affordable housing provision.

New homes in Tower Hamlets will need to designed to a high-standard, taking account of needs for national and regional guidance on design standards. This includes requirements for improved accessibility standards such as “Lifetime Homes”\(^11\), and carbon emissions standards including a stepped-approach to implementing “Code for Sustainable Homes”\(^12\) starting with Level 4. Given the shortfall in open space across the borough, it will also be critical that new homes provide both housing amenity-space and child play-spaces.

Specialised housing need is also a pressing issue with provision for student housing\(^13\) and Gypsy and Traveller pitches\(^14\). Supported housing for the homeless, elderly and vulnerable\(^15\) also needs to be addressed, particularly with an aging population\(^16\).

Key supporting evidence base

- PPS3: Housing, 2005
- GLA Gypsies and Travellers Accommodation Needs Assessment, 2008
- LBTH Housing Strategy, 2009
- LBTH Strategic Market Housing Assessment, 2009
- LBTH Student Accommodation Report, 2009
- LBTH Planning for Population Change and Growth Capacity Assessment - Baseline Report, 2009
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- Circular 01/06
- LBTH Affordable Housing Viability – LDF Review
Creating healthy and liveable neighbourhoods

Where we want to be

**SO10**
To deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles and enhance peoples wider health and well-being.

**SO11**
To ensure the timely provision of social infrastructure to support housing and employment growth.

What it will look like

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

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- Existing health facility
- Area of search for new health facility
- Royal London Hospital
- Existing leisure centre
- Area of search for new leisure centre
- Olympic Legacy sporting and leisure facilities
- Clear Zone
- Area for air management and improvement
- Main road routes
How we are going to get there

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

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

3. Provide a hierarchy of accessible, high-quality health facilities, services and premises to meet the needs of the existing and future population by:
   a. Identifying areas of search for new health facilities in the following locations:
      i. One new facility in Cubitt Town / Millwall
      ii. Three or four new facilities in the eastern part of the borough
      iii. Two or three new facilities in the western part of the borough
SP03

b. Improving the quality, usability and accessibility of existing health facilities, particularly in the following locations:
   - Millwall
   - Bromley-by-Bow
   - Bethnal Green
   - Bow Common
   - Poplar
   - Mile End

c. Encouraging the co-location and integration of health services in order to improve access to a wide range of health services for local communities.

d. Supporting the redevelopment of the Royal London Hospital in Whitechapel to deliver a hospital of regional and national importance by 2015, providing district general and specialist tertiary services.

e. Working with NHS Tower Hamlets and others to secure investment and funding, achieve good design and deliver excellence for health facilities and services in the borough.

4. Provide high-quality leisure centres to meet the needs of the existing and future population in accessible locations through:
   a. Identifying areas of search for new and improved leisure centres in the following three areas:
      - Shadwell and Wapping
      - Poplar
      - Cubitt Town
   b. Improving the quality, usability and accessibility of existing leisure centres.
   c. Encouraging the co-location of leisure services in multi-use facilities.
   d. Improving access to the open spaces and sporting facilities of the Olympic and Paralympic Games and their legacy.

5. Provide high-quality social and community facilities by:
   a. Maximising opportunities to deliver facilities as part of new developments.
   b. Locating such facilities in accessible locations in order that local people can easily use them.

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

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

- Whitechapel Masterplan
- Health facilities as identified in the Health and Well-Being Strategy
- Public Leisure Facilities as identified in the Leisure Strategy
- Multi-faith burial ground
- Health and Well-Being Strategy
- Leisure Facilities Strategy
- Air Quality Management Framework
- Development Management DPD
- Place and Site Making DPD
- Clear Zone
- Walking and cycling paths
- New green open spaces and corridors

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

Addressing health and well being has been a national policy priority since publication of the Government’s White Paper on “Choosing Health” (2004) which sets out the overarching priorities to address issues impacting on the public’s health.

This strategy supports the health aspects of Strategic Objective 3: “Achieving wider Sustainability”, by setting out a spatial framework to address how specific health-related elements of spatial planning can address the wider determinants of health, to support healthy and active lifestyles. These spatial elements include a number of factors detailed below:

Providing a high-quality walking and cycling network to promote active travel reduces reliance on vehicular transport, which helps to increase levels of physical exercise and social interaction; this in turn has positive impacts on physical and mental health.

Reducing the over-concentration of uses that have a negative impact on the health of local people in identified locations provides a flexible long-term opportunity to address issues as they arise in a spatial manner.

Access to healthy food is shown to improve general health and lessen poor health conditions; additionally, the production of local foods can also help improve both physical health, through elevating levels of exercise, and mental health.

Air and noise pollution have negative impacts on health and well-being. Planning to address air pollution resulting from vehicle emissions and polluting land-uses reduces the incidence of chronic lung diseases and heart conditions. Addressing noise pollution, meanwhile, helps to alleviate hearing impairments, sleep disturbance and negative psycho-physiological effects.

Provision and access to quality public services - including health-care facilities - has a direct positive effect on the health of local people. Planning for integrated and multidisciplinary public services, including health facilities, in accessible locations also has a direct positive effect on the health of local people by enabling them to access a range of services.

Accessible leisure and community facilities play an important role in ensuring local people have the opportunity to lead active lifestyles and participate in community activities, which can have positive outcomes for mental health and social cohesion.

With a significant proportion of residents in Tower Hamlets preferring burial, or whose faith requires it, there is a need to plan for burial space in Tower Hamlets. With no operational burial space in the borough, residents requiring burial space have to look beyond the borough boundaries.

Key supporting evidence base

- PPS1: Delivering Sustainable Development, 2005
- LBTH Community Plan, 2008
- RTPI Good Practice Note 5, Delivering Healthy Communities, 2009
- NHS Tower Hamlets Health and well-being strategy (Draft), 2009
- HUDU Watch Out for Health, 2009
- GLA BPG Health Issues in Planning, 2007
- Air Quality Management Plan, 2004
- Saving Lives: Our Healthier Nation” White Paper, 1999
- Choosing Health White Paper, 2004
- LBTH Multi Faith Burial Site Report, 2009
- LBTH Leisure Strategy, 2009
Creating a green and blue grid

Where we want to be

SO12
To create a high-quality, well-connected and sustainable natural environment of green and blue spaces that are rich in biodiversity and promote active and healthy lifestyles.

SO13
To reduce the risk and impact of flooding on people, property and the environment.

What it will look like

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

SP04

1. Deliver a network of open spaces, by:
   
   **Protecting**
   a. Protecting and safeguarding all existing open space.

   **Creating**
   b. Maximising opportunities for new publicly accessible open space, of a range of sizes, particularly in the following locations:
   - Poplar Riverside
   - Bethnal Green
   - Fish Island
   - Bromley-by-Bow
   - Aldgate
   - Spitalfields and Shoreditch

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

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

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

   f. Improving access to the strategically important publicly accessible open spaces, including Victoria Park and Mile End Park, and also the Olympic Park, Lea River Park and FAT Walk.

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

▶ See place plans, p.84
2. Promote and support new development that provides green roofs, green terraces and other measures to green the built environment.

3. Protect and enhance biodiversity value through:
   a. The design of open space and buildings.
   b. Ensuring development protects and enhances areas of biodiversity value in order to achieve a net gain in biodiversity.

4. Deliver a network of high-quality, usable and accessible waterspaces, through:
   a. Identifying opportunities for new water spaces, particularly in Poplar Riverside.
   b. Protecting and safeguarding all existing water spaces from inappropriate development.
   c. Improving the environment of water spaces including the immediate area and water quality.
   d. Working with relevant agencies and others to protect and enhance the aesthetic, ecological and biodiversity values of the borough’s waterspaces.
   e. Improving accessibility to and along waterspaces to maximise usability and promote these places for cultural, recreational and leisure activities.
   f. Ensuring that new development responds positively and sensitively to the setting of waterspaces while respecting and animating waterspaces to improve usability and safety.
   g. Using waterspaces for movement, including passenger and freight transport.
   h. Ensuring residential and commercial moorings are in locations that do not negatively impact on waterspaces or restrict access.

5. Reduce the risk and impact of flooding through:
   a. Using the Sequential Test to assess and determine the suitability of land for development based on flood risk.
   b. All new development that has to be located in a high risk flood zone must demonstrate that it is safe and passes the Exceptions Test.
   c. Ensuring that all new development across the borough does not increase the risk and impact of flooding.
   d. Ensuring the application of flood-resilient design of all new developments in areas of Flood Risk 2 and 3a.
   e. Protecting and where possible increasing the capacity of existing and new waterspaces to retain water.
   f. All new developments must aim to increase the amount of permeable surfaces, including SUDS, to improve drainage and reduce surface water run-off.
   g. Seeking to maintain existing flood defences to the appropriate standards and, in the case of riverside development, improve the standard, lifetime and access to such defences.
   h. Ensuring effective emergency-planning practices are in place. Working closely with the Environment Agency to keep up-to-date information about flood risk in the borough.

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

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

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

The provision of publicly accessible open space varies across the borough. Areas in deficiency of access to publicly accessible open space have been identified, as well as some open spaces having deteriorated in quality. The deficiency was further indicated in the Annual Monitoring Report 2007/08, which stated that 1.14 hectares per 1,000 population of public open space was achieved that year. This is less than the development standard of 1.2ha set out in the Open Space Strategy.

In continuing to deliver the 1.2ha standard, the council would need to provide 99ha of publicly accessible open space by 2025 (approximately the same area of Victoria Park and Mile End Park combined). Therefore the council’s approach will be to “Protect, Create, Enhance and Connect” open space and use the 1.2ha standard as a monitoring standard to justify local need (see Programme of Delivery, Appendix 2).

This approach will address deficiencies in, and access to, open space that are indicated to have a significant negative impact on people’s health. These impacts are likely to be exacerbated by the predicted increase in population. As such, maximising the provision of accessible, high quality open space is a key priority for the council.

Open space deficiency also has implications for biodiversity. Biodiversity is an indicator for sustainable development and is not only important in its own right, but is also able to help us to adapt to climate change, mitigating against urban heat island effect and increased risk of flooding.

The London Plan has designated two Areas of Deficiency for Access to Nature in the west and south-east of the borough, which indicate that people living and working in these areas have little access to observe and interact with wildlife. The borough’s Local Biodiversity Action Plan provides a series of aims to improve biodiversity.

In assessing the above issues, the Green Grid provides a spatial approach to identifying locations for new publicly accessible open spaces, improving existing open spaces, and strengthening connections between spaces and destination points.

The Blue Grid addresses the issues relating to the borough’s water spaces and flood risk. This is an important concern, given that the southern and eastern areas of the borough are of Flood Risk 2 and 3a. The places within these areas, and all new uses, are subject to the Sequential Test that identifies land that is suitable for development and assesses any alternative locations.

The risk of flooding needs careful management and maintenance, with a flood-defence system that can provide an increasing level of protection against climate change and, where possible, can be integrated with new development. Achieving the wider aspiration of creating a Water City is already underway, with the borough making better use of its waterways as places for cultural, recreational and leisure activities.

Key supporting evidence base

- European Union Water Framework Directive
- Basin River Management Plan
- PPS1: Delivering Sustainable Development, 2005
- PPS9: Biodiversity and Geological Conservation, 2005
- PPS25: Development and Flood Risk, 2005
- GLA London Plan, 2008
- LBTH Opportunities for Sustainable Energy and Biodiversity Enhancement, 2008
- LBTH Open Space Strategy, 2006
- LBTH Green Grid Baseline Report, 2009
- LBTH Local Biodiversity Action Plan, 2004
- LBTH Strategic Flood Risk Assessment, 2008
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- Thames Estuary 2100 Action Plan, 2009
- HUDU Watch Out for Health, 2009
**Dealing with waste**

**Where we want to be**

**SO14**
To plan for and manage the borough’s waste efficiently, safely and sustainably, by minimising the amount of waste produced, maximising recycling, and managing non-recyclable waste using treatment methods other than landfill.

**What it will look like**

*Delivering an interconnected network of well-designed, modern and innovative waste-treatment facilities will assist in delivering the sustainability arm of Reinventing the Hamlets.*
How we are going to get there  

1. Implement the waste management hierarchy of reduce, reuse and recycle, by:
   a. Ensuring that local residents reduce and manage their waste effectively.
   b. Requiring non-waste developments to appropriately design and plan for waste storage and recycling facilities.
   c. Requiring all developments to reduce and reuse waste from construction and demolition.
   d. Supporting developments that use recycled materials.

