

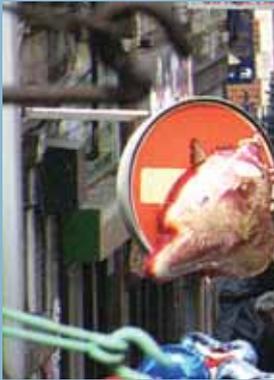
Interim Planning Guidance

LONDON BOROUGH OF TOWER HAMLETS City Fringe Area Action Plan

Adopted for the purpose of development control

Improving the quality of life for everyone living and working in the Borough

September 2007



2007 - 2008
School Improvement
2003 - 2007
Winner of 5 previous
Beacon Awards



TOWER HAMLETS

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Introduction and context

Introduction

Purpose of this document

- 1.1 The London Borough of Tower Hamlets (the Council) has prepared this Area Action Plan (AAP) to provide directions and guidance on how development and change should be managed within the City Fringe.
- 1.2 The City Fringe area of Tower Hamlets is expected to experience significant development and change over the next decade and beyond. The City Fringe Area Action Plan will ensure that growth is delivered to provide the maximum, long-term term benefit for the Borough's communities and ensure the area's exceptional characteristics are recognised and protected or enhanced.
- 1.3 The need for an Area Action Plan arises from the development opportunities, and pressures for competing land-uses in the City Fringe. The area is strongly affected by all existing and future property-market cycles. Change and growth has always been a feature of life in the City Fringe. It is this dynamism which has created the uniquely vibrant character of the area. This Area Action Plan will ensure that the benefits of future development are harnessed for the area and local communities. New development and change will bring improvements to the quality of the environment, delivery of new and improved community facilities for residents, and access to jobs and training for local people.
- 1.4 This Area Action Plan focuses on implementation in order to:
 - i. deliver planned growth areas;
 - ii. stimulate regeneration;
 - iii. protect areas particularly sensitive to change; and
 - iv. focus the delivery of area based regeneration initiatives.



Relationship with national and regional planning policy

- 1.11 National planning policy is contained in a series of Planning Policy Statements and other documents which establish planning principles and policies for the whole of England. The City Fringe Area Action Plan has been prepared to be consistent with National Planning Policy.
- 1.12 The London Plan, which is prepared by the Mayor of London, sets out regional planning policies for the whole of Greater London. The City Fringe contains two designated Opportunity Areas (Whitechapel / Aldgate and Bishopsgate / South Shoreditch). By designating these areas of the City Fringe as Opportunity Areas, the Mayor for London has indicated their potential for accommodating substantial new jobs and/or homes. This designation and growth potential has in part provided the stimulus for the preparation of the City Fringe Area

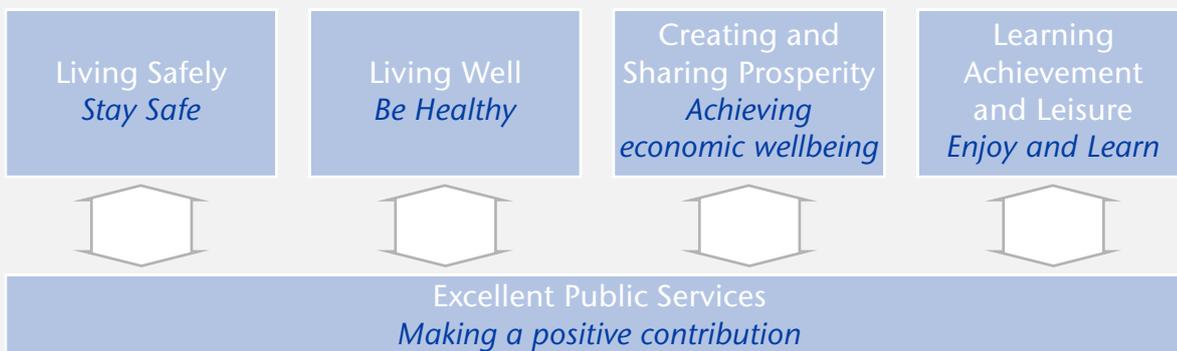
Action Plan, and it has been prepared to be in general conformity with the London Plan.

Relationship with the Community Plan

- 1.13 The Tower Hamlets Community Plan describes the kind of place that people who live and work in Tower Hamlets want it to be. Thousands of people contributed to developing its vision. The Community Plan aims to improve the quality of life for everyone living and working in Tower Hamlets. Figure 1 shows how this will be achieved. The Community Plan is delivered through the Tower Hamlets Partnership which brings together all stakeholders to ensure effective, responsive and inclusive delivery of the Community Plan.
- 1.14 The City Fringe Area Action Plan seeks to contribute to achieving the aims and objectives of the Community Plan.



Figure 1 Community Plan diagram



Relationship with other boroughs

- 1.15 The City Fringe area in Tower Hamlets borders Hackney and the City of London. The London Borough of Hackney has adopted a Supplementary Planning Document for South Shoreditch (2006). Some cross-boundary sites, such as Bishopsgate Goodsynd, may be affected by both complementary documents. Tower Hamlets will work closely with neighbouring authorities to deliver sustainable growth.

Structure

- 1.16 The City Fringe Area Action Plan is structured to provide a comprehensive basis for the future planning of the area and to ensure its directions are clear. Note that all terms used in this document are defined and can be found in the Meaning of Terms in the Core Strategy and Development Control Plan.



- 1.17 **Chapter 1** sets the basis for the document and its relationship to other documents. It also sets out some important contextual information about the City Fringe, including a brief overview of its history and its location in the Borough and London-wide context. The various sub-areas used in the Area Action Plan are also identified.
- 1.18 **Chapter 2** sets out key issues for the City Fringe which have emerged from the review of the evidence base which has informed the Area Action Plan, as well as the key issues which have been derived from a variety of consultation exercises. It then builds on both the context and the key issues to set out a comprehensive vision for the City Fringe, drawing both from the Tower Hamlets Community Plan and the views of the broader City Fringe community. Then it sets out the overarching spatial policy to support the delivery of this vision. This spatial policy is illustrated in the Spatial Strategy Diagram to show the key elements of change in the City Fringe. This chapter aligns with the Core Strategy which, as identified in 1.6 and 1.7 above, provides the key strategic directions for the City Fringe.
- 1.19 **Chapter 3** sets out a number of cross-cutting policies that are relevant across all of the City Fringe. These policies seek to ensure that the infrastructure and services required to support change and growth can be provided, and include transport and movement, open space and water space, health, education, and infrastructure, services and waste.
- 1.20 **Chapter 4** provides detailed planning policies for the sub-areas of the City Fringe. These policies build on the overall spatial policy set out in Chapter 2, and seek to provide policies for each sub-area which clearly set the directions for each area in order to appropriately manage change. This chapter also identifies site allocations for development sites and their preferred uses.
- 1.21 **Chapter 5** outlines the key methods to implement the spatial strategy and deliver the vision for the City Fringe, with key projects illustrated in an implementation diagram.
- 1.22 **Appendix 1** provides an overview of key open spaces in the City Fringe (existing and planned), and shows how the open space policies of the Area Action Plan are to be implemented and delivered.
- 1.23 **Appendix 2** provides a complete list of all policies included in this plan.
- 1.24 **Appendix 3** provides a list of all relevant supporting information used in the formulation of the policies.





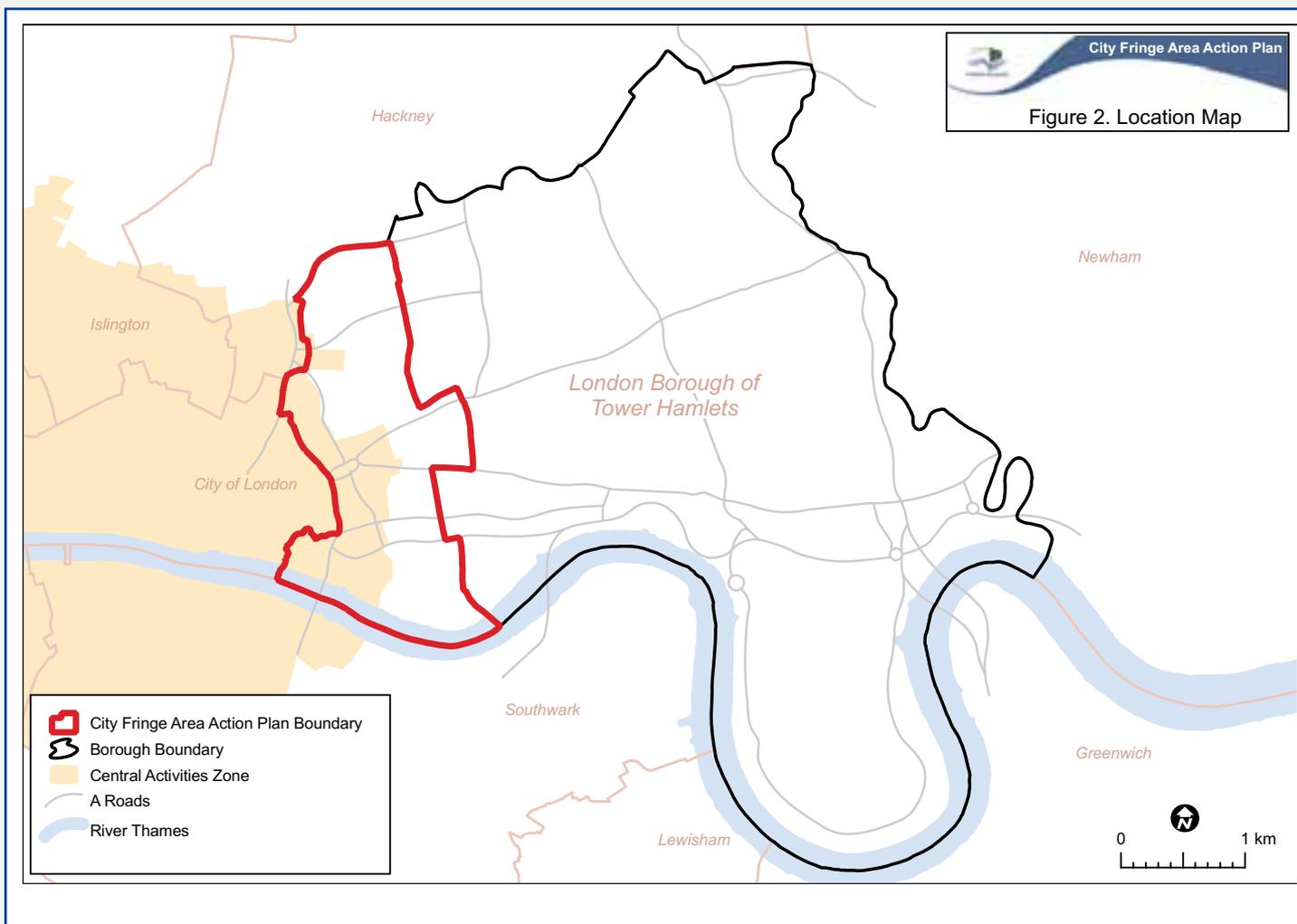
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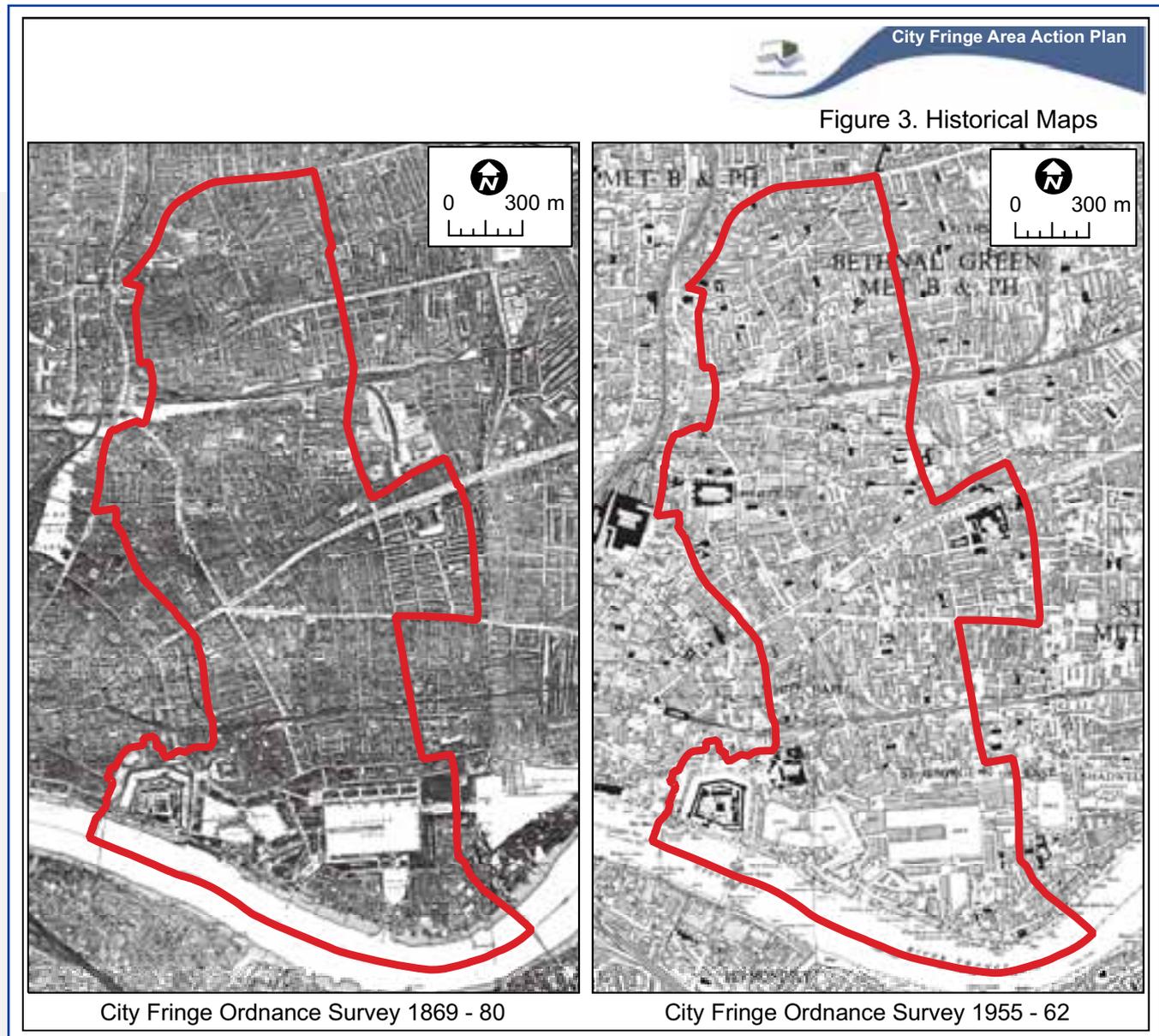


City Fringe in context

Location

1.25 Tower Hamlets' City Fringe lies in the western part of the Borough (the wider City Fringe – which will be referred to as such – incorporates a larger area including parts of the London Boroughs of Hackney and Islington and the City of London). The area is bounded by the Borough border with the City of London to the west; the London Borough of Hackney to the north and west; and the River Thames to the south. The eastern border runs primarily from north to south along Vallance Road, Cavell Street, Cannon Street Road and Wapping Lane. The area extends from Weavers and Bethnal Green in the north to Wapping and St Katharine Docks in the south, and includes significant landmarks such as the Tower of London, the Royal London Hospital in Whitechapel, Spitalfields Market, Christ Church Spitalfields, Whitechapel Art Gallery and Brick Lane. The area is shown in Figure 2.





History of the City Fringe

- 1.26 Tower Hamlets' City Fringe is a rich and diverse area, with a long history of enterprise, multicultural communities and urban regeneration. During the industrial revolution, the area's neighbourhoods experienced extreme urban poverty.
- 1.27 Historically the area has been home to small cottage industries such as silk weaving. The growth of the City as a global financial and business centre in the 1980s led to larger businesses moving in. However, more recently cottage industries, such as fashion designers and small businesses serving local communities, have once again begun to characterise parts of the City Fringe.
- 1.28 For centuries the area has also been a focus for migration including Huguenots, Jews and Bangladeshis. This has resulted in a positive legacy of diverse communities with their various skills and cultural influence being attracted to the area. The long and diverse history of the area is also reflected in the richly diverse built environment and the many notable features of the historical townscape.
- 1.29 Change in the City Fringe since 1869 can be seen in Figures 3 and 4.

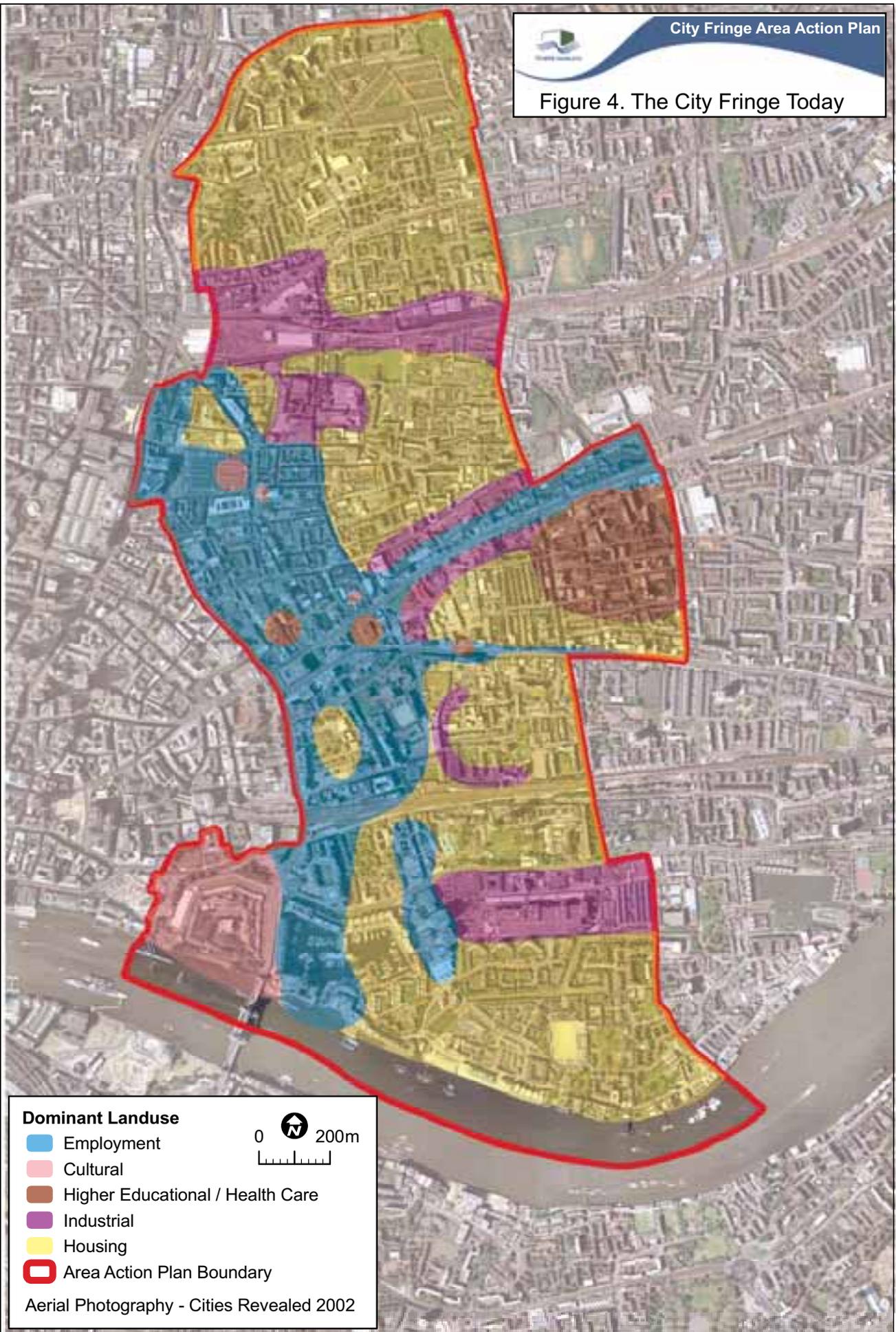


The City Fringe today

- 1.30 The City Fringe is home to around 43,000 people. The population is relatively young; in 2001 more than a third of residents were between 17 – 29 years old. In comparison, 8% of people living in the City Fringe were over 65.
- 1.31 The City Fringe is characterised by an ethnically diverse population, particularly when compared to regional and national ethnicity profiles. Most recently a large Bangladeshi community has evolved around Brick Lane in the Spitalfields and Banglatown ward; a much higher percentage than the rest of the Borough. The area also has a diverse socio-economic profile, where deprived communities often live side by side with pockets of greater affluence.
- 1.32 There are some noticeable differences between the different areas of the City Fringe. In St Katharine's and Wapping ward 7% of the working age population have never worked, whereas in the Spitalfields and Banglatown ward, 17% of the working age population have never worked (the average for Tower Hamlets is 12%). The Spitalfields and Banglatown ward is dominated more by family households with 20%, compared to the St Katharine's and Wapping ward at only 11%, and where 44% of households have one-bedroom (higher than Borough-wide and London averages).
- 1.33 As well as being home to diverse local communities, the City Fringe is an area of considerable importance to the London economy, being a location for major office uses, creative, cultural and tourism activity, and major public sector uses such as the London Metropolitan University and the Royal London Hospital. Figure 4 outlines the dominant land uses in the City Fringe today, with the paragraphs following outlining the characteristics and make-up of the various elements of the City Fringe.



