4

Monitoring & Delivery

Monitoring and delivery

M.1 In order to ensure that the policies of this document are delivered and that sites in the borough, particularly those key sites identified in this DPD are developed according to the Council's spatial vision and strategic objectives, the Council aims to continue to adopt the following approaches.

Development Management and pre-application

M.2 Development management is the term used to "include the range of activities and interactions that together transform the 'control of development and the use of land' into a more positive and proactive process which fits better with the ethos of spatial planning and better supports local authorities in their role as place shapers." (Planning Advisory Service) To achieve the transformation into a positive and proactive role for planning, the Council has long been imbedding these principles to best manage challenges and opportunities arising from development.

M.3 The Council have already changed the way we approach the assessment of development proposals in Tower Hamlets, focusing on resolving issues at an early stage through a comprehensive pre-application service. The Council is also pro-active in developing Masterplans and Development Briefs for key sites and areas of growth.

Supplementary guidance

M.4 Tower Hamlets has consistently engaged and worked closely with internal and external partners, including communities and developers. Through which a number of mechanisms exist and may emerge to facilitate the delivery of the spatial vision of the Core Strategy. At present these include:

- Marsh Wall East Master Plan (currently in preparation);
- Bromley-by-Bow Master Plan (currently in preparation);
- Infrastructure Delivery Plan (2009).
- Aldgate Master Plan (2007);
- Whitechapel Master Plan (2007);
- Wood Wharf Master Plan (2003);

- Millennium Quarter Master Plan (2000);
- Town Centre specific projects;

M.5 This DPD adds to the foundation for the development of future masterplans, development briefs and strategies.

Partnership working

M.6 With an ambitious spatial strategy set out in the Core Strategy, the Council has maintained ongoing dialogue with key stakeholders throughout the preparation of this document. It is committed to further partnership working through The Tower Hamlets Partnership, responsible for the Core Strategy that runs to 2020, to deliver the overarching vision of One Tower Hamlets and its four key themes of: A Great Place to Live; A Prosperous Community; A Safe and Supportive Community; and A Healthy Community.

M.7 The key external agencies working in partnership with the Council include the following bodies:

- Greater London Authority
- Development Corporations (ODA and LTGDC / MDC)
- National Health Service
- Neighbouring Local Authorities, including LB Newham, LB Hackney and the Corporation of London
- Homes and Communities Agency
- English Heritage
- Environment Agency
- Transport for London
- British Waterways
- Metropolitan Police Service and other emergency services
- Registered Providers in the borough

M.10 In the event of these agencies becoming obsolete, we will continue to work with any replacement agency.

M.8 Joint working with stakeholders enables delivery through securing buy-in and gaining funding commitments. Partnership working is key to the delivery process.

Council role as co-ordinator of funding streams
M.9 There are circumstances where the Council needs or wishes to act as coordinator and facilitator for gaining funds from various funding sources. This will entail close working relationships with partners to link into available funding streams such as Transport for London and Local Implementation Plans.

Planning Obligations
M.10 The Council is producing its Planning Obligations Supplementary Planning Document (SPD) alongside this DPD. It sets out the Council's approach to developer contributions that will be sought. This document is supported by robust evidence and has been tested through planning applications. It helps overcome the often protracted process of agreeing appropriate levels of contribution and provides a degree of certainty to both the Council and the developer from the outset. Importantly, the obligations sought will contribute to delivering the policies set out in this document. The document will be valid until 2014, when the Community Infrastructure Levy is introduced, and will provide the basis upon which the charging schedule can be worked up.

Community Infrastructure Levy (CIL)
M.11 The Council is committed to bringing in its own CIL for the borough by 2014. The Council will be ready and prepared to collect the London Mayoral CIL by April 2012.

Securing Comprehensive Development
M.12 As a priority the Council aims to assemble sites through development management process and negotiation. Where considered necessary, it has legal powers to compulsorily purchase land to enable development for land assembly for efficient regeneration aspirations within the borough.

Use of conditions
M.13 For the Council to deliver the development necessary to achieve the vision set out in the Adopted 2010 Core Strategy there may be the requirement to impose conditions on development proposals to mitigate negative impacts to make them acceptable. Any conditions that the Council imposes on development proposals must be consistent with relevant guidance, including being necessary, relevant, effective and enforceable, demonstrated through the six tests stipulated by the Secretary of State.

Enforcement
M.14 There are some instances where development that takes place outside planning control. This can undermine the implementation of the Council's vision and policies and cause harm to the public interest. Therefore, when breaches of planning control come to the Council's notice, the Council will investigate each case and, if considered expedient, will take appropriate action to remedy the breach of control with regards to the policies within the LDF suite of policies and any other material planning considerations.

Monitoring
M.15 It is important that a process of monitoring is in place to highlight whether the policies, through delivery, are achieving the Core Strategy and Community Plan vision. This allows continuity of the Plan-Monitor-Manage approach used by the Council.

M.16 There are a number of borough and regional targets that the Council has to meet and to date the Annual Monitoring Report (AMR) has been the key tool in recording the successes of the Council's policies. Legislation no longer requires in-depth monitoring; however the Council will continue to record its progress against the commitments in the Core Strategy.

M.17 The DPD has been written in order to be flexible enough to ensure the Council's vision and objectives for Tower Hamlets can be delivered in

future years despite changing circumstances. Regular monitoring will be key in identifying the impact of these changes circumstances. In reviewing the DPD and its policies we will be able to identify aspects that are not being delivered and how we are achieving targets and milestones. This will measure progress in delivering our Local Development Framework, and identify any aspects that are successfully being achieved as planned and any changing circumstances that may affect implementation. This will allow us to adjust the application of policies where appropriate and, if necessary, bring forward alternative approaches or policies.

M.18 The Monitoring and Delivering Framework will further identify the effectiveness of the policies and how that might require adjusting or a more flexible approach; and whether any wider national or regional strategy or policy changes are having an impact on the application of the Development Management policies.

M.19 Some of the indicators identified will be the same as for the policies in the Core Strategy (September 2011). At the same time there may also be some indicators in the Core Strategy which will be updated in light of reviewing how the Council undertakes its annual monitoring.

M.20 The Monitoring and Delivery Framework (Table x) identifies the indicators which will be used for monitoring the effectiveness of policies. The Framework also identifies additional guidance and strategies which will assist in the effective implementation of the development management policies. Specific performance assessments will be made against associated targets as identified in an annual monitoring exercise.

Core Strategy		Managing Development DPD		
Strategic Objective	Spatial Policy	Development management policy and site allocation	Monitoring indicator - to be populated with indicators in the AMR.	Implementation - to be populated with master-plans, SPDs, other guidance, pre-app discussions, strategies etc. Will be linked to JM IDP2 summary table.
SO1 SO2 SO3	All	All		
SO4 SO5 SO6	SP01	DM1		
		DM2		
SO7 SO8 SO9	SP02	DM3		
		DM4		
		DM5		
		DM6		
		DM7		
SO10 SO11	SP03	DM8		
		DM9		
SO12 SO13	SP04	DM10		
		DM11		
		DM12		
		DM13		
SO14	SP05	DM14		
SO15 SO16	SP06	DM15		
		DM16		
		DM17		
SO17 SO18	SP07	DM18		
		DM19		
SO19	SP08	DM20		
		DM21		

SO20 SO21	SP09	DM22		
SO22 SO23	SP10	DM23		
		DM24		
		DM25		
		DM26		
		DM27		
		DM28		
SO24	SP11	DM29		
		DM30		
SO25	SP12	All development management policies and site allocations		
	SP13	Monitoring and Delivery		

5 Appendices

Glossary of key terms and acronyms

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

Car-free development	Car-free developments do not have parking on-site and there is no entitlement to on-street parking permits for residents.
Development management	Development management is the term used to "include the range of activities and interactions that together transform the 'control of development and the use of land' into a more positive and proactive process which fits better with the ethos of spatial planning and better supports local authorities in their role as place shapers."
Development Plan	The borough's Development Plan is comprised of the London Plan (produced by the Mayor of London), Core Strategy, other DPDs and any Neighbourhood Plans. This set of documents is used to manage development by helping to assess planning applications. It is guided by national guidance and supported by other supplementary guidance.
District centre	These town centres have been given this designation because they are centres that serve local communities, have a present or future residential and/or employment density to support their designation, have at least one supermarket and a variety of non-retail functions, contain a number of civic functions and are close to major transport nodes and the strategic road network. These centres should be the focus for the future investment in civic functions give their role and accessibility.
Enclosure	Enclosure refers to the design and scale of buildings to create a sense of defined space. Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm.
Health facilities	For the purposes of the MD DPD, health facilities can include hospitals, walk in health centres, local health centres, doctors surgeries, health and wellbeing centres and community health services.
Leisure facilities	For the purposes of the MD DPD, leisure facilities can include leisure centres, indoor and outdoor sports facilities and swimming pools.
Local shop	Local shops are not located within a town centre. These shops serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.
Major centre	Canary Wharf has been identified as the onle major centre within the borough because it has over 50,000 sqm of retail space, serves a borough-wide catchment, has a combined residential and employment density (in its catchment) in excess of other centres in the borough, such as Whitechapel, and has a variety of functions and services including a growing leisure economy.

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Managing Development DPD (MD DPD)	The Mangaging Development DPD helps to manage development across the borough through development management policies and provides strategic guidance for key development sites within site allocations.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the national Government's economic, environmental and social planning policies for England.
Neighbourhood Plan	Neighbourhood plans give Neighbourhood Forums direct power to plan for the areas in which they live. These must be in conformity with the strategic priorities of the Local Development Framework, London Plan and national guidance.
Neighbourhood centre	Neighbourhood contain a number of shops including a range of essential uses such as a pharmacy, post office or 'corner shop'. These town centres serve a very local catchment (in the region of a ten minute walking radius) and are located within walking distance to public transport facilities and a strategic road network.
Parking stress	The availability of parking spaces in an area.
Permit-free	Permit-free development may contain some parking on-site, in accordance with the Parking Standards, however, residents are not entitled to on-street parking permits. Both, car-free and permit-free developments, will need to provide some spaces for disabled residents and for servicing in line with the Parking Standards.
Planning for Population Change and Growth Model (PPCGM)	The PPCGM is a dynamic model used to help the Council and its partners to identify where existing infrastructure can support growth and where new infrastructure will be required.
Short stay accommodation	Short stay accommodation is defined as hotels, apart-hotels, serviced apartments and hostels.
Strategic Industrial Location (SIL)	This Spatial Policy Allocations seeks to ensure that there are sufficient sites, in appropriate locations, to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.
Sites of Interest for Nature Conservation (SINC)	Local landscape features, both in built up areas and on open land, that are affected by development and will promote conservation and enhancement.
Site allocation	Site allocations have been identified to plan for strategic housing developments (i.e. sites that can provide over 500 new net-additional homes) which will help the borough meet its housing targets and for key regeneration sites.
Social and community facilities	For the purposes of this policy, social and community facilities can include policing facilities, public houses, libraries, youth facilities, community halls, meeting places, places of worship, public conveniences and other uses in Use Class D1 that provide a service to the local community.

Spatial Policy (SP)	Spatial Policies are high-level, strategic policies stated within the Core Strategy to help guide development throughout the borough.
Spatial Policy Area (SPA)	Spatial Policy Areas are geographical areas defined for the implementation of Core Strategy Spatial Policies and development management policies.
Specialist housing	Specialist housing refers to supported housing such as sheltered housing and care homes.
Strategic Objective (SO)	Strategic Objectives define the Core Strategy's aspirations to deliver the Big Spatial Vision.
Strategic priorities	These considered to be the Spatial Policies, development management policies and site allocations.
Town centre hierarchy	Tower Hamlet's town centre hierarchy is stated within the Town Centre Spatial Strategy (2009). It helps set out what role and function different town centres in the borough perform in relation to each other and across London. It includes the CAZ, Activity Areas, major centre, district centres and neighbourhood centres.
Transport Interchange Area (TIA)	Areas centred around transport interchanges which require improvements to the local public realm, connections and way-finding.
Waste apportionment	The amount of London's waste that each borough is required to manage to ensure London is self-sufficient in managing its municpal, commercial and industrial waste that it produces. This requires an amount of land to be safeguarded within the borough.

Acronyms

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

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

Parking standards

Use Class	Maximum Car* / motorcycle parking**	Minimum Cycle parking (minimum 2 spaces)	Other Parking
A1 Retail uses			
Shops (non food/ non warehouse)	No car parking	1/125 sq m	
Smaller food store (up to 500sq m gfa*)	No car parking	1/125 sq m	
Food supermarket (over 500 sq m)	No car parking unless a Transport Assessment can demonstrate that walking, cycling, public transport and home delivery cannot cater for demand, that there are not unacceptable impacts on the highway network and a travel plan can be secured.	1/125 sq m	Service parking is required above 1000 sq m and a servicing agreement must be agreed as part of Travel Plan.
A2 Financial and professional services			
Financial and professional services	No car parking	1/125sq m	Service parking is required above 1000sq m and a servicing agreement must be agreed as part of Travel Plan.
A3 - A5 Restaurants, Cafes and Drinking Establishments			
Restaurants and cafes (A3)	No parking	1/20 seats staff 1/20 seats for visitors.	Service parking is required above 1000 sq m and a servicing agreement is secured as part of a Travel Plan.
Drinking establishments (A4)	No parking	1/100 sq m	
Hot food takeaways (A5)	No parking	1/50 sq m	
B1 Business uses			
Business offices (B1a)	No parking	1/120 sq m	

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B1b, B1c	1 space per 1250 sq m gfa (commercial vehicles only)	1/250 sq m	Servicing parking is required above 1250 sq m and a servicing agreement is secured as part of a Travel Plan.
B2 General industrial			
Industrial	1 space per 1250 sq m gfa (commercial vehicles only)	1/250 sq m	1 lorry/ HGV space per 1250 sq m gfa with additional lorry/ HGV spaces based on a Transport Assessment.
B8 Storage and distribution			
B8 Storage and distribution	1 space per 1250 (commercial vehicles only) sq m gfa	1/250 sq m	1 lorry/ HGV space per 1250m2 gfa with additional lorry/ HGV spaces based on a Transport Assessment.
C1 Hotels			
Hotels/hotel suites	1 per 15 bedrooms	1/10 staff 1/15 residents	1 Coach Parking space per 100 Bedrooms
C2 Residential Institutions			
Hospital	Spaces will be considered provided they are supported by a Transport Assessment and the need for patients to be accompanied and for patients and visitors to attend at antisocial hours will be considered.	1/5 staff 1/10 staff or visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles Taxi Pick-up/ setdown bay adequate for 2 required for hospitals
Nursing home	(as above)	1/3 staff	Taxi Pick-up/ setdown bay adequate for 2 required for nursing home over 100 beds
Student housing	No parking	1/1 student	
Residential education/ training centre	No parking	1/5 staff 1/10 staff or visitors	

| C3 Dwelling Houses			
Residential	For any parking provided, one space must be allocated per afford-able, family sized unit or 50% of the total -whichever is less. Or For any parking provided, fair distri-bution of car parking spaces must be made available for affordable, family sized unit.	1 per 1 or 2 bed unit 2 per 3 or more bed unit	No additional provision for visitor parking, which will be on-street pay and display or by qualifying resident visitor temporary permits. Developers will be encouraged to provide on-site car club bays where appropriate in place of individual car parking spaces
D1 Non-Residential Institutions			
Clinics and health centres	Spaces will be considered provided they are supported by a Transport Assessment and a Travel Plan can be secured.	1/30 staff 1/5 staff or visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles Taxi Pick-up/set-down bay adequate for 2 re-quired for clinics or health centres over 2000 sq m. The need for patients to be accom-panied and for patients and visitors to attend at anti-social hours will be considered.
Schools	(as above)	1/10 staff or students	
Further Education colleges and universities	(as above)	1/8 staff or students	
Non residential training centres	(as above)	1/10 staff 1/5 staff for visitors	
Crèches and day nurseries	(as above)	1/10 staff or students	
Museums	(as above)	1/10 staff 1/5 staff or visitors	

Public libraries	(as above)	1/10 staff 1/5 staff or visitors	
Art galleries and exhibition halls	(as above)	1/10 staff 1/5 staff or visitors	
Places of worship	(as above)	1/10 visitors	
D2 Assembly and Leisure Uses			
Cinemas and theatres	No parking	1/10 staff +1/30 seats for visitors	
Bingo hall	No parking	1/10 staff f +1/30 seats for visitors	
Leisure centres/ sports facilities	No parking	1/10 staff +1/20 peak period visitors	Coach/minibus parking
Dance hall	No parking	1/10 staff +1/20 peak period visitors	
Skating rink	No parking	1/10 staff +1/20 peak period visitors	

*20% active provision plus 20% passive provision for electric vehicle charging facilities must be provided in accordance with the London Plan.

**Motorcycle parking standard
The Council welcomes provision of motorcycle parking as a substitute for car parking.

Motorcycle parking maybe provided within the space allowed by the maximum standards, at a guideline rate of 5 motorcycle spaces in place of each permitted car parking space.

Where no car parking provision is allowed, motorcycle parking spaces will only be considered if supported and justified by a Transport Assessment.

Cycle parking design standard

SHEFFIELD STAND DIMENSIONS SURFACE FIXING MODEL

Length 700–1000mm
Radius 100–250mm
75mm – 150mm wide reflective band
Diameter 50–75mm
Height 800mm ±50mm
100mm
Baseplate 150mmx150mmx6mm min.

Thickness of tube wall 2.5mm min.

Preferred additional tapper rail for visually visually impaired either tubular or 12mm thick mild steel plate 150mm wide

SHEFFIELD STAND DIMENSIONS GROUND EMBEDDING MODEL

Length 700–1000mm
Radius 100–250mm
75mm – 150mm wide reflective band
Diameter 50–75mm
Height 800mm ±50mm
100mm
Extra length for embedding in the ground 250mm min

NOTES

1. Material to be galvanised or stainless steel.

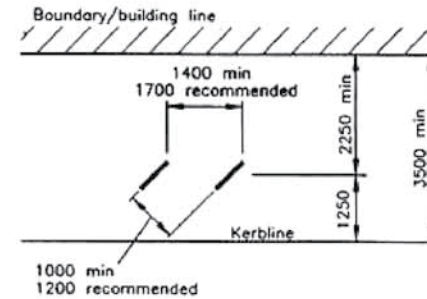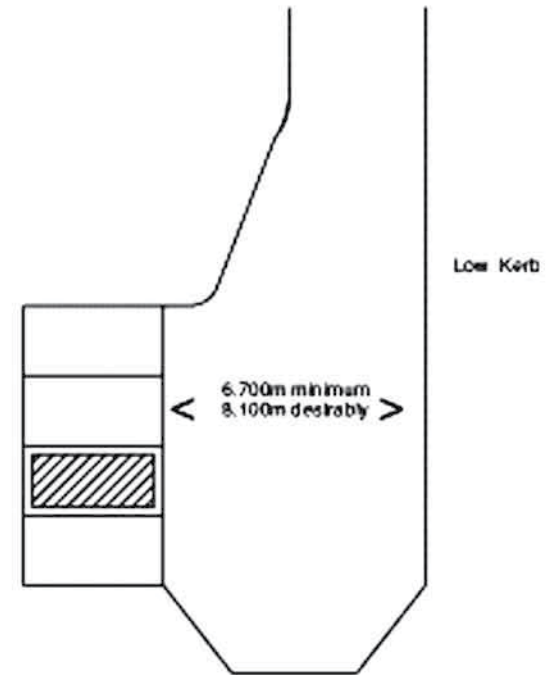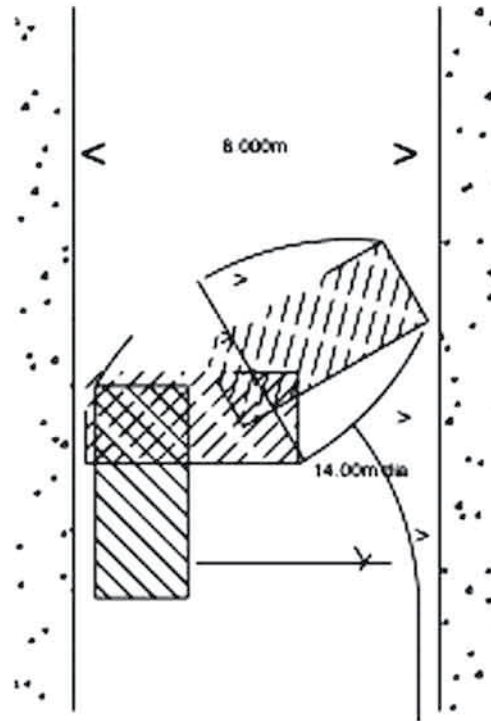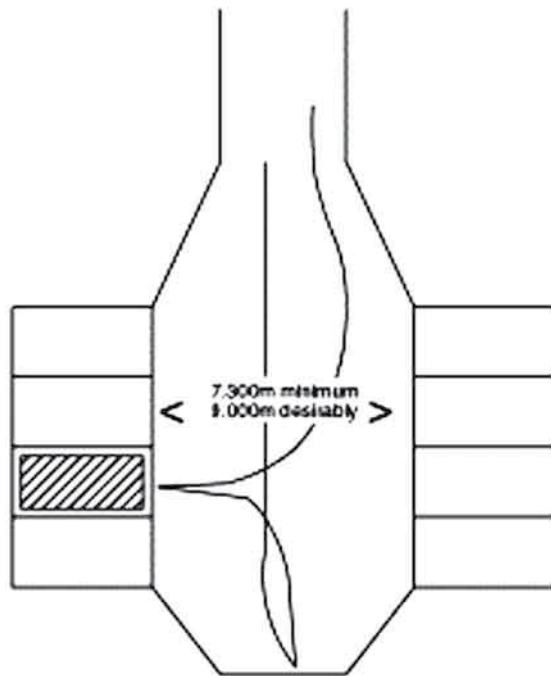2. Nylon coated finish is preferable on galvanised steel.

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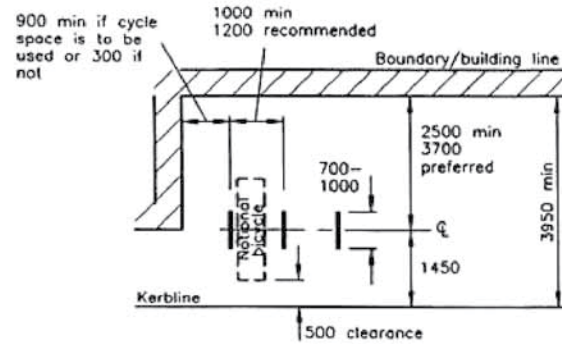
LAYOUT A — PERPENDICULAR
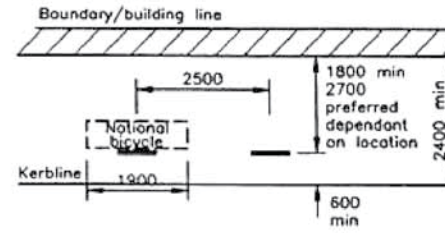
LAYOUT B — ALONG KERB
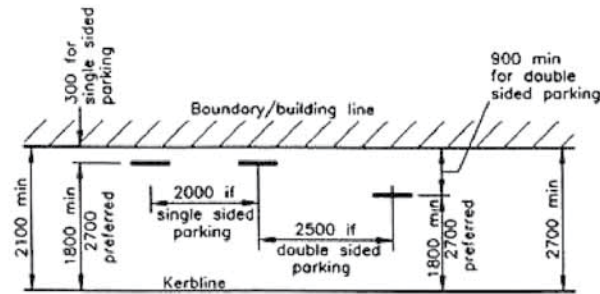
LAYOUT C — ALONG BUILDING LINE

LAYOUT D — ECHELON (45')

Vehicle parking - forecourt to wall or garage opposite

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Vehicle parking bay sizes
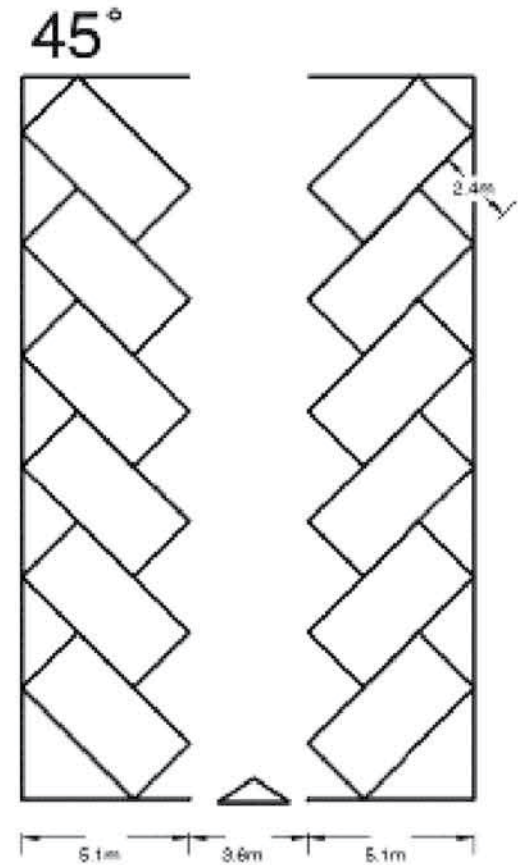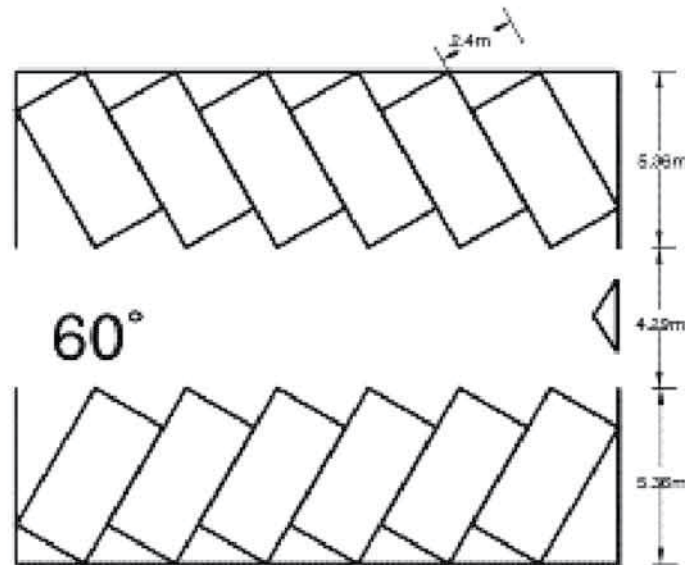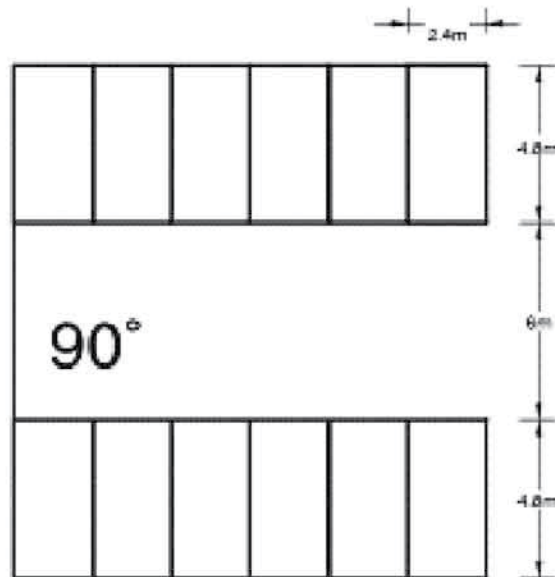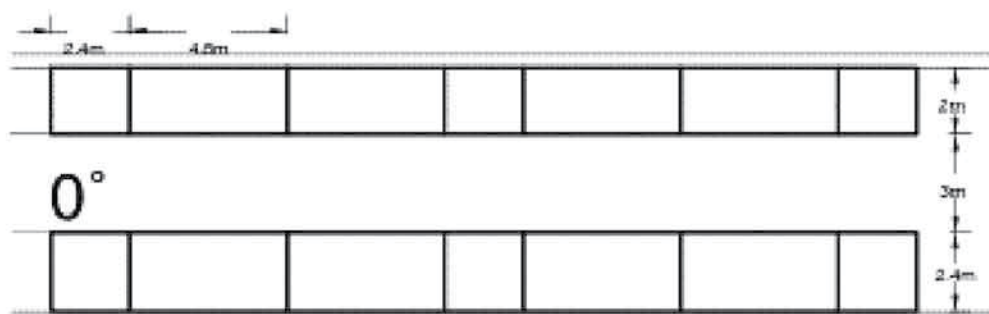
Note: Car spaces can only be interlocked properly at 45ft

Note: Angle parking should be on a one way system

Manoevering space for lorry parking and loading bays

90°

55°

45°

10°

Note: - Larger bay spaces needed for loading.
Trucks with drawbar trailers require greater depth.

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Noise - TBC

Residential refuse and recycling storage
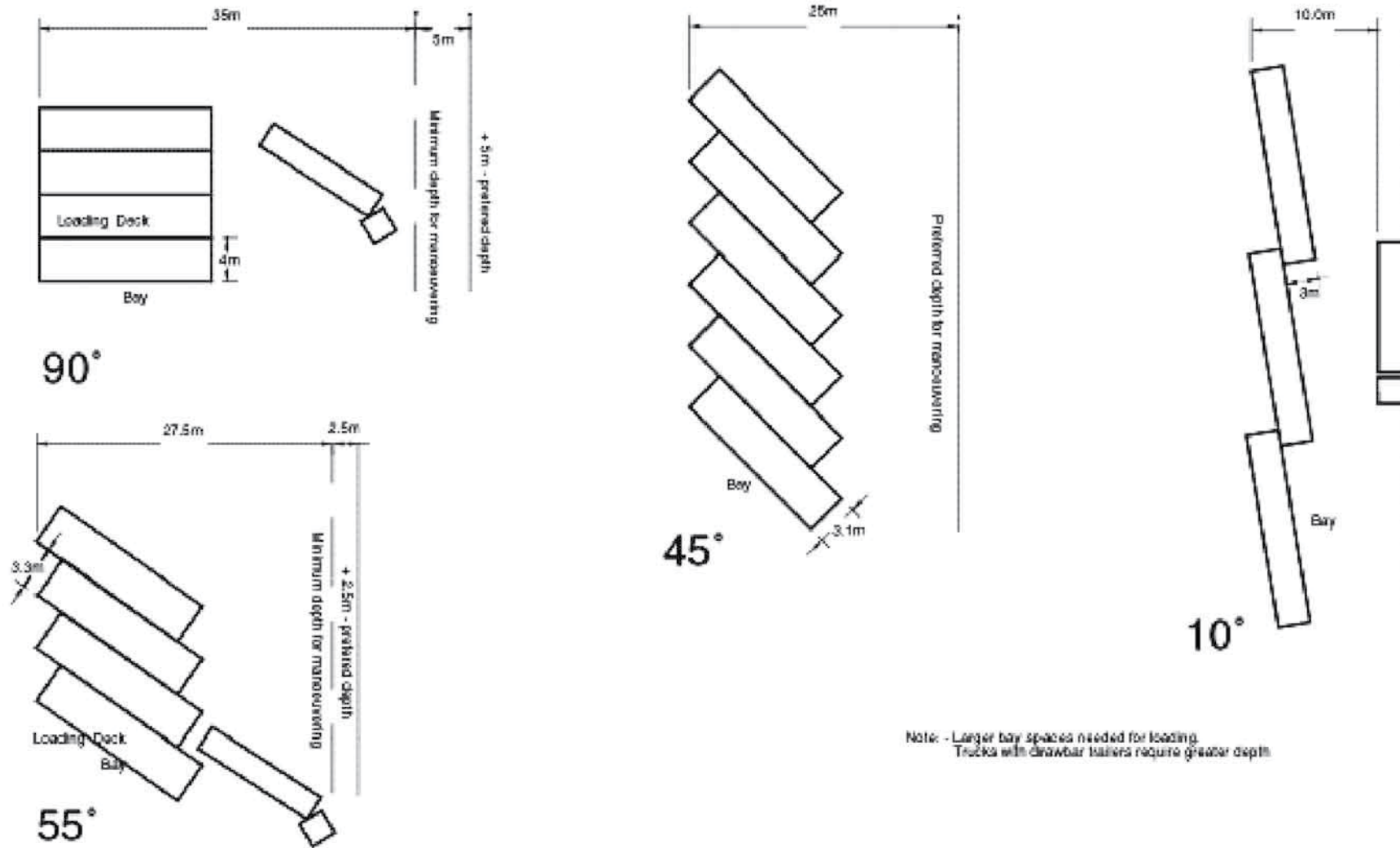
Capacity Guidelines

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

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

Table X: Capacity Guidelines

Containers

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

Multi-Occupancy Properties

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

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

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

Type	Capacity (l)	Height (mm)	Width (mm)	Depth (mm)
Eurobin	240	1070	580	740
Eurobin	360	1100	630	860
Eurobin	770	1400	790	1240
Eurobin	1100	1370	1260	985
Eurobin	1280	1430	1270	990
Chamberlain	720	1410	1010	765
Chamberlain	940	1410	1010	950
NB: sizes are approximate and very according to manufacturer				

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

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

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

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

Container Storage – Design and Access

Bin storage areas must be within 10 metres wheeling distance of the collection point. The paths between the storage facility and the collection point must be a minimum width of 1.5 metres, be free from kerbs or steps, have a solid foundation and be suitably paved with a smooth continuous finish. The ground should preferably be level and, in any case, must not have a gradient greater than 1 in 20 towards the vehicle. Doors to bin stores must be fitted with stays or catches so that they can be locked in a fully open position. If bin stores are fitted with locks, then these should be standard FB1 or FB2 Fire Brigade locks. If other locking arrangements are installed, four sets of keys or fobs (and replacement sets as required) must be supplied to the Waste Management section at no cost. When above ground level, bin stores must be close to lifts for easy and safe emptying.

Communal Storage Facilities

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

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

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

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

Bulky Items

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

Where storage of bulky items is provided, it must be conveniently located at ground level throughout the development, on the basis of one store for every 50-75 units. Each store should be approximately seven square metres in floor area to normal storey height and fitted with double doors giving a clear opening of 1830mm and a height of 1830mm. Vehicle access for 7.5t caged or box vans must be provided directly to the storage area. These stores should have internal lighting and stays or catches to enable the doors to be locked in a fully open position.

Access for collection vehicles and operatives

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

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

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

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

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

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

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

LBTH Development Management DPD Engagement Document (2011)
LBTH Sites and Placemaking DPD Engagement Document (2011)
LBTH Call for Sites Consultation Summary Report (2010)
BRE Site layout planning for daylight and sunlight: A guide to good practice (1991)
DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (2005)
DfE Building Bulletin 98: Briefing Framework for Secondary School Projects (2009)
DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009)
GLA Interim London Housing Design Guide (2010)
GLA Providing for Children and Young People's Play and Informal Recreation SPG (2008)
HAPPI Report (2009)
Health and Safety Executive PADHI Land Use Planning Methodology (2011)
HRP Tower of London Local Setting Study (2010)
HRP Tower of London World Heritage Site Management Plan (2007)
LBTH Ailsa Street Development Brief (2003)
LBTH Aldgate Connections (2011)
LBTH Aldgate Masterplan (2007)
LBTH Bishopsgate Goods Yard Interim Planning Guidance (2010)
LBTH Blackwall Reach Regeneration Framework (2008)
LBTH Bromley-by-Bow Masterplan (2011/2012)
LBTH Bromley-by-Bow Land and Use Design Brief (2009)
LBTH Clear Zone Plan 2010-2025 (2010)
LBTH Conservation Area Character Appraisals and Management Guidelines (various)
LBTH Conservation Strategy (2010)
LBTH Cycling Connections (2009)
LBTH Green Grid Strategy (2010)
LBTH Gypsies and Travellers Accommodation Note (2011)
LBTH Heat Map Study Report (2011)
LBTH Idea Store Strategy (2009)
LBTH Island Gardens Conservation Area Appraisal and Management Plan (2007)
LBTH Leisure Facilities Strategy (Sporting Places) (2009)
LBTH Local Biodiversity Action Plan (2009)
LBTH London Heat Map Report (2011)
LBTH Marshwall East Masterplan (2011/2012)
LBTH Millennium Quarter Masterplan (2000)
LBTH Millennium Quarter Public Realm Guidance Manual (2008)
LBTH Open Space Strategy (2011)
LBTH Parking Stress Study (2011)
LBTH Parking Standards Options Note (2011)
LBTH Planning for Population Change and Growth Model
LBTH Road Safety Plan (2009)
LBTH Site Appraisal Report (2011)
LBTH Site Selection Methodology Note (2011)
LBTH Spatial Economic Study (2011)
LBTH Strategic Flood Risk Assessment (2009) (2011)
LBTH Strategic Housing Market Assessment (2009)
LBTH Transport Planning Strategy 2011-2031 (2011)
LBTH The Tower Conservation Area Appraisal and Management Plan (2008)
LBTH Town Centre Policy Development Report (2011)
LBTH Viability Assessment (2011)
LBTH Walking Connections (2011)
LBTH Waste Evidence Base Report (2009)
LBTH Waste Evidence Base Report Update (2011)
LBTH Whitechapel Masterplan (2007)
LBTH Wood Wharf Masterplan (2003)
Maritime Greenwich World Heritage Site Management Plan (1998)
National Minimum Standards for Care Homes for Older People (2003)
NHS Tower Hamlets Improving Health and Wellbeing Capital Scheme (2010)
NHS Tower Hamlets Improving Health and Well-being in Tower Hamlets, A Strategy for Primary and Community Care Services 2006-2016 (2006)
Thames Estuary Partnership Thames Strategy East (2008)

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

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

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

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

Sites summary matrix

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

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#	Place	Site name		Use(s)	
8	Bow Common	Bow Common Gas works		Strategic housing development	
				Primary school	
				District heating facility	
9	Poplar	Chrisp Street town centre		Strategic housing development	
				District heating facility	
10		Poplar Baths		Leisure facility	
11	Poplar Riverside	Ailsa Street	North	Waste management facility	
			South	Primary school	
				District heating facility	
12		Leven Road Gas Works		Strategic housing development	
				Primary school	
				Local park	
				District heating facility	
13	Leamouth	Leamouth Peninsula		Strategic housing development	
				District heating facility	
14	Blackwall	Blackwall Reach Regeneration Project		Strategic housing development	
				District heating facility	
15	Canary Wharf	Billingsgate Market		Strategic housing development	
				District heating facility	
16		Wood Wharf		Strategic housing development	
				Idea Store	
				Health facility	
				District heating facility	

#	Place	Site name	Use(s)		
17	Millwall	Millennium Quarter	Strategic housing development		
			District heating facility		
18		Westferry Printworks	Option 1	Strategic housing development	
				Secondary school	
				District heating facility	
			Option 2	Strategic housing development	
				Primary school	
				Local Park	
				District heating facility	
19	Cubitt Town	Crossharbour town centre	Strategic housing development		
			Idea Store		
			District heating facility		
20		Marsh Wall East	Strategic housing development		
			District heating facility		

Type of infrastructure	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/ or Spatial Policy Area
Education	Up to 8FE of primary school provision by 2017 through expansion or new provision.	Areas of search in Fish Island, Bromley-by-Bow, Poplar Riverside, Cubitt Town / Millwall	Sites list compiled using Call for Sites responses and Planning for Population Change and Growth Model development sites.

Criteria for site selection developed using DfE Building Bulletin 99: Briefing Framework for Primary School Projects (2009), DfE Building Bulletin 98: Briefing Framework for Secondary School Projects (2009) and Pupil Place Planning Process.

Suggested sites consulted on within the Engagement document and amended.

New evidence base requires additional primary school and secondary school provision.

Sites identified in Managing Development DPD | | Fish Island AAP Bromley-by-Bow North East Quadrant Bow Common Gas Works Ailsa Street Leven Road Gas works Westferry Printworks (Option 2) News International (Option 2) Blackwall Reach (expansion) |
| | 8FE or 13FE Secondary School. | Areas of search in Fish Island, Mile End, Bromley-by-Bow | | | Bow Locks |
| | | | | | Fish Island AAP

Westferry Printworks (Option 1)

News International (Option 1) |
| | Post 16 – a required growth in school based provision of 850 places by 2017 | n/a | n/a | | n/a |

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Type of infrastructure	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/or Spatial Policy Area
Health	Up to 19 primary and community care schemes.	Areas of search for new health facilities in Cubitt Town / Millwall, three or four facilities in the east of the Borough, two or three facilities in the western part of the Borough. Improved health facilities in Millwall, Bethnal Green, Poplar, Bromley-by-Bow, Bow Common, Mile End	Sites list compliled using Call for Sites responses and Planning for Population Change and Growth Model development sites. Criteria for site selection developed with NHS Tower Hamlets using NHS Tower Hamlets Estates Strategy. Site selection process disrupted following reforms to Primary Care Trusts. Sites identified in Managing Development DPD.		Fish Island AAP Wood Wharf Goodman's Fields News International

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

Type of infrastructure	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/or Spatial Policy Area
Swimming Pools	Swimming Pools: Supply, demand and quality analysis has identified a need for up to 2 additional swimming pools by 2020	Areas of search in Shadwell and Wapping, Poplar, Cubitt Town	Sites list compliled using Call for Sites responses and Planning for Population Change and Growth Model development sites. Criteria for site selection developed using LBTH Leisure Strategy (2009). Suggested sites consulted on within the Engagement document and amended. St. Georges Pools and John Orwell Leisure Centre no longer identifed for potential co-location due to funding arrangements. Sites identified in Managing Development DPD		Poplar Baths Westferry Printworks

Type of infrastructure	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/or Spatial Policy Area
Leisure Centres	Initial planning to consider 3-4 additional sports halls.	Areas of search in Shadwell and Wapping, Poplar, Cubitt Town	Sites list compliled using Call for Sites responses and Planning for Population Change and Growth Model development sites. Criteria for site selection developed using LBTH Leisure Strategy (2009). Suggested sites consulted on within the Engagement document and amended. St. Georges Pools and John Orwell Leisure Centre no longer identifed for potential co-location due to funding arrangements. Sites identified in Managing Development DPD		Poplar Baths Westferry Printworks

Type of infrastructure	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/ or Spatial Policy Area
Idea Stores	Up to 3 Idea Stores Local	Areas of search in Shadwell, Bethnal Green, Crossharbour	Sites list compliled using Call for Sites responses and Planning for Population Change and Growth Model development sites.		Bromley-by-Bow North East Quadrant
			Criteria for site selection developed using LBTH Idea Store Strategy (2009).		Wood Wharf or Crossharbour Town Centre
			Suggested sites consulted on within the Engagement document and amended.		Bishopsgate Goods Yard
			Watney Market Idea Store construction commenced.		
			Sites identified in Managing Development DPD		
Waste	Waste to energy facility	Areas of search in Fish Island, Poplar Riverside and Bromley-by-Bow, Blackwall	Sites list compliled using Call for Sites responses and Planning for Population Change and Growth Model development sites.		Ailsa Street
			Criteria for site selection developed using LBTH Waste Evidence Base Report (2009) and informed by land ownership.		
			Suggested sites consulted on within the Engagement document and amended.		
			Site identified in Managing Development DPD		

Type of infrastructure	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/ or Spatial Policy Area
Transport	Crossrail	n/a	n/a		n/a
	Hackney Wick Interchange (Station upgrade and public realm improvements).	Site for District Interchange	n/a		Transport Interchange Area
	High Street 2012 work package	n/a	n/a		n/a
	Fish Island / A12 / River Lea / Poplar Riverside connections	n/a	n/a		n/a
	Whitechapel Station Interchange project	Site for Sub-Regional Interchange	n/a		Transport Interchange Area
	Bromley-by-Bow station upgrade	Site for Sub-Regional Interchange	n/a		Transport Interchange Area
	Bow Interchange crossings	n/a	n/a		Transport Interchange Area
	Millenium Quarter transport and infrastructure works	n/a	n/a		n/a
	St. Paul's Way	n/a	n/a		n/a
	Leamouth Pedestrian/Cycle Connection	n/a	n/a		n/a

Type of infrastruc-ture	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/ or Spatial Policy Area
	Aspen Way Connections	n/a	n/a		n/a
		n/a	n/a		Transport Inter-change Area
		n/a	n/a		n/a
		n/a	n/a		n/a
		n/a	n/a		n/a
		n/a	n/a		n/a
Utilities / flooding	Flood mitigation and adaptation	n/a	n/a		All sites
	Electricity – sub-station upgrades in Bow and Isle of Dogs, West Ham	n/a	n/a		n/a
	Gas – local infra-structure work may be needed in Isle of Dogs	n/a	n/a		n/a
	Water – Thames Tunnel Project, Sewer Improve-ment Projects, Victorian Mains Replacement and maintenance projects.	n/a	Not a strategic site		n/a

Type of infrastructure	2009 IDP Infrastructure requirement	Core Strategy Area of search	2010 - 2011 Site selection process	2011 IDP Infrastructure requirement (TBC)	MD DPD site allocation and/ or Spatial Policy Area
	Flooding – Surface water drainage improvements	n/a	n/a		n/a
Emergency Services			Sites list compliled using Call for Sites responses and Planning for Population Change and Growth Model development sites.		n/a
					n/a
			Site selection process disrupted following reforms to funding and structural arrangements. Provision of any new facilities to be managed by development management policies.		n/a

Planning application checklist

The following is a list of matters that planning applications will need to address and a list of supporting information which may be required depending on the scale of the development and the issues which are relevant to the site.

This list is subject to regular review. Please refer to the Tower Hamlets website for the "Advice Note 1 - How do I submit my planning application?".

It is important to note that the scope and degree of detail necessary in assessments, statements or other supporting information will vary according to particular circumstances of each application. Early consultation with planning officers is recommended prior to the submission of a planning application.

To enable the Council to assess planning applications, all applications must be accompanied by two separate assessments, a Design Statement and an Impact Statement.

A Design Statement should include the following supporting information and/or detailed reports where relevant:

- Design and Access Statement
- Heritage Statement
- Trees Survey / Arboricultural Report
- Ecology Assessment (including the Biodiversity Survey and Report)
- Land Contamination Assessment
- Views Assessment
- Lifetime Homes and Wheelchair Accessible Statement
- Secure by Design Statement
- Landscaping Details
- Open Space Assessment
- Amenity Space / Play Space Assessment
- Sustainability Appraisal
- Energy Assessment (including renewable energy statement)
- Sustainability Statement

- Utilities Statement
- Refuse Disposal details (including waste management strategy)

An Impact Statement should include the following supporting information and/or detailed reports where relevant:

- Planning Obligations - draft heads of terms
- Travel Plan (draft)
- Affordable Housing Statement
- Town Centre Uses – Impact Assessment
- Town Centre Uses - Policy Tests Assessment
- Employment Statement
- Socio-economic Assessment
- Regeneration Statement
- Lighting Assessment
- Daylight / Sunlight Assessment
- Noise and Vibration Assessment
- Ventilation / Extraction Statement
- Site Waste Management Plan
- Code of Construction Practice
- Flood Risk Assessment
- Environmental Assessment
- Aviation Impact Assessment
- TV and Radio Reception Impact Assessment
- Microclimate – Wind Assessment
- Transport Assessment
- Air Quality Assessment
- Marketing Exercise (where required)
- Serviced Apartments Statement (where required)
- Waste Reduction Management Plan
- Travel Plan
- Construction Management and Logistics Plan
- Delivery and Servicing plans

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Back cover