2. Plan and provide for the total waste generated in the borough, in line with the apportionment targets set out in the London Plan, by:
   a. Safeguarding all existing sites used for waste management, unless a suitable and available alternative site can be found that is more sustainable and does not affect the borough’s capacity for waste management.
   b. Identifying four areas of search that are suitable to accommodate a waste management facility and working with partners to deliver the Waste Strategy and Site Allocations DPD.
      - Fish Island
      - Poplar Riverside and Bromley by Bow
      - Blackwall
   c. Working with the Olympic Delivery Authority to connect any energy-generating waste facility with the Olympic Energy Centre in Fish Island
   d. Developing an interconnected network of waste management facilities that can respond to changing technologies, demands and have the scope to generate energy.

3. Ensure that any new waste management facility can accommodate a range of waste management technologies, including waste-to-energy facilities, with the potential to be linked into a borough-wide heat and power network.

   4. Ensure any new waste management facility is integrated into its surroundings, is modern, innovative and well designed to minimise negative impacts and robust enough to alter its operation and capacity as circumstances change.

   5. Promote the sustainable transportation of waste. This will be achieved by:
      a. Maximising the use of water freight for waste transfer where appropriate in order to take the load off the road network.
      b. Safeguarding the following identified wharfs to enable the future transportation of waste through water freight:
         - Orchard Wharf in Leamouth
         - Wharf in Blackwall

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

- Fish Island Masterplan
- Waste Management facilities
- LBTH Waste Management Strategy
  Development Management DPD
  Place and Site Making DPD
  Proposals Map DPD

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

With significant growth projected for Tower Hamlets and London as a whole, the need to manage waste efficiently, safely and sustainably is a pressing issue.

European Union legislation requires member countries to reduce the amount of waste disposed by landfill. The London Plan has set targets for managing municipal waste and commercial and industrial waste, in line with EU and national legislation, for each waste disposal authority. The borough operates as a single waste disposal authority with a target to manage 484,000 tonnes per year of municipal, commercial and industrial waste by 2020.

To meet the borough’s targets, waste needs to be managed as near to the top of the Waste Hierarchy (see right) as possible, by severing the link between growth and waste - developing and promoting means that prevent waste generation - while reusing and recycling the remainder.

This strategy sets out the spatial elements needed to deliver the means to meet the above target, specifically through the safeguarding of existing waste management sites and the identification of four areas of search most suitable for new waste management facilities. Areas of search will need to accommodate approximately 5-10 hectares to house waste facilities with sufficient capacity to meet the targets. These facilities will need to be well designed and managed to meet national standards and minimise any potential negative effects to surrounding areas. They will also need to be flexible in accommodating a range of existing and emerging waste management technologies, including energy generating facilities.

Waste management facilities able to generate energy have the capability to be linked into a decentralised heat and power network, alongside other localised energy-generating facilities, including the Olympics Energy Centre, to recover the residual value of waste.

Key supporting evidence base

- European Union Directive on Landfill
- European Union Waste Framework Directive
- PPS10: Planning for Sustainable Waste Management, 2005
- GLA London Plan, 2008
- LBTH Planning for Population Change and Growth Capacity Assessment - Baseline Report, 2009
- LBTH Waste Evidence Base Report, 2009
- LBTH Opportunities for Sustainable Energy and Biodiversity Enhancement, 2008
Enabling prosperous communities
Delivering successful employment hubs

Where we want to be

**SO15**
To support the thriving and accessible global economic centres of Canary Wharf and the City Fringe which benefit the regional and local economies.

**SO16**
To support the growth of existing and future businesses in accessible and appropriate locations.

What it will look like

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

1. Seek to maximise and deliver investment and job creation in the borough, by:
   a. Supporting, maximising and promoting the competitiveness, vibrancy and creativity of the Tower Hamlets economy; the three economic anchors of the City of London, Canary Wharf and Stratford; and their role in delivering job growth across the region and sub-region.
   b. Promoting the creation of a sustainable, diversified and balanced economy by ensuring a sufficient range, mix and quality of employment uses and spaces, with a particular focus on the small and medium enterprise sector.
   c. Ensuring job opportunities are provided in each place in, and at the edge of, town centres.

2. Focus larger floor-plate offices and intensify floorspace in Preferred Office Locations (POL) in the following areas:
   - Canary Wharf
   - Bishopsgate road corridor
   - Aldgate
   - Around Tower Gateway public transport interchange
   a. Development in POL should conform to the following criteria:
      i. Be in close proximity to existing clusters of commercial activity
      ii. Have very high levels of public transport accessibility
      iii. Have or be able to develop a high-quality environment

3. Support the provision of a range and mix of employment uses and spaces in the borough, by:
   a. Designating locations in Whitechapel, Mile End and Blackwall as Local Office Locations (LOL) to accommodate additional demand for secondary office space in the borough.
   b. Retaining, promoting and encouraging flexible workspace in town centre, edge-of-town centre and main street locations.
c. Encouraging and retaining the provision of smaller units (of approximately 250sq m or less) suitable for small and medium enterprises.

4. Concentrate hotels, serviced apartments and conference centres, to attract visitors and promote tourism in the borough, in the following locations:
   - Central Activities Zone (CAZ)
   - City Fringe Activity Area
   - Canary Wharf Activity Area
   - Major and district centres

5. Ensure a managed approach to industrial land for the borough in order to assist in creating sustainable communities. This will be achieved through:
   a. Safeguarding and intensifying industrial land in the following areas:
      - Gillender Street / Empson Way (SIL)
      - Fish Island South (SIL)
      - Poplar Business Park (LIL)
      - The Highway (LIL)
   b. In the case of LIL, intensification through a mixed use approach will only be acceptable if:
      i. There is no overall net loss of employment floorspace;
      ii. There is no detrimental impact upon the quality and usability of that floorspace; and
      iii. Appropriate accessing arrangements and mitigation of environmental impacts have been considered from the outset.
   b. Continuing to implement the consolidation and managed release of industrial land in the following places:
      - Bromley-by-Bow
      - Poplar Riverside
      - Poplar (Limehouse Cut)
      - Bow Common (Limehouse Cut)
      - Leamouth

See Fish Island Place Plan for further information (p.100)

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

- Aldgate Masterplan
- Fish Island Masterplan
- Town Centre Spatial Strategy
- Development Management DPD
- Place and Site Making DPD
- Proposals Map DPD
- LBTH Economic Strategy
- MAA Worklessness

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

Key supporting evidence base
- PPG4: Industrial, Commercial Development and Small Firms, 1992
- PPS6: Planning for Town Centres, 2005
- GLA London Plan, 2008
- City Fringe Opportunity Area Planning Framework, 2006
- LBTH Employment Land Study, 2009
- LBTH Small and Medium Office and Workspace Study, 2006
Why we have taken this approach

Tower Hamlets has a diverse employment sector including commerce and business, creative and cultural industries, warehousing and some industrial uses. As the UK economy continues to shift to a knowledge- and service-based economy, these structural changes will continue to shape and influence the employment activities within the borough.

Employment activities are distributed in different locations within the borough with commerce and business within Canary Wharf and the City Fringe; creative and cultural industries also in the City Fringe; and industrial and warehousing largely within eastern areas. There are also pockets of other employment uses throughout the borough.

The economic restructuring of Tower Hamlets’ economy means that businesses and organisations have different locational and premise requirements. They want to be located in areas of high public transport accessibility, close to similar uses, and supporting uses, such as shops, leisure and entertainment uses, and other services. Providing for the needs and fostering the growth of these sectors will require a restructuring of the borough’s employment land, from edge-periphery locations to accessible, central locations within our town centre hierarchy. There has been a shift from businesses needing large amounts of land for relatively low job densities to operating on small amounts of land with much higher job densities.

The differing current and potential needs for these employment uses need to be understood within a spatial framework to ensure successful and sustainable local and sub-regional economies. This spatial understanding enables the Council to identify locations and infrastructure suitable for the different types of employment. In applying this understanding to the location of large floor-plate office space, suitable areas for Preferred Office Locations include Canary Wharf and areas of the City Fringe, because of the existing context, infrastructure, concentration of activity and high levels of accessibility. Employment space provision for small and medium enterprises is identified as a significant need and following the spatial understanding, these are best located in accessible appropriate town centres and edge-of-town centre areas. In addition, with an increased demand for secondary office space across the borough, a number of areas have been identified as suitable locations to accommodate this demand, as they have relatively high public transport accessibility levels.

Hotels and related tourism uses contribute a significant amount to the borough’s economy, with over one half of this spend coming from overseas visitors. The more accessible locations within the borough (such as the CAZ, Tower Hamlets Activity Areas, Canary Wharf and District town centres) and areas with existing tourism infrastructure provide an opportunity to deliver a range of tourism-related services, including hotels, serviced apartments and conference facilities. This will enable the borough to help reduce visitor accommodation pressures on central London and help visitors to access tourist destinations within and outside of the borough.

Since 1998 approximately 130 to 140 Ha of industrial land has been released for other uses, assisting in the wider regeneration of places such as Bromley-by-Bow, Leamouth and Poplar Riverside. However, the borough still has a number of sites currently designated for industrial uses as Strategic Industrial Locations (SIL) and Local Industrial Locations (LIL). These locations provide an important sub-regional role for servicing central London. Industrial and warehousing related employment activities have been in decline in recent years which is a trend indicated to continue. An opportunity exists for further managed release of identified SIL for alternative appropriate uses, which will help to capture the opportunities presented by the Olympic Legacy.
Improving education and skills

Where we want to be

SO17
To improve education, skills and training in the borough and encourage and facilitate life-long learning.

SO18
To promote the growth and expansion of further and higher education establishments as drivers of improved skills and a key part of the wider knowledge economy.

What it will look like

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

1. Support the continued improvement and expansion of existing primary and secondary schools through:
   a. The Building Schools for the Future programme.
   b. The Primary Strategy for Change Programme.
   c. Seeking to secure improvements for all schools in the borough by utilising planning obligations from developments.

2. Increase provision of both primary and secondary education facilities to meet an increasing population by:
   a. Identifying three areas of search for a new secondary school: in Fish Island; Mile End; and Bromley-by-Bow.
   b. Identifying areas of search to deliver at least four new primary schools in the following places:
      • Fish Island
      • Bromley-by-Bow
      • Poplar Riverside
      • Cubitt Town / Millwall
   c. Using the Site and Place Making DPD to identify the most suitable sites for new schools within the areas of search, and secure these sites through:
      i. Using Compulsory Purchase Order Powers (CPO) where necessary.
      ii. Using Corporate Assets where required.
      iii. Working with local education providers to secure land and deliver new schools.
   d. Using the Pupil Place Planning process and the Population Growth and Change Model to identify future needs for additional school places throughout the lifetime of the plan, as part of the plan, monitor and manage approach.
   e. Developing a network of Children Centres that combine childcare and nursery education, alongside family support and health and well-being services for young people aged 0-5 years old.
3. Ensure school facilities and Children Centres are located in order to maximise accessibility for pedestrians, cyclists and public transport users, and ensure they promote inclusive access for all users. In addition:
   a. Primary schools should be located to be integrated into the local movement routes, the neighbourhood they serve, and be easy to access on foot or by bicycle.
   b. Secondary schools should be located in highly accessible locations, to be integrated into the secondary and main movement routes, as they generate trips from a wider catchment area.
   c. Support the co-location and clustering of services within multi-use facilities to maximise the potential of sites, particularly the use of schools after hours.

4. Support the growth and expansion of further and higher education facilities in the borough through:
   a. Promoting universities as employment hubs for the innovation sector and the wider knowledge economy.
   b. Supporting London Metropolitan University as a key regeneration anchor in the City Fringe area and major contributor to the academic, creative and cultural and knowledge economy prosperity of that area. This will be achieved through working with LMU through the continued implementation of the Aldgate Masterplan.
   c. Promoting the area around Queen Mary University London as a place for local office and the knowledge economy, to help reinforce the academic role of this area.
   d. Work with universities to better integrate buildings and campuses into the surrounding areas to improve accessibility.