City Fringe Area Action Plan
 Figure 4. The City Fringe Today



Transport

- 1.34 The City Fringe has high public transport accessibility throughout the majority of the area, with the exception of Wapping. The City Fringe is served by the District Line, Hammersmith and City Line, Metropolitan Line, Circle Line, East London Line, Central Line and the Docklands Light Railway. Liverpool Street and Fenchurch Street mainline railway stations are also located close by in the City of London. The area is relatively well served by buses, although east-west connections are considerably better than north-south connections.
- 1.35 Despite the range of transport services, the City Fringe faces the most challenging transport issues in the Borough in terms of transport network capacity. The location of the City Fringe, forming part of the Central Activities Zone, means that many of the services approaching from the east are already crowded and are at or nearing capacity within the City Fringe area. Consequently the planned improvements to the Docklands Light Railway, the East London Line and the proposed Crossrail interchanges at Whitechapel and Liverpool Street are vital to the continued sustainable growth of the City Fringe.
- 1.36 The key transport issues relating to the public transport network are:
- high levels of traffic congestion on the highway network, which is operating at capacity for much of the day; and
 - moderate crowding at present on the Hammersmith & City and District lines, high levels of crowding currently occurring on the Central and C2C lines, and very high levels of crowding currently occurring on the Great Eastern Line.



Built and natural environment

- 1.37 The City Fringe is a historic inner city quarter of London, influenced by a range of cultural elements. It has a rich built form with many areas still retaining their historic, fine-grained street patterns. Historic areas are interspersed with some modern development of variable quality. The award-winning modern Bishops Square contrasts with dominant road infrastructure and dated buildings in Aldgate.
- 1.38 The City Fringe contains the Tower of London World Heritage Site, many Listed Buildings and a historic garden in the Boundary Estate. The area's unique diversity and character of the urban environment are protected through the twelve designated Conservation Areas shown in Figure 5, which are:
- Wapping Pierhead;

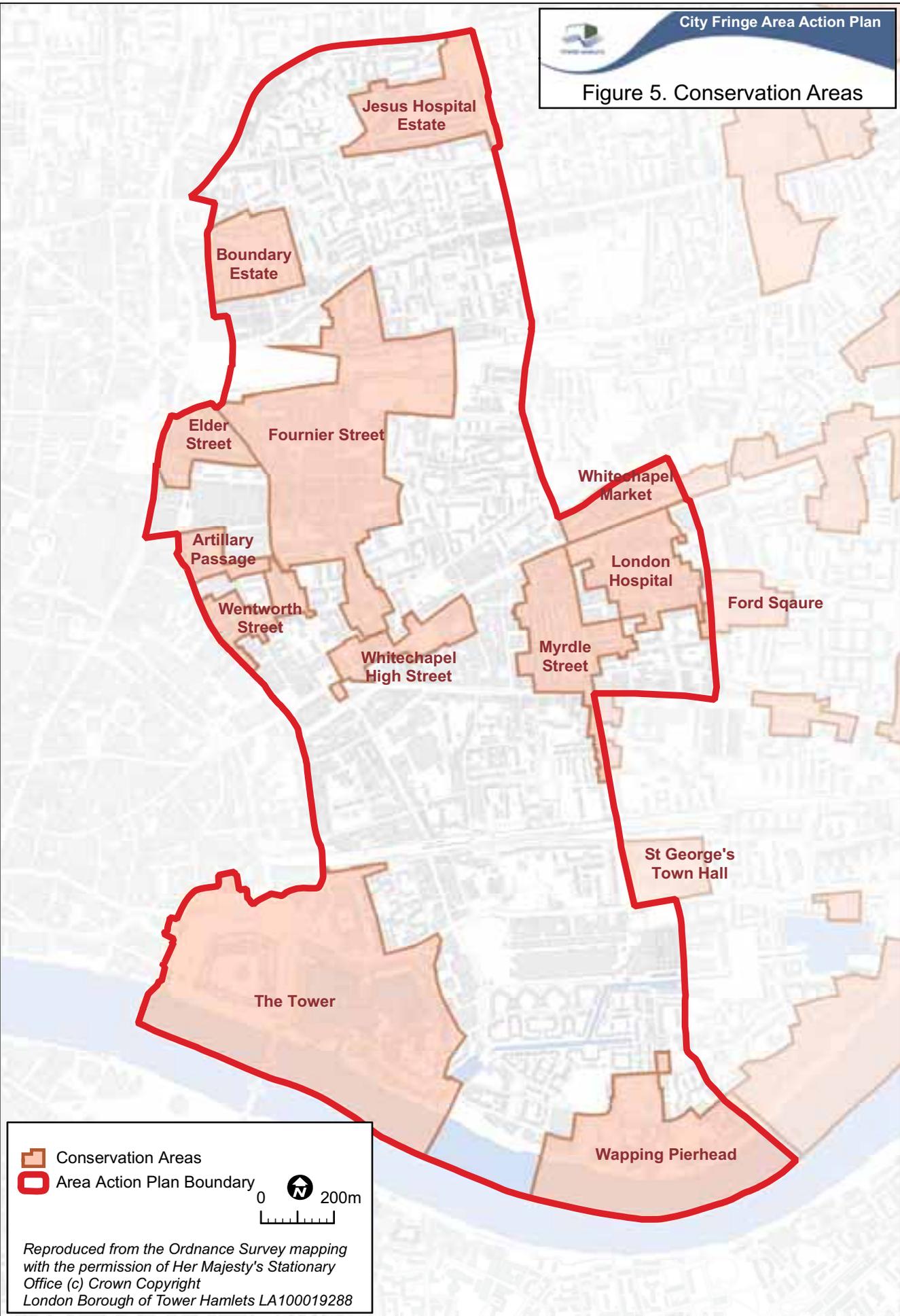
- Boundary Estate;
- Elder Street;
- Fournier Street;
- Artillery Passage;
- The Tower;
- Jesus Hospital Estate;
- London Hospital;
- Wentworth Street;
- Whitechapel Market;
- Myrdle Street; and
- Whitechapel High Street.

1.39 A small part of the Ford Square Conservation Area also covers a part of the eastern part of the City Fringe.

1.40 Public open space in the City Fringe is limited and does not meet the Borough's target for open space. Much of the open space is of poor quality, inaccessible and poorly interconnected. Because of the large proportion of young people, there is a particular demand for play space in the area. One of the biggest challenges to sustainable development in the City Fringe is the adequate provision of additional public open space, exacerbated by high land values.



Figure 5. Conservation Areas



Working in the City Fringe

- 1.41 The City Fringe has a thriving economy that, in part, supports the City of London's business base. Local growth sectors include, the financial and professional services, creative and cultural industries, and catering and hospitality. The creative and cultural industries are clustered in Spitalfields, hospitality and the restaurant trade is centred in and around Brick Lane, and major commercial office uses are largely within the Central Activities Zone shown in Figure 2. The City Fringe is also home to a large number of small and medium sized enterprises. However, despite the provision of small business units on sites like the Old Truman's Brewery on Brick Lane, there is insufficient supply compared to demand for small business space.
- 1.42 Tourism also provides significant opportunities for local employment growth in the City Fringe with attractions such as the Tower of London, Whitechapel Art Gallery, Brick Lane and the local markets. A number of new hotels in the Borough have also helped to boost its profile as a location both for holiday and business visitors. The area is also a location for major public sector uses, including the London Metropolitan University and Royal London Hospital and associated medical school.
- 1.43 The profile of the City Fringe has changed over the last few years from an area of decline with high unemployment to one with greatly improved image and opportunities. The small and medium enterprise clusters located in the City Fringe retain a competitive advantage, in part due to proximity to their markets. It is expected that the wider City Fringe will contribute 30,000 jobs to the London economy by 2016. There is, however, an existing mismatch between local skills and the jobs available, which must be addressed.



Living in the City Fringe

- 1.44 The City Fringe has a high population density, due to the character of the built environment, local accessibility levels and high degrees of local over-crowding and its attractiveness to waves of immigrants. Within the City Fringe, residential areas have traditionally been those outside the Central Activities Zone, although some residential uses do exist within the Zone.
- 1.45 There are a variety of housing types in the City Fringe, from Victorian and Georgian terraces in the north and central (Bethnal Green Road, Boundary Estate and Fournier Street Conservation Areas), post-war housing estates with tower blocks (Aldgate and Cable Street area north of The Highway), to low rise apartment blocks, semi-detached houses, loft conversions in parts, as well as contemporary apartments around the docks in the south.



- 1.46 Housing is supported by a wide range of social and community facilities, including schools and healthcare facilities, many of which are legacies from previous phases of growth. There has traditionally been good social facilities in the City Fringe to support excluded groups, such as Toynbee Hall, which was initially set up to help the poor of the East End in the 19th Century and still provides services to local people. However, there is a need to modernise some social and community facilities, as well as provide new healthcare facilities to support the growing residential and working population.



Shopping and leisure

- 1.47 The City Fringe is characterised by a variety of traditional street markets catering to local ethnic groups and international tourism. This includes the Columbia Road Flower Market, Spitalfields Market, Petticoat Lane Market, Whitechapel Market and Brick Lane Market. Brick Lane also has a mix of ethnic restaurants with Bangladeshi influence, and alternative fashion shopping characterises Commercial Road. Shops within the Central Activities Zone are not organised within traditional town centres, but comprise a larger variety, serving the businesses and other mix of uses in the Central Activities Zone. Spitalfields Market has reinvented itself from a wholesale fruit and vegetable market to a modern retail market with a variety of independent shops and restaurants serving international cuisine.



Social and community facilities

- 1.48 There are 15 primary schools in the City Fringe. In 2005, there was reasonable capacity within the City Fringe for primary school places with 924 unfilled primary school places (4.4 primary form entries) and 186 unfilled nursery places. Bethnal Green Technology College is also located in the City Fringe; at which there were 60 unfilled year 7 secondary school places (0.4 secondary form entries). Currently, there is a modest deficit in provision of GPs relative to demand in the City Fringe. It is served by 7 General Practitioner (GP) surgeries / Health Centres, and 9 Dental Practices. The Royal London Hospital provides strategic health services for an East London-wide catchment population. With a significant increase in population and jobs in the City Fringe, an increase in healthcare facilities is necessary to meet the needs of the existing and future population. There is a variety of built-for-purpose community centres throughout the area many of which have been around for some time.



City Fringe sub-areas

- 1.49 The City Fringe varies from place to place. Some areas are characterised by the activities that take place within them, whereas

others can be characterised by their built form. The Area Action Plan has identified sub-areas based both on their form and function, and sets out clear policies to shape sustainable growth in each area. The sub-areas and development sites in the City Fringe are identified in Figure 6, with the names, sizes and numbers of sites listed in Figure 7. Further information on preferred uses and policies specific to sub-areas can be found in chapter 4.

- 1.50 **St Katharine's, and Aldgate and Spitalfields Market** sub-areas encompass the Central Activities Zone. Policies for change in these areas focus on employment, tourism and education uses in accordance with the Core Strategy. Particular emphasis is also placed on preserving or enhancing the historical nature of Conservation Areas and Listed Buildings. Preferred Office Locations are identified in Aldgate, Bishopsgate Corridor, Tower Gateway, and the western part of St Katharine Docks.
- 1.51 **Wapping** sub-area is predominantly residential and has limited scope for change in much of the sub-area. However, the redevelopment of the News International site, which is likely to bring forward a large residential-led development with a significant contribution to open space, and Tobacco Dock for tourism, with an evening and night-time focus, will spark regeneration in the area.
- 1.52 Change and growth in **Whitechapel** sub-area will be catalysed by the redevelopment of medical and teaching facilities at the Royal London Hospital. The proposed Crossrail interchange will significantly increase local transport capacity and attract investment to the area, including the corridor of employment and retail uses along Whitechapel Road. The Whitechapel Street Market creates a lively, busy atmosphere in the town centre and around the station, but relatively high crime and anti-social behaviour levels needs to be tackled. There is clearly a need to regenerate the public realm and the local housing stock.
- 1.53 **Banglatown and Brick Lane** sub-area is characterised by creative and cultural businesses surrounding Brick Lane, with the street markets, international cuisine and small-scale businesses. Changes in the industrial sector have left some large sites vacant to offer significant regeneration opportunities. This sub-area contains the City Fringe's largest green public open space at Allen Gardens, but this is largely cut off from the residential uses to the north of the railway station. Here too, there is a need to regenerate the public realm and housing estates.
- 1.54 Finally, **Weavers** sub-area is predominantly residential, with some small business and industry and the Columbia Road Flower Market. It is in close proximity to Bethnal Green District Centre. There is little scope for change within this well-established residential community.



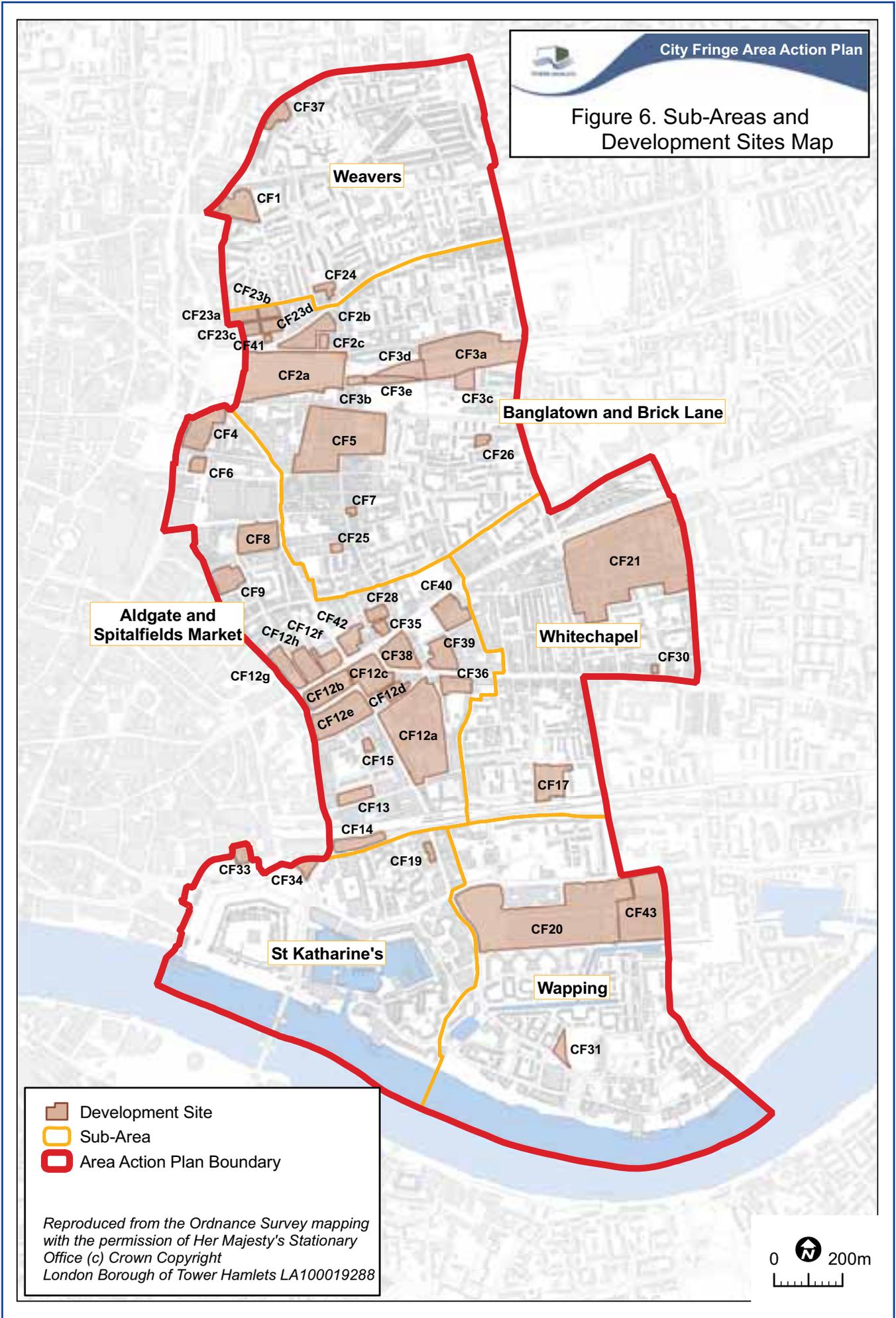


Figure 7: Development Sites

Ref	Site	Site size (ha)
CF1	Mildmay Hospital	0.75
CF2a	Bishopsgate Goodsyard	3.66
CF2b	32-42 Bethnal Green Road	0.72
CF2c	Cygnets Street Car Park	0.11
CF3a	Dunbridge Street & South of Railway	2.80
CF3b	Former Shoreditch Station	0.13
CF3c	Vallance Road	0.29
CF3d	Cheshire Street	0.51
CF3e	Allen Gardens North	0.30
CF4	Fleur de Lis Street (Nicholls and Clarke)	0.89
CF5	Old Truman's Brewery	3.81
CF6	Foldgate St / Spital Square	0.19
CF7	East of Brick Lane	0.06
CF8	Fruit & Wool Exchange	0.97
CF9	100 Middlesex Street, Rodwell House	0.55
CF12a	Goodmans Fields	3.87
CF12b	Aldgate Union 1 & 2	0.81
CF12c	Aldgate Union 3 & 4	0.95
CF12d	Alie Street	0.27
CF12e	Aldgate Union South	1.39
CF12f	Commercial Street West	0.34
CF12g	Middlesex Street	0.58
CF12h	Calcutta House	0.52
CF13	Prescot Street	0.35
CF14	Mansell Street	0.49
CF15	Scarborough Street	0.09
CF17	Former Bishop Challoner School	0.87
CF19	10-20 Dock Street	0.11
CF20	News International	7.16

Ref	Site	Site size (ha)
CF21	Royal London Hospital & Medical School	8.32
CF23a	Corner of Old Nichol Street, Chance Street, Redchurch Street & Boundary Street	0.31
CF23b	Corner of Old Nichols Street, Chance Street, Redchurch Street & Club Row	0.22
CF23c	Corner of Ebor Street, Redchurch Street, Chance Street and Whitby Street	0.20
CF23d	Corner of Club Row, Redchurch Street, Chance Street and Whitby Street	0.24
CF24	Foxes Yard	0.16
CF25	40-48 Fashion Street	0.08
CF26	Underwood Road	0.12
CF28	21 Osborn Street	0.23
CF30	Cheviot House	0.05
CF31	Knighton Street	0.21
CF33	38-40 Trinity Square	0.26
CF34	Sceptre Street	0.21
CF35	Whitechapel Gallery	0.14
CF36	52-58 Commercial Road	0.41
CF37	Land at Pelter Street and Diss Street	0.33
CF38	Central House (London Metropolitan University)	0.80
CF39	33-35 Commercial Road	0.62
CF40	Adler Street	0.70
CF41	Corner Sclater Street & Bethnal Green Road	0.05
CF42	Commercial Street East	0.40
CF43	Tobacco Dock	2.36





Spatial Strategy

City Fringe key issues

2.1 The interrelated key issues for the City Fringe Area Action Plan to deal with include:

1. Strong and diverse business growth

Rejuvenation of declining office stock. Establish and define a clear future economic role of the area, and secure a complementary balance of economic functions, including global financial and business centre functions, and more locally-based employment activity in the Central Activities Zone; protect and promote smaller-scale business and specialist sectors, including creative and cultural industries, and ensure a supply of small and flexible business premises.

2. A balance of employment and residential activities

Ensure that the need for new residential development does not compromise the City Fringe's economic role supporting the City, and thus the need for long-term, large-scale commercial uses.

3. Supporting a vibrant leisure economy

The growing leisure and tourism industries are an important part of the City Fringe economic base and character. The right balance of night-time economic activity, such as bars and restaurants, need to respect the amenity of residential uses.

4. Tackling deprivation

Address deprivation of local communities by ensuring access to new economic opportunities for local people, adequate social and community facilities for all, in order that growth helps to achieve sustainable neighbourhoods.

5. Protecting the built heritage

Regeneration and new development must strive for design excellence which respects and enriches the sensitive townscape and the built heritage of the area. New buildings and public spaces must enhance the historical features of the City Fringe, including the numerous Conservation Areas, Listed Buildings, street patterns, and the Tower of London. Tall buildings must also be well designed to respect the Strategic Views of London's important features.

6. Quality and quantity of public open space

Tackle the fragmentation of, and poor access to, open space. The range of open spaces needs to act as an interconnected network that serves the whole community. All public spaces, including the pavements and cycle networks, need to be well designed as they form an important part of public enjoyment in a high-density environment like the City Fringe.



- 7. Reduce existing overcrowding by providing new affordable homes.**
The City Fringe has a high population density, partly due to high levels of overcrowding. New homes are required to support the existing population and predicted population growth. The new homes must be of a suitable size to support the full range of housing needs, including large family homes.
- 8. Securing improvements to transport infrastructure**
Growth in the City Fringe requires additional transport infrastructure, including Crossrail and an extension to the East London Line. New stations must be accessible to all and well integrated. Docklands Light Railway lines and train lines act as barriers for pedestrians and cyclists. Improvements to existing stations are needed to make them more accessible by providing a good interchange between different forms of public transport.
- 9. Local accessibility**
Overcoming the fragmentation of neighbourhoods caused by physical barriers through improved physical connections across the City Fringe and to neighbouring areas.
- 10. Ensure regeneration projects provide benefits for all**
New projects, such as Crossrail and the Royal London Hospital, will benefit local residents. However, they will also trigger a wider range of development interest which must benefit the widest range of local people. New residential and economic development will be required to contribute to the provision of community facilities, open spaces, strengthened educational (including higher education) and health services, training and skills development, and job opportunities for new and existing residents.



Vision for the City Fringe

2.2 In 2016, the City Fringe will be a dynamic, vital urban district made up of a well-connected network of distinct and diverse neighbourhoods, a variety of employment opportunities, and more usable and well-connected open space. Building on the existing character, range of uses and diversity of the City Fringe, the future vision is for an area with:

- a vibrant character based on a mix of fine grain built environment and larger-scale modern offices and homes celebrating the multi-cultural diversity of local communities;
- strong small business sectors, building on existing clusters of creative and cultural sectors;
- continuing expansion of global financial and business centre functions from the City to Tower Gateway, Aldgate, St Katharine Docks and Bishopsgate, which contribute to the economic strength of London in the global economy;
- high-quality, sustainable development which respects the historic and sensitive townscape of the area, while introducing distinctive world-class architecture and public realm;
- a flourishing evening and night-time economy and tourism sector, based on managed clusters of activity in the key accessible locations of Brick Lane, Whitechapel, Tobacco Dock and St Katharine Docks;
- innovative and well-connected public realm and open spaces; and
- interconnected cultural facilities with the new Ideas Store, the expanded Whitechapel Gallery, the Rich Mix Centre, the Old Truman's Brewery and greater use of public spaces for cultural events.

2.3 The policies, actions and implementation tools set out in the City Fringe Area Action Plan seek to facilitate the physical, social and environmental transformation of the area to ensure the vision becomes a reality.



City Fringe spatial strategy

- 2.4 The City Fringe has an important role to play in maintaining the strength of London's economy, to the benefit of all Londoners. A key issue for the spatial strategy set out in the Area Action Plan will be to ensure the future economic role of the area, and in particular securing a complementary balance of economic functions, including global financial and business centre functions, and more locally-based employment with other uses. New housing will be a major feature in the City Fringe combining with existing communities and ensuring the infrastructure to support them is provided.
- 2.5 The overall spatial strategy for the City Fringe is detailed in Policy CFR1 and summarised in Figure 8.

Policy CFR1 City Fringe spatial strategy

1. **Employment, tourism and retail will be supported in the City Fringe through:**
 - a) local job creation and growth improvement including through the expansion of the higher education facilities around London Metropolitan University at Aldgate and Royal London Hospital at Whitechapel;
 - b) major office development to promote the City Fringe as a global and financial business centre contributing to the provision of employment opportunities for Tower Hamlets, London and surrounding regions;
 - c) promoting the expansion of commercial office development and associated business, educational facilities, entertainment and leisure facilities, tourism and retail uses, subject to the protection of existing housing and the historic environment and the promotion of employment opportunities for local people within the Central Activities Zone;
 - d) promoting Aldgate, the western part of St Katharine Docks, the Bishopsgate Corridor, and Tower Gateway as Preferred Office Locations;
 - e) protecting viable employment sites;
 - f) promoting large-scale hotels, serviced apartments and small-scale hotels where there is high public transport accessibility, and retaining hotels in the Central Activities Zone;

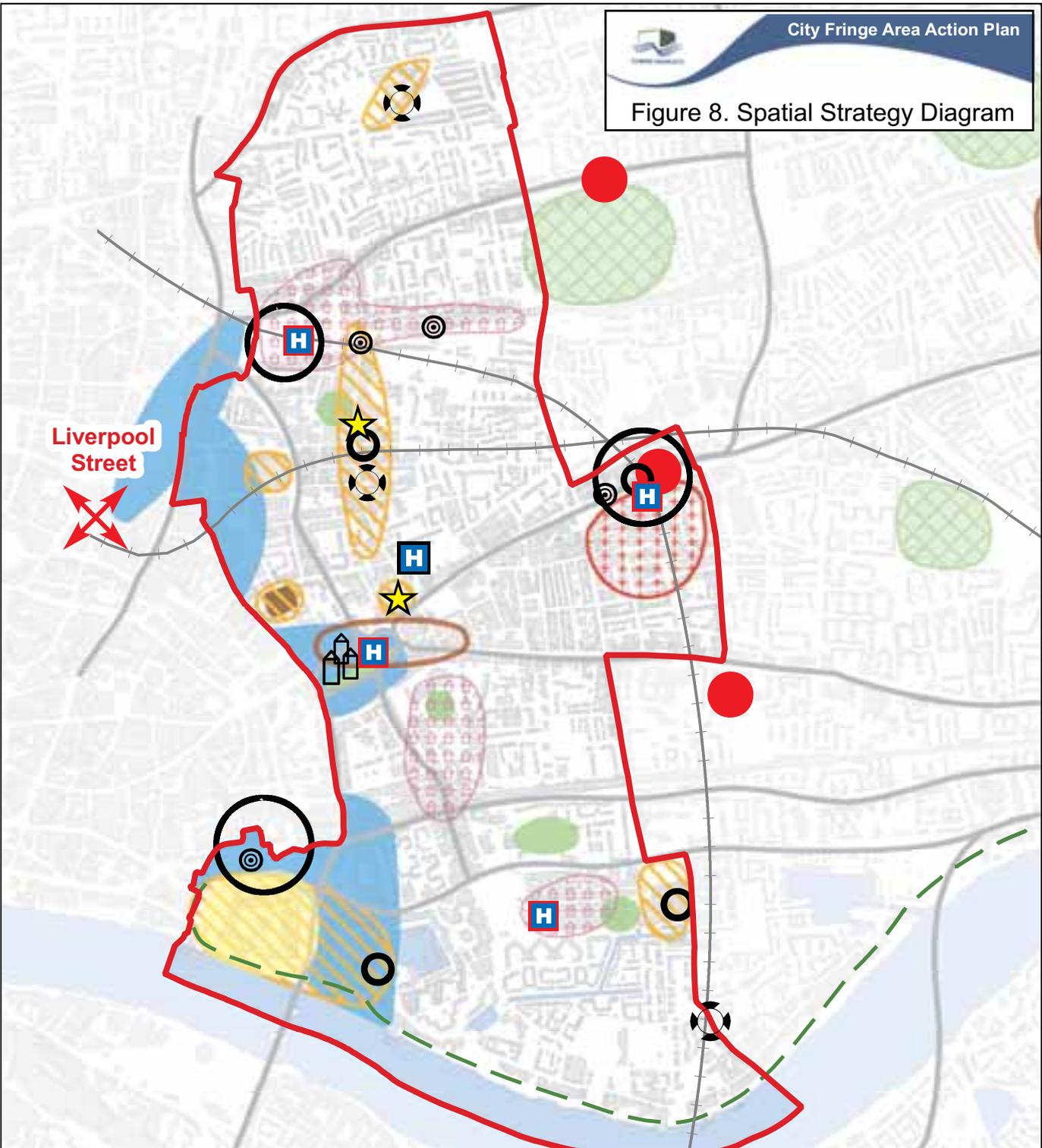




- g) promoting creative and cultural industries and tourism, including tourist focus areas in St Katharine Docks, the Tower of London, Whitechapel Art Gallery, Spitalfields Market, Brick Lane and Columbia Road Flower Market;
 - h) promoting and retaining small business space;
 - i) promoting and enhancing the unique characteristics of the town centres at Wapping, Columbia Road and Whitechapel; CAZ Frontage at Wentworth Street and retail units throughout the Central Activities Zone; and
 - j) focusing a vibrant evening and night-time economy around Brick Lane, Whitechapel, Tobacco Dock and St Katharine Docks.
2. In general, development in the City Fringe should ensure:
- a) sustainable communities through high quality design and environmentally sustainable measures with the principles of sustainable development;
 - b) adequate infrastructure capacity and social and community facilities to support existing, and new communities;
 - c) tall buildings will create a central focus for commercial activity at Aldgate;
 - d) the preservation or enhancement of regionally and locally important views, including to the Tower of London from City Hall, the backdrop of Tower Bridge and St Paul's Cathedral, Christ Church, Spitalfields and Old Truman's Brewery Chimney; and
 - e) the preservation or enhancement of the historic environment of the Borough, including the Tower of London as a World Heritage Site, Listed Buildings and Conservation Areas.
3. New housing will complement existing housing in the City Fringe including:
- a) a greater proportion of affordable housing and family sized dwellings, and a variety of housing sites and typologies;
 - b) both private and communal amenity space; and
 - c) a small provision of student accommodation in close proximity to London Metropolitan University at Aldgate to support the University.

4. Transport will be improved in the City Fringe, with safer and more direct pedestrian and cycling routes, and improvements to the existing public transport system to allow people to move within the City Fringe and to other parts of the Borough and beyond including:
 - a) a new, more accessible location for Shoreditch Station on Shoreditch High Street, through the extension to the East London Line;
 - b) the introduction of Crossrail better connecting the City Fringe to central London, the Isle of Dogs and Stratford, through an interchange at Whitechapel;
 - c) more capacity on the Docklands Light Railway through an additional carriage to each train;
 - d) giving buses more priority through priority routes; and
 - e) focusing high-trip generating uses in areas with high public transport accessibility and minimising on-site parking provision.
5. Open space will be created and enhanced in the City Fringe through:
 - a) the protection and improvement of all existing public open spaces;
 - b) maximising opportunities for provision of new public open spaces;
 - c) improving access and links amongst existing open spaces and green chains; and
 - d) the extension and improvement of riverside walkways.





City Fringe Area Action Plan
 Figure 8. Spatial Strategy Diagram

- | | | |
|--|----------------------------------|-----------------------------|
| ★ Creative and Cultural Industries Focus | ⤵ New / Improved Transport Links | 🌊 River Thames |
| ● District Centre | ⋯ Strategic Walkways | 📏 Area Action Plan Boundary |
| ⊙ Neighbourhood Centre | ⚡ A Roads | |
| 🏢 Tall Building Cluster | 🏠 New Housing Focus | |
| ⊖ Evening and Night-Time Focus | 🌳 Major Public Open Space | |
| ✂ Major Transport Interchange | 🏡 World Heritage Site | |
| 🎯 Pedestrian Improvements | ⊖ Improved Interchange | |
| 🚉 New Shoreditch High St Station | 🎓 Higher Education Cluster | |
| 🏥 Proposed Health Centre | 🏠 CAZ Frontage | |
| 🏥 Expanded / Improved Health Centre | 🏥 Health Services Cluster | |
| | 🏢 Preferred Office Locations | |
| | 🌳 New Public Open Space | |
| | 🏡 Tourist Focus Area | |



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Cross-cutting themes

Transport and movement



Ensure sustainable transport throughout the City Fringe, from strategic connections right through to the local movement system

- 3.1 The range of uses and activities in the City Fringe means that thousands of people move in and through the area every day, many on foot or bicycle. However, many areas of the City Fringe are not welcoming and attractive to pedestrians and cyclists. Major road corridors and other transport infrastructure create barriers to pedestrians and cyclists, and some connections are not as legible, direct or convenient as they could be. Improving connectivity throughout the City Fringe, and to the rest of the Borough and adjoining boroughs, is a priority. Consideration needs to be given to all modes of transport including walking, cycling, public transport and the road network. It is a Council priority to tackle climate change through a sustainable transport network. Therefore precedence will be given to improving and increasing public transport travel, cycling and walking over private motor vehicle transport.
- 3.2 The mixed-use character of the City Fringe means that there is considerable potential for future development to minimise the need to travel and to promote sustainable forms of access and movement, particularly walking and cycling as modes of travel.

Public transport

- 3.3 The City Fringe has high public transport accessibility levels in the majority of the area, with most areas benefiting from Public Transport Accessibility Level (PTAL) ratings of 4 or more, where 6b is the highest. The exception is the Wapping sub-area in the south of the City Fringe which mainly has PTALs of 2 and 3. However, the City Fringe faces the most challenging transport issues in the Borough in terms of transport network capacity, as it will experience huge pressure with the projected development if measures are not taken to meet the increased demand. The location of the City Fringe, forming part of the Central Activities Zone, means that many of the services approaching from the east are already crowded and are at, or nearing capacity within the City Fringe area.
- 3.4 The City Fringe also benefits from access to the St Katharine's Pier and Tower Millennium Pier (just to the west in the City of London) for water transport.
- 3.5 Future increases in public transport capacity will come from the opening of Shoreditch High Street Station by 2010, and the extension of the East London Line north through Hackney and beyond, and the proposed development of Crossrail. The latter (subject to it being delivered), in particular, will release capacity from other east-west



lines serving the City Fringe. The Council will also support other sustainable modes of transport, such as trams. Until these major infrastructure investments take place, improvements to public transport capacity will come primarily from new and improved bus services in the area.

3.6 Key priorities for improvement are:

- provision of additional north-south services, particularly along Commercial Street;
- provision of services east-west along The Highway;
- a direct service between Liverpool Street Station and Canary Wharf (which could use both Commercial Street and The Highway);
- improvements to Whitechapel Station (public transport interchange);
- increased line and station capacity on underground and rail lines;
- north-south links between Bishopsgate Goodsyard, Brick Lane and Banglatown to Goodmans Fields, St Katharine Docks and the Tower Gateway public transport interchange;
- improved operating environment and facilities for buses; and
- enhanced pedestrian and cycle connections, particularly between development areas and public transport interchanges.

Walking and cycling

3.7 The City Fringe will benefit from well-connected and useable routes, including works to the footpaths to improve north-south and east-west links. Many of the main vehicle routes and the Docklands Light Railway/train lines going through the City Fringe act as barriers to pedestrians, and the environment needs improvement to allow pedestrians and cars both to easily use the environment together,

3.8 Core Policy CP40 (Sustainable Transport Network) encourages developers to place emphasis on improving conditions for walking and cycling by removing barriers. Particular areas for improvement include the areas surrounding Cable Street, the Tower Gateway public transport interchange, Aldgate, Whitechapel High Street, Dunbridge Street and South of Railway and Commercial Street. New and improved pedestrian and cycle routes will be focused along Whitechapel Road, Commercial Road; north-south between Bishopsgate Goodsyard, Brick Lane and Banglatown, Aldgate Gyratory in the north and the Tower Gateway public transport interchange, Wapping and the River Thames; east/west to and from Liverpool Street station and Brick Lane/Whitechapel. This will facilitate better





connectivity throughout the City Fringe. Whitechapel High Street and Whitechapel Road have been earmarked for environmental corridor upgrades including improved public realm connecting London Metropolitan University to the City through improvements to the road network at Aldgate.

Cars, roads and highways

- 3.9 As the City Fringe benefits from high access to public transport, opportunities to increase access to this and remove the need for car movement in general, are strongly supported. This means on-site parking should be minimised with a strong focus on car-free agreements.
- 3.10 Outdated highways in this sub-area create difficulties for car movement (particularly at Aldgate and the Tower Gateway public transport interchange) and an unfriendly pedestrian environment. The Council supports changes which will improve vehicle movement within and to the outside of the sub-area, particularly from east to west to the City of London.

Policy CFR2 Transport and movement

Improved transport and movement in the City Fringe will be provided through:-

1. The creation of new, and improvement of existing, pedestrian and cycle routes, including links:
 - a) east/west to and from Liverpool Street Station and Brick Lane/Whitechapel;
 - b) at the Tower Gateway public transport interchange and eastwards to Wapping;
 - c) along Whitechapel Road and Commercial Road; and
 - d) north-south between Bishopsgate, Aldgate, Wapping and the River Thames.
2. Ensuring all major destinations, including open spaces, are clearly signed, well-connected and can be easily reached by all of the community.
3. Co-ordinating new development with the delivery of public transport enhancements. Each major application for planning approval will need to demonstrate there is adequate capacity (existing or planned) on the network to accommodate the demand generated by the proposal.

4. **Improvements to existing infrastructure, and new infrastructure including:**
 - a) highway improvements at Aldgate to remove the Gyratory, with the re-introduction of two-way traffic on Whitechapel High Street, allowing the closure of Braham Street to enable new public open space for Aldgate;
 - b) the introduction of Crossrail, including a high quality public transport interchange at Whitechapel Station, with direct interchange between the proposed Crossrail station with District and Hammersmith & City Lines;
 - c) the closure of Shoreditch Station and opening of Shoreditch High Street Station as part of the extension to the East London Line, providing public transport accessibility directly north to Hackney and beyond and south to existing and new East London Line stations;
 - d) upgrading the existing Docklands Light Railway services and infrastructure; and
 - e) new and expanded London Bus routes and services including one linking Canary Wharf to Liverpool Street.
5. **New public transport interchanges at Whitechapel and Bishopsgate Goodsyrd that should:**
 - a) create landmark public transport interchanges that are well designed to provide for:
 - i) pedestrians;
 - ii) cyclists;
 - iii) buses;
 - iv) taxis; and
 - v) any future City Tram extension into Tower Hamlets;
 - b) include on-site renewable energy generation; and
 - c) incorporate the principles of good design, in particular:
 - i) urban public open space (paved, piazza space) to improve station visibility and the users' experience;
 - ii) active frontages and internal kiosk/shop which contribute to vibrancy and safety;
 - iii) station entrances orientated to maximise permeability and connectivity; and
 - iv) comprehensive signage.



Key initiatives and improvements to give effect to this policy are illustrated in Figure 9. Note that bus improvements are not shown in this Figure.

Implementation

Policy CFR2 will be implemented by:-

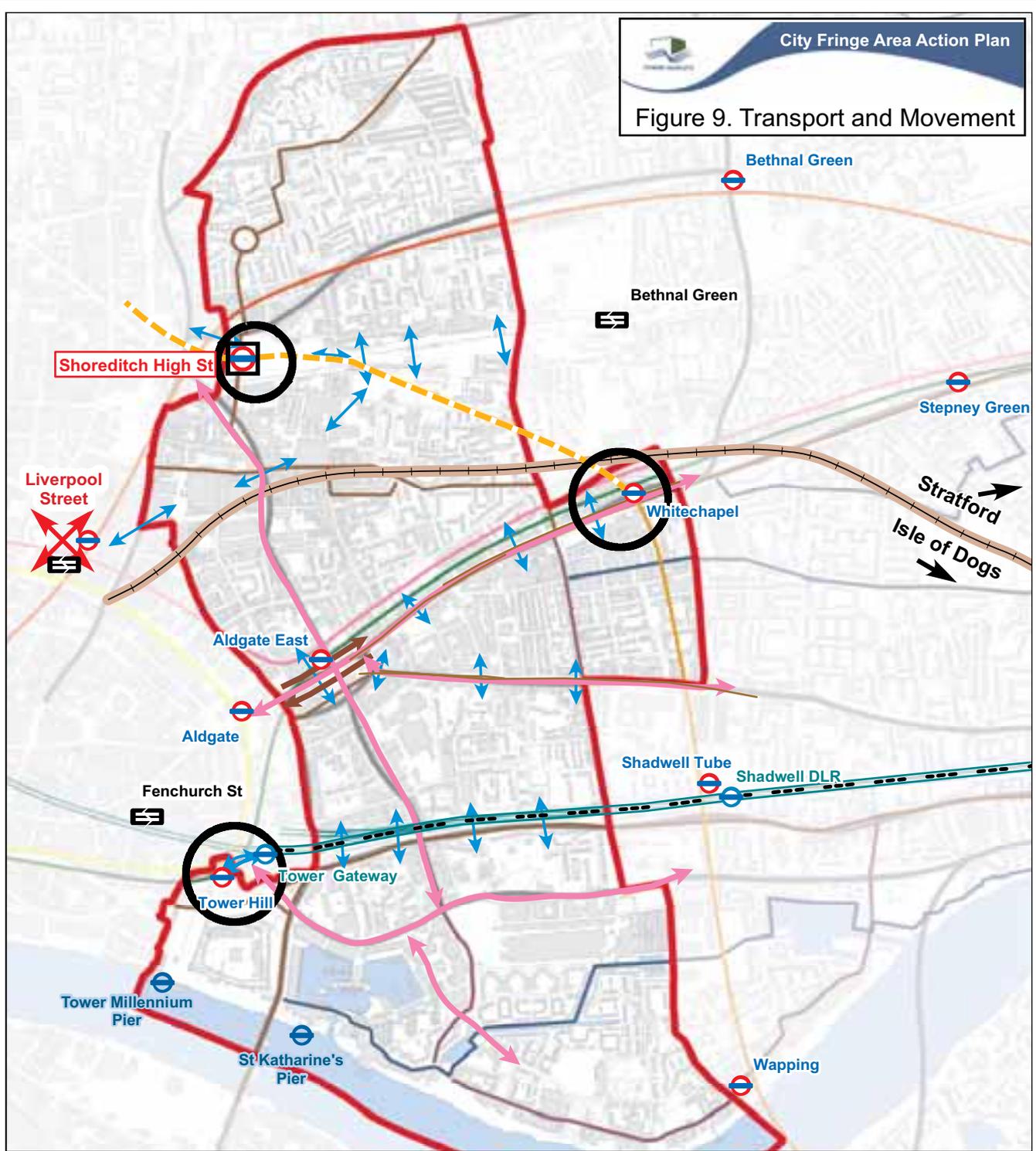
- Ensuring planning approvals accommodate and provide for the movement network and transport improvements identified in Figure 9, including the provision of planning obligations where appropriate. Major development proposals will be expected to contribute to improved bus services catering for the City Fringe particularly north to south and road and streetscape improvements.
- Requiring a Transport Assessment in accordance with Development Control Policy DEV17 (Transport Assessments) to be submitted for planning applications which will have a significant impact on the transport network (highway or public transport). This will need to demonstrate that there is adequate capacity on the network to accommodate the demand generated by the proposal.
- Requiring a Travel Plan in accordance with Development Control Policy DEV18 (Travel Plans) to be submitted for major planning applications. This will be an important element in encouraging more sustainable travel behaviour, particularly for major developments that generate a high number of trips.
- Working in partnership with Transport for London, the East London Line Project, Crossrail London Links and individual developers, to ensure transport infrastructure improvements are realised and the needs of existing and future City Fringe communities are met.
- Integrated planning through master plans and development briefs at Aldgate and Goodmans Fields, Whitechapel, the News International site, and Old Truman's Brewery.
- Major development proposals will also be expected to contribute to road and streetscape improvements, pedestrian permeability, bus services and cycling improvements, where appropriate.



Monitoring

Policy CFR2 will be monitored by reviewing planning completions and the transport demand they create, to ensure planning approvals do not exceed the transport capacity (existing or planned) of the City Fringe. In particular, the Council will carefully monitor the progress of Crossrail, to ensure it delivers enhanced capacity to meet the demand that can only be accommodated by it, and the impact of the extension to the East London Line. The Council will report the results of this as part of the Annual Monitoring Report.

City Fringe Area Action Plan
 Figure 9. Transport and Movement



	Relocated Shoreditch High St Station		London Underground Stations		Tower Hamlets Cycle Network
	Major Transport Interchange		DLR Stations		Proposed Cycle Route
	British Rail		New / Improved Public Transport Interchange		Strategic Cycle Route
	River Transport		Strategic Roads		London Cycle Network Plus
	Proposed Crossrail Route		Central Line		
	Extension to East London Line		Circle Line		
	DLR 3 Car Upgrade		DLR		
	Improved Pedestrian / Cycling Links		District Line		
	Improved Pedestrian Connection		East London Line		
	Aldgate Two-way Highway		Hammersmith and City Line		
			Area Action Plan Boundary		



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Health provision

Creating opportunities for a healthy, active City Fringe



- 3.11 Creating a healthy community and improving the health outcomes of all people in Tower Hamlets is a key objective of the Council and the Tower Hamlets Partnership. In 2006, the Tower Hamlets community overall have health outcomes which are below the London average in a number of areas, including life expectancy, infant mortality and the number of working-aged people on incapacity benefit.
- 3.12 The Council and the Primary Care Trust have undertaken an assessment of the existing and future communities' healthcare requirements. Particular deficiencies in the provision of General Practitioners have been identified in existing areas where growth is expected. New primary healthcare facilities are required to support the residential and working population growth in Banglatown and Brick Lane (Bishopsgate Goodsynd), Wapping (News International), Aldgate and Spitalfields Market (site to be determined through the master planning process) and Whitechapel (as part of the health cluster).
- 3.13 Core Policy CP28 (Healthy Living) states that providing convenient access to modern networks of primary and community based health services is a priority within Tower Hamlets and the Primary Care Trust's Health and Well-being Strategy. Reducing health inequalities can also be achieved by addressing wider issues, such as improving access to work, decent homes and safer streets, and reducing opportunities for crime. Good quality open space, environmentally responsive development and access to leisure facilities can also contribute to a healthier future.

Policy CFR3 Health provision

Healthcare facilities in the City Fringe will be provided to meet the community's health needs through:

1. The provision of new/additional integrated primary health facilities as part of the redevelopment of Bishopsgate Goodsynd, Whitechapel, Aldgate and the News International site. New primary healthcare facilities in mixed-use development should incorporate the principles of good design; in particular facilities should:
 - a) be integrated with other uses on the site, specifically other community uses and public open space wherever possible;
 - b) maximise accessibility; and
 - c) be located in a prominent, highly visible position and supported by signage.



2. **The Council supporting an expanded and improved Spitalfields Health Centre.**
3. **Promoting land-uses which contribute to the existing cluster of health facilities associated with the Royal London Hospital, including medical and health services and research facilities to the south of Whitechapel Road and / or close to the Whitechapel public transport interchange.**
4. **Promoting the co-location of a range of complementary health facilities and other community facilities.**

The locations for new and expanded healthcare facilities are shown in Figure 10.

Implementation

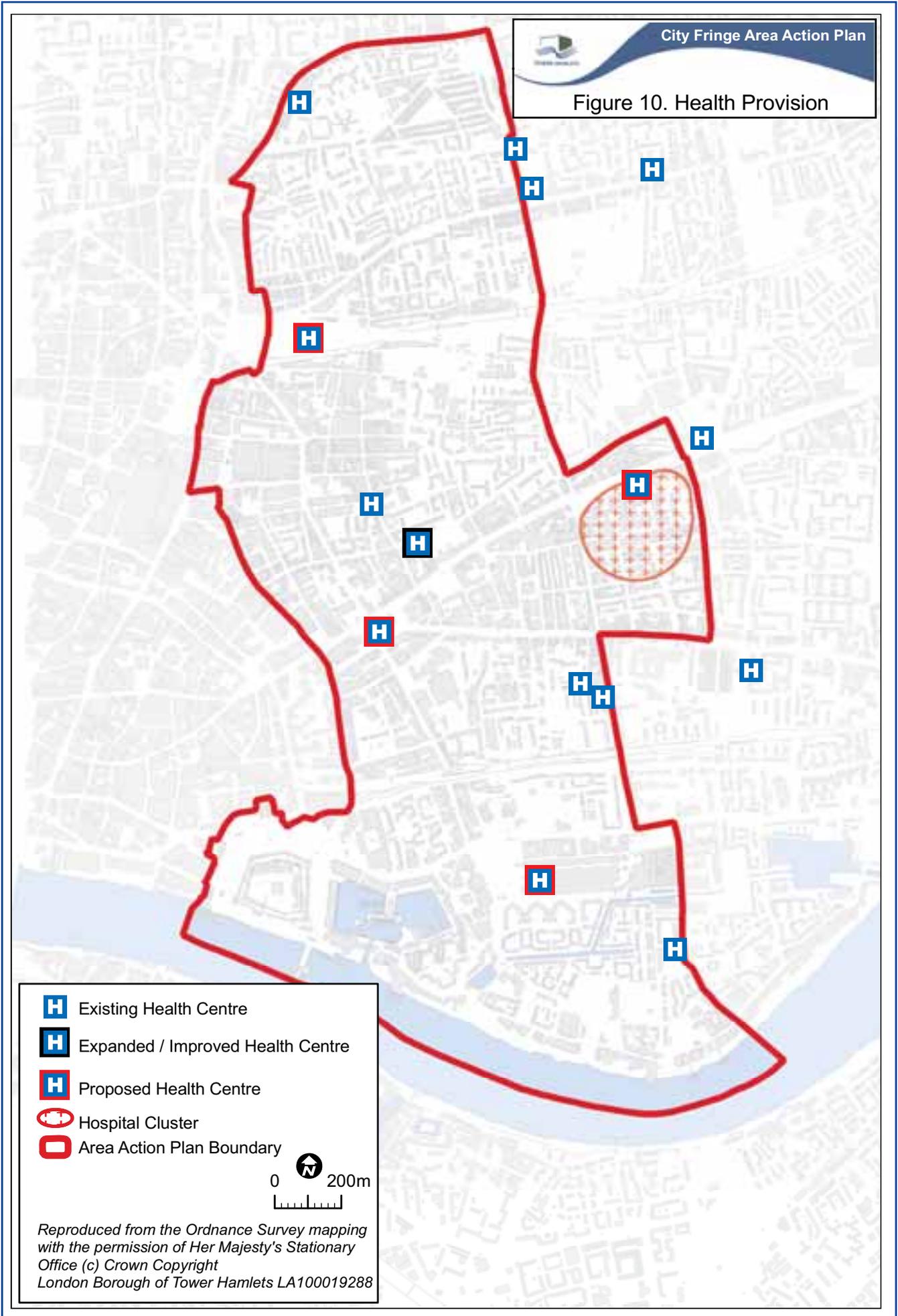
Policy CFR3 will be implemented by: -

- Working in partnership with the Tower Hamlets Primary Care Trust, the Royal London Hospital (the Barts), and the London National Health Service Trust and the broader community, to ensure that the healthcare needs of the City Fringe community are being met.
- Requiring the provision of healthcare facilities on individual proposal sites and/or as part of major developments.
- Requiring planning contributions to provide new, or improve existing health facilities where appropriate.
- Integrating the identified new health facilities into mixed-use developments in master plans.

Monitoring

Policy CFR3 will be monitored by reviewing planning permissions and builds granted on sites/locations identified for healthcare facilities, to ensure that adequate provision has been made to meet the demand. The Council will report the results of this monitoring (where required) as part of the Annual Monitoring Report.





Education provision

Placing learning for everyone at the very heart of a revitalised City Fringe

- 3.14 The Council places the highest priority on raising the educational attainment levels of children and young people in the Borough, including the City Fringe, making sure they have the skills to progress to further and higher education and to access employment opportunities. Providing facilities for (re)training and educational development for adult learners is also very important. This objective is emphasised in the Community Plan which also highlights the need for early years facilities.
- 3.15 The Council's Strategic Plan aims to improve educational attainment for residents in the Borough through high quality schools, early years facilities including Children's Centres, youth services and lifelong learning opportunities. The Local Authority is developing and delivering the Building Schools for the Future programme to transform secondary education. The programme will improve teaching and learning facilities, as well integrate complementary community facilities.
- 3.16 The scale of development envisaged in this Area Action Plan presents a challenge to the Local Authority in ensuring there will be sufficient schools and other education provisions to meet local needs.
- 3.17 The spatial strategy outlined above, based on the dwelling mix assumptions could generate a demand of up to 1344 additional primary school places (6.4 primary school entries) towards the end of the life-time of this plan of which a significant proportion could be accommodated within the existing provision due to current capacity for additional numbers in existing schools.
- 3.18 The existing primary schools within the City Fringe area have limited capacity to expand physically. Opportunities for site rationalisation which may offer expansion potential will be investigated and considered in the context of the provision of school places in adjoining areas of the Borough.
- 3.19 The spatial strategy for City Fringe will result in the need for up to 660 additional secondary school places over the lifetime of the plan. However, this may not arise until 2010-2014. This increasing need will be kept under review and will be considered at a Borough level in the context of the overall provision of secondary school places. The initial strategy will be to consider the options for expansion at existing school sites where possible.





- 3.20 London Metropolitan University, and the Barts and the London National Health Service Trust medical college all have education facilities in the City Fringe, and make an important contribution to the character and function of the area. London Metropolitan University operates from a series of sites in and around Aldgate. Teaching and research facilities include the furniture design centre on Commercial Road, which forms an important part of the creative and cultural industries cluster in the City Fringe. It is envisaged that through greater partnership working with all universities, increased student intake, and the consolidation of London Metropolitan University facilities in Aldgate, higher education activities will become better integrated into the local community and help drive sustainable regeneration.

Policy CFR4 Education provision

To improve education provision in the City Fringe:

- 1. The Council will support the development and consolidation of educational uses associated with the London Metropolitan University around Aldgate.**
- 2. Within the Preferred Office Location at Aldgate, student accommodation will not be acceptable. Further east of this, student accommodation may be appropriate to support the University.**
- 3. Where need is identified, the Council will support the development of new educational facilities in locations that maximise accessibility for the existing and future population.**
- 4. The Council will concentrate new capacity at existing facilities where this is possible, having regard to the existing site and accommodation and the optimum size of a school.**

The locations for new and expanded education facilities are shown on Figure 11.

Implementation

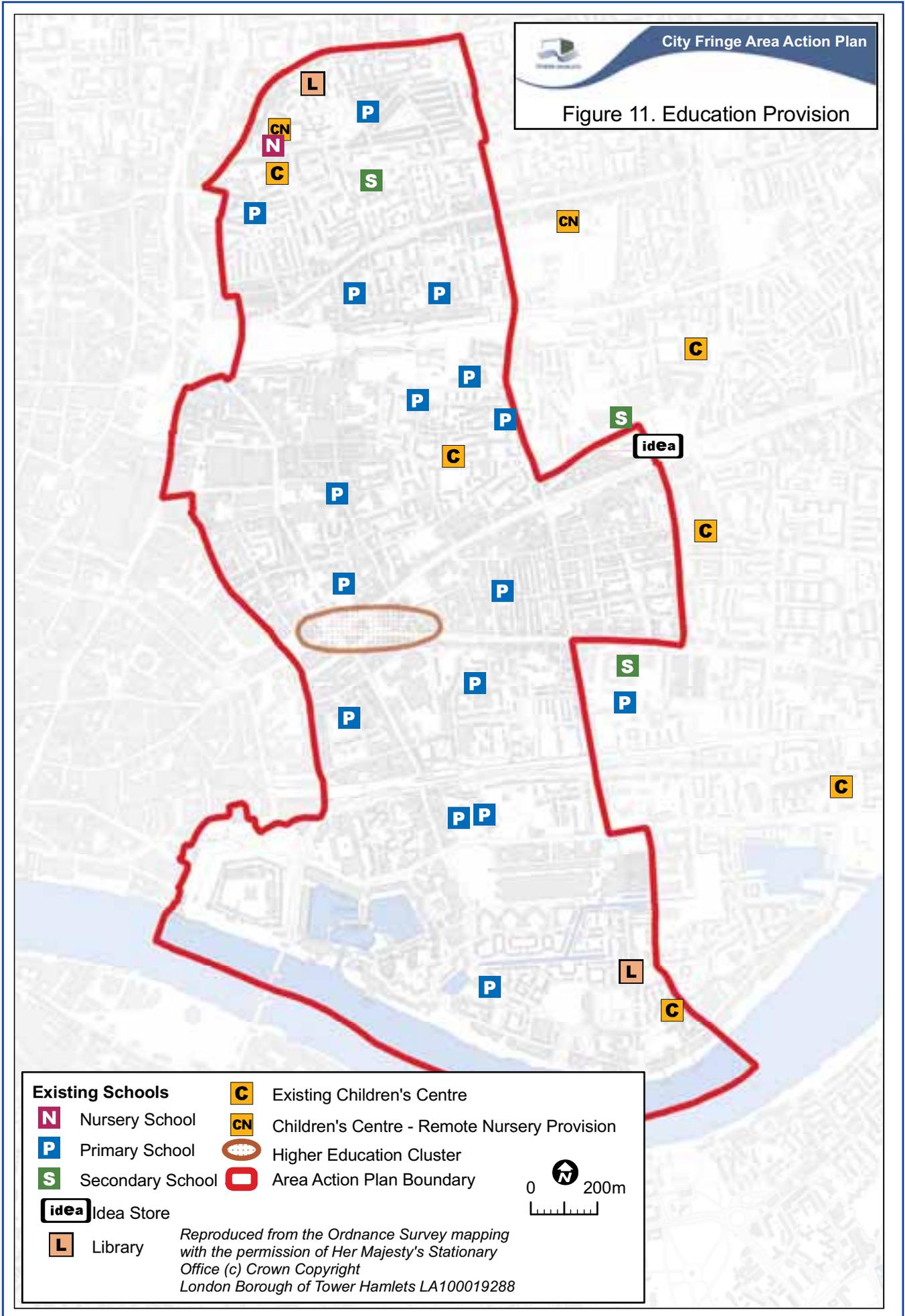
Policy CFR4 will be implemented by: -

- Seeking planning obligations, where appropriate, to provide for the educational facilities for the increased residential population in the Borough. Housing development in the City Fringe will be expected to make a contribution to primary and secondary school facilities and early years and childcare provision in the area.
- Council working with in partnership with London Metropolitan University to consolidate their university facilities in a campus cluster at Aldgate.



Monitoring

Policy CFR4 will be monitored by reviewing planning approvals on sites/locations identified for educational facilities, to ensure that adequate provision has been made to meet the demand, and by monitoring the number of new residential units permitted and their anticipated impact. The Local Authority regularly monitors the pattern of provision of school places, actual school rolls and the capacity of schools.



Open space and water space

Connecting the City Fringe through an integrated network of green spaces

- 3.21 New public spaces are a priority in the City Fringe, and the Council has sought to identify where new spaces can be created. In a Borough already deficient of open space provision, there is a relative lack of public open space within the City Fringe, coupled with poor access to some of the existing open spaces, as well as a general need to improve environmental quality in key areas. A related issue is the need to improve physical connections throughout the City Fringe and to neighbouring areas, particularly the Central Area of the Borough where many of the large public open spaces are situated. There is a particular shortage of play space for children of all ages, and there is limited open space to support biodiversity.
- 3.22 At present there are approximately 16 hectares of publicly accessible open space in the City Fringe, which is lower than the Borough's overall target of 1.2 hectares per 1000 population. There are likely to be limited opportunities to create major new green spaces in the City Fringe that would improve the existing level of provision, due to the density of development and prevailing character of the area. However, a number of new public open spaces have recently been created as part of major developments, including a new public square in the redeveloped Royal London Hospital and Bishops Square near Bishopsgate, proving new public open spaces can be created in the City Fringe with good planning and good design. Several more have been identified through the Area Action Plan as part of large-scale development proposals.
- 3.23 The spatial strategy envisages the creation of at least 6 hectares of new and improved public open space within the City Fringe. The Council will also seek additional publicly accessible open space by expanding existing spaces. New public open spaces in the City Fringe will help the Borough maintain its overall target of 1.2 hectares per 1,000 population.
- 3.24 In addition to the quantity of open space, the Council recognises that the quality, attractiveness, accessibility and range of uses associated with new and existing open spaces is an equally important issue. Good connections between open spaces, the uses in and around open spaces, landscape and design features, and cultural events within open spaces can all help to animate open spaces. This in turn contributes to users' enjoyment and their perception of safety. Therefore the Council has proposed a range of measures to improve the quantity and quality of open spaces, including new spaces in major developments and improved links between all public open



spaces. The proposed network of open spaces is designed to encourage a network of complementary but different spaces that contribute to the users' overall experience. The Council will also expect good and innovative design of open space, and in addition encourage new ways to provide open space and leisure uses in the City Fringe.

- 3.25 Core Policy 37 (Flood Alleviation) identifies flooding as an important factor, which affects the City Fringe, particularly to the south which falls within a Flood Risk Area. The Environment Agency have advised that in this part of the City Fringe, the statutory defence level City Fringe is 5.23m Above Ordnance Datum. Ensuring that flood risk is minimised is an important element of creating sustainable communities in the City Fringe.

Policy CFR5 Open space and flooding

Open space in the City Fringe will be maximised by:

1. **Planning a network of open spaces (existing and new) in accordance with the guidance outlined in Appendix 1, to ensure that the delivery of public open space meets the needs of all City Fringe communities.**
2. **Incorporating provision for recreation facilities, including play space areas.**
3. **Requiring the provision of open spaces as part of new developments.**
4. **Requiring new large green public open spaces as part of new developments at:**
 - a) **Bishopsgate Goodsynd;**
 - b) **Goodmans Fields;**
 - c) **the News International and Tobacco Dock sites;**
 - d) **Allen Gardens North and surrounding sites;**
 - e) **Aldgate (Braham Street); and**
 - f) **the Royal London Hospital.**
5. **Requiring a new, primarily hard landscaped public open space as part of new development at Old Truman's Brewery.**
6. **New publicly accessible open space should be provided as part of other new developments, including office and residential schemes through:**
 - a) **small 'pocket parks' within development proposals, particularly higher density office and residential schemes in the west of the area;**



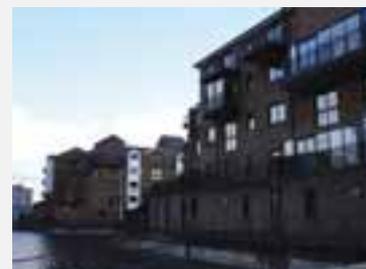
- b) the expansion and enhancement of existing public open spaces;
- c) improvements to the quality of streets and road corridors, through planting, surfacing and street furniture, where they could contribute significantly to the overall open space network within the area. Priority locations for environmental improvement are:
 - i) The Highway, in association with redevelopment of the News International Site;
 - ii) Aldgate;
 - iii) along Commercial Road, Whitechapel Road and Commercial Street; and
 - iv) around the Tower Gateway public transport interchange.



7. Supporting the better use of existing open spaces and the provision of small-scale new facilities within open spaces. (Facilities must be ancillary to the open space and not impact on the open character of the space.)
8. Where development is proposed along the River Thames, it should provide for a continuous footpath (river walkway). This should include both pedestrian and cycle paths.

Key public open spaces to give effect to this policy are illustrated in Figure 12.

9. The Council will ensure that flood risk is managed in accordance with Government guidance and development that may result in, or be exposed to, an unacceptably high level of risk will not be supported.
10. Green roofs, sustainable urban drainage systems, and other mitigation measures to reduce surface water run off as close to the source as possible, will be encouraged.
11. Development that promotes sustainable form, layout and design will be supported to ensure flood minimisation is designed in at the earliest possible stage.
12. Development within Flood Risk Areas should consider the residual risk of flooding, and finished floor levels for all residential accommodation should be above the Statutory Defence Level of the adjacent flood defences.
13. Development should be set back from the river and docks to provide access for pedestrians, emergency vehicles and river wall maintenance / construction machinery.



Implementation

Policy CFR5 will be implemented by: -

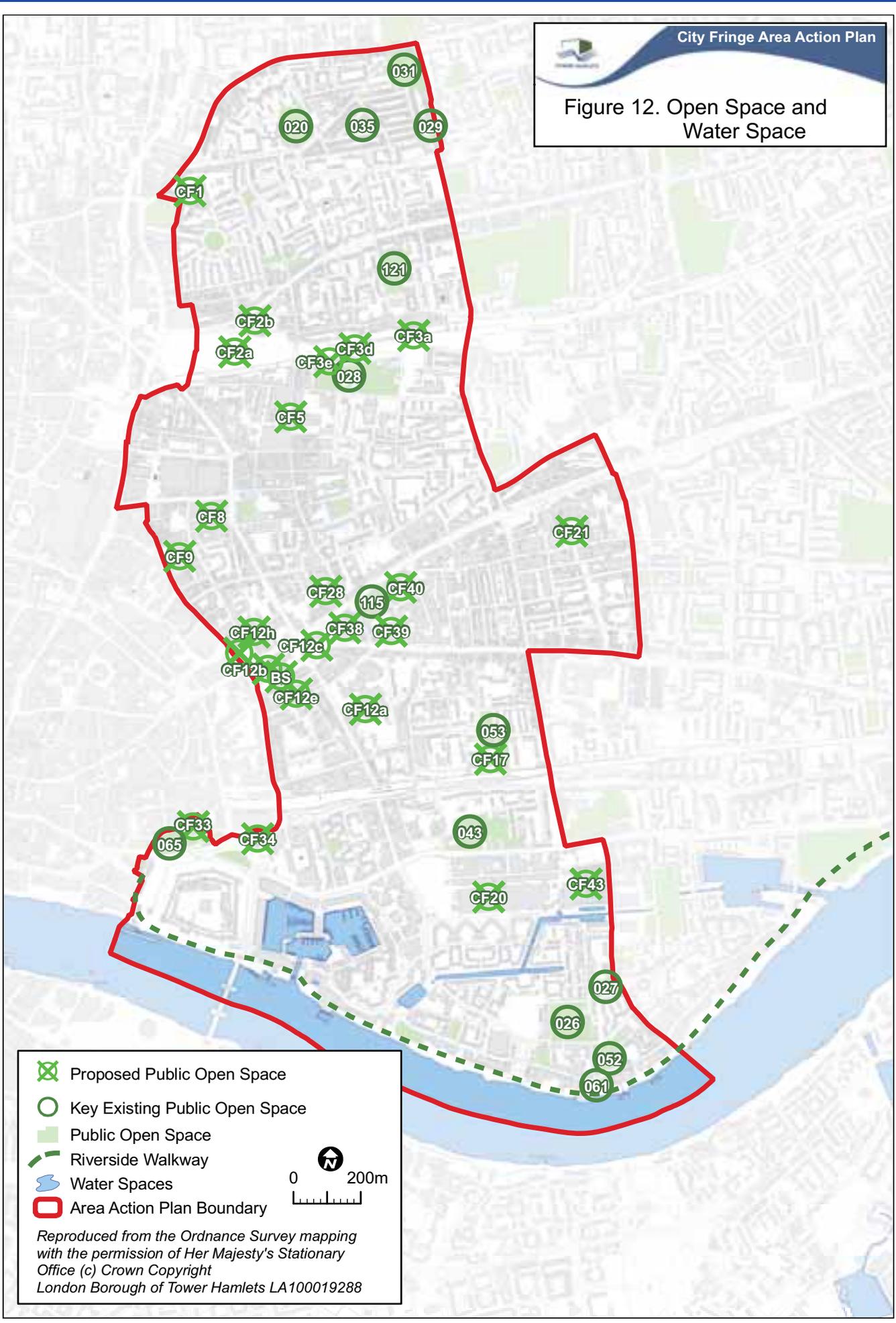
- Requiring that planning approvals for developments included in Appendix 1 and windfall sites accommodate and provide for open space on-site. Ensuring that all other opportunities for on-site open space are maximised.
- Ensuring that planning approvals for new development schemes which are not required to provide open space on-site include the provision of financial contributions through planning obligations for open space where appropriate.
- Managing the pooling of financial contributions towards off-site open space to achieve the outcomes of the Council's Open Spaces Strategy.
- Preparing master plans/development briefs for Whitechapel, Aldgate and Goodmans Fields, News International and Old Truman's Brewery to ensure integrated well-designed, accessible public open space provision.
- Encouraging greater and more intensive use of existing public open space for leisure activities through investment in locations such as Allen Gardens.

Monitoring

Policy CFR5 will be carefully monitored by reviewing planning permissions granted on sites/locations identified for open space facilities to ensure that on-site provision has been made and new and improved public open spaces are meeting the demand. Results will be reported through the Annual Monitoring Report.



Figure 12. Open Space and Water Space



Infrastructure, services and waste



A sustainable, compact City Fringe supported by excellent infrastructure

- 3.26 As a well established area of intensive business, residential and related activity, the City Fringe is well serviced by utilities infrastructure. The existing electricity infrastructure is robust, although upgrading of the existing sub-stations will be required in a timely fashion to support development. The existing gas network infrastructure, coupled with general routine upgrades, will provide a sufficiently robust network to support anticipated development proposals. Some local upgrades, including local pressure-reducing stations may be required to support some of the larger site-specific developments. The proposed increase in employment numbers and residential units will mean that wastewater flows will increase. In order to accommodate this increase within the combined drainage network, consideration will need to be given to reducing or attenuating storm water discharge. Schemes such as rainwater harvesting, water features with soakaways and green roofs will be promoted.
- 3.27 Emergency and Essential Services are important infrastructure and ongoing services must be maintained during any redevelopment, specifically ensuring the ongoing provision the Fire Station on in the redevelopment of Site CF38 in Aldgate.

Policy CFR6 Infrastructure and services

1. Applications for development in the City Fringe will be required to ensure that new and/or upgraded infrastructure will be in place to support the development prior to the development being occupied. Local improvements may be required to electricity, gas, water, wastewater and telecommunications infrastructure and services.
2. Applications for tall or large structures will need to satisfy the Council that the potential for interference with television reception and other communications services has been fully taken into account in the siting and design of such developments. Factors such as the height and width of each face of the structure, the material and outside surface finish, and the orientations of the sides of the structure in relation to any local transmitter should be taken into account in any planning application. If it is clear, by the nature of the development, that disruption will be a significant problem, the development may be required to incorporate suitable infrastructure to correct the situation.

3. The Council will seek to facilitate the improvement and establishment (where necessary) of infrastructure to support the emergency and essential services in the City Fringe.
4. The Council will promote and encourage the use of on-site renewables throughout the City Fringe, in particular in the Banglatown and Brick Lane, Wapping, Whitechapel and Aldgate sub-areas.

Policy CFR7 Infrastructure capacity

1. The Council will closely monitor the capacity of key infrastructure essential to the creation of a sustainable community in the City Fringe, to ensure the pace of development corresponds with infrastructure availability. This includes monitoring transport, public open space, health, and education infrastructure and facilities.
2. New development will only be supported where it can be adequately serviced by the available infrastructure or by infrastructure which will be in place prior to the development being occupied. The lead-in times for infrastructure improvements will also be a key consideration.

Minimisation of waste in the City Fringe

- 3.28 The scale of development from new residential, employment and community uses in the City Fringe will generate an overall increase in waste. The Council's Municipal Waste Management Strategy 2003-2018 is driven by a commitment to waste minimisation and recycling which this plan seeks to implement. Core Policy CP39 (Sustainable Waste Management) states that the Council will safeguard existing waste management facilities and make adequate provision for waste management facilities in appropriate locations to accommodate waste management capacity requirements in the next 15-20 years.
- 3.29 There are no major waste sites in the City Fringe at present, and none are designated in the spatial strategy. However, the existing composting facilities in the City Fringe, which the Council will continue to support, are:
- Cable Street Community Garden;
 - Spitalfields City Farm;
 - St Mary's Backyard;
 - Stepping Stones City Farm; and
 - Ben Johnson Primary School.



Policy CFR8 Waste

The Council will support the development of additional composting facilities in the City Fringe and ensure that all new developments include the provision of suitable accessible waste and recycling storage facilities.

Implementation

Policy CFR6/7/8 will be implemented by:

- Ensuring that planning approvals granted have considered the infrastructure and service implications of the local area and, where required, have made provision for augmentation or the provision of new infrastructure to ensure that new development can be suitably accommodated.
- Ensuring that the providers of infrastructure and services are adequately consulted prior to planning approvals being granted in accordance with the Statement of Community Involvement.
- The Council working closely with service providers to ensure infrastructure and services meet the needs of the existing and future City Fringe communities.
- Using Development Control Policy DEV15 (Waste and Recyclables Storage) to determine the suitability of sites for new waste management facilities when considering planning applications.
- Requiring planning obligations for local improvements to gas, electricity, water, telecommunications services and wastewater, where appropriate.

Monitoring

This policy will be monitored by ensuring that the level of approved development is kept under review in relation to its outputs (e.g. housing, population, jobs) and its expected timing for being built out. This will then be reviewed according to the infrastructure capacity which is either in place or committed to being in place.

The results of this monitoring will be reported in the Annual Monitoring Report, and will inform the consideration of planning applications where it has been identified that infrastructure is not coming on stream in line with approved development and the demand being generated. The Council will also bring forward, through the Local Development Scheme, amendments to the Local Development Framework to review policies and site allocations, where the results of monitoring show that policies are not delivering sufficient infrastructure to meet demand.





WOLF HOUSE SHOPS
TOWER HILL STATION

TOWER OF LONDON
P. 27 10 10
HUGHES PARK

YACHT CLUB
ST KATHARINE'S LOCK
ST KATHARINE'S PIER

INTERNATIONAL HOUSE
ST KATHARINE'S HEALTH CLUB
DOWN HOUSE

Dickensian

People walking on the path in the foreground.



Sub-areas

Aldgate and Spitalfields Market sub-area



Summary of existing character

- 4.1 The Aldgate and Spitalfields Market sub-area is the main focus of commercial office development that forms a global financial and business centre with a prevalence of office buildings, many in need of rejuvenating. Major commercial uses formed clusters around public transport interchanges during the office peak in the late 1980s but the urban environment in some areas such as Aldgate requires regeneration to meet the needs and expectation of modern City-type businesses. The sub-area is located within the Central Activities Zone with other prominent activities including higher education, entertainment, leisure, tourism and retail uses. These activities are an important element of London's economy, and the Council has a duty to protect and enhance the Central Activities Zone as well as ensuring these activities benefit the Borough and its residents.
- 4.2 The sub-area is characterised by high density commercial buildings, but pockets of residential development are located throughout the sub-area, to the east, in Conservation Areas, further from transport interchanges and close to social facilities, although there is very little public open space in the sub-area. Residents also occupy the sub-area's remaining historic townhouses to the north in the Elder Street Conservation Area.



Future character statement

- 4.3 The sub-area has been identified for its significant regeneration potential. Sites close to the public transport interchange at Aldgate East will be transformed into a lucrative business quarter that will support the continued successful function of the City as a global financial and business centre. Regeneration will include transport improvements to Aldgate to remove the Gyratory and create a two-lane highway improving the environmental quality and re-emphasising the pedestrian environment, through new high quality public open space, improved crossings and access to the public transport interchange.
- 4.4 London Metropolitan University will consolidate its activities in an open campus in Aldgate East, with high quality architecture that is integrated with the surrounding public realm and the local community.
- 4.5 An exemplar office cluster will continue to consolidate around Liverpool Street and the Bishopsgate Corridor. Commercial development will preserve or enhance the historic urban fabric to create a vibrant mix of new and old buildings. Spitalfields Market will

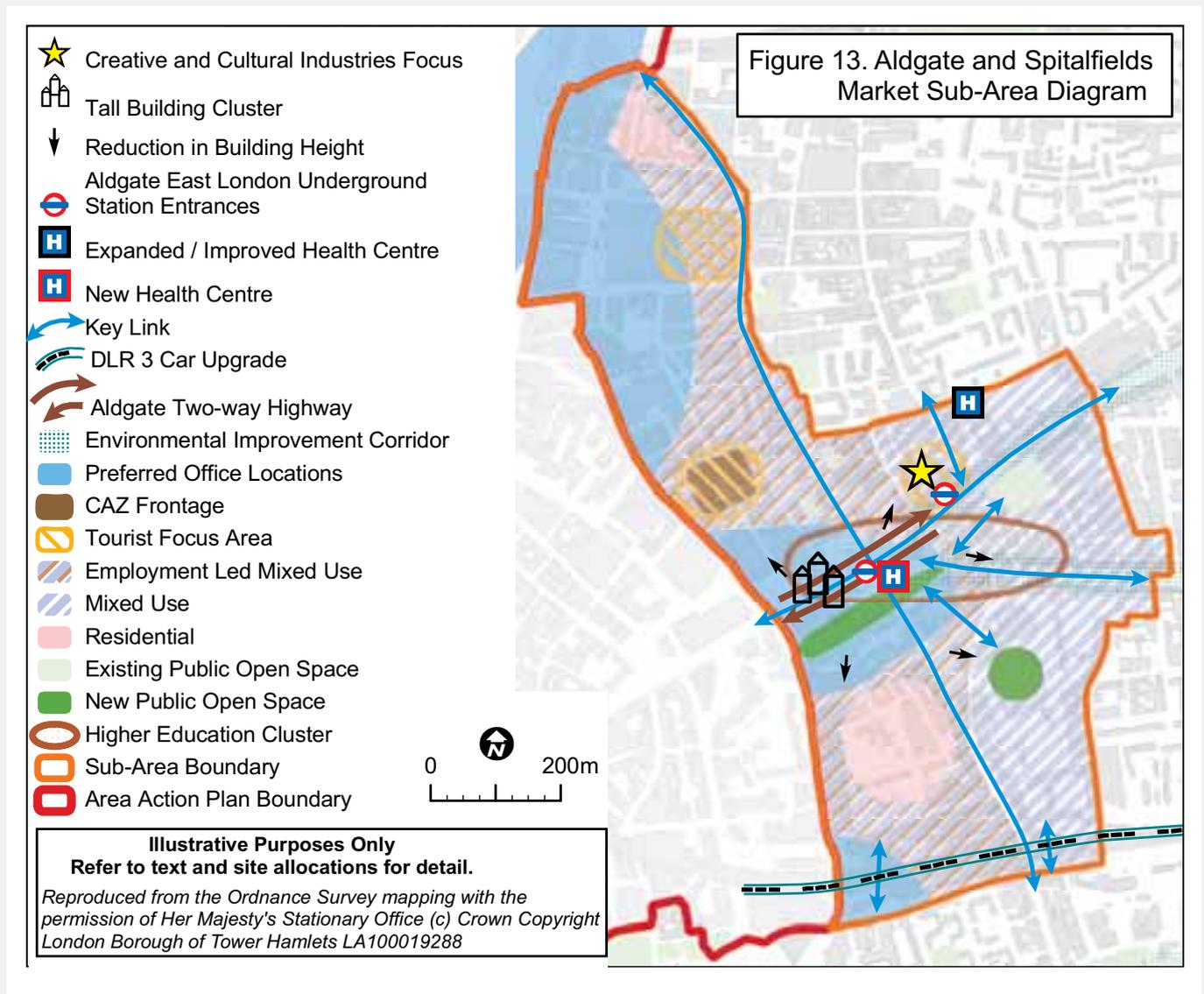


continue to attract regional and international tourists as part of a network of cultural attractions, including a revamped Whitechapel Art Gallery, which will be linked by a unique art trail.



4.6 A mix of residential uses will be increasingly integrated in parts of the sub-area on sites which lie further away from public transport interchanges, to add vibrancy to the City Fringe at all times of the day and complement large and small business functions.

4.7 Figure 13 provides an indicative illustration of future land uses and key features in the Aldgate and Spitalfields Market sub-area. Part of this sub-area will be implemented through the Aldgate Master Plan Supplementary Planning Document.



Employment uses in Aldgate and Spitalfields Market sub-area



- 4.8 It is Council policy to prioritise the continued successful functioning of the global financial and business centre in the Central Activities Zone. The Council recognises that viable and sustainable major office development requires good public transport and a high quality, secure environment. A good example of this type of office development is Bishops Square, close to the Liverpool Street public transport interchange.
- 4.9 Other areas in the sub-area and the City Fringe also have the potential for high quality office development, given the high degree of public transport accessibility and the area's proximity to existing business clusters within the City of London. The areas around public transport interchanges at Liverpool Street, (including the corridor along Bishopsgate to the Bishopsgate Goodsyards), Tower Gateway and Aldgate, have potential for large-scale commercial office growth and have been identified as Preferred Office Locations. These locations have high public transport accessibility, are close to existing business clusters, and are part of a good quality environment or an environment that could be made high quality by the delivery of appropriate environmental and transport improvements. The Preferred Office Locations are identified in Figure 13. Within these Preferred Office Locations, office uses will be safeguarded. The regeneration of these areas will make a major contribution to support the globally competitive business function of the City of London. As regeneration areas, the sites directly surrounding the existing Aldgate Gyrotory the Bishopsgate Corridor and Tower Gateway will be an exception to the Mayor of London's policy presumption for mixed-use in the Central Activities Zone, because of the need for safe, secure and sustainable long-term commercial growth.
- 4.10 As part of the Central Activities Zone, this sub-area should contribute to the variety of employment opportunities characterising the Zone as set out in Core Policy CP8 (Tower Hamlets' Global Financial and Business Centre and the Central Activities Zone). Further employment opportunities should also be maximised, and be the dominant use, in much of the rest of the sub-area. Small businesses have an important role to play in the City Fringe, particularly in the hospitality industries and creative and cultural industries. Further expansion of tourism and entertainment-related facilities should enhance the existing clusters in and around Spitalfields Market and the Whitechapel Gallery. The expansion of the Whitechapel Art Gallery as a world class visitor attraction will be supported as part of an interconnected network of cultural uses throughout the City Fringe. Cultural facilities will be linked by a Cultural Trail to raise the profile of the area to visitors, workers and residents and attract inward investment.



Policy CFR9 Employment uses in Aldgate and Spitalfields Market sub-area

In the Aldgate and Spitalfields Market sub-area:

1. The Council will prioritise the continued successful functioning of the global financial and business centre in the Central Activities Zone by safeguarding sites in Tower Gateway, the Bishopsgate Corridor and Aldgate as Preferred Office Locations. For Listed Buildings and sites within Conservation Areas, the Council may support alternatives to major office use which contribute to the preservation or enhancement of the Conservation Area or Listed Building.
2. Employment uses will be supported as the dominant use outside of Preferred Office Locations, where they are not in established residential areas and where they benefit from good access to the public transport interchanges (west of Leaman Street and areas surrounding the Preferred Office Locations).
3. Areas away from public transport interchanges, which can provide transition to residential uses to the east of the sub-area and beyond, should provide employment uses as part of mixed-use development.
4. All new development should include employment (B1) space, including flexible workspaces, suitable for small businesses. Where large floor plate or headquarter offices are proposed, provision for small businesses may be provided off-site. Proposals should aim to increase small and flexible workspaces, and redevelopment of sites with existing small business space should not result in a net loss of this space.
5. The Council supports a range of leisure and tourism activities in the tourist focus areas of Spitalfields Market, Whitechapel Gallery and Petticoat Lane Market.
6. Large-scale hotels will be supported throughout the sub-area to provide accommodation for both leisure and business tourism.
7. The Council supports further consolidation of educational facilities around Aldgate.
8. The Council will promote creative and cultural uses, events and a Cultural Trail that positively contribute to the retention and enhancement of the existing clusters.



Residential uses in the Aldgate and Spitalfields Market sub-area

- 
- 4.11 The Central Activities Zone provides opportunities for residential development that positively contribute to its use as an employment, entertainment and tourist location. Residential uses should be well-integrated with non-residential uses, and must demonstrate that no unacceptable impacts will arise for existing and / or new residential or commercial uses.
- 4.12 The Goodmans Fields site lies slightly further from the public transport interchanges and has therefore been identified for redevelopment and change of use from entirely commercial office use to residential use with a mix of smaller-scale employment uses fronting Lemn Street, which will provide a transition of uses to residential neighbourhoods to the east.
- 4.13 Further opportunities for mixed-use development, including residential uses, exist in parts of the sub-area, east of Lemn Street and Commercial Street and in established residential areas, north of the Whitechapel Art Gallery. Mixed-use and residential development will characterise the eastern extent of the sub-area including the Goodmans Fields site. Residential uses are not appropriate in Preferred Office Locations.
- 4.14 Housing densities within this sub-area should be assessed against the criteria in Development Control Policy HSG1 (Determining Residential Density), and be within the range from 650-1100 habitable rooms per hectare. Due to the employment and tourism focus within this sub-area, and the subsequent mix of uses and likelihood of taller built form, the provision of larger family housing (4, 5 and 6 bedroom dwellings) may not be achievable on smaller sites. Where a variation to the requirement for larger family dwellings (4, 5 and 6 bedroom dwellings) is agreed, the Council will seek a larger provision of 3 and some 4 bedroom units.
- 4.15 A mix of housing types, including units and terrace-style housing, will be sought on development sites greater than 2 hectares including Goodmans Fields.

Policy CFR10 Residential uses in Aldgate and Spitalfields Market sub-area

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1. In the Aldgate and Spitalfields Market sub-area, residential development will be supported:
 - a) where it forms part of an employment-led mixed-use development in parts of the sub-area not identified in Policy

CFR9 as Preferred Office Locations;

- b) as part of mixed-use developments where they provide for a variety of housing sizes and types and where they are away from public transport interchanges; and
 - c) where it is proposed in established residential areas.
2. For the purposes of determining density, this sub-area is central in character.



Retail and Leisure uses in Aldgate and Spitalfields Market sub-area

- 4.16 The sub-area does not contain any town centres as such, but does include the CAZ Frontage at Wentworth Street which provides specialist and convenience retail uses. Due its location in the Central Activities Zone, the sub-area is characterised by retail uses supporting the commercial office functions, and tourism focus around Petticoat Lane Market and Spitalfields Market. Retail, tourism and entertainment activities will be encouraged, particularly around existing tourism focus areas where they respect the historic nature of the area. A greater range of leisure and tourist activities will enhance the area as part of the Central Activities Zone.

Policy CFR11 Retail and leisure in Aldgate and Spitalfields Market sub-area

1. In the Aldgate and Spitalfields Market sub-area, retail will be predominantly focused:
 - a) within the Wentworth Street CAZ Frontage;
 - b) on pedestrian routes around the tourist focus area at Spitalfields Market; and
 - c) where they can provide active ground-floor frontages in redevelopments along Braham Street, Commercial Street, Commercial Road, Leman Street, Whitechapel Road and Whitechapel High Street.



Design and built form in Aldgate and Spitalfields Market sub-area



- 4.17 Development must deliver major improvements to the public realm and rationalisation of local highways infrastructure, while maintaining the strategic functions of the road network. The Council recognises the value of Spitalfields Market being retained and supported as a major contributor to the vibrant street scene. Tall buildings are expected to form a cluster around the existing Aldgate Gyratory and should provide a good transition to surrounding areas, and generally decrease in height from the centre at Aldgate Union. Outside of the direct surrounds of Aldgate, tall buildings will be assessed on their merits in the context of existing development, design scale and massing. New buildings should complement the important historic environment in their scale and nature.
- 4.18 The opportunity should be taken for original and innovative public realm improvements at Aldgate to signify the site as an arrival point (gateway) to Tower Hamlets from the City.
- 4.19 New development should complement the historical nature of the Conservation Areas and Listed Buildings with modern structures in appropriate locations.

Policy CFR12 Design and built form in Aldgate and Spitalfields Market sub-area

The following design and built form principles will apply in Aldgate and Spitalfields Market sub-area:

1. High-quality, tall buildings will be focused around the existing Aldgate Union in accordance with Development Control Policies DEV27 (Tall Buildings Assessment) and CON5 (Protection and Management of Important Views). Building heights throughout the sub-area should respect and complement the central cluster at Aldgate Union. Building heights in locations close to established residential areas should be based on the provision of an effective transition between established buildings and new buildings.
2. Manage strategic views by recognising the importance of Aldgate as part of the background assessment area for views of St Paul's Cathedral in accordance with Core Policy CP50 (Protection and Management of Important Views).
3. Development should respect the backdrop of the strategic view to St Paul's Cathedral from King Henry's Mound, Richmond in accordance with Core Policy CP50 (Protection and Management of Important Views).



4. The street-level public realm should be transformed to provide an open space, as part of a network of urban and green public spaces in the City Fringe that will open up links between the Aldgate East tube area and sites to the south.
5. Development should contribute to the creation of active and vibrant north-south and east-west pedestrian links through the area, particularly connecting major destinations including public open spaces with transport facilities.
6. Reconfiguration of the existing Gyratory will enable the delivery of environmental enhancements and a significant, public open space combining both hard landscaped space and green space associated with development on Braham Street at Aldgate.
7. Development within the Elder Street and Artillery Passage Conservation Areas should reinforce the historic street pattern and continue through to Fournier Street Conservation Area.
8. The setting of Christ Church should be protected or enhanced, and the views of the Church from surrounding areas should be promoted.



Policy CFR13 Local connectivity in Aldgate and Spitalfields Market sub-area

The following principles will apply to improve connectivity in the Aldgate and Spitalfields Market sub-area and to surrounding areas:

1. Improved quality of pedestrian and cycle links from Aldgate to other parts of the City Fringe: Spitalfields Market, Brick Lane, the Tower of London, St Katharine Docks, Whitechapel and the City of London.
2. Improved north-south connectivity through regeneration of Aldgate with highway improvements to remove the Gyratory and the re-introduction of two-way traffic on Whitechapel High Street, allowing the closure of Braham Street, enabling new public space, and the introduction of at grade (surface level) crossing facilities.





Site allocations in Aldgate and Spitalfields Market sub-area

4.20 Site allocations for Aldgate and Spitalfields Market sub-area are included in Policy CFR14, and are illustrated in Figure 14.

Policy CFR14 Site allocations in Aldgate and Spitalfields Market sub-area

The following sites allocated on the Proposals Map will be developed to include the listed uses. In addition to these uses, other uses supported by policies within the Local Development Framework may also be acceptable.

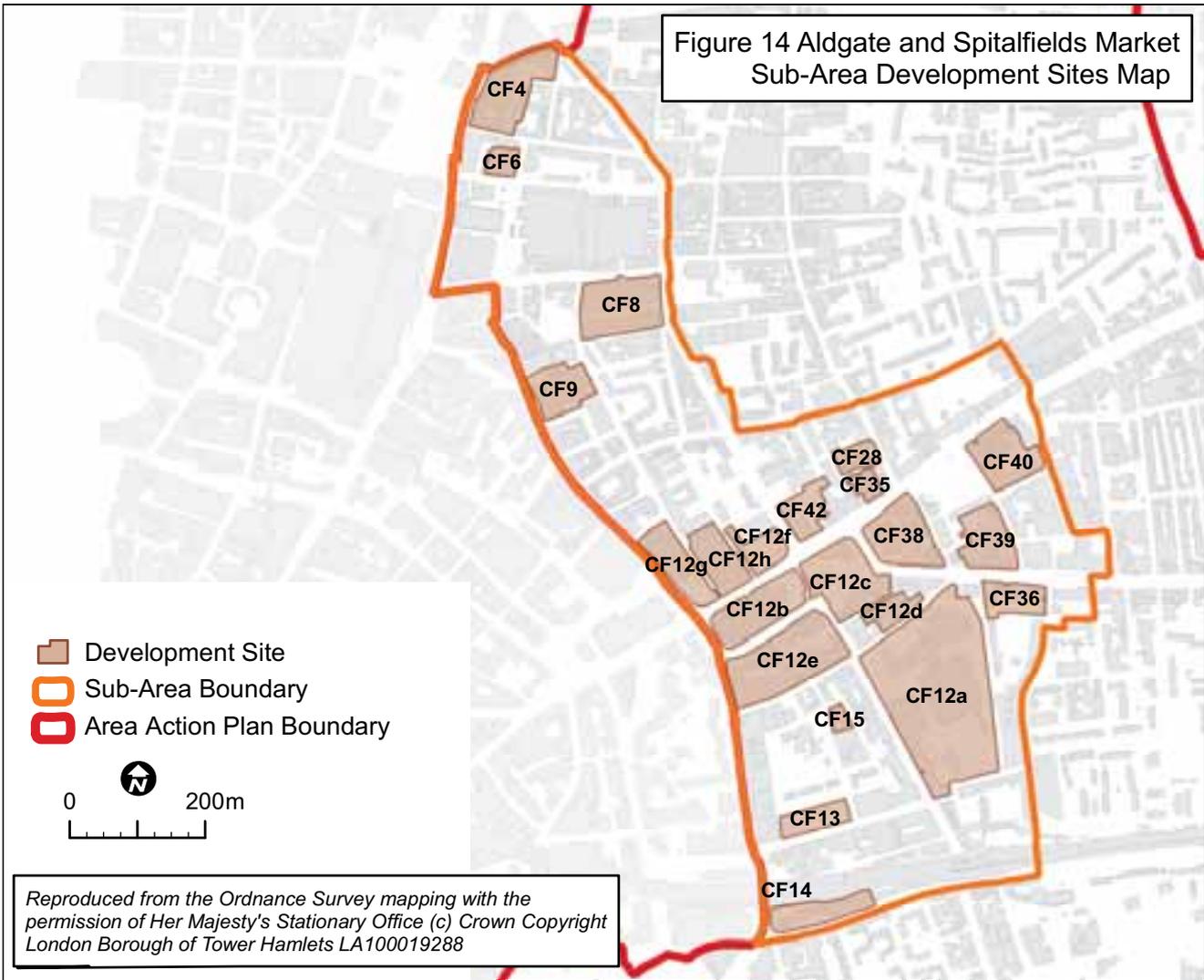
Ref	Site	Preferred Use(s)
CF4	Fleur de Lis Street (Nicholls and Clarke)	Employment (B1) Residential (C3) Retail (A1, A2, A3, A4)
CF6	Foldgate Street / Spital Square	Employment (B1)
CF8	Fruit & Wool Exchange	Employment (B1) Retail (A2, A3, A4) Public open space
CF9*	100 Middlesex Street, Rodwell House	Employment (B1) Retail (A1, A2, A3, A4) Public open space
CF12a*	Goodmans Fields	Residential (C3) Employment (B1) Public open space
CF12b*	Aldgate Union	1 & 2 Employment (B1) Retail (A1, A2, A3, A4) Public open space
CF12c	Aldgate Union 3 & 4	Employment (B1) Retail (A1, A2, A3, A4) Public open space
CF12d	Alie Street	Employment (B1)
CF12e	Aldgate Union South	Employment (B1) Retail (A1, A2, A3, A4) Public open space

Ref	Site	Preferred Use(s)
CF12f	Commercial Street West	Employment (B1) Retail (A1, A2, A3, A4) Public open space
CF12g	Middlesex Street	Employment (B1) Retail (A1, A2, A3, A4) Public open space
CF12h	Calcutta House	Higher education (D1) Employment (B1) Public open space
CF13*	Prescot Street	Employment (B1) Hotel (C1) Retail (A2, A3, A4)
CF14	Mansell Street	Employment (B1)
CF15	Scarborough Street	Residential (C3)
CF28	21 Osborn Street	Residential (C3) Retail (A2, A3, A4, A5) Public open space
CF35*	Whitechapel Gallery	Social and community (D1/D2)
CF36	52-58 Commercial Road	Employment (B1) Retail (A2, A3, A4, A5) Residential (C3)
CF38	Central House – London Metropolitan University	Higher education (D1) Research and employment (B1) Assembly and leisure (D2) Public open space
CF39	33-35 Commercial Road	Employment (B1) Residential (C3) Retail (A1, A2, A3, A4) Public open space
CF40	Adler Street	Employment (B1) Residential (C3) Retail (A1, A2, A3, A4) Public open space
CF42	Commercial Street East	Employment (B1) Residential (C3), Retail (A1, A2, A3, A4)

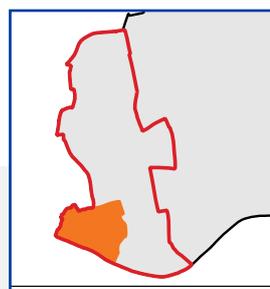
(Sites marked (*) have valid planning approvals in place as at July 2006)



Figure 14 Aldgate and Spitalfields Market Sub-Area Development Sites Map



St Katharine's sub-area



Summary of existing character

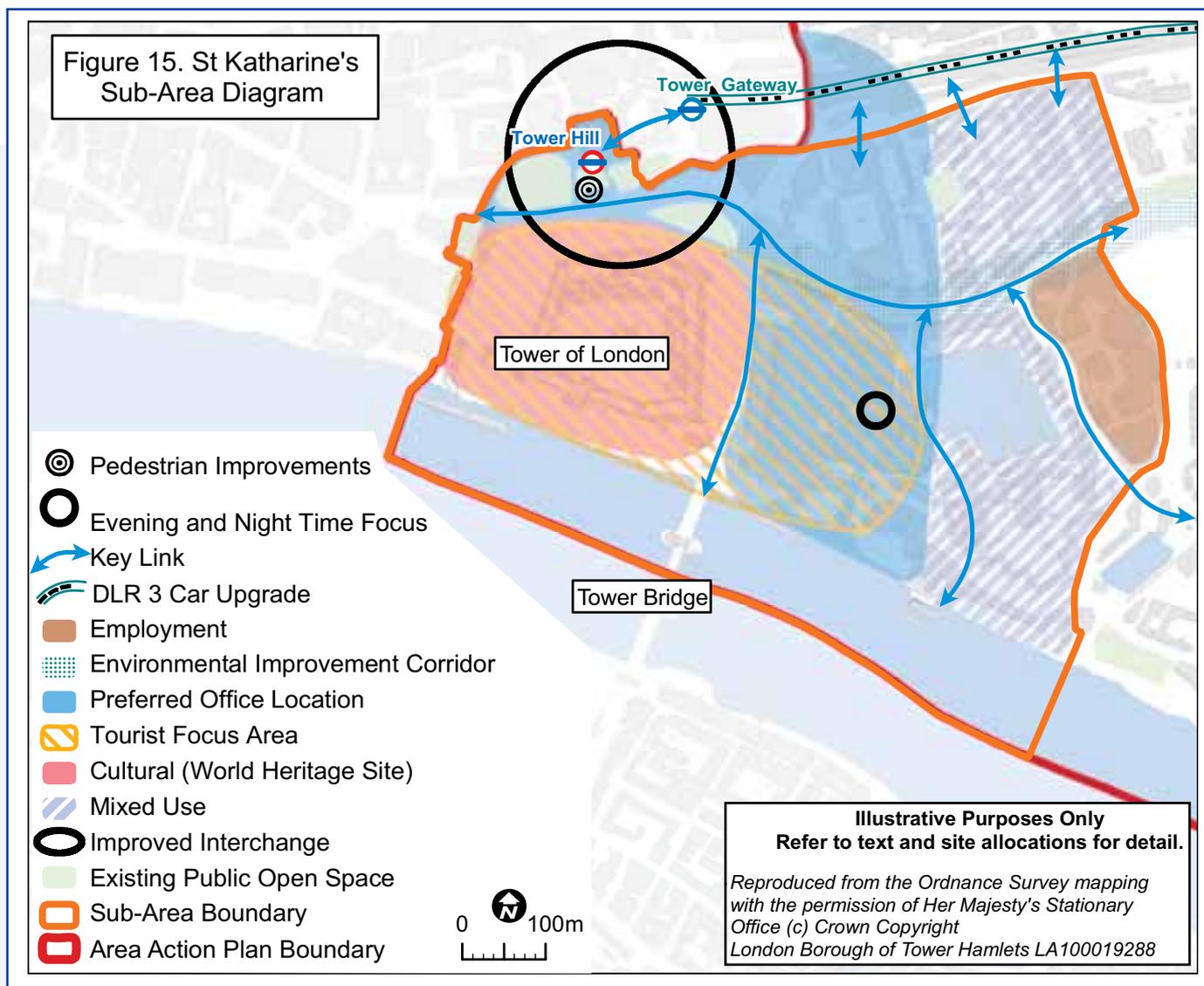
4.21 St Katharine's sub-area is a key destination attracting tourists to St Katharine Docks and the Tower of London, the capital's second most visited tourist attraction. The historical nature of the Docks has been enhanced through office development to the west and housing to the east, with shopping provided along the dock front. The unique character of these landmarks should be clearly retained and enhanced. St Katharine Docks and the Tower Gateway public transport interchange are located within the Central Activities Zone, with the main focus being commercial offices, which are concentrated around the Tower Gateway public transport interchange and extend to St Katharine Docks where the focus is also on tourism, entertainment and leisure. Housing is limited to the eastern part of the sub-area, mainly as part of housing estates. The strategic road junction at Tower Gateway detracts from the quality of environment and the users' experience, by severing destination points such as the Tower of London and St Katharine Docks from public transport. The pedestrian experience is further limited by the lack of active ground floor uses on key routes and the poor integration between the Tower Gateway Docklands Light Railway Station, Tower Hill London Underground Station and mainline station at Fenchurch Street.



Future character statement

- 4.22 Scope for large-scale change is limited in the sub-area, due to the historic nature of the docks. However, the regeneration of commercial sites close to the Tower Gateway public transport interchange will lead to a dramatic improvement to public realm and provide an exemplar backdrop for the Tower of London. Transport and public realm improvements will integrate visitor attractions, offices and residential areas with public transport facilities. Physical improvements along with a mix of small-scale leisure and retail uses will transform the area as an important entrance to Tower Hamlets to attract tourists and investment.
- 4.23 Figure 15 provides an indicative illustration of future land uses and key features in the St Katharine's sub-area.





Employment uses in St Katharine’s sub-area

4.24 The Council prioritises the continued successful functioning of the global financial and business centre in the Central Activities Zone and supports the wide range of education and tourism uses that also characterise the Central Activities Zone. Sites around the Tower Gateway public transport interchange including existing office functions in St Katharine Docks benefit from close proximity to Tower Hill Underground Station and Tower Gateway Docklands Light Railway Station, as well as have an existing or potentially high quality environment. The Council will work to ensure employment uses continue to form a large part of the St Katharine’s sub-area and contribute to London’s role as a location for world class office development.



Policy CFR15 Employment uses in St Katharine’s sub-area

1. The Council will safeguard sites in the Tower Gateway public transport interchange (including sites west of Mansell Street) and the western part of St Katharine Docks as Preferred Office Locations.

2. In parts of the sub-area not identified in (1) above, redevelopment of existing sites, or sites last used for employment, should include employment uses as the dominant land-use as part of mixed-use developments.



Residential uses in St Katharine's sub-area

- 4.25 There are not significant opportunities for residential development, given the limited scope for change and the priority for business and tourism activity in the sub-area that contributes to local and regional economic growth. Opportunities for residential development lie primarily to the east of the sub-area in areas already characterised by residential uses, where existing social and community facilities can support new homes.
- 4.26 Housing densities within this sub-area should be assessed against the criteria in Development Control Policy HSG1 (Determining Residential Density), and should be within the range from 300-1100 habitable rooms per hectare. The range should be responsive not only to transport accessibility levels, but also to the Tower Conservation Area.

Policy CFR16 Residential uses in St Katharine's sub-area

1. In the St Katharine's sub-area, residential development will be supported:
 - a) where it provides for a variety of housing sizes and types, including larger family units;
 - b) where it is not identified as a Preferred Office Location in Core Policy CP8 (Tower Hamlets' Global Financial and Business Centre and the Central Activities Zone) and Policy CFR14; and
 - c) where it does not remove viable employment uses, especially space for small businesses, without replacing them.
2. For the purposes of determining housing density, this sub-area is central in character.



Retail and leisure uses in St Katharine's sub-area

- 4.27 The sub-area does not contain a specific town centre, but rather a mix of retail and leisure uses that service other Central Activities Zone functions such as tourism and offices. Specialty and tourist shopping, and the evening and night-time economy uses, are scattered throughout St Katharine Docks serving tourists, workers and residents.



Retail, tourism and the evening and night-time economy will be encouraged, particularly on the pedestrian route between the Tower Gateway public transport interchange and St Katharine Docks and the Tower of London as it makes a positive contribution to the vibrant character of these areas. Retail and leisure will be required to contribute positively to the vibrancy and safety of the area whilst respecting the historic nature of the area. Retail uses should support office uses in Preferred Office Locations by providing active ground floor frontages to increase pedestrian activity.



Policy CFR17 Retail, evening and night-time economy in St Katharine's sub-area

1. **In the St Katharine's sub-area, retail will be focused:**
 - a) **along pedestrian routes within the tourist focus area around the Tower of London and St Katharine Docks; and**
 - b) **in ground floors as upgrades at the Tower Gateway public transport interchange to buildings around Tower Hill London underground station.**
2. **The Council will seek to focus evening and night-time uses within St Katharine Docks, where the proposals can be well-integrated with the uses in the area and not negatively impact on existing and future residential amenity.**
3. **The Council supports a greater range of, and improvements to, leisure and tourism activities at St Katharine Docks, in particular the Hotel.**

Design and built form in St Katharine's sub-area

- 4.28 The area is characterised to a large extent by the historical nature of the docks and the World Heritage site at the Tower of London. The Tower Conservation Area is an important consideration in the design and built form of this area.
- 4.29 The public realm at the Tower Gateway public transport interchange should create a gateway to the Tower of London (and the Borough), which is one of London's most visited tourist attractions, and integrate visitor attractions, offices, residential areas and public transport facilities, enticing people to the Borough. The Tower Gateway public transport interchange requires a combination of traffic management and environmental enhancements to remove the pedestrian barriers and improve the setting and accessibility of the World Heritage site. Environmental improvements, involving widening footways, tree planting, upgrading of street furniture and lighting, will improve the area.



- 4.30 Tall buildings currently exist in St Katharine Docks and around the Tower Gateway public transport interchange. Any new tall buildings need to respect the historical nature of the area and protect the Strategic Views to, and the setting of, the Tower of London.
- 4.31 With the southern part of the City Fringe located in a Flood Risk Area, the Council is aware of the impact and potential cumulative impact of development in this area on flooding and will ensure mitigation measures are in place (see Policy CFR5).



Policy CFR18 Design and built form in St Katharine's sub-area

The following design and built form principles will apply in the St Katharine's sub-area:

1. Integrating new development with the public realm, and, in particular, appropriately addressing any dock-related heritage and heritage assets linking the area to its historical use as part of new development.
2. The scale and massing of development should respect the setting of the Tower of London and The Tower Conservation Area, particularly the backdrop to the Tower of London and Tower Bridge, including protecting the strategic view from City Hall to the Tower of London in accordance with Core Policy CP50 (Protection and Management of Important Views).
3. Promote major public realm enhancements, including the creation of new and connected public spaces, and substantial improvements to the Tower Gateway public transport interchange to create an attractive and memorable entrance to Tower Hamlets and the Tower of London.
4. Contribute to the creation of active and vibrant pedestrian links through the area between transport and tourist facilities and local destinations including St Katharine Docks and the Tower of London.
5. Contribute to the quality of environment for pedestrians by promoting development that addresses the street, with active frontages adjacent to key pedestrian routes and public spaces in particular adjacent to the docks and the public transport interchange at Tower Gateway.
6. Protect all existing, and wherever possible provide for new, pedestrian walkways along all waterfront / dockside areas.
7. Leisure uses are particularly encouraged to locate in waterside



locations where they can capitalise on the unique setting of the area and bring activity to dockside pedestrian routes in St Katharine Docks.



Policy CFR19 Local connectivity in St Katharine's sub-area

The following local connectivity principles will apply in the St Katharine's sub-area:

1. Around the Tower Gateway public transport interchange, highway improvements to facilitate environmental enhancements should maintain the strategic function of the road network.
2. Improved pedestrian and cycle connections between Tower Hill Underground Station, Tower Gateway Docklands Light Railway Station, the Tower of London, St Katharine Docks, north-south to Aldgate, and eastwards to Wapping, including connections to Tobacco Dock.

Site allocations in St Katharine's sub-area

4.32 Site allocations for the St Katharine's sub-area are included in Policy CFR20, and are illustrated in Figure 16.

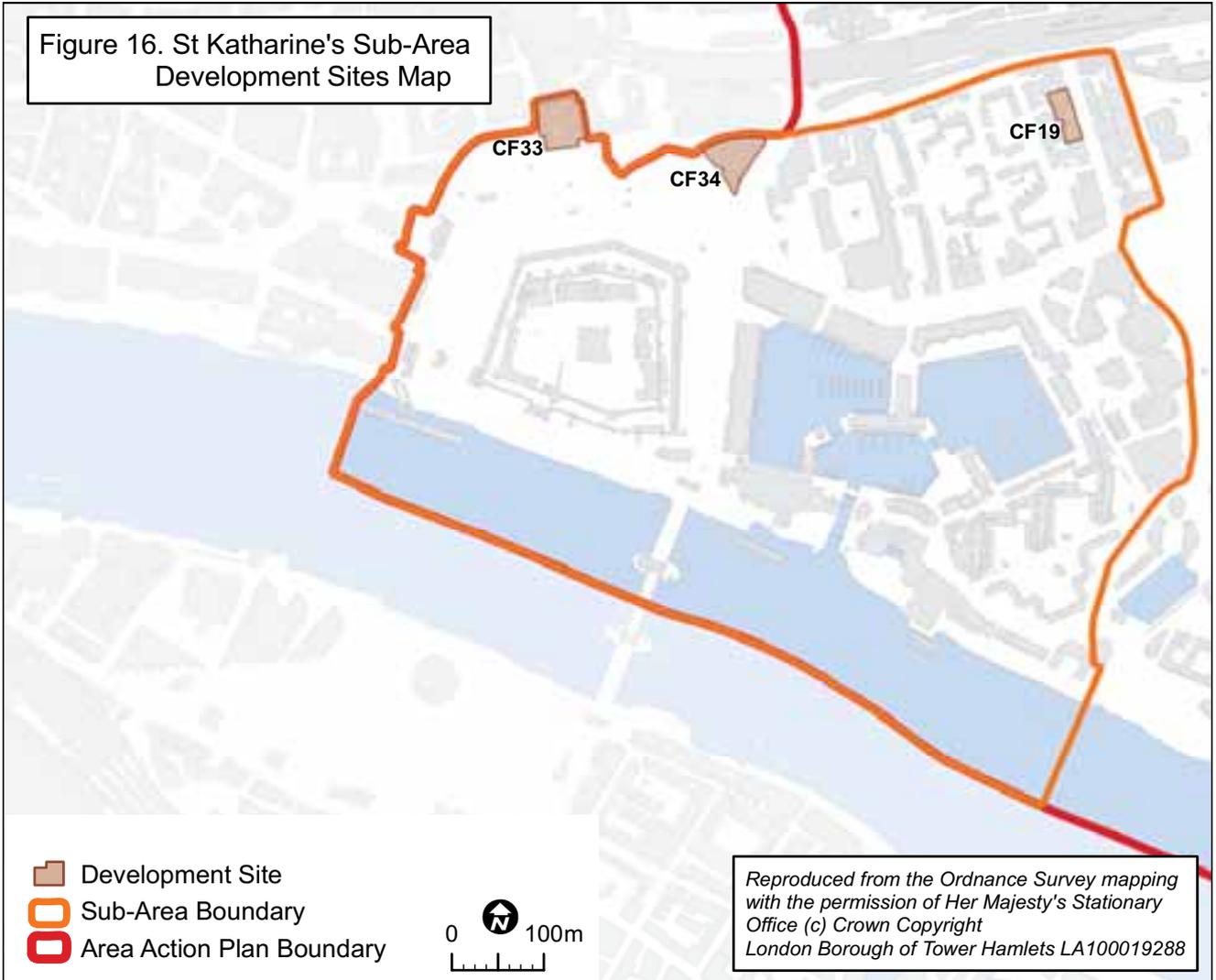
Policy CFR20 Site allocations in St Katharine's sub-area

The following sites allocated on the Proposals Map will be developed in line with the following preferred uses. In addition to these uses, other uses supported by policies within the Local Development Framework may also be acceptable.

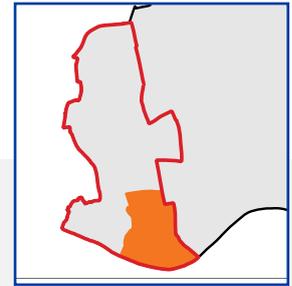
Ref	Address	Preferred Use(s)
CF19*	10-20 Dock St	Employment (B1) Residential (C3) Retail (A1, A2, A3, A4)
CF33*	38-40 Trinity Square	Employment (B1), Retail (A1, A2, A3, A4) Public open space
CF34*	Sceptre Street	Employment (B1), Retail (A1, A2, A3, A4) Public open space

(Sites marked (*) have valid planning approvals in place as at July 2006)

Figure 16. St Katharine's Sub-Area Development Sites Map



Wapping sub-area



Summary of existing character

- 4.33 The Wapping sub-area is located in the south-east of the City Fringe and borders the River Thames, St Katharine Docks and the Central Area of the Borough. Wapping is generally lower density than the rest of the City Fringe, with low levels of public transport accessibility in most of the sub-area. It is predominantly residential in character, following the conversion of many warehouses to modern apartments during the 1980s and 1990s. The area contains a range of social and community facilities, including the John Orwell Leisure Centre and a new open space at Hermitage Wharf Community Gardens. Some small-scale business activity takes place, but the major employer in the area is News International which is situated south of The Highway.

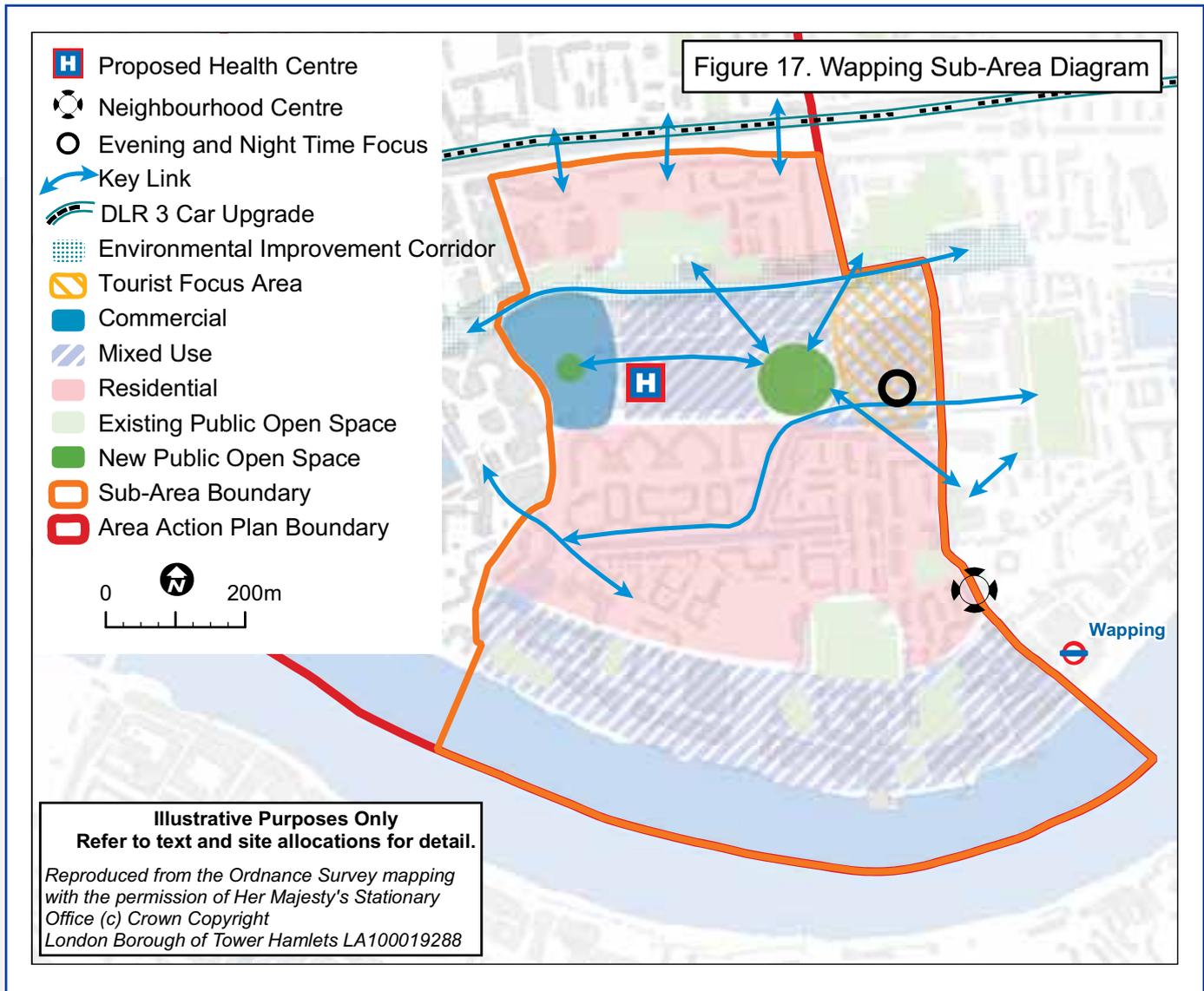


Future character statement

- 4.34 The area will be enhanced through small-scale and infill development, and the regeneration of the News International site with large-scale residential-led mixed-use development, and a tourism and evening and night-time focus at Tobacco Dock. Regeneration will primarily reinforce the area as a sustainable residential neighbourhood that is well connected and supported by high quality modern social and community facilities, including a new integrated healthcare facility at the News International site. Commercial activity will come through new office development to the western edge of the News International site, close to existing office function, tourism, cultural and leisure facilities at Tobacco Dock, and a range of small business units through the area wherever possible as part of mixed-use use development. New public open space will be integral to the development and serve to further improve access to the canal.

- 4.35 Figure 17 provides an indicative illustration of future land uses and key features in the Wapping sub-area. Part of this sub-area will be implemented through the News International/ Tobacco Dock Master Plan Supplementary Planning Document.





Employment uses in Wapping sub-area

- 4.36 The southern part of this sub-area is largely residential in nature, so less employment uses exist compared to other parts of the City Fringe. News International, which currently employs a significant number of people, and the site has been earmarked as a mixed-use regeneration area. Mixed-use development will be promoted, and should include an element of business, retail and leisure uses.
- 4.37 In the southern part of the sub-area, businesses that do not rely on foot traffic and thus don't need high levels of public transport connectivity, can take advantage of ground floor office space in an attractive environment close to the River Thames.
- 4.38 Other opportunities for business activity are likely to be of a small-scale, through mixed-use development and the regeneration of the railway arches along Cable Street.
- 4.39 There is potential for an element of new build business space for smaller occupiers, including creative sectors and some manufacturing businesses as part of major mixed-use development on larger sites, including News International and Tobacco Dock.



Policy CFR21 Employment uses in Wapping sub-area

In the Wapping sub-area:

1. Major offices are supported in the western part of the News International site.
2. Tourist and leisure facilities should be directed to the water and waterside-walkways and the News International and Tobacco Dock sites.
3. Redevelopment should be comprised of mixed-use schemes, including small-scale employment spaces on ground and first floors south of Vaughan Way and Green Bank. Proposals should aim to increase small and flexible workspaces, and redevelopment of sites with existing small business space should not result in a net loss.

Residential uses in Wapping sub-area

- 4.40 A large part of the sub-area currently has low public transport accessibility levels, and plans to extend the East London line will have a limited impact on much of the sub-area. Consequently the area will support lower density housing which may be particularly suited to family-sized dwellings.
- 4.41 The current housing pattern is characterised by modern, high value apartments and terraced housing in the south, and more local authority and social rented houses, with a variety of housing types from apartment blocks to terraced housing in the middle.
- 4.42 Housing densities within this sub-area should be assessed against the criteria in Development Control Policy HSG1 (Determining Residential Density), and be within the range from 300-1100 habitable rooms per hectare. It is expected that higher densities of housing will be achieved in the northern part of the sub-area, with sites in the south achieving lower densities within the range to reflect the lower levels of public transport accessibility.
- 4.43 A mix of housing types, including units and terrace-style housing, will be sought on development sites greater than 2 hectares including the News International site.



Policy CFR22 Residential uses in Wapping sub-area

1. Residential development in the Wapping sub-area should provide for a variety of housing sizes and types, including, on larger sites, a substantial proportion which can cater for larger family units.
2. For the purposes of housing density, this sub-area is central in character.
3. Within the Tobacco Dock site, residential uses in the north of the site should not compromise the tourism and evening and night-time focus of the area and the Listed Building and its surrounds, through poor integration between uses and buildings.



Retail and leisure uses in Wapping sub-area

- 4.44 It is expected the much of retail needs in the sub-area will be met by the existing retail provision at the Wapping Neighbourhood Centre, and at Watney Market District Centre, which is close by (in the Central Area of the Borough). However, new provision of retail may be required to support the redevelopment at the News International site.
- 4.45 Tobacco Dock is a prime location along the canal for evening and night-time economy uses, to serve tourists, workers and residents as it can make a positive contribution to the vibrant character of these areas. Impacts on new and existing residential communities will have to be carefully managed.

Policy CFR23 Retail and leisure uses in Wapping sub-area

The following will apply to the Wapping sub-area:

1. New retail development should be directed to the Wapping Neighbourhood Centre.
2. Additional complementary retail may be provided as part of redevelopment elsewhere, to meet a demand that is demonstrated and not met within existing town centres, including those town centres outside the sub-area.
3. Retail developments should strengthen the cultural, tourism and leisure potential of Tobacco Dock.
4. Evening and night-time uses will be focused at Tobacco Dock, and retail and leisure uses should provide active uses along the canal.



Design and built form in Wapping sub-area

- 4.46 The area is a largely established area resulting from a demolition of a number of buildings in the 1960s, the redevelopment of the docks, and the continuing use of Tobacco Dock and the News International Site. South, towards Wapping High Street, there are more historical features with recent developments more respectful of this, building on its assets. New development should continue to be respectful of these historical assets.
- 4.47 With the southern part of the City Fringe located in a Flood Risk Area, the Council is aware of the impact and potential cumulative impact of development in this area on flooding and will ensure mitigation measures are in place (see Policy CFR5).

Policy CFR24 Design and built form in Wapping sub-area

The following design principles will apply to development in the Wapping sub-area:

1. Improvements to the footpaths and street environment along The Highway corridor will be promoted.
2. Creating physical linkages north-south through the News International site from the River Thames to the south and across The Highway to the Cable Street area.
3. Promote riverside and canal-side access and wherever possible animate these areas with active ground floor uses.
4. Protect views to the Tower of London World Heritage Site and Tower Bridge.
5. Improvement the quality of the streetscape / pedestrian environment, particularly along Cable Street.
6. Create development with active street frontages and strong built form along street frontage.
7. Encourage the protection of fine-grained street patterns that promote connectivity.

A comprehensive approach to the development of the News International site and Tobacco Dock is required, particularly promoting attractive east-west pedestrian connections from St Katharine Docks to Tobacco Dock. This will be implemented through a master plan.



Policy CFR25 Local connectivity and public realm in Wapping sub-area

The following local connectivity principles will apply to development in the Wapping sub-area:

1. Enhance north-south pedestrian connections and visibility, and the quality of connections beneath the Docklands Light Railway line from Cable Street to the north.
2. Development should contribute to improved pedestrian and cycle crossings over The Highway and accessibility to Shadwell Station where appropriate.
3. Improved east-west pedestrian and cycle connections from St Katharine Docks to Tobacco Dock, and north to Aldgate and Whitechapel.



Site allocations in Wapping sub-area

4.48 Site allocations for the Wapping sub-area are included in Policy CFR26, and are illustrated in Figure 18.

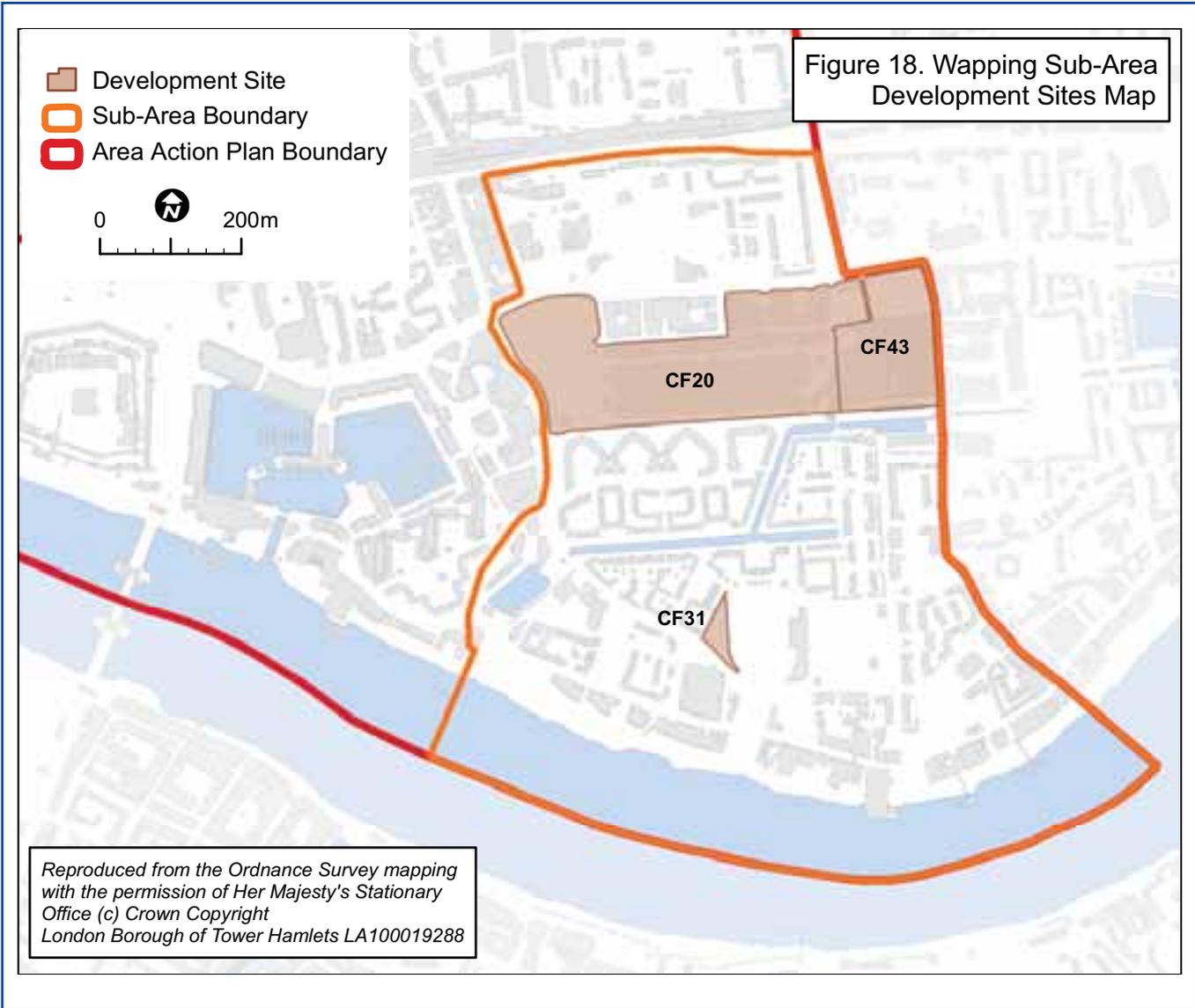
Policy CFR26 Site allocations in Wapping sub-area

The following sites allocated on the Proposals Map will be developed in line with the following preferred uses. In addition to these uses, other uses supported by policies within the Local Development Framework may also be acceptable.

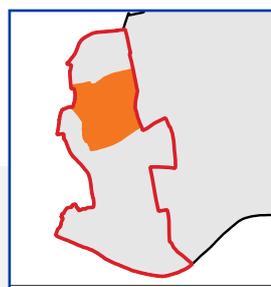
Ref	Site	Preferred Use(s)
CF20*	News International	Residential (C3) Employment (B1) Public open space Health facility (D1)
CF31	Knighton Street	Residential (C3)
CF43	Tobacco Dock	Hotel, retail and leisure (C1, A2, A3, A4) Residential (C3) Public open space

(Sites marked (*) have valid planning approvals in place as at July 2006)





Banglatown and Brick Lane sub-area



Summary of existing character

- 4.49 In Banglatown and Spitalfields Ward, 30% of the population is white, with 70% Bangladeshi or other Black and Minority Ethnic Communities. The Banglatown and Brick Lane sub-area also has a rich variety of land-uses and economic activities. Brick Lane's thriving restaurants and retail trade is a major public draw, and provides enterprise and employment opportunities. A wide range of small businesses also operate from Old Truman's Brewery which forms an important anchor for the City Fringe creative industry cluster.
- 4.50 Much of the eastern part of the sub-area is characterised by residential uses, including a number of housing estates undergoing an extensive programme of regeneration. The Bishopsgate Goodsyard site and the former Shoreditch Station present regeneration opportunities for residential-led mixed-use development and a new community facility (respectively) that will contribute to the diversity of the area.

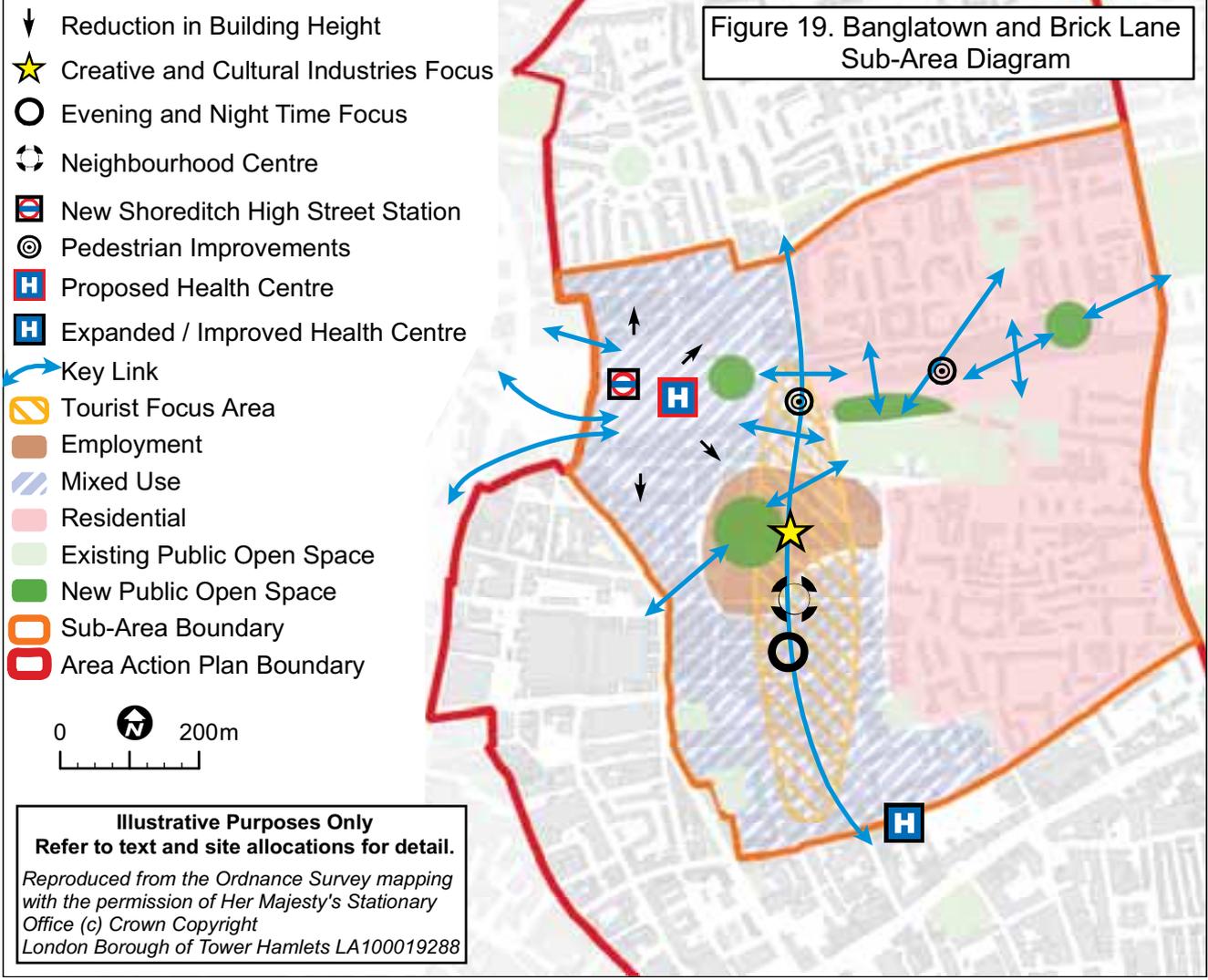


Future character statement

- 4.51 Brick Lane will continue to be an international cultural centre linked to new and expanded facilities elsewhere in the City Fringe. The new transport interchange on the Bishopsgate Goodsyard site will help transform the series of large, derelict brown field sites close to the railway lines into thriving mixed-use areas that are physically integrated into the existing urban fabric. The Old Truman's Brewery will continue to be a focal point of production and consumption activities as it is developed into a rich blend of business, retail and leisure-led uses, with significant elements of small business workspace suitable for creative and cultural sectors, some shops and public realm improvements.
- 4.52 The redevelopment of sites close to Allen Gardens will increase and enhance the existing open space which will form an important part of a network of public open spaces in the City Fringe. Redevelopment will also improve local connectivity at the Dunbridge Street and South of Railway site between Allen Gardens to the south and the existing and new residential developments to the north. Strong visual and well-connected pedestrian links should be made linking key destinations including Brick Lane and Allen Gardens.
- 4.53 Figure 19 provides an indicative illustration of future land uses and key features in the Banglatown and Brick Lane sub-area. Part of this sub-area will be implemented through the Old Truman's Brewery Development Brief Supplementary Planning Document.



Figure 19. Banglatown and Brick Lane Sub-Area Diagram



Illustrative Purposes Only
Refer to text and site allocations for detail.
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Employment uses in Banglatown and Brick Lane sub-area

- 4.54 This sub-area has traditionally been characterised by a mix of employment and residential uses. Small and medium businesses, mainly those in the creative and cultural industries, have tended to dominate as they cluster to support each other. The important role of Old Truman's Brewery is particularly recognised in supporting a concentrated small creative industries cluster.
- 4.55 Creative industries and cultural activities – including museums, art galleries, performance space - play an important role in defining the character and vitality of the City Fringe, and have been a key feature of this sub-area. The clusters of creative and cultural activity have important links between spaces of production (such as workshops) and places of consumption (such as galleries, shops and cafes). As well as being important to local residents, the clusters of creative industries and cultural activities are important attractions to tourists and visitors and can therefore contribute to the local economy.
- 4.56 There is potential for an element of new build business space for smaller occupiers, including creative sectors and some manufacturing businesses as part of major mixed use development on larger sites, including Bishopsgate Goodyard.



Policy CFR27 Employment uses in Banglatown and Brick Lane sub-area

In the Banglatown and Brick Lane sub-area: -

1. The Council will support employment uses as part of mixed-use developments. All new development should include employment (B1) space, including flexible workspaces and / or suitable for small businesses. Proposals should aim to increase small and flexible workspaces, and redevelopment of sites with existing small business space should not result in a net loss.
2. The Council will support a small businesses focus including clusters of creative and cultural industries at the Old Truman's Brewery site and throughout the sub-area, especially in railway viaduct arches.





Residential uses in Banglatown and Brick Lane sub-area

- 4.57 This sub-area includes a range of housing including historical buildings as part of the Fournier Street Conservation Area.
- 4.58 Housing densities within this sub-area should be assessed against the criteria in Development Control Policy HSG1, (Determining Residential Density) and be within the range from 650-1100 habitable rooms per hectare.
- 4.59 The mix of housing within this sub-area will comprise a range of housing, including smaller and family dwellings in accordance with Development Control Policy HSG2 (Housing mix). A mix of housing types, including units and terrace-style housing will be sought on development sites greater than 2 hectares including the Bishopsgate Goodsyard and Dunbridge Street and South of Railway sites.



Policy CFR28 Residential uses in Banglatown and Brick Lane sub-area

1. In the Banglatown and Brick Lane sub-area, residential development will be supported:
 - a) as part of mixed-use developments where small business units are also provided; and
 - b) where they provide for a variety of housing sizes and types, including larger family units.
2. For the purposes of housing density, this sub-area is central in character.



Retail and leisure in Banglatown and Brick Lane sub-area

- 4.60 Brick Lane and Banglatown, the key retail areas within the sub-area, will be enriched through the reinforcement and diversification of the tourism, cultural and creative activities. The distinctive local townscape should be protected or enhanced through sensitive development to avoid past problems by respecting the amenity of residential communities.
- 4.61 Evening and night-time uses will be directed to Brick Lane where improved access and servicing will ensure that a thriving evening and night-time economy can operate without an unacceptable impact on residential amenity.
- 4.62 The Council has identified the Brick Lane Restaurant Zone as the area along Brick Lane and Osborn Street (divided into three sections)

including between Bethnal Green Road and Grimsby Street; between Woodseer Street and Hanbury Street; and Hopetown Street to Whitechapel Road. These areas can further contribute to the existing cluster of restaurants on Brick Lane without compromising resident's access to convenience retail within the local shopping parade.



Policy CFR29 Retail and leisure in Banglatown and Brick Lane sub-area

In the Banglatown and Brick Lane sub-area:

1. New retail development will be focused in the Brick Lane Neighbourhood Centre and on large sites where retail is needed to support the development.
2. Retail uses should only be provided in redevelopment where the retail is necessary to support the development and will not compromise the vitality and viability of existing town centres.
3. Within the Brick Lane Restaurant Zone, new restaurant uses will be considered favourably to contribute to the evening and night-time economy subject to Core Policies CP15-18.
4. The Council will promote tourism uses as part of the tourist focus area and uses supporting the evening and night-time economy focus on and around Brick Lane.

Design and built form in Banglatown and Brick Lane sub-area

- 4.63 A substantial proportion of the west of the sub-area contains Listed Buildings and Conservation Areas which should be preserved or enhanced. In addition, Strategic Views to St Paul's Cathedral restrict the opportunities for Tall Buildings on some, or part of some, sites.
- 4.64 Bishopsgate Goodsyards in the north-eastern part of the sub-area should contain strong visual and well-connected pedestrian links to key destinations, including Brick Lane and Allen Gardens.
- 4.65 The Old Truman's Brewery site provides significant opportunities to preserve or enhance the historical setting while providing for a range of employment uses surrounding some urban space for the community.





Policy CFR30 Design and built form in Banglatown and Brick Lane sub-area

The following design principles will apply to development in the Banglatown and Brick Lane sub-area:

1. Heights of buildings should reflect the current general pattern by having an effective transition decreasing from employment focus in the west to residential focus in the east.
2. Development should provide clear frontages to create opportunities for natural surveillance of public open spaces, and clear delineation of public and private open spaces.
3. Development should respect the backdrop of the strategic views to St Paul's Cathedral from Westminster Pier, and St Paul's Cathedral from King Henry's Mound, Richmond in accordance with Core Policy CP50 (Protection and Management of Important Views).
4. Create built form along street frontages, with minimal set backs from street edges to reintroduce a stronger physical form to the area.
5. Establish a fine grain for new development, building on prevailing patterns of small plot sizes.
6. Establish development with generally 4 to 5 storey scale to street frontages, with any taller buildings in acceptable locations stepped back from street frontages.
7. Introducing a built form which reflects the general scale and massing of built form in areas of townscape character, based on the 18th and 19th century residential and industrial architecture.
8. Protecting and enhancing the setting of Christ Church, and promoting views of the Church from surrounding areas.



Policy CFR31 Local connectivity and public realm in Banglatown and Brick Lane sub-area

The following local connectivity principles will apply to development in the Banglatown and Brick Lane sub-area:

1. Improved pedestrian and cycle connections east-west to Brick Lane and north-south across the railway lines.

2. Reinforