



Meeting of the

CABINET

Wednesday, 8 September 2010 at 5.30 p.m.

SUPPLEMENTAL AGENDA 2 – SECTION ONE
Item 6.1: LDF Core Strategy: Adoption of the Plan
Appendix 1 – Volume 2

VENUE

**Main Hall, Stepney Green Maths and Computing College, Ben Jonson
Road, London E1 4SD**

Members:

Councillor Helal Abbas (Chair)	– (Leader of the Council)
Councillor Joshua Peck (Vice-Chair)	– (Deputy Leader of the Council)
Councillor Shahed Ali	– (Lead Member, Environment)
Councillor David Edgar	– (Lead Member, Resources)
Councillor Marc Francis	– (Lead Member, Housing, Heritage and Planning)
Councillor Sirajul Islam	– (Lead Member, Regeneration and Employment)
Councillor Denise Jones	– (Lead Member, Culture and Creative Industries)
Councillor Shiria Khatun	– (Lead Member, Children's Services)
Councillor Rachael Saunders	– (Lead Member, Health and Wellbeing)
Councillor Abdal Ullah	– (Lead Member, Community Safety)

[Note: The quorum for this body is 3 Members].

If you require any further information relating to this meeting, would like to request a large print, Braille or audio version of this document, or would like to discuss access arrangements or any other special requirements, please contact:

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LONDON BOROUGH OF TOWER HAMLETS

CABINET

WEDNESDAY, 8 SEPTEMBER 2010

5.30 p.m.

6 .1 LDF Core Strategy: Adoption of the plan (CAB 029/101) (Pages 1 - 38)

Appendix 1 to the report has been circulated in conjunction with this agenda (as a hardcopy colour booklet) to all members of the Council, put on deposit at Town Hall Mulberry Place (Reception), made available on the Council Website. A hardcopy is also held by Democratic Services 1st Floor, Town Hall Mulberry Place, should members of the Council or members of the public wish to view it.

Please note this is Volume 2 of Appendix 1.



Enabling prosperous communities

5

Delivering successful employment hubs

Where we want to be

SO15




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

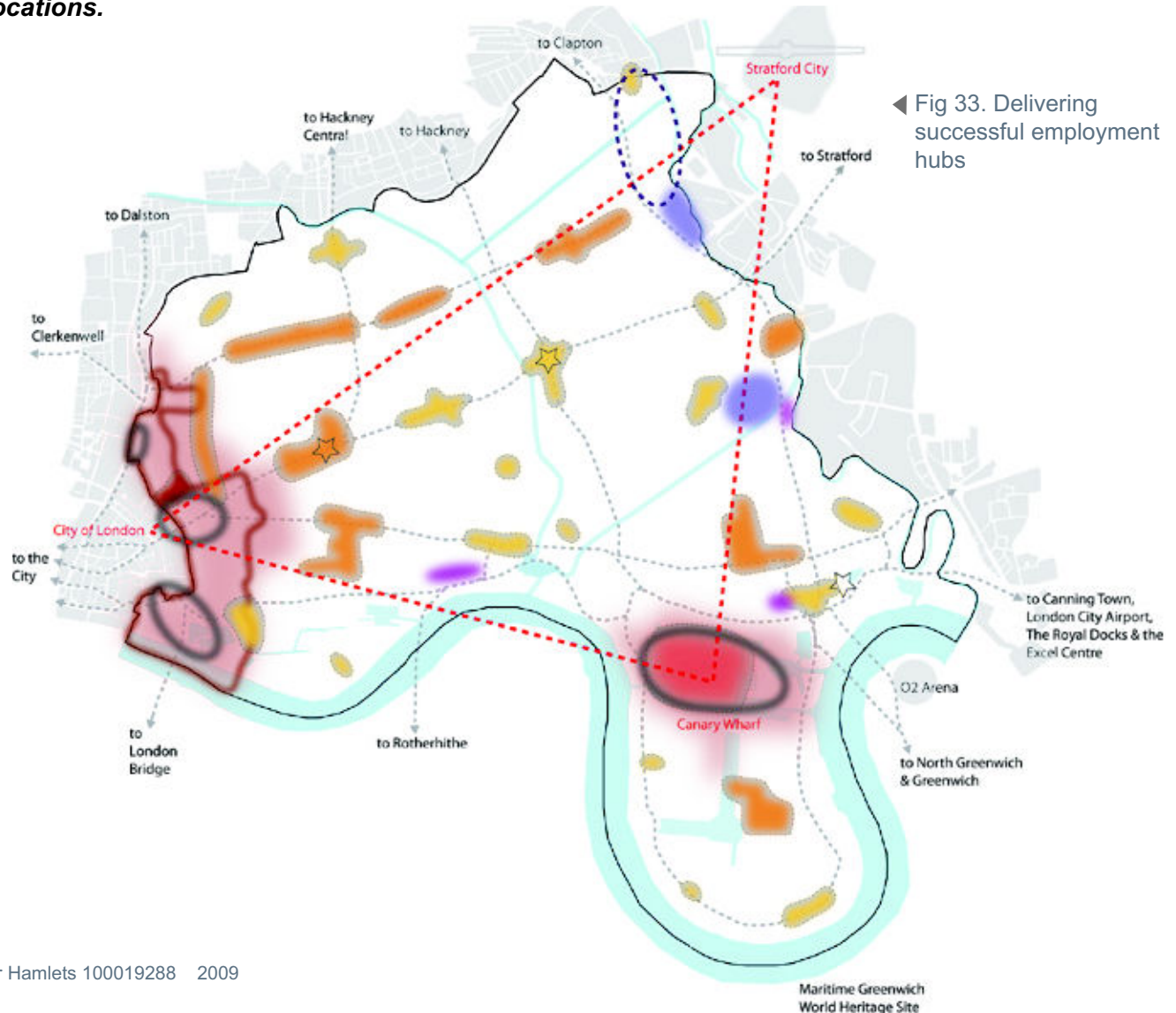
SO16

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

What it will look like

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

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



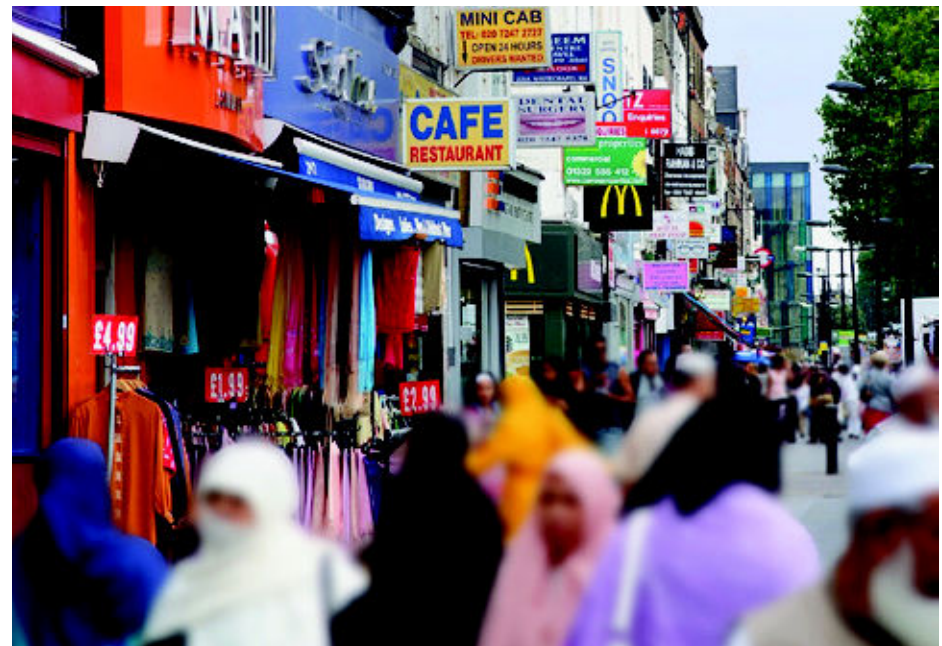
◀ Fig 33. Delivering successful employment hubs

How we are going to get there

SP06

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

Page 4



SP06

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



SP06

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

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

Programme of Delivery

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

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

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

Key supporting evidence base

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

Why we have taken this approach

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

provision for small and medium enterprises is identified as a significant need¹¹⁹, these are best located in accessible, appropriate town centres and edge-of-town centre areas but can also offer local employment opportunities outside of these areas. In addition, with an increased demand for secondary office space across the borough, a number of areas have been identified as suitable locations to accommodate this demand, as they have relatively high public transport accessibility levels¹²⁰. These areas can support specialist sectors including the research, medical, innovation and knowledge sectors as can be seen at Whitechapel.

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

Improving education and skills

Where we want to be

SO17

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

SO18

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

What it will look like

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

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

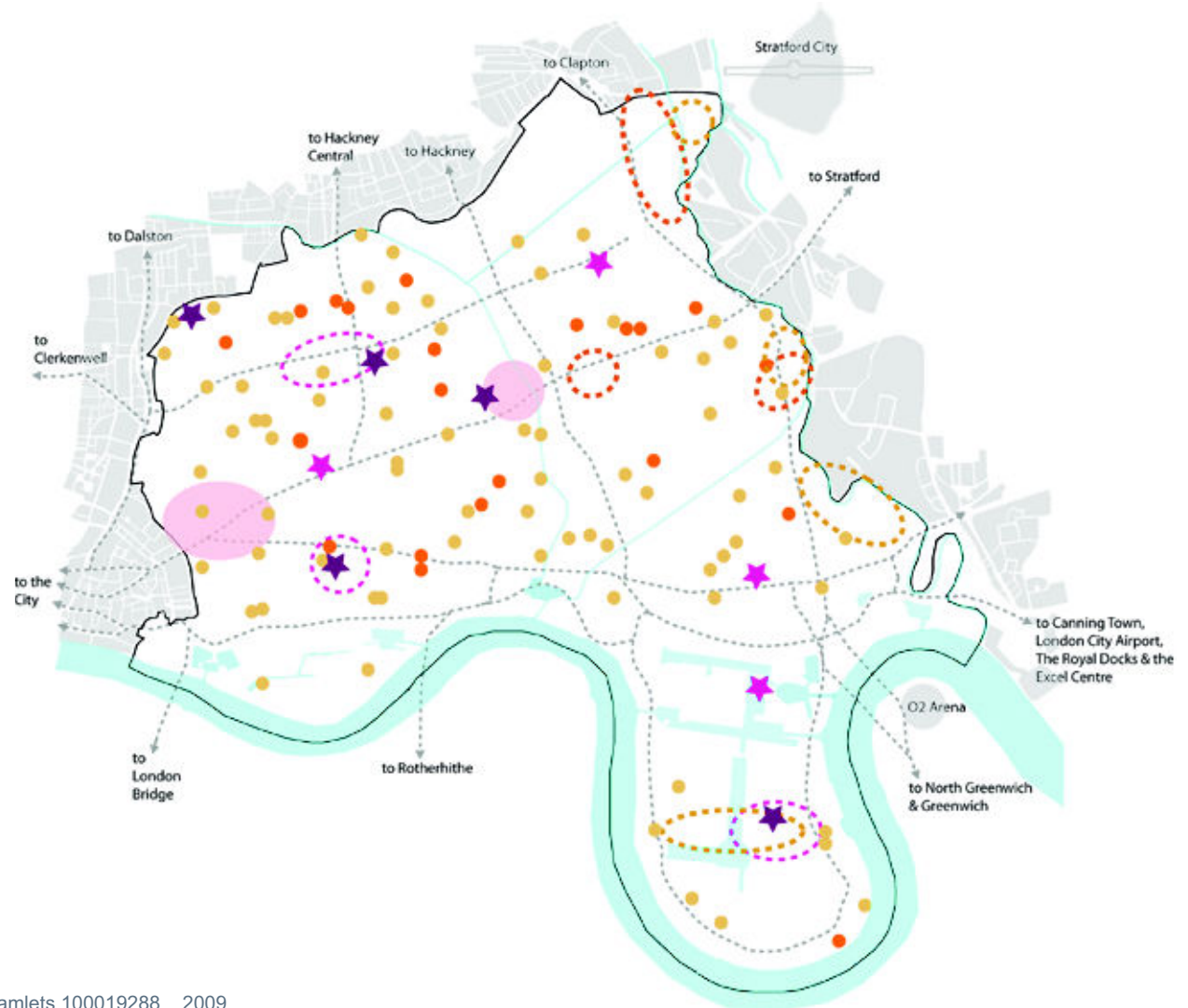


Fig 34. Improving education and skills ►

How we are going to get there

SP07

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



SP07




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

SP07

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

Programme of Delivery

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

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

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

Why we have taken this approach

- Page 10
- 5.7 The current levels of education and qualification-achievement in the borough contribute to limiting the social and economic opportunities for local people¹²⁷. This factor, alongside many others, means there is a need to improve the quality of primary, secondary, further, higher and life-long education.
- 5.8 These aims are set out in the Community Plan to achieve 'A Prosperous Community' which looks to build on the borough's recent improvements in educational achievement¹²⁸. By working closely with education providers, this strategy sets out the spatial framework to ensure educational, skills and training services are well-integrated in the borough.
- 5.9 Education infrastructure needs to meet the needs of local people. The Mayor's housing targets for the borough¹²⁹ indicate a growth in population that will lead to a demand for school places and associated facilities. Forward planning is necessary to ensure future educational needs are met by ensuring that new schools and Children Centres are delivered in the right location, at the right time.
- 5.10 Schools play an important role in creating and supporting inclusive and vibrant neighbourhoods. Ensuring that schools are well placed, integrated, prominent and accessible to local communities is central to the Big Spatial Vision and creating sustainable, healthy and well-connected communities.
- 5.11 To deliver these aspirations, the national Building Schools for the Future programme is currently being implemented to deliver new and refurbished secondary schools across the borough. This is accompanied by the Primary Strategy for Change, which sets forth aims to improve primary school facilities.
- 5.12 In addition to schools, Children Centres also need to be delivered to

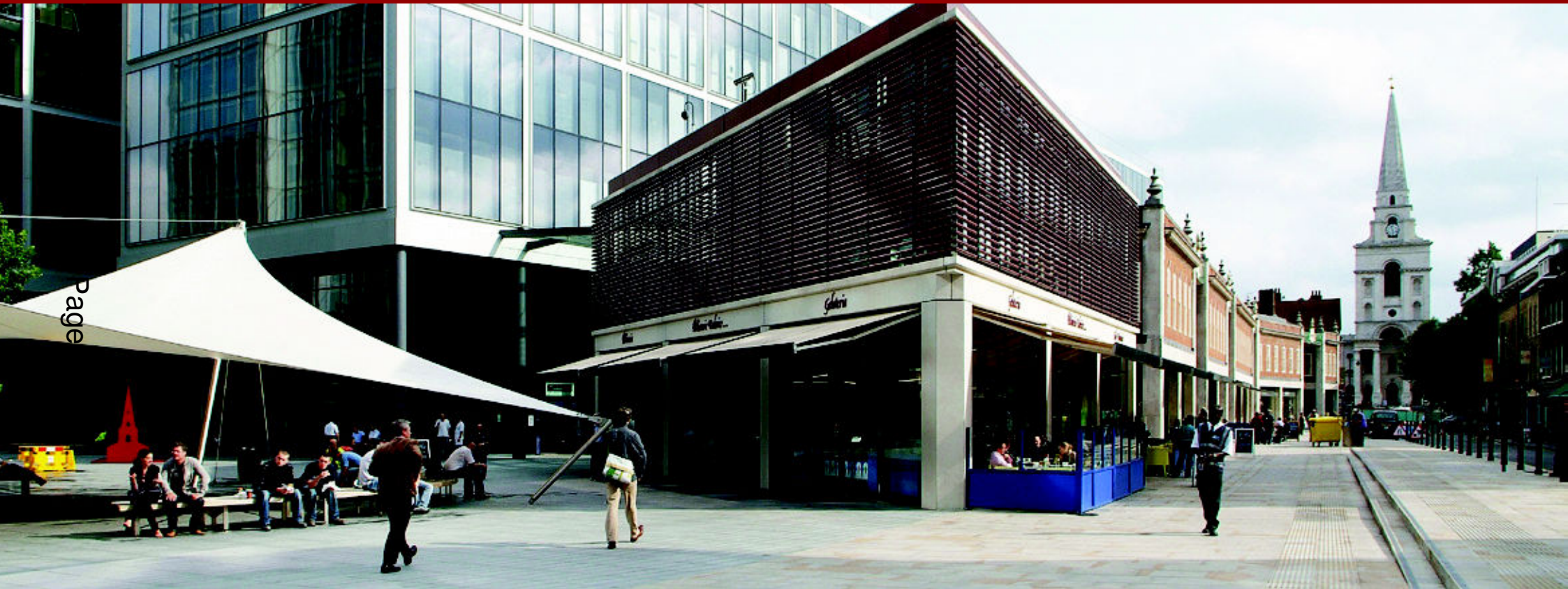
provide a range of services for children under five. Current delivery of these services will see 24 centres provided by 2010.

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

Key supporting evidence base

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





Designing a high-quality city

6

Making connected places

Where we want to be

SO19

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

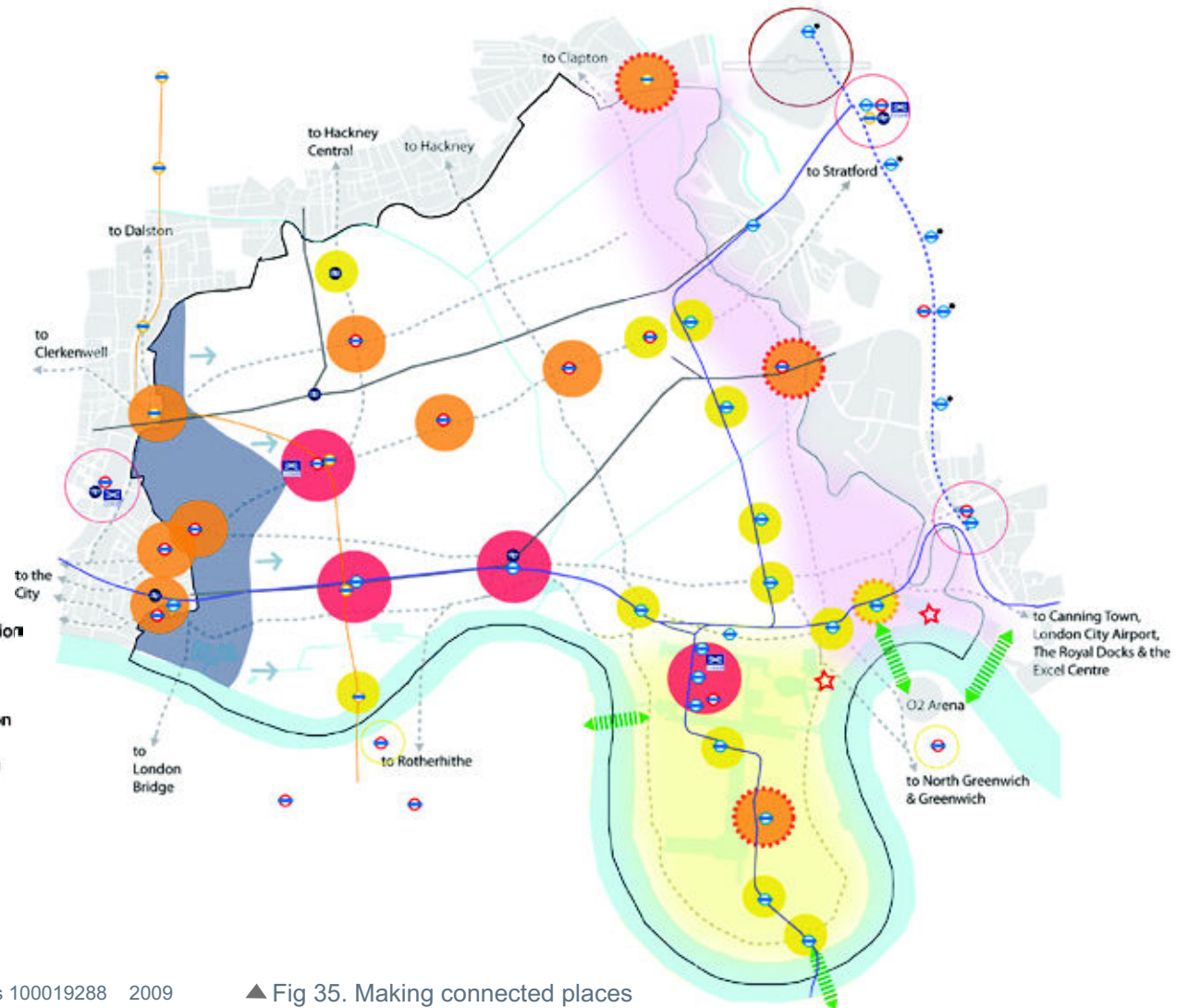
What it will look like

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

Page 13

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

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



▲ Fig 35. Making connected places

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

SP08

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



SP08

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

SP08

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

Programme of Delivery

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

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

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

Why we have taken this approach

- Page 16
- 6.1 This strategy brings forward the Mayor's Transport Strategy priorities to address the issues facing London's transport system. It gives spatial representation to the priorities set out in the Council's Local Implementation Plan¹³¹ and the "Making Connections" strategy¹³², which seek to improve local public transport provision and pedestrian and cycling networks.
- 6.2 A number of issues are affecting transport within the borough. Primarily these arise from the need to provide and maintain public transport to serve a growing population, in the right locations while helping to mitigate climate change and improve the health and well-being of local people by enabling less use of private vehicular transport.
- 6.3 The previous two decades have seen a growth in the population of London and the borough, which is set to continue¹³³. This growth needs to be accommodated by improvements to the local and regional transport networks. Enhancements will need to provide an increase in the capacity of existing transport infrastructure and provide new local and regional transport infrastructure¹³⁴.
- 6.4 The borough is well positioned to take advantage of regional transport improvements with two new Crossrail stations at Whitechapel and Canary Wharf, the incorporation of the East London Line into the London Overground network, the three-car Docklands Light Railway upgrade, and the London Cycle Hire Scheme. Tower Hamlets also has good linkages with national and international transport networks through rail routes to Stansted Airport, Stratford International railway station and London City Airport.
- 6.5 These improvements will be delivered to, and accessed by, local people by enhancing and creating transport interchanges in appropriate town centres. The hierarchy of transport interchanges broadly correlates to the hierarchy of town centres¹³⁵. The focus for capacity improvements will need to be located in areas of major housing growth: in the east of the borough and the Isle of Dogs¹³⁶.

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

Key supporting evidence base

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



Creating attractive and safe streets and spaces

Where we want to be

SO20

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

SO21

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

What it will look like

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

-  Main street
-  Secondary street
-  Local street
-  Improvements to connectivity
-  Public realm improvement areas
-  Overcoming barriers to movement
-  High Street 2012
-  Thames walkway
-  Main street outside of Tower Hamlets



Fig 36. Creating attractive and safe streets and spaces ►

How we are going to get there

SP09

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

Main Streets

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

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

Secondary Streets

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

Local Streets

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



SP09




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

SP09

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

Programme of Delivery

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

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

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

Why we have taken this approach

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

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

Key supporting evidence base

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



Creating distinct and durable places

Where we want to be

SO22

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

SO23

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

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.

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

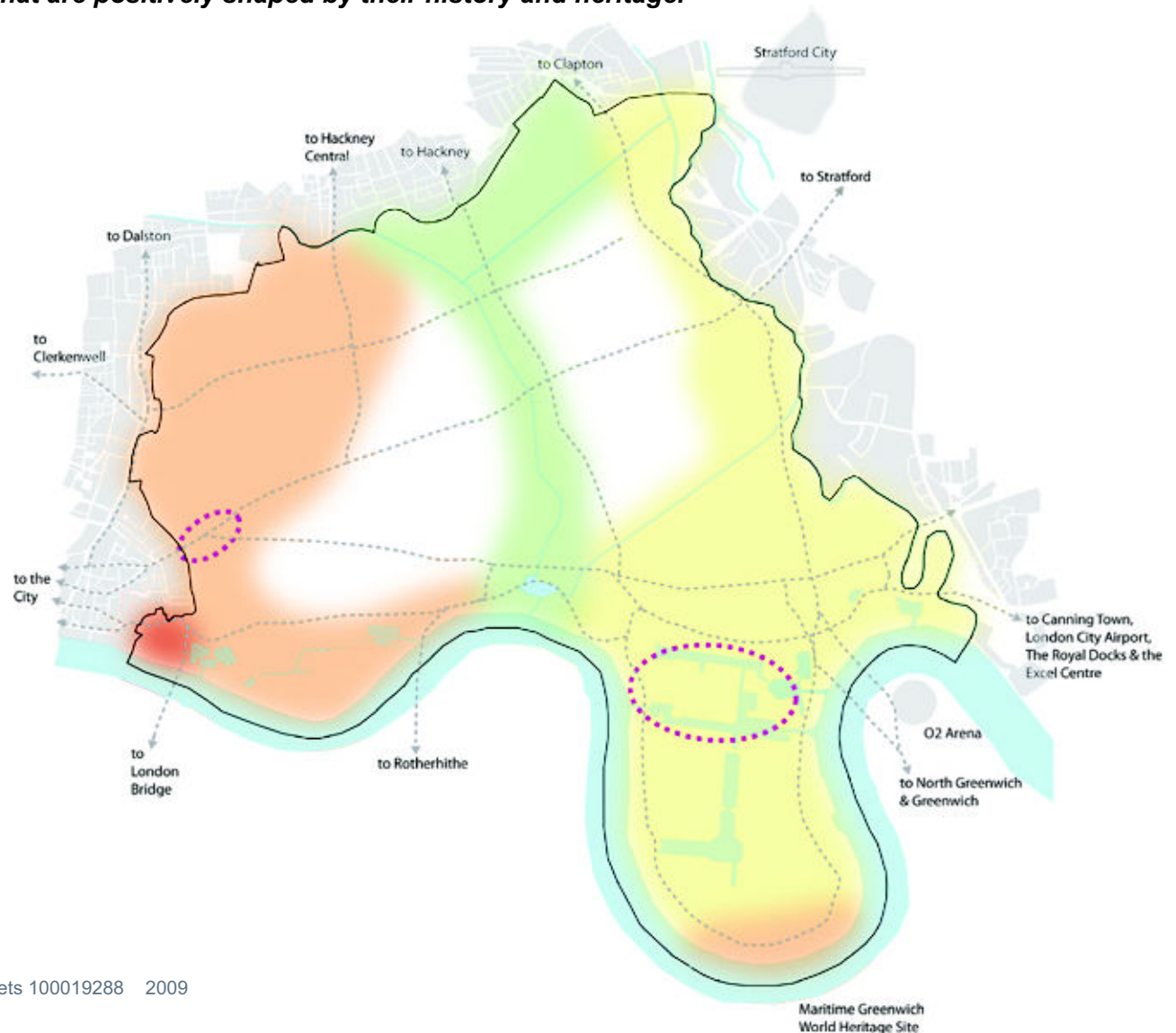


Fig 37. Creating distinct and durable places ►

How we are going to get there

SP10

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

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

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



SP10

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

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

Programme of Delivery

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

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

- Housing estate regeneration projects

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



Why we have taken this approach

6.14 The built environment of Tower Hamlets is strongly influenced by the borough's history and heritage¹⁴⁶. As the borough faces development pressure generated by housing and employment targets, it is critical that building design and the wider built environment is sustainable¹⁴⁷, of a high-quality, and able to be adapted to the effects of climate change¹⁴⁸. To achieve this the Council will use development management policies and the available tools of the Code for Sustainable Homes and 'Buildings for Life'; and will look to utilise appropriate forthcoming guidance as it emerges.

6.15 A critical component to achieving a high-quality built environment is to ensure that the borough's historic environment is sustainably managed, enhanced and protected, while supporting appropriate development¹⁴⁹. This includes the beneficial reuse of built heritage to bring many social, cultural and economic benefits to communities and help in the wider regeneration of the borough. These areas will be identified and detailed policies stated in the Development Management DPD and the Site and Placemaking DPD. Figure 34 identifies broad areas of different townscapes currently existing in the borough. These areas require different responses when managing growth and change.

6.16 Some development within Tower Hamlets has led to negative impacts on the borough's heritage, which needs to be addressed¹⁵⁰. This is specifically relevant to the borough's World Heritage Site, the Tower of London, and its wider setting. The Tower of London has been isolated from adjacent areas by the road network, and careful consideration needs to be given to any development that will impact on the site and setting.

6.17 The above tools are especially relevant for defining the preferred locations for tall buildings. Tall buildings can have a significant impact on the built environment and the activities of local people¹⁵¹. As such, tall buildings are best suited to established economic clusters at Canary Wharf and Aldgate, where they complement the existing context.

6.18 Strategic views guidance is provided within the London Plan (2008) with local views to be set out in the forthcoming Development Management DPD and Proposals Map.

Key supporting evidence base

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



Working towards a zero-carbon borough

Where we want to be

SO24

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

What it will look like

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

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

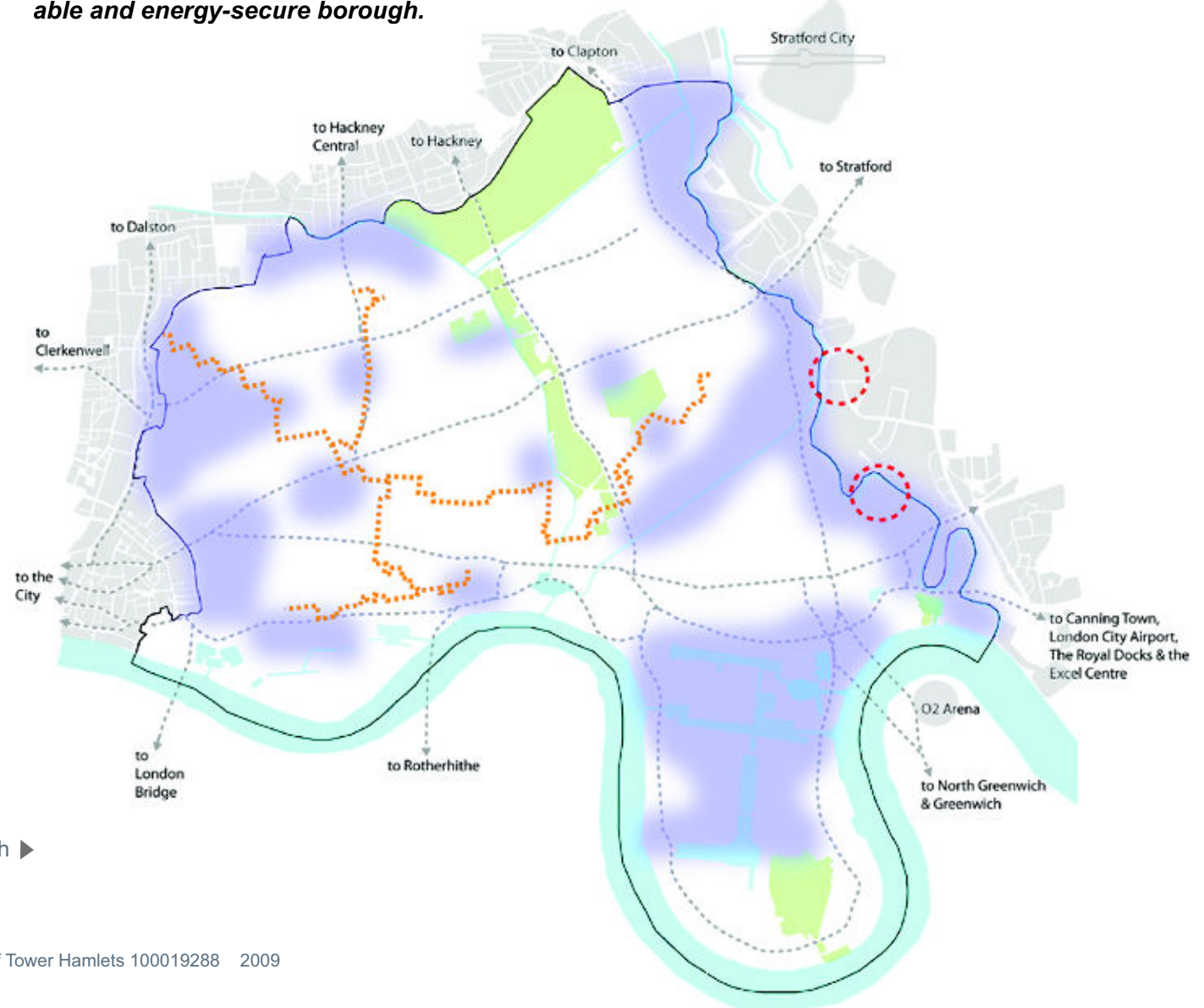
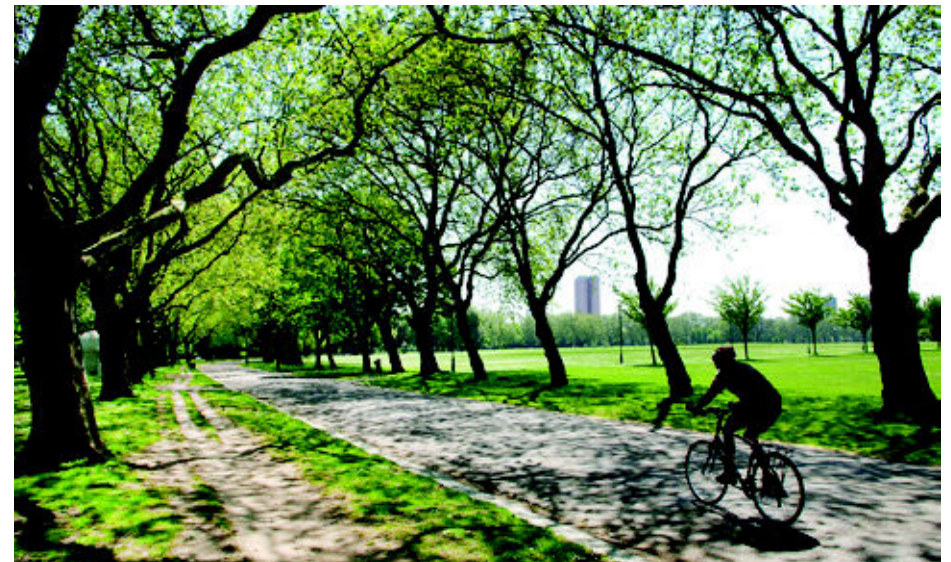


Fig 38. Working towards a zero-carbon borough ▶

How we are going to get there

SP11

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



SP11

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

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

Programme of Delivery

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

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

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



Why we have taken this approach

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

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

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

Key supporting evidence base

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



Delivering placemaking 7

Delivering placemaking

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

Where we want to be

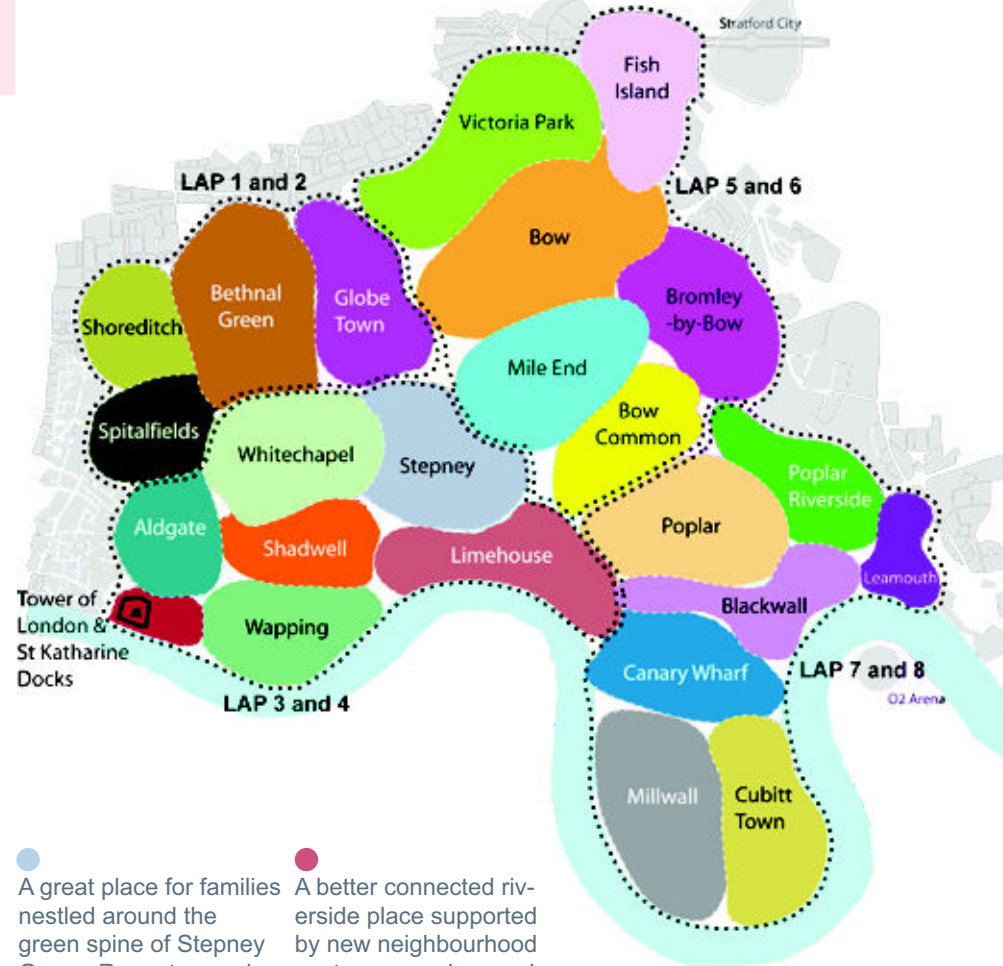
SO25

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

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

What it will look like

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



- A mixed use sustainable community offering a unique place to work and live, right next to the Olympic Park and within walking distance of Stratford.
- A prosperous neighbourhood set against the River Lea and Park and a transformed A12.
- Establishing Bow Common as a family focused residential neighbourhood set around the civic spine of St Paul's Way.
- Regenerating Poplar into a great place for families set around a vibrant Chrisp Street and a revitalised Bartlett Park.
- Transforming Poplar Riverside into a revitalised and integrated community reconnecting with the A12 and River Lea.
- Creating a modern waterside place where the River Lea 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.

- A great place for families nestled around the green spine of Stepney Green, Regents canal and Mile End Park Leisure Centre.
- A better connected riverside place supported by new neighbourhood centres on and around Commercial Road.

▲ Fig 39. Strategic visions for places

How we are going to get there

SP12

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

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

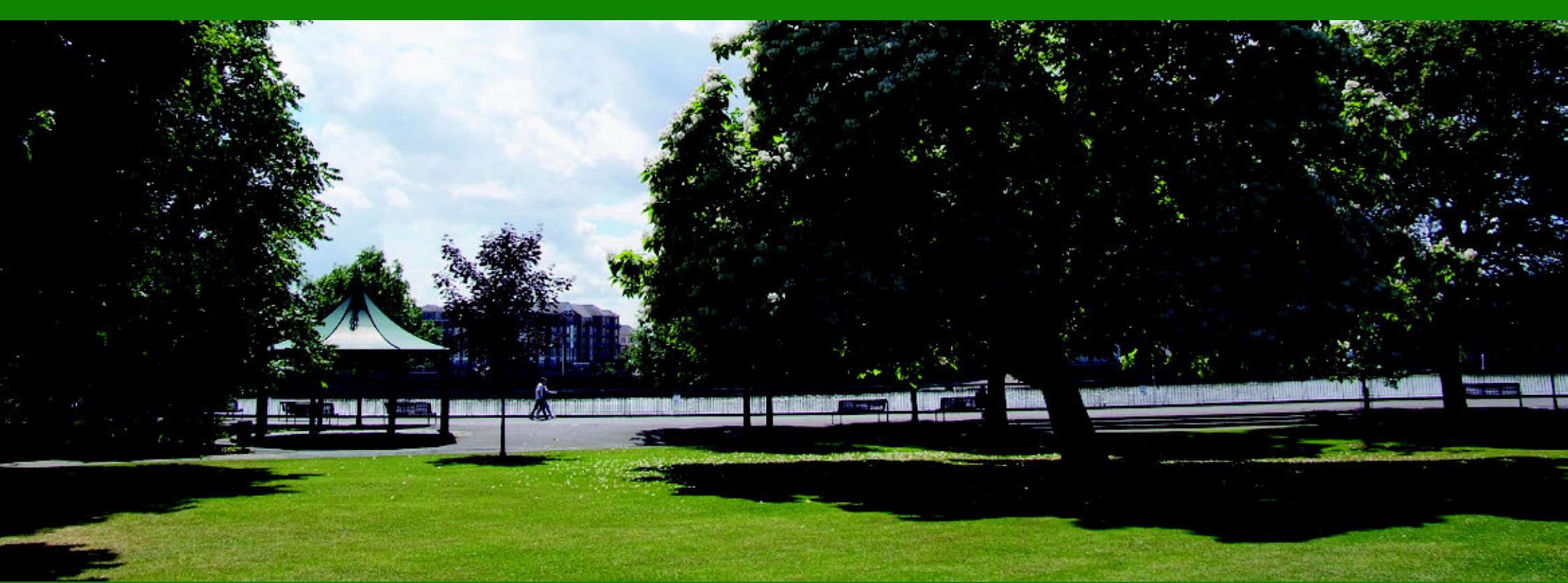
Please refer to Annex: Delivering placemaking (p.98)

Key supporting evidence base

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

Why we have taken this approach

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



Delivery and Monitoring






8

Delivery and Implementation

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

Programme of Delivery

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

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

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

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

Regulatory Framework

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

Governance Arrangements

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

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

Planning obligations

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

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

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

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

Compulsory Purchase

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

Page 36

Planning obligations

SP13

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

The following represent the Council’s priorities:

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

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



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

Plan, monitor and manage

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

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

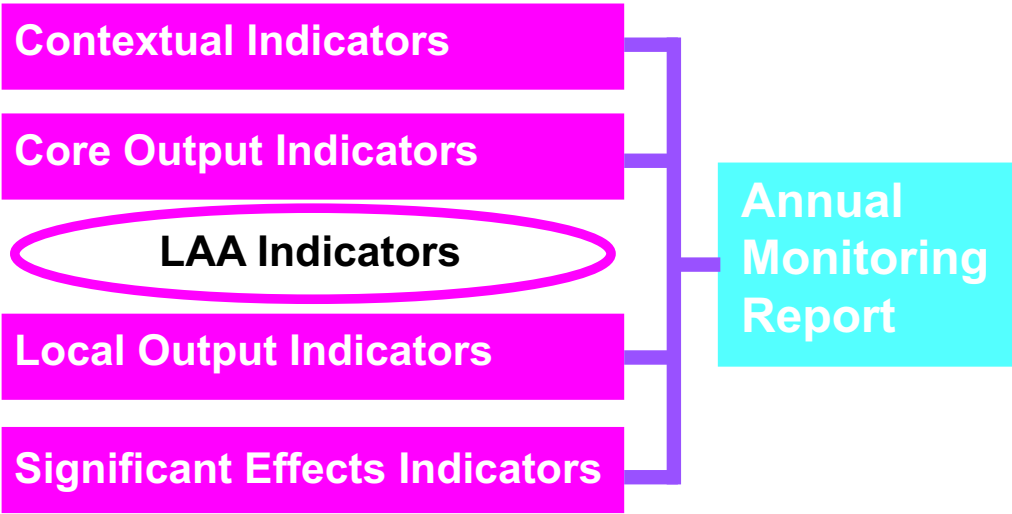
► [View the latest AMR at www.towerhamlets.gov.uk](http://www.towerhamlets.gov.uk)

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

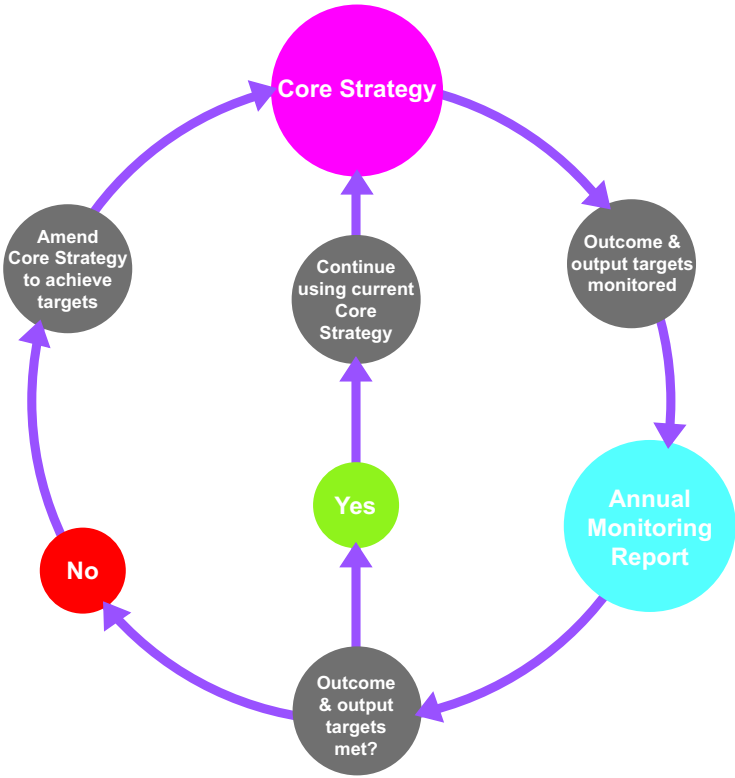
8.13 Tower Hamlets has developed a series of indicators which are updated annually to ensure they are fit for purpose.

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





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



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