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

This strategy will be implemented through a number of key projects including:
- Fish Island Masterplan
- Legacy Masterplan Framework
- St Pauls Way Transformational project
- Bromley-by-Bow Masterplan
- Wood Wharf Masterplan
- Building Schools for the Future and Primary Strategy for Change programme - to deliver primary and secondary schools
- Children centres
- Idea Stores
- Idea Store Strategy
- Site Allocations DPD

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

The current levels of education and qualification-achievement in the borough contribute to limiting the social and economic opportunities for local people. This factor, alongside many others, means there is a need to improve the quality of primary, secondary, further, higher and life-long education.

These aims are set out in the Community Plan to achieve ‘A Prosperous Community’ which looks to build on the borough’s recent improvements in educational achievement. By working closely with education providers, this strategy sets out the spatial framework to ensure educational, skills and training services are well-integrated in the borough.

Education infrastructure needs to meet the needs of local people. The Mayor’s housing targets for the borough indicate a growth in population that will lead to a demand for school places and associated facilities. Forward planning is necessary to ensure future educational needs are met by ensuring that new schools and Children Centres are delivered in the right location, at the right time.

Schools play an important role in creating and supporting inclusive and vibrant neighbourhoods. Ensuring that schools are well placed, integrated, prominent and accessible to local communities is central to the Big Spatial Vision and creating sustainable, healthy and well-connected communities.

To deliver these aspirations, the national Building Schools for the Future programme is currently being implemented to deliver new and refurbished secondary schools across the borough. This is accompanied by the Primary Strategy for Change, which sets forth aims to improve primary school facilities.

In addition to schools, Children Centres also need to be delivered to provide a range of services for children under five. Current delivery of these services will see 24 centres provided by 2010.

Tower Hamlets is also home to many further and higher educational establishments, which provide important opportunities for local people to gain and refine skills for employment. The universities within the borough also have a role as hubs for the knowledge sector in their local areas, which provide important support for small and medium enterprises. As a result, the Council continues to support the role and growth of these establishments.

Accompanying these learning facilities, lifelong learning facilities such as Idea Stores and libraries provide valuable opportunities to continue to help expand the skills of local people. The Skillsmatch programme, meanwhile, helps to match the skills of local people with employment opportunities.

Key supporting evidence base

- GLA London Plan, 2008
- LBTH Strategic Business Case (BSF), 2006
- LBTH Strategy for Change Part One, 2008
- LBTH Children and Young People’s Plan, 2009.
- LBTH Community Plan, 2008
Designing a high-quality city
Making connected places

Where we want to be

SO19
Deliver an accessible, efficient, high quality, sustainable and integrated transport network to reach destinations within and outside the borough.

What it will look like

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

SP08

1. Provide for a hierarchy of integrated transport interchanges that offer access to a range of public transport modes across the borough. This will be achieved by:

**International interchange**

a. Improving and maximising accessibility to Stratford International station from Tower Hamlets, principally through improving the strategic and local connectivity to, and through, Fish Island and High Street 2012.

**Sub-regional interchanges**

b. Seeking to improve the capacity, quality and accessibility of existing sub-regional interchanges, particularly at:
   - Whitechapel and Canary Wharf with the delivery of Crossrail
   - Improve accessibility to interchanges outside of Tower Hamlets, including, Canning Town and Stratford interchanges.

**District interchanges**

c. Seeking to improve the capacity, quality and accessibility of existing district interchanges and the creation of new district interchanges at:
   - Hackney Wick and Bromley-by-Bow, in order to support regeneration and population growth in the eastern part of the borough.
   - Crossharbour, to support the growth and enhancement of the District Centre and surrounding population.

**Local interchanges**

d. Seeking to improve the capacity, quality and accessibility of existing local interchanges and creating a new local interchange at East India DLR Station.

e. Locating transport interchanges in town centres that are appropriate in scale to the town centre hierarchy and surrounding population density.

f. Promoting the good design of public transport interchanges to ensure they are integrated with the surrounding urban fabric, offer inclusive access for all members of the community, and
This strategy will be implemented through a number of key projects including:

- Whitechapel Masterplan
- Bishopsgate Goodsyard
- Bromley-by-Bow Masterplan
- Legacy Masterplan Framework
- A12 Study

**b.** Supporting growth on the Isle of Dogs by working in partnership to deliver Crossrail, improve bus connections to, and through, the area and improve pedestrian and cycling routes to existing public transport interchanges, which include:
- Heron Quays
- Canary Wharf
- South Quay
- Crossharbour
- Mudchute
- Island Gardens

**c.** Continuing to work with neighbouring boroughs and TfL to explore and deliver cross-boundary public transport projects.

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

- Major transport improvements including Crossrail, 3 Car DLR, East London Line Extension
- Bridges and crossings

- Place and Sites DPD
- Development Management DPD
- Proposals Map DPD
- Making Connections
- Local Implementation Plan (transport)
- Mayor’s Transport Strategy

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

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

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

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

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

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

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

Key supporting evidence base

- The Future of Transport White Paper, 2004
- PPS1: Delivering Sustainable Development, 2005
- GLA London Plan, 2008
- GLA Transport Strategy, 2001
- LBTH Local Implementation Plan, 2005
- LBTH Making Connections, 2008
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009
- LBTH Planning for Population Change and Growth Capacity Assessment - Baseline Report, 2009
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- HUDU Watch Out for Health, 2009
Creating attractive and safe streets and spaces

Where we want to be

SO20
Deliver a safe, attractive, accessible and well-designed network of streets and spaces that makes it easy and enjoyable for people to move around on foot and bicycle.

SO21
Create streets, spaces and places which promote social interaction and inclusion and where people value, enjoy and feel safe and comfortable in.

What it will look like

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

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

   **Main Streets**
   a. Working with Transport for London to ensure that main streets’ primary function of distributing vehicle traffic (particularly their importance for providing bus routes) is maintained and protected. Also working with TfL to design and promote these streets as important places for pedestrians and cyclists. Main streets include:
      - Commercial Street;
      - Mansell Street / Leman Street;
      - Tower Hill Approach, East Smithfield, The Highway;
      - Limehouse Link / Aspen Way;
      - A11 Whitechapel Road / Mile End Road / Bow Road;
      - Burdett Road;
      - A12 Blackwall Tunnel Approach;
      - A13 Commercial Road / East India Dock Road; and
      - Butcher Road and Branch Road / Rotherhithe Tunnel

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

   **Local Streets**
   c. Protecting and enhancing the place and social gathering function that local residential streets provide, by, promoting them as places to gather and socialise in, alongside their function of providing safe and convenient access to individual properties.
This strategy will be implemented through a number of key projects including:

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

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

Ensuring high-quality design of public streets and spaces is central to delivering sustainable communities.  

The quality of the public realm in the borough varies, and the Community Plan views good urban form as a key component in achieving the vision of One Tower Hamlets. A high-quality urban environment and layout can help deliver social benefits, including civic pride, increased connectivity, social cohesion, reduced fear and levels of crime and improved health and well-being, while a poor quality public realm can have severe negative effects on communities. To understand how to address poor quality public realm, it needs to be assessed within a spatial framework.

Accessibility and movement networks are crucial in creating a high-quality urban environment and can affect the uses, activities, density and security of an area. As Tower Hamlets has some of the highest housing densities in London, the quality of streets and spaces is important to maintain and create a high quality of life.

Identified “grot-spots” (areas of very low-quality public realm) need to be addressed to reduce the negative perception of the area and impact on surrounding areas. Given that the borough’s town centres are also its transport interchanges, the public realm of town centres needs to be high quality to support and promote movement.

Barriers to movement within, and to areas outside of, the borough restrict and alter the movement network, resulting in a loss in permeability, legibility and mobility. Significant barriers within Tower Hamlets include road corridors and post-war development, which have isolated communities adjacent to them.

To improve accessibility and increase movement, the route hierarchy of streets and spaces needs to be restored. This will support movement networks within the borough and between Tower Hamlets and neighbouring boroughs.

Key supporting evidence base

- DETR By Design, 2000
- English Heritage Streets For All, 2004
- Building for Life, 2008
- TfL Streetscape Guidance, 2009
- Urban Design Compendium 1 and 2, 2007
- LBTH Town Centre Spatial Strategy Spatial, 2009
- LBTH Town Centre Spatial Strategy Spatial Baseline, 2009
- LBTH Urban Structure and Characterisation Study, 2009
Creating distinct and durable places

Where we want to be

**SO22**
Protect, celebrate and improve access to our historical and heritage assets by placing these at the heart of reinventing the hamlets to enhance local distinctiveness, character and townscape.

**SO23**
Promote a borough of well designed, high quality, sustainable and robust buildings that enrich the local environment and contribute to quality of life.

What it will look like

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

1. Protect, manage and enhance the Tower of London World Heritage Site, its setting, and surrounding area, through:

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

3. Preserve and enhance the wider built heritage and historic environment of the borough, enabling the creation of locally distinctive neighbourhoods, through:
   a. Promoting and implementing placemaking across the borough to ensure that the locally distinctive character and context of each place is acknowledged and enhanced.
   b. Protecting, conserving, and promoting the beneficial reuse of, old buildings that provide suitable locations for employment uses, including small and medium enterprises.
   c. Supporting development that preserves and enhances the heritage value of the immediate and surrounding environment and the wider setting.
   d. Working to reduce Heritage at Risk.
4. Ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds. This will be achieved through ensuring development:
   a. Protects amenity, and promotes well-being (including a loss of privacy and access to daylight and sunlight);
   b. Uses design and construction techniques to reduce the impact of noise and air pollution;
   c. Respects strategic and local views and their role in creating local identity and assisting in wayfinding;
   d. Respects its local context and townscape, including the character, bulk and scale of the surrounding area;
   e. Contributes to the enhancement or creation of local distinctiveness;
   f. Is flexible and adaptable to change;
   g. Uses high quality architecture, urban and landscape design;
   h. Assists in creating a well-connected public realm that is easy and safe to navigate.

5. Identify locations where tall buildings will be acceptable. These locations are:
   - Canary Wharf
   - Aldgate

   a. The above locations are identified as they meet the following criteria:
      i. Be part of an existing cluster and respond to existing built character of the area.
      ii. Have a large floor-plate office building typology.
      iii. Be in areas of high accessibility.

For a definition of tall buildings please refer to glossary of terms

This strategy will be implemented through a number of projects including:
- Tower of London Masterplan
- Aldgate Masterplan
- Aspen Way Masterplan
- Millennium Quarter
- Wood Wharf Masterplan
- Housing estate regeneration projects
- Conservation Area Character Statements and Management Plans
- LBTH Conservation Strategy and City Fringe Conservation Plan
- Development Management DPD
- Place and Site Making DPD
- Proposal Map DPD
- Building for Life
- Code for Sustainable Homes
- GLA guidance on housing design standards
Why we have taken this approach

The built environment of Tower Hamlets is strongly influenced by the borough’s history and heritage. As the borough faces development pressure generated by housing and employment targets, it is critical that building design and the wider built environment is sustainable, of a high-quality, and able to be adapted to the effects of climate change. To achieve this the Council will use development management policies and the available tools of the Code for Sustainable Homes and ‘Buildings for Life’, and will look to utilise appropriate forthcoming guidance as it emerges.

A critical component to achieving a high-quality built environment is to ensure that the borough’s historic environment is sustainably managed, enhanced and protected, while supporting appropriate development. This includes the beneficial reuse of built heritage to bring many social, cultural and economic benefits to communities and help in the wider regeneration of the borough.

Some development within Tower Hamlets has led to negative impacts on the borough’s heritage, which needs to be addressed. This is specifically relevant to the borough’s World Heritage Site, the Tower of London, and its wider setting. The Tower of London has been isolated from adjacent areas by the road network, and careful consideration needs to be given to any development that will impact on the site and setting.

The above tools are especially relevant for defining the preferred locations for tall buildings. Tall buildings can have a significant impact on the built environment and the activities of local people. As such, very tall buildings are best suited to established clusters at Canary Wharf and Aldgate, where they complement the existing context.

Key supporting evidence base
- PPG15: Planning and the Historic Environment, 1994
- PPG16: Archaeology and Planning, 1990
- DETR By Design, 2000
- Heritage Counts, 2008
- GLA London Plan, 2008
- Building for life, 2008
- LBTH Urban Structure and Characterisation Study, 2009
- LBTH Climate Change Mitigation and Adaptation Report, 2009
- Urban Design Compendium 1 & 2
- English Heritage and CABE Guidance on Tall Buildings, 2007
Working towards a zero carbon borough

Where we want to be

SO24
Achieve a zero carbon borough in the 21st century, with a 60% reduction in carbon emissions by 2025.

What it will look like

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

1. Implement a borough-wide carbon emission reduction target of 60% below 1990 levels by 2025.

2. Ensure that all new homes are built in-line with government guidance to reach zero carbon by 2016, and that all new non-domestic development reaches zero-carbon by 2019.

3. Promote low- and zero-carbon energy generation through:
   a. Safeguarding existing renewable energy decentralised energy systems.
   b. Implementing a network of decentralised heat and energy facilities that connect into a heat and power network, including working with the LDA to link with the wider East London Heat Network.
   c. Promoting the development of new decentralised energy facilities that have the potential to link into a wider sub-regional network.
   d. Exploring the use of waste-to-energy facilities, particularly in the east of the borough, to support the borough’s waste management and recycling targets.
   e. Working with partners inside and outside the borough to explore ways of implementing decentralised energy systems.
   f. Supporting development that uses intelligent design to make use of renewable-energy technologies.

4. Reducing carbon emissions in non-domestic buildings by:
   a. Working with partners to implement ways to reduce carbon emissions particularly large businesses in the borough.
   b. Supporting non-domestic developments that promote the use of renewable energy technologies.
   c. Reducing the carbon emissions of all public buildings in the borough.
5. Implement an area-based approach in which new development should achieve higher levels of carbon reductions than elsewhere in the borough.

6. Maximising the energy efficiency of existing housing stock by:
   a. Working with housing associations to ensure regeneration of existing housing stock and redevelopment promotes carbon emissions reductions and is adapted for climate change.
   b. Seeking to establish Energy Action Areas in places likely to be affected by fuel poverty.

7. Require all new developments to provide 20% reduction of carbon dioxide emissions through on-site renewable energy generation.

8. Implement High Street 2012 as an exemplar programme of linked improvement works along the A11 to promote visible renewable energy technologies and educate people about sustainable development.

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

- All masterplans
- Heat and Power Network
  - Renewable Energy infrastructure
- Housing estate regeneration
  - Barkantine Estate
- Development Management DPD
  - Place and Site Making DPD
  - Carbon Management Programme
- Green Grid

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

Climate change is rapidly being acknowledged as an urgent and serious global issue that needs to be addressed to mitigate, and adapt to its effects on the borough and local people. It will negatively affect the borough in a number of ways, the most significant being an increase in Urban Heat Island Effect, an increased risk of flooding and disruption to water supply.

A significant contributor to climate change is the concentration of carbon dioxide in the atmosphere. These levels are rapidly increasing and, if left unchecked, will continue to contribute to climate change. Of the 33 Local Authorities in Greater London, Tower Hamlets produces the second highest level of total carbon emissions (2,348 ktCO₂) after the City of Westminster.

This strategy provides a responsive spatial framework to take forward the Mayor’s Climate Change Action Plan (with a target to reduce carbon emissions by 60% by 2025 against a 1990 baseline) and the Community Plan’s aspirations to address climate change to reduce the borough’s carbon emissions. The Council has also signed up to the Carbon Trust local authority carbon-management programme, which has directed the formulation of borough-wide carbon-reduction targets up to 2020.

To mitigate contributing to the effects of climate change and achieve the above targets, the Council will implement a range of interventions and actions that have been informed by a number of key pieces of evidence. These interventions look at reducing carbon dioxide emissions from existing and new, domestic and non-domestic, buildings through design, renewable energy generation and identifying areas suitable for higher levels of carbon emissions reduction.

Buildings, with their need for energy, make up a significant proportion of carbon emissions. Therefore, a key element of this strategy for reducing carbon emissions is to minimise the need for energy in both new and existing buildings, through adaptation, and the appropriate location, orientation and design of new developments. This will also have a positive impact on addressing fuel poverty.

Supplying energy via the national grid is an inefficient method, with more than half of the energy lost as waste heat. The efficiency of energy supply can be improved by capturing waste heat for use, and by generating energy closer to the point of use, which minimises the amount of energy lost through transmission. A move towards decentralised energy generation at higher efficiencies, as well as using available renewable energy sources, will simultaneously lower carbon emissions and improve the overall security of supply.

Focusing higher proportions of carbon emissions reduction measures in specific areas will help to capture and maximise the cumulative benefits. The most appropriate areas are those with larger concentrations of identified development sites.

The Government is in the process of reviewing building regulations and the Code for Sustainable Homes to meet its commitment to delivering zero-carbon development. This strategy will likely need adjusting following this review.

Key supporting evidence base

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

Where we want to be

SO25
Deliver successful placemaking in Tower Hamlets to create locally distinctive, well designed, healthy and great places which interconnect with, respond and integrate into the wider London area.

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

What it will look like

- Making Victoria Park an exemplary 21st century green space Victoria Park will continue to be one of the borough’s best assets.
- Showcasing Bow’s traditional character through its market, street patterns and relationship with Victoria Park
- A lively and well connected place with a vibrant town centre complemented by the natural qualities offered by the local open spaces
- A mixed use sustainable community offering a unique place to work and live, right next to the Olympic Park and within walking distance of Stratford
- A prosperous neighbourhood set against the River Lea and Park and a transformed A12
- Establishing Bow Common as a family focused residential neighbourhood set around the civic spine of St Paul’s Way
- Regenerating Poplar into a great place for families set around a vibrant Chrisp Street and a revitalised Bartlett Park
- Transforming Poplar Riverside into a revitalised and integrated community reconnecting with the A12 and River Lea
- Creating a modern waterside place where the River Lea Park meets the River Thames
- A mixed use area with a new town centre and the Town Hall as its commercial and civic hearts
- Canary Wharf will retain and enhance its global role as a competitive financial district as well as adopting a stronger local function
- A community brought together through its waterways and a newly established high street at Millharbour
- A residential waterside place set around a thriving mixed use town centre at Crossharbour
How we are going to get there

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

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

Key supporting evidence base

- PPS1: Local Spatial Planning
- DCLG World Class Places, 2009
- RTPI A New Vision for Planning, 2001
- DETR By Design, 2000
- Urban Design Compendium 1 & 2, 2007
- DETR Towards an Urban Renaissance, 1999
- LBTH Community Plan, 2008
- LBTH Urban Structure and Characterisation Study, 2009

Why we have taken this approach

Placemaking is an increasingly important national objective. National guidance clearly sets out the challenge for local authorities, stating the need for planning to be “spatial” - dealing with the unique needs and characteristics of places. This role of placemaking is key to delivering the national agenda of creating sustainable communities. The links between quality of place and quality of life for residents, including wider positive outcomes are widely recognised.

The Community Plan places great importance on the diversity of the borough and wider social cohesion of those living and working in Tower Hamlets. The way we plan, build and design places has an important impact on this social agenda. It is the role of these place plans to begin this complex placemaking process, which forms part of the wider spatial planning agenda. They are not fixed plans, but rather spatial frameworks that help steer those involved in shaping the built environment, in order to assist in creating liveable, sustainable and well-designed neighbourhoods.

The Sustainability Appraisal process strongly supported the approach to placemaking, advocating it as a key spatial planning tool to help deliver sustainable communities. In developing this approach in partnership with the Tower Hamlets Partnership, considerable and extensive analysis and consultation has been undertaken to shape future physical and social change in each identified place.

This section drives the process of delivering the spatial vision of Re-inventing the Hamlets. Collectively, all those involved in making great places can use these spatial place plans to build upon the strengths and tackle the weaknesses of each place to help build the Community Plan vision of One Tower Hamlets.
Shoreditch

Vision

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

1. To ensure the regeneration of Bishopsgate Goodsyard is responsive to, and reinforces, the character and vibrancy of Shoreditch and improves connectivity with surrounding areas.

2. To improve health and well-being through increased access and better targeting of health provision, which includes a new health facility on the Bishopsgate Goodsyard site.

3. To protect residential amenity in the area using night-time environmental, safety, licensing and planning management in and around Redchurch Street.

4. To deliver new green space on Bishopsgate Goodsyard and ensure it links with Allen Gardens to form a linear green spine.

Principles

1. Heritage will be protected in conservation areas. Small-scale redevelopment may be acceptable where it preserves or enhances the character and appearance of the area.

2. Development outside of the Bishopsgate Goodsyard area should seek to retain and enhance the traditional street pattern and medium-rise character of the area.

3. Retain and encourage the vibrant mix of uses, which consists of small shops, businesses and enterprise spaces, in and around the neighbourhood centre, to the west of the area, and along the main routes.
Vision

A historic gateway to the vibrancy of Spitalfields Market, Trumans Brewery and Brick Lane
Spitalfields will continue to be a vibrant, diverse and mixed use area. It will continue to be characterised by its diverse ethnic communities and its specialist offer in fashion, arts and restaurants.

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

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

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

How we are going to get there

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

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

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

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

Uncovering Globe Town’s historic and natural assets for existing and new communities to enjoy
Reinstating a clear street pattern, highlighting Globe Town’s heritage including Meath Gardens, Victoria Park, Regents Canal and its unique collections of buildings and terraced housing.

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

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

How we are going to get there

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

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

**Reintegrating the Tower of London back into the Hamlets**

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

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

Opportunities and growth

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

How we are going to get there

**Priorities**

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

**Principles**

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

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

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

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

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

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

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

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

**Principles**

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

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

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

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

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

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

**Principles**

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

Vision

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

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

Vision

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

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

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

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

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

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

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

**Principles**

1. Ensure development and regeneration promotes active frontages onto Commercial Road to reinforce the town centre.
2. New development should be in keeping with the scale and character of historic warehouse buildings, conservation areas and waterways.
3. Development and regeneration should seek to improve physical and visual access to the River Thames and other waterways.
4.
Vision

*Making Victoria Park an exemplary 21st century green space*

Victoria Park will continue to be one of the borough’s best assets. There will be investment in existing facilities alongside new facilities, including an urban beach, a skate park, and reed beds to offer a diverse range of activities for the people of East London.

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

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

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

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

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

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

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

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

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

Fish Island East - new residential community delivered through the Olympic Legacy Masterplan Framework

Fish Island North - mixed use regeneration around the transport hub and neighbourhood centre

Fish Island Mid - employment led mixed use regeneration area

Fish Island South - area for industrial uses

Connecting Fish Island – improved accessibility and movement will shape the future of the area

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Opportunities and growth

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

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

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

Delivery

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

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

How we are going to get there

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

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

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

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

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

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

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

**Principles**

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

**Vision**

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

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

In contrast to the town centre, Mile End Park, Tower Hamlets Cemetery Park and the Regents Canal will provide access to open space and nature. This will be complimented by Mile End’s position as a leisure destination through Mile End Stadium and Leisure Centre.

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

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

**Principles**

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

Vision

A prosperous neighbourhood set against the River Lea and Park and a transformed A12
Bromley-by-Bow will rediscover its connection to the River Lea, with bridge connections to Newham, Three Mills and the Olympic site. A new town centre will offer a place to shop, work, dine, access services and spend leisure time, taking advantage of the new River Lea Park and FAT Walk. It will be centred around a well designed, mixed residential community with excellent social and community infrastructure.

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

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

How we are going to get there

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

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

Vision

**Establishing Bow Common as a family focused residential neighbourhood set around the civic spine of St Paul’s Way**

Bow Common will be a recognised and rediscovered residential neighbourhood set around a transformed community spine and hub running along St Paul’s Way, and anchored by a new neighbourhood centre at Devons Road.

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

Opportunities and growth

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

How we are going to get there

**Priorities**

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

**Principles**

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

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

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

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

Opportunities and growth

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

How we are going to get there

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

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

Vision

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

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

Vision

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

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

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

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

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

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

1. To create a new town centre in and around Blackwall DLR station and the existing parade of shops along Poplar High Street.
2. To establish a new public square in the town centre as part of the Blackwall DLR station transport interchange and support the development of town centre uses within the square.
3. To redevelop Robin Hood Gardens as part of the Blackwall Reach Regeneration Framework, and provide new public green space.
4. To improve connections to, and protect and enhance the ecological value of, East India Dock Basin through the FAT Walk.
5. To ensure a continuous and animated riverside walkway is provided to allow enjoyment and use of the water edges, and to become part of the Lea River Park.
6. To address the barriers of the A12 road and implement the Aspen Way Masterplan to improve north-south pedestrian and cycling routes to Canary Wharf.

**Principles**

1. The public square around Blackwall DLR should be framed by active ground-floor uses to animate and bring vibrancy to the square.
2. New development should improve east-west pedestrian and cycling connections between East India Basin and Cotton Street.
3. Development between Blackwall and Canary Wharf should integrate both places, helping to bridge Aspen Way.
**Vision**

*Canary Wharf will retain and enhance its global role as a competitive financial district as well as adopting a stronger local function*  
Canary Wharf will be driven by sustainable growth while capturing the benefits of the opportunities offered by Crossrail and Wood Wharf to ensure the place continues to grow into thriving living and working environment.

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

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

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

**Principles**

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

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

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

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

Opportunities and growth

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

How we are going to get there

Priorities

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

Principles

1. Buildings should provide active uses onto Millharbour to animate this emerging route.
2. Development should be set back from the water’s edge and provide active frontages to allow for potential connections across waterspaces.
3. Taller buildings in the north should step down to the south.
**Vision**

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

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

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

**Opportunities and growth**

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

**How we are going to get there**

**Priorities**

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

**Principles**

1. New development should be focused in the north of Cubitt Town on identified development sites.
2. Housing types suitable for families should be promoted in the south of Cubitt Town, and around Millwall Park.
3. The new public square should be framed by active retail and leisure uses at Crossharbour town centre to animate the area.
4. Development should protect the setting of Mudchute and Millwall Park and protect the vista from these parks towards Canary Wharf.
Delivery & Monitoring
The Core Strategy sets out an ambitious spatial strategy which must be demonstrated to be deliverable over the lifetime of the plan. Delivery and implementation is already embedded across the Council with a series of delivery plans and projects ongoing. The Core Strategy’s effectiveness is dependent upon continued and successful implementation. This includes making it clear how the infrastructure necessary to deliver the spatial strategy will be delivered and that key partners needed to deliver are signed up to the process. The Core Strategy has two main delivery strands. The first strand is a programme of delivery. The second focuses on ensuring the appropriate regulatory framework for development decisions.

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

- Comprehensive regeneration areas
- Infrastructure Delivery Plan
- Housing investment programmes
- Policy and strategy programmes
- Healthy borough programme

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

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

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

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

Planning obligations
Planning obligations will be agreed between the Local Planning Authority and developers in the context of granting planning permission, to mitigate, compensate and prescribe matters relating to the development.

The Council may pool contributions relating to significant infrastructure i.e. transport, education and health. Pooling of financial contributions may occur in order to meet the identified infrastructure needs of the borough, set out in the Infrastructure Delivery Plan (Appendix two).
Planning obligations

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

The following represent the Council's priorities:
- Affordable housing
- Sustainable transport
- Publicly accessible open space
- Education
- Health
- Training, employment and enterprise
- Biodiversity enhancements
- Community facilities
- Highway works
- Public realm and public art

For further information see Circular 05/05: Planning Obligations and LBTH Planning Obligations SPD
Plan, monitor and manage

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

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

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

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

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

View the latest AMR at www.towerhamlets.gov.uk
The Core Strategy will be monitored through a series of indicators to ensure national and local delivery outcomes.

The Core Strategy will be regularly monitored to ensure it is delivering its vision and objectives. It will be amended where necessary as part of a Plan-Monitor-Manage approach.
Appendices 9
## Appendix One  Glossary of key terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
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<tbody>
<tr>
<td>Area Action Plans (AAP)</td>
<td>A type of Development Plan Document which focuses on a specific part of the borough or an area undergoing significant change.</td>
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<tr>
<td>Building for Life (BfL)</td>
<td>The national standard for well-designed homes and neighbourhoods.</td>
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<tr>
<td>Building Schools for the Future (BSF)</td>
<td>A national investment programme that aims to either refurbishing or rebuilding nearly all of the secondary schools in England.</td>
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<tr>
<td>Clear Zone</td>
<td>An initiative to improve air quality and reduce CO₂ emissions by encouraging a shift to walking, cycling and public transport, in order to make our streets more liveable.</td>
</tr>
<tr>
<td>Code for Sustainable Homes</td>
<td>National standards for the design and construction of sustainable new homes.</td>
</tr>
<tr>
<td>Development Plan Document (DPD)</td>
<td>The legally required component parts of the Local Development Framework, for example the Core Strategy, Area Action Plan, Site Allocation documents.</td>
</tr>
<tr>
<td>Evening and night-time economy</td>
<td>Economic activities consisting of bars, cafés, clubs, restaurants and some leisure activities which provide opportunities for people to enjoy and socialise in the evening and at night.</td>
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<tr>
<td>Family housing</td>
<td>Houses, flats and apartments that contain three or more bedrooms.</td>
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<tr>
<td>FAT Walk</td>
<td>A proposed continuous riverside walkway along the River Lea.</td>
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<tr>
<td>High Street 2012</td>
<td>A joint initiative by the London Boroughs of Tower Hamlets and Newham, English Heritage Design for London and Transport for London to deliver significant improvements to Whitechapel Road, Mile End Road, Bow Road and High Street Stratford in time for the 2012 Olympics.</td>
</tr>
<tr>
<td>Idea Store</td>
<td>Idea Stores are more than just a library or a place of learning. As well as the traditional library service, they offer a wide range of adult education classes, along with career support, training, meeting areas, cafes and arts and leisure pursuits.</td>
</tr>
<tr>
<td>LAP</td>
<td>The borough has been divided into eight Local Area Partnership areas based on local wards. Each one of the LAPs provide a platform for local residents to have their say on the improvements in their area, and to influence how the changes are carried out. For the purpose of the delivery of some services, LAPs are sometimes grouped into paired LAP areas.</td>
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<tr>
<td>Lifetime Homes</td>
<td>Ordinary homes designed to provide accessible and convenient homes for all age groups and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households.</td>
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<tr>
<td>Local Development Scheme (LDS)</td>
<td>A live public “project plan” produced by Tower Hamlets Council setting out, over a period of three years, which Development Plan Documents will be produced and when, to be incorporated in to the Local Development Framework.</td>
</tr>
<tr>
<td>Mixed use</td>
<td>A mix of two or more complimentary or supporting uses, such as residential and retail, either within the same building or in a local area.</td>
</tr>
<tr>
<td>Olympic Energy Centre</td>
<td>An energy centre located in the Olympic Park designed to provide an efficient power, heating and cooling system across the site for the Games and for the new buildings and communities that will develop after 2012.</td>
</tr>
</tbody>
</table>
| Open space                      | **Wider Definition of Open Space:**  
All open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which offer important opportunities for sport and recreation and can also act as a visual amenity. This wider definition covers all open space, both land and water, whether in public or private ownership, and whether public access is unrestricted, limited or restricted. 

**Publicly Accessible Open Space:**  
Open space will be considered to be publicly accessible if it has unrestricted access or limited access, whether provided by the Council or privately, or where access for the public is secured by virtue of legal constraints and formal arrangements. Publicly accessible open space will not include: water ways, rivers, canals, or reservoirs; “space left over after planning”; and other incidental spaces. 

**Open Space with Restricted Access:**  
Open spaces that are privately owned or managed and where public access is restricted or not formally established but which contributes to local amenity. |
<p>| Place                           | Perceptions of place are made up of layers of understanding - the settlement in the landscape, it’s overall structure, the district, the street, the building. Each arises from understanding the physical and human geography, the history and morphology of past uses, the natural landscape and buildings, both on a site and around it. |
| Placemaking                     | An urban design process aimed at creating communities that offer a distinct character, a strong sense of community and a context for healthy lifestyles and a high quality of life. |</p>
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<tr>
<th>Term</th>
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<tr>
<td>Planning obligations</td>
<td>Private agreements, as authorised under Section 106 of the Town and Country Planning Act 1990, between local planning authorities and persons with an interest in a piece of land, and intended to make acceptable development which would otherwise be unacceptable in planning terms.</td>
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<tr>
<td>Proposals Map</td>
<td>A part of the Local Development Framework showing the location of proposals in all current Development Plan Documents on an Ordnance Survey base map.</td>
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<tr>
<td>Public realm</td>
<td>The space between and surrounding buildings and open spaces that are accessible to the public, include streets, pedestrianised areas, squares, river frontages etc.</td>
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<tr>
<td>Public Transport Accessibility Level (PTAL)</td>
<td>A detailed and accurate measure of the accessibility of a particular location to the public transport network, taking into account walking time and service availability.</td>
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<tr>
<td>Statement of Community Involvement (SCI)</td>
<td>Sets out how and when the council will consult with local and statutory stakeholders in preparing, altering and reviewing Tower Hamlets planning documents.</td>
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<tr>
<td>Supplementary Planning Documents (SPD)</td>
<td>A Local Development Document that may cover a range of issues either focusing on a specific area or theme, and provides further details of policies and proposals in a “parent” document.</td>
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<tr>
<td>Tall buildings</td>
<td>Any building that is significantly taller than their surroundings and/or have a significant impact on the skyline.</td>
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<tr>
<td>Community Plan</td>
<td>A community strategy prepared by the Council through the Tower Hamlets Partnership. The Community Plan sets out a vision for improving the economic, social and environmental well-being of Tower Hamlets.</td>
</tr>
<tr>
<td>Tower Hamlets Partnership</td>
<td>The Partnership brings together key stakeholders to work together to provide and improve services for local residents. Members of the Partnership include the Council, the Police, the Primary Care Trust, public services, voluntary and community groups, faith communities and local businesses and residents.</td>
</tr>
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</table>
### Infrastructure Delivery Plan (IDP)

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

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<tr>
<td><strong>Health</strong></td>
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<tr>
<td>Up to 19 primary and community care schemes.</td>
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<td>NHS Tower Hamlets</td>
<td>Mixture of mainstream capital funding, 3rd party development. LIFT joint venture, and planning obligations</td>
<td>TBC</td>
<td>Through the new provision of health care at locality and network model. Areas of search include 3 schemes in LAP 1&amp;2, 4 in LAP 3&amp;4, 3 in LAP 5&amp;6 and 6 in LAP 7&amp;8.</td>
<td>14 schemes by 2015, 2 scheme 2015 - 2020, 3 schemes 2020-2025.</td>
<td>TH PCT IH&amp;W Strategic Programme Business Case Version 12 (Oct. 2008).</td>
<td>None delivery to trigger review of relevant DPD. Risks in relation to funding and uncertainty of development schemes. Mitigation: review the number of schemes, and review funding sources.</td>
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<td><strong>Education</strong></td>
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<td>Up to 8FTE of primary school provision by 2017 through expansion or new provision.</td>
<td>Yes</td>
<td>Critical</td>
<td>LBTH Children's Services through the Primary Capital Programme, LBTH Planning</td>
<td>PCP, basic need and modernisation fund, pooled developer contributions. Delivered by a London Enabling Partnership (LEP)</td>
<td>TBC</td>
<td>Areas of search are Bromley-by-Bow, Poplar Riverside, Fish Island and the Isle of Dogs</td>
<td>By 2017.</td>
<td>Primary Capital Programme</td>
<td>Projections to be kept under review and plans may need to be accelerated, Risks in relation to funding and the demand for places. Contingency through examining expansion rather than new provision. Pursue other funding sources. Monitor places through housing completions and the PPG&amp;C Model</td>
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<td>1 8FE or 13FE Secondary School.</td>
<td>Yes</td>
<td>Critical</td>
<td>LBTH Children’s Services</td>
<td>BSF Wave 5, through the LEP.</td>
<td>BSF Wave 5 funding envelope: £37.98m Capital expenditure for new school.</td>
<td>Areas of search are Fish Island, Mile End, Bromley-by-Bow.</td>
<td>By 2017</td>
<td>BSF – Pupil Place Planning Statement Jan 08. BSF Strategy for Change Part2</td>
<td>Projections to be kept under review and plans may need to be accelerated</td>
</tr>
<tr>
<td>Post 16 – a required growth in school based provision of 850 places by 2017</td>
<td>Yes SP07</td>
<td>Critical</td>
<td>LBTH Children’s Services</td>
<td>BSF Wave 5, through the LEP.</td>
<td>BSF Wave 5</td>
<td>Provide 400 places in Morpeth, Oaklands Sixth Form and 450 places in Raines Foundation, SJC, Mulberry and Central Foundation, George Greens, Bishop Challoner and the East Collaborative.</td>
<td>By 2015</td>
<td>BSF – Pupil Place Planning Statement Jan 08</td>
<td>Projections to be kept under review and plans may need to be accelerated</td>
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</table>

**Transport and connectivity**

| Crossrail                                                            | Yes SP08                                       | Critical                               | Crossrail / TfL                      | Crossrail, DfT/Central Government, TfL, Planning obligations, business rates | £15.9bn                                      | Borough-wide | 2017             | Crossrail Bill | Non delivery would significantly impact upon Core Strategy objectives and trigger a review of the relevant DPD(s) |

Post 16 – a required growth in school based provision of 850 places by 2017 | Yes SP07 | Critical | LBTH Children’s Services | BSF Wave 5, through the LEP. | BSF Wave 5 | BSF – Pupil Place Planning Statement Jan 08 | Projections to be kept under review and plans may need to be accelerated |

Crossrail                                                            | Yes SP08 | Critical | Crossrail / TfL | Crossrail, DfT/Central Government, TfL, Planning obligations, business rates | £15.9bn | Borough-wide | 2017 | Crossrail Bill | Non delivery would significantly impact upon Core Strategy objectives and trigger a review of the relevant DPD(s) |
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<tr>
<td>Hackney Wick Interchange (Station upgrade and public realm improvements)</td>
<td>SP08, Necessary</td>
<td>LBTH / LBH / LTGDC are key project stakeholders. Hackney Wick / Fish Island Master-plan / Forthcoming Feasibility Study, Potentially part of TfL Sub Regional Plan for East London scheme</td>
<td>Feasibility Study forthcoming to identify costs. Funding package to include TfL, LTGDC, LBTH, LBH, planning obligations is being prepared.</td>
<td>Fish Island 2020</td>
<td>Hackney Wick / Fish Island Master Plan</td>
<td>None delivery may trigger review of relevant DPD</td>
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<tr>
<td>High Street 2012 work package</td>
<td>SP09 Preferred</td>
<td>LBTH / LBN / LTGDC / LDA / TfL / English Heritage</td>
<td>Funding to come from LBTH / LBN / LTGDC / LDA / TfL / English Heritage</td>
<td>Currently £20.7m headline costs.</td>
<td>Borough-wide Some Pre 2012, others 2010-2015.</td>
<td>High Street 2012 Project</td>
<td>Risks in relation to funding sources which may trigger review of project specification. Project not considered critical to delivery of CS.</td>
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</tr>
<tr>
<td>Fish Island / A12 / River Lea / Poplar Riverside connections</td>
<td>SP08 Necessary</td>
<td>LTGDC / ODA / potential scheme TfL / LBTH</td>
<td>Hackney Wick / Fish Island Master Plan, LMF/ potential TfL Sub Regional Plan for East London scheme, emerging Olympic Park SPG.</td>
<td>Feasibility of schemes to be completed. Projects costed to date total £13.2m, with outline costs for the remainder (classified as low, medium, high and very high).</td>
<td>LAP 5&amp;6, LAP 7&amp;8 2010-2026</td>
<td>Hackney Wick / Fish Island Master Plan, LMF,</td>
<td>Non delivery to trigger review of relevant DPD and growth targets in the affected areas.</td>
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</tr>
<tr>
<td>Whitechapel Station Interchange project</td>
<td>SP08 Preferred</td>
<td>LBTH/TfL</td>
<td>Whitechapel Master Plan / potential TfL Sub Regional Plan for East London scheme. Crossrail, TfL, planning obligations. £3.7m for public realm/junction works. Cost for station upgrade to be identified.</td>
<td>Whitechapel 2017</td>
<td>Whitechapel Master Plan</td>
<td>Delivery would require support from partners, specifically TfL. Non-support would require review of relevant Master Plan objectives.</td>
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<tr>
<td>Bromley-by-Bow station upgrade</td>
<td>Yes</td>
<td>Necessary</td>
<td>LBTH / LGDC / LDA / TfL</td>
<td>Bromley-by-Bow Master Plan and Implementation Plan / potential TfL Sub Regional Plan for East London scheme</td>
<td>Initial costs for enhancement/new station are £68-105m. TfL, S106, DCLG, Growth Area funding</td>
<td>Bromley-by-Bow</td>
<td>2015-2020</td>
<td>Bromley-by-Bow Master Plan and Implementation Plan</td>
<td>Potential non-delivery would lead to reviewing master plan and proposed growth assumptions in the relevant DPD.</td>
</tr>
<tr>
<td>Bow Interchange crossings</td>
<td>Yes</td>
<td>Necessary</td>
<td>LBTH / TfL /</td>
<td>Bromley-by-Bow Master Plan</td>
<td>£1.1M</td>
<td>Bromley-by-Bow</td>
<td>Pre 2012</td>
<td>Bromley-by-Bow Master Plan</td>
<td>Potential non-delivery would lead to reviewing relevant DPD growth assumptions and master plan content.</td>
</tr>
<tr>
<td>Millenium Quarter transport and infrastructure works</td>
<td>Yes</td>
<td>Necessary</td>
<td>LBTH</td>
<td>All of the costs met by commercial and residential landowners.</td>
<td>£27.7m of transport and infrastructure costs (2002 prices)</td>
<td>Millwall</td>
<td>By 2015</td>
<td>Millenium Quarter Master Plan</td>
<td>Funding already identified and works underway. Risk to future funding would lead to review of project objectives.</td>
</tr>
<tr>
<td>St. Paul’s Way</td>
<td>Yes</td>
<td>Preferred</td>
<td>LBTH / PCT / Poplar Harca</td>
<td>Planning obligations, TfL Area-based funding, plus other capital costs if available.</td>
<td>Initially £1m of highway/street-scape improvements.</td>
<td>Bow Common</td>
<td>By 2015</td>
<td>St. Paul's Way transformational projects.</td>
<td>Potential risk to funding sources. Contingency is to identify alternative funding sources, or lead to review of project specification.</td>
</tr>
<tr>
<td>Leamouth Pedestrian/Cycle Connection</td>
<td>Yes</td>
<td>Critical</td>
<td>Developer, LT-GDC, LBTH, LB Newham, TfL</td>
<td>Funded through regeneration of Leamouth Peninsula</td>
<td>£8m</td>
<td>Leamouth</td>
<td>By 2015</td>
<td></td>
<td>Non-delivery of bridge would mean reviewing development assumptions and relevant DPD.</td>
</tr>
<tr>
<td>Aspen Way Connections</td>
<td>Yes</td>
<td>Preferred</td>
<td>Through the forthcoming Aspen Way Master Plan. LBTH, Canary Wharf Group, seeking support from TfL and HCA</td>
<td>Likely to be funded through development at Canary Wharf</td>
<td>Not currently identified, but costs are expected to be significant.</td>
<td>Canary Wharf / Blackwall / Poplar</td>
<td>By 2020</td>
<td>Aspen Way Master Plan brief currently in development. Currently aspirational project, not critical to delivery of CS objectives.</td>
<td></td>
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<tr>
<td><strong>Utilities - Waste</strong></td>
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<tr>
<td>Waste</td>
<td>SP05</td>
<td>Critical</td>
<td>LBTH and Contractor (to be identified)</td>
<td>Tendering process to begin November 2009</td>
<td>TBC</td>
<td>Potential sites have been identified within the following areas of search: Poplar Riverside, Bromley-by-Bow, Fish Island.</td>
<td>By 2015</td>
<td>Waste Strategy Baseline Report</td>
<td>Non delivery would require a review of the relevant DPD.</td>
</tr>
<tr>
<td><strong>Publicly Accessible Open Space</strong></td>
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<tr>
<td>Leven road</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Through the Site and Place Making DPD</td>
<td>Outline costs TBC</td>
<td>LAP 7</td>
<td>An Open Space Strategy for LBTH 2006-2016, Green Grid Project</td>
<td>Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD</td>
<td></td>
</tr>
<tr>
<td>Bethnal Green</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Through the Site and Place Making DPD</td>
<td>Outline costs TBC</td>
<td>LAP 1</td>
<td></td>
<td>Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD</td>
<td></td>
</tr>
<tr>
<td>Fish Island</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Through the Hackney Wick/Fish Island Master Plan</td>
<td>Outline costs TBC. To be identified through the master planning process.</td>
<td>LAP 5</td>
<td>Hackney Wick Fish Island Master Plan</td>
<td>Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD</td>
<td></td>
</tr>
<tr>
<td>Bromley-by-Bow</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Through Bromley-by-Bow Master Plan and Implementation Plan</td>
<td>Outline costs TBC. Detailed costs to be identified through detailed feasibility study (2009)</td>
<td>LAP 5 &amp; 6</td>
<td>Bromley-by-Bow Master Plan.</td>
<td>Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD</td>
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</tr>
<tr>
<td>Aldgate</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Through Aldgate Master Plan</td>
<td>Outline costs TBC. Detailed costs to be identified as part of detailed master planning process.</td>
<td>LAP 3</td>
<td>2010-2015</td>
<td>Aldgate Master Plan</td>
<td>Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD</td>
</tr>
<tr>
<td>Spitalfields and Shoreditch</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Through Bishopsgate Master Plan</td>
<td>Outline costs TBC. Detailed costs to be identified as part of detailed master planning process.</td>
<td>LAP 1 &amp; 2</td>
<td>2020</td>
<td>Bishopsgate Master Plan</td>
<td>Non delivery of new open space would lead to review of growth targets and policies in the relevant DPD</td>
</tr>
<tr>
<td>Victoria Park Master Plan</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Heritage Lottery Fund (£5m), LBTH Capital (£5m).</td>
<td>£10m</td>
<td>LAP 5 &amp; 6</td>
<td>2020</td>
<td>Victoria Park Master Plan</td>
<td>Funding yet to be approved. Non-approval would lead to review of Master Plan.</td>
</tr>
<tr>
<td>Millwall Park Draft Master Plan</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Costs and funding to be identified.</td>
<td></td>
<td>LAP 7 &amp; 8</td>
<td>2020</td>
<td>Draft Millwall Park / Mudchute Park Master Plan.</td>
<td>Funding yet to be approved. Non-approval would lead to review of Draft Master Plan.</td>
</tr>
<tr>
<td>Open Space Strategy Improvement Programme</td>
<td>SP04</td>
<td>Critical</td>
<td>LBTH</td>
<td>Through the Open space Strategy implementation. Funding from LBTH capital, planning obligations, and other sources.</td>
<td>£6m (approx. – based on cost of first phase ).</td>
<td>Borough-wide</td>
<td>By 2015</td>
<td>2006 Open Space Strategy, plus forthcoming refresh.</td>
<td>Risk to accessing funding sources. Contingency is to pursue alternative funding sources or review the improvement programme.</td>
</tr>
</tbody>
</table>
## Leisure and Cultural Infrastructure

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</thead>
<tbody>
<tr>
<td><strong>Swimming Pools: Supply, demand and quality analysis</strong> has identified a need for 2 additional swimming pools by 2020</td>
<td>SP03</td>
<td>Preferred</td>
<td>LBTH Communities Localities and Culture. Work with the BSF programme to investigate dual use can be provided</td>
<td>LBTH Capital Funding, Planning Obligations, external funding sources to be identified.</td>
<td>TBC</td>
<td>Primarily needed in the east and north east of the borough. Areas of search identified are Poplar and Cubitt Town.</td>
<td>By 2020</td>
<td>Sporting Places – A Leisure Facilities Strategy for the LBTH (draft).</td>
<td>Further analysis once impact of new sports facilities provided by the LMF are known. Risk to funding or site would lead to review of relevant Strategy to identify alternative provision.</td>
</tr>
<tr>
<td><strong>Initial planning to consider 3-4 additional sports halls.</strong></td>
<td>SP03</td>
<td>Preferred</td>
<td>LBTH with contracted partner (currently GLL)</td>
<td>LBTH Capital Funding, Planning Obligations, external funding sources to be identified. Provision through co-location with BSF.</td>
<td>TBC</td>
<td>Areas of search include Poplar and Cubitt Town, plus through the BSF Programme.</td>
<td>By 2020</td>
<td>Sporting Places – A Leisure Facilities Strategy for the LBTH (draft).</td>
<td>Further analysis once impact of new sports facilities provided by the LMF are known. Risk to funding or site would lead to review of relevant Strategy to identify alternative provision.</td>
</tr>
<tr>
<td><strong>Up to 3 Idea Stores Local</strong></td>
<td>SP07</td>
<td>Preferred</td>
<td>LBTH</td>
<td>LBTH Capital Funding, Planning Obligations, external funding sources to be identified.</td>
<td>TBC</td>
<td>Areas of search include Cubitt Town, Shadwell, Bethnal Green, Bromley-by-Bow</td>
<td>1-2 in 2015-2020, a third by 2025</td>
<td>Idea Store Strategy (Draft).</td>
<td>Risk of funding or delivery would mean re configuration of other developments to deliver the required library space.</td>
</tr>
</tbody>
</table>

## Utilities & Flood Mitigation

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</thead>
<tbody>
<tr>
<td><strong>Electricity – sub-station upgrades in Bow and Isle of Dogs, West Ham</strong></td>
<td>Yes</td>
<td>Necessary</td>
<td>National Grid</td>
<td>Developers and service providers, through the Development Management process. National Grid responsible for costs and funding.</td>
<td>Bow, Isle of Dogs</td>
<td>To be delivered in line with development.</td>
<td>2004 Utilities Study</td>
<td>Risk mitigation through ongoing monitoring of development assumptions and liaison with providers and developers.</td>
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<tr>
<td>Gas – local infrastructure work may be needed</td>
<td>Necessary</td>
<td>National Grid</td>
<td>Developers and service providers, through the Development Management process.</td>
<td>National Grid responsible for costs and funding.</td>
<td>Isle of Dogs</td>
<td>To be delivered in line with development.</td>
<td>2004 Utilities Study</td>
<td>Risk mitigation through ongoing monitoring of development assumptions and liaison with providers and developers.</td>
<td></td>
</tr>
<tr>
<td>Flooding – Surface water drainage improvements</td>
<td>Yes</td>
<td>Necessary</td>
<td>Responsibility of riparian owners with cooperation from Environment Agency</td>
<td>To be confirmed when project is specified in more detail</td>
<td>Leven Road</td>
<td>To be confirmed in negotiation with LBTH</td>
<td>TE2100, LB Tower Hamlets SFRA.</td>
<td>Risk to funding. Contingency is to review capital programme and assess priorities for investment.</td>
<td></td>
</tr>
</tbody>
</table>
Housing trajectory 2010 - 2025

These figures are based on expected net additional housing delivery over the next 15 years. The Planning for Population Change and Growth model considers sites with planning permission along with potential development sites. The model looks at proposed and preferred land uses, as well as density assumptions, to provide a range of housing outputs over the period 2010-2025. The model was run using lower and higher density assumptions and is constrained by sites delivering 10 or more new homes.
2010 - 2015

Zero growth
Very low growth (0 - 30 units)
Low growth (31 - 100 units)
Medium growth (101 - 400 units)
High growth (401 - 1000 units)
Very high growth (1000+ units)

LAP boundaries

2015 - 2020

Zero growth
Very low growth (0 - 30 units)
Low growth (31 - 100 units)
Medium growth (101 - 400 units)
High growth (401 - 1000 units)
Very high growth (1000+ units)

LAP boundaries

2020 - 2025

Zero growth
Very low growth (0 - 30 units)
Low growth (31 - 100 units)
Medium growth (101 - 400 units)
High growth (401 - 1000 units)
Very high growth (1000+ units)

LAP boundaries

Total - 2010 - 2025

Zero growth
Very low growth (0 - 1000 units)
Low growth (1001 - 2000 units)
Medium growth (2001 - 3000 units)
High growth (3001 - 4000 units)
Very high growth (4000+ units)

LAP boundaries
Appendix Three  Monitoring Framework

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

<table>
<thead>
<tr>
<th>Where we want to be</th>
<th>What are the outcomes we want?</th>
<th>What are the indicators we will use to monitor the desired outcomes?</th>
<th>What are the targets for the outcomes?</th>
<th>What happens if outcomes are not being achieved?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reinventing the hamlets</td>
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<tr>
<td>Strategic Objective 1</td>
<td>Excellent regional, national and global connections</td>
<td>COI BD1 – Employment floor-space COI H1 – Housing targets COI H2 – Housing LOI 4 – Vacant office floor space</td>
<td>GLA employment targets GLA housing targets</td>
<td></td>
</tr>
<tr>
<td>Strategic Objective 2</td>
<td>Benefiting from the Olympic legacy</td>
<td>LOI 1 – Satisfaction with the built environment LOI 2 – New job creation LOI 16 – Perception of quality of sport facilities</td>
<td>Olympics related employment Annual increase in use of sport/leisure facilities</td>
<td></td>
</tr>
<tr>
<td>Strategic Objective 3</td>
<td>Healthy and sustainable environment</td>
<td>LOI 15 – Green Flag Awards LOI 16 – Leisure facilities quality LOI 17 – GPs per 1000 pop LOI 9 - Change of use to A3, A4 &amp; A5 LOI 22 – Open Space LOI 23 – Local Nature Reserves LOI 25 – Green Chains LOI 26 – River water quality LOI 30 – Cycle and pedestrian network LOI 34 – Perception of safety LOI 35 – Number of burglaries</td>
<td>1 additional park per year At least 50% At least 59 per 100k pop Monitor trend 1.2 ha/1000 pop No net loss No net loss No drop below 2004 levels Increase of at least 1% 10% improvement other lifetime of plan Less than 18.5 per 1000 pop</td>
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<tr>
<td>Where we want to be</td>
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<tr>
<td>Refocusing on our town centres</td>
<td>Successful town centres</td>
<td>SEI 1 – Life expectancy</td>
<td>TBC</td>
<td>10% reduction in gap between LBTH and national average</td>
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<tr>
<td></td>
<td></td>
<td>SEI 4 – Primary Care facilities</td>
<td>10,000 visits per 1000 pop</td>
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<td>SEI 5 – Libraries visits</td>
<td>Resident leisure facility use – 1.5m visits</td>
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<td>SEI 6 – Leisure centres visits</td>
<td>Less than 8%</td>
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<td>SEI 11 - % residents claiming employment related benefits</td>
<td>Decrease from previous year</td>
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<td>SEI 12 - % children in low income households</td>
<td>Less than 35 days per year</td>
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<td>SEI 14 – Air pollution</td>
<td>No net loss</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>SEI 15 – Noise pollution</td>
<td>Area of land remediated</td>
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<td></td>
<td></td>
<td>NEW – waterspace</td>
<td>Monitor amount</td>
<td></td>
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<td></td>
<td></td>
<td>NEW – land contamination</td>
<td>Monitor amount</td>
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<td></td>
<td></td>
<td>NEW – number libraries</td>
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<td></td>
<td>NEW – number of leisure facilities</td>
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<tr>
<th>Where we want to be</th>
<th>What are the outcomes we want?</th>
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<th>What happens if outcomes are not being achieved?</th>
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<tbody>
<tr>
<td><strong>Strategic Objective 5</strong></td>
<td>Active town centre edges and main routes</td>
<td>COI H2 - Additional dwellings COI BD4 - Town centre uses LOI 5 - New small businesses LOI 8 - Town centre vacancy rates</td>
<td>TBC N/A Not below 2005 levels Less than 8%</td>
<td></td>
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<tr>
<td><strong>Strategic Objective 6</strong></td>
<td>Complementary uses to support town centres</td>
<td>COI H2 - Additional dwellings COI H5 - Affordable housing LOI 10 - Social rented family housing LOI 11 - Intermediate &amp; market LOI 12 - Total housing (habitable rooms) LOI 13 - Affordable housing (habitable rooms) LOI 22 - Open space NEW - number of leisure facilities NEW - primary / secondary schools</td>
<td>TBC TBC TBC</td>
<td>1.2 ha/1000 pop Monitor amount</td>
</tr>
<tr>
<td><strong>Strategic Objective 7</strong></td>
<td>New housing</td>
<td>COI H2 - Additional housing COI H5 - Affordable housing LOI 10 - Social rented family housing LOI 11 - Intermediate &amp; market family housing</td>
<td>TBC TBC TBC</td>
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**Strengthening Neighbourhood Well-Being**

COI H2 - Additional housing COI H5 - Affordable housing LOI 10 - Social rented family housing LOI 11 - Intermediate & market family housing

TBC TBC TBC

Monitor amount
<table>
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<th>Where we want to be</th>
<th>What are the outcomes we want?</th>
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<th>What are the targets for the outcomes?</th>
<th>What happens if outcomes are not being achieved?</th>
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</thead>
</table>
| Strategic Objective 8 | Appropriate types of housing | LOI 12 - Total housing (habitable rooms)  
LOI 13 - Affordable housing (habitable rooms)  
LOI 14 - Loss of housing  
LOI 41 – Affordable housing  
SEI 2 - % of affordable housing  
NEW – market housing  
NEW – social rented housing  
COI H4 – Gypsies and Travellers  
COI H5 - Affordable housing  
LOI 10 - Social rented family housing  
LOI 11 - Intermediate & market family housing  
LOI 13 - Affordable housing (habitable rooms)  
LOI 41 – Affordable housing  
SEI 2 - % of affordable housing  
NEW – market housing  
NEW – social rented housing  
NEW – student housing  
NEW – sheltered housing  
Housing assessment targets | TBC  
TBC  
No net loss  
TBC  
TBC  
TBC | TBC |
| Strategic Objective 9 | High quality housing | COI H6 – Building for Life  
SEI 3 – Non decent Local Authority housing  | TBC  
TBC  
TBC  
TBC  
TBC  
TBC  
TBC  
TBC  
TBC  
TBC  
BfL scores of over 14/20  
No more than 60% | TBC |
<table>
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<tr>
<th>Where we want to be</th>
<th>What are the outcomes we want?</th>
<th>What are the indicators we will use to monitor the desired outcomes?</th>
<th>What are the targets for the outcomes?</th>
<th>What happens if outcomes are not being achieved?</th>
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</thead>
</table>
| Strategic Objective 10 | Improved health and well-being of local people | SEI 16 – Energy efficiency  
NEW – code for sustainable homes  
NEW – accessible, i.e. wheelchair etc  
LOI 15 – Green Flag Awards  
LOI 16 – Leisure facilities quality  
LOI 17 – GPs per 1000 pop  
LOI 9 - Change of use to A3, A4 & A5  
LOI 22 – Open Space  
LOI 23 – Local Nature Reserves  
LOI 25 – Green Chains  
LOI 26 – River water quality  
LOI 30 – Cycle and pedestrian network  
LOI 32 – Accessible Local Authority buildings  
LOI 34 – Perception of safety  
LOI 35 – Number of burglaries  
SEI 1 – Life expectancy  
SEI 4 – Primary Care facilities  
SEI 5 – Libraries visits  
SEI 6 – Leisure centres visits  
SEI 11 - % residents claiming employment related benefits | 30% reduction in domestic energy consumption  
CfSH – Level 4 and above  
TBC | 1 additional park per year  
At least 50%  
At least 59 per 100k pop  
Monitor trend  
1.2 ha/1000 pop  
No net loss  
No net loss  
No drop below 2004 levels  
Increase of 1% per annum  
100%  
100% improvement until 2025  
No more than 18.5  
10% reduction in gap between LBTH and national average  
10k visits to libraries  
1.5m visits to leisure centres  
No more than 8% |
<table>
<thead>
<tr>
<th>Strategic Objective 12</th>
<th>What we want to achieve</th>
<th>What are the indicators we will use to monitor the desired outcomes?</th>
<th>What are the targets for the outcomes?</th>
<th>What happens if outcomes are not being achieved?</th>
</tr>
</thead>
</table>
| High quality, well connected green and blue spaces |  | SEI 12 - % children in low income households  
SEI 14 – Air pollution  
SEI 15 – Noise pollution  
NEW – waterspace  
NEW – land contamination  
SEI 4 – Primary Care facilities  
SEI 5 – Libraries visits  
SEI 6 – Leisure centres visits  
NEW – number libraries  
NEW – number of leisure facilities  
NEW – Policing facilities  
NEW – Fire service facilities  
COI E2 – Biodiversity areas  
LOI 15 – Green Flag Awards  
LOI 22 – Open Space  
LOI 23 – Local Nature Reserves  
LOI 24 – Sites of Nature Conservation Importance  
LOI 25 – Green Chains  
LOI 30 – Cycle and pedestrian network  
SEI 18 – SUDS | Reduction from previous year  
No more than 35 days per year  
Reduction from previous year  
No net loss  
Area of land remediated  
TBC  
10k visits to libraries  
1.5m visits to leisure centres  
Monitor amount  
Monitor amount | Monitor amount  
Monitor amount  
No loss  
1 additional park each year  
1.2 ha/1000 pop  
No net loss  
No net loss  
No net loss  
Increase of at least 1% per annum  
Annual increase |
| Strategic Objective 13 | Flooding prevention, mitigation and adaptation | SEI 19 – population of species within Local Biodiversity Action Plan  
NEW – waterspace  
COI E1 – Planning permissions granted contrary to Environment Agency flooding guidance  
LOI 22 – Open Space  
LOI 23 – Local Nature Reserves  
SEI 18 – SUDS  
SEI 20 – sequential testing  
NEW – waterspace  
NEW – waterside development  
NEW – flooding events  
NEW – development incorporating flooding mitigation measures | No net loss  
No net loss  
Annual decrease  
1.2 ha/1000 pop  
No net loss  
Annual increase 0%  
No net loss  
Monitor amount  
Monitor amount  
Monitor amount | | |
| Strategic Objective 14 | Sustainable waste management | COI E3 – renewable energy generation  
COI W1 – New waste management facilities  
COI W2 – Amount of municipal waste  
LOI 27 – Household recycling  
SEI 17 – Household recycling  
NEW – other types of waste  
NEW – safeguarding sites / wharves | TBC  
TBC  
TBC  
30% by 2016  
30% by 2016  
Monitor amount  
Monitor amount | | |
<table>
<thead>
<tr>
<th>Where we want to be</th>
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<th>What are the targets for the outcomes?</th>
<th>What happens if outcomes are not being achieved?</th>
</tr>
</thead>
</table>
| **Enabling Prosperous Communities** | **Strategic Objective 15**                                          | **COI BD1** – Additional employment floorspace  
**COI BD3** – Employment Land  
**COI BD4** - Town centre uses  
**LOI 2** – New job creation  
**LOI 3** - % residents working outside of the borough  
**LOI 4** – Vacant office floorspace  
**LOI 5** – New small businesses  
**LOI 6** – Vacancy levels in SIL / LIL  
**LOI 7** – New hotel rooms  
**LOI 8** - Town centre vacancy rates  
**SEI 11** – Residents claiming employment related benefits  
**SEI 13** - % residents working in the borough  
**NEW** – residents working in large / medium / small / micro enterprises in the borough  
**NEW** – provision of affordable workspace  
**NEW** – vacancy levels of POL  
**NEW** – employment uses in town centres | **TBC**  
**TBC**  
**TBC**  
Monitor trend  
Annual decrease  
Less than 25%  
Not below 2005 levels  
Less than 25%  
100 rooms per year  
Less than 8%  
Less than 8%  
Higher than London average  
Monitor trend  
Monitor trend  
TBC  
Monitor trend | **TBC**  
**TBC**  
**TBC**  
Monitor trend  
**TBC**  
Monitor trend  |
<p>| <strong>Strategic Objective 16</strong>          | <strong>Successful businesses in appropriate locations</strong>                | <strong>COI BD4</strong> - Town centre uses                                                                                                             | <strong>TBC</strong>                                                          | <strong>TBC</strong>                                          |</p>
<table>
<thead>
<tr>
<th>Strategic Objective 17</th>
<th>What are the outcomes we want?</th>
<th>What are the indicators we will use to monitor the desired outcomes?</th>
<th>What are the targets for the outcomes?</th>
<th>What happens if outcomes are not being achieved?</th>
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<tr>
<td>Improved skills of local people</td>
<td>LOI 4 – Vacant office floorspace</td>
<td>Less than 25%</td>
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<td>Lower levels of worklessness among local people</td>
<td>LOI 5 – New small businesses</td>
<td>Not below 2005 levels</td>
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<tr>
<td></td>
<td>NEW – provision of affordable workspace</td>
<td>TBC</td>
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<tr>
<td></td>
<td>NEW – employment uses in town centres</td>
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<td>Strategic Objective 18</td>
<td>Improved skills of local people</td>
<td>LOI 19 – Population with no formal qualifications</td>
<td>Less than 25%</td>
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<td>Lower levels of worklessness among local people</td>
<td>LOI 20 – Young people not in education, employment or training</td>
<td>Less than 10%</td>
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<td></td>
<td>Vibrant local economy</td>
<td>LOI 21 – Enrolments on adult education courses</td>
<td>80</td>
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<td>SEI 11 – Residents claiming employment related benefits</td>
<td>Less than 8%</td>
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<td>SEI 13 – % residents working in the borough</td>
<td>Higher than London average</td>
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<td>NEW – schools</td>
<td>Monitor amount</td>
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<td>NEW – Children’s centres</td>
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<td>Where we want to be</td>
<td>What are the outcomes we want?</td>
<td>What are the indicators we will use to monitor the desired outcomes?</td>
<td>What are the targets for the outcomes?</td>
<td>What happens if outcomes are not being achieved?</td>
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<tr>
<td><strong>Designing a High Quality City</strong></td>
<td>High quality and accessible sustainable transport network</td>
<td>LOI 28 – Car free agreements&lt;br&gt;LOI 29 – Travel plans submitted&lt;br&gt;LOI 31 – Levels of satisfaction with public transport&lt;br&gt;NEW – passenger use of public transport typologies&lt;br&gt;NEW – levels of cycling&lt;br&gt;NEW – use of river transport</td>
<td>At least 60% of all major applications&lt;br&gt;100% of major applications&lt;br&gt;At least 80%&lt;br&gt;TBC&lt;br&gt;TBC&lt;br&gt;TBC</td>
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<tr>
<td>Strategic Objective 19</td>
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<tr>
<td>Strategic Objective 20</td>
<td>Connected and legible streets and spaces</td>
<td>LOI 1 – Satisfaction with the built environment&lt;br&gt;LOI 25 – Green Chains&lt;br&gt;LOI 30 – Pedestrian / cycle network&lt;br&gt;LOI 34 – Perception of safety&lt;br&gt;NEW – perception of legibility&lt;br&gt;NEW – new signage</td>
<td>10% up to 2025&lt;br&gt;No net loss&lt;br&gt;Increase of at least 1% per annum&lt;br&gt;10% up to 2025&lt;br&gt;TBC&lt;br&gt;TBC</td>
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<td>Strategic Objective 21</td>
<td>High quality public realm</td>
<td>LOI 1 – Satisfaction with the built environment&lt;br&gt;LOI 25 – Green Chains</td>
<td>10% up to 2025&lt;br&gt;No net loss</td>
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<td>What are the outcomes we want?</td>
<td>What are the indicators we will use to monitor the desired outcomes?</td>
<td>What are the targets for the outcomes?</td>
<td>What happens if outcomes are not being achieved?</td>
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| Strategic Objective 22 | Protected and enhanced heritage assets | LOI 30 – Pedestrian / cycle network  
LOI 34 – Perception of safety  
LOI 36 – Number of conservation areas  
LOI 39 – Listed Buildings at risk  
NEW – total area of conservation areas  
NEW – locally listed buildings  
NEW – statutory Listed Buildings  
NEW – developments involving listed buildings | Increase of at least 1% per annum  
10% up to 2025 | Not below 50  
Less than London average  
No net loss  
No net loss  
Monitor amount |
| Strategic Objective 23 | Well designed buildings and places  
Tall buildings in appropriate locations | COI H6 – Building for Life  
LOI 1 – Satisfaction with the built environment  
LOI 15 – Green Flag Awards  
LOI 32 – Accessible Local Authority buildings  
LOI 34 – Perception of safety  
LOI 36 – Number of conservation areas  
SEI 3 – Non decent local authority homes  
SEI 16 – Domestic energy efficiency improvements  
SEI 18 – SUDS  
NEW – number of tall buildings planning applications  
NEW – location of tall building permissions | Scores over 14/20  
10% up to 2025 | 1 additional park each year  
100%  
10% up to 2025  
Not below 50  
Less than 60%  
30% reduction by 2010  
Annual increase  
Monitor amount  
Monitor location |
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<th>What are the indicators we will use to monitor the desired outcomes?</th>
<th>What are the targets for the outcomes?</th>
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<td>Reduction in carbon emissions</td>
<td>SEI 16 – Domestic energy efficiency improvements</td>
<td>30% reduction by 2010</td>
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<td>SEI 18 - SUDS</td>
<td>Annual increase</td>
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<td>NEW – Code for Sustainable homes</td>
<td>Code Level 4</td>
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<td>COI E3 – renewable energy generation</td>
<td>TBC</td>
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<td>COI W1 – New waste management facilities</td>
<td>TBC</td>
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<td>LOI 27 – Household recycling</td>
<td>30% by 2016</td>
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<td>SEI 17 – Household recycling</td>
<td>30% by 2016</td>
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<td>NEW – non-domestic energy efficiency</td>
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<td>NEW – carbon emissions</td>
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| Delivering Placemaking | Successful, vibrant, locally distinct and integrated places | COI H6 – Building for Life                     | Scores over 14/20                      |                                               |
|                        |                                                               | LOI 1 – Satisfaction with the built environment | 10% up to 2025                         |                                               |
|                        |                                                               | LOI 8 – Town centre vacancy rates                | Less than 8%                           |                                               |
|                        |                                                               | LOI 31 – Satisfaction with public transport      | At least 80%                           |                                               |
|                        |                                                               | SEI 21 – Perception of public influence           | 80%                                   |                                               |
## Appendix Four  Town Centre Hierarchy

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

<table>
<thead>
<tr>
<th>Town centre hierarchy</th>
<th>Within which place?</th>
<th>Spatial type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberfeldy Street</td>
<td>Poplar Riverside</td>
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<td>Cambridge Heath</td>
<td>Bethnal Green</td>
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</tr>
<tr>
<td>Poplar High Street</td>
<td>Blackwall</td>
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</tr>
<tr>
<td>Stepney Green</td>
<td>Stepney</td>
<td>Online-Offline</td>
</tr>
<tr>
<td>Limehouse Station</td>
<td>Limehouse</td>
<td>Online</td>
</tr>
<tr>
<td>Thomas Moore</td>
<td>Wapping</td>
<td>Online-Offline</td>
</tr>
<tr>
<td>Hackney Wick</td>
<td>Fish Island</td>
<td>Online-Offline</td>
</tr>
<tr>
<td>Barkantine Estate</td>
<td>Millwall</td>
<td>Online-Offline</td>
</tr>
<tr>
<td>Westferry</td>
<td>Limehouse</td>
<td>Online-Offline</td>
</tr>
<tr>
<td>Salmon Lane</td>
<td>Limehouse</td>
<td>Online-Offline</td>
</tr>
</tbody>
</table>

*For designation criteria please see the Town Centre Spatial Strategy*

### Previous town centre hierarchy

<table>
<thead>
<tr>
<th>Central Activities Zone Frontage (CAZ)</th>
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<tbody>
<tr>
<td>Wentworth Street</td>
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<tr>
<td>Major Town Centre</td>
</tr>
<tr>
<td>Canary Wharf</td>
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<tr>
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<td>Whitechapel</td>
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</tr>
<tr>
<td>Ben Jonson Road</td>
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<tr>
<td>Manchester Road</td>
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Appendix Five  Superseded policies

The table below sets out which policies within the Core Strategy DPD replace those contained within the Unitary Development Plan (UDP) and Interim Planning Guidance (IPG) documents.

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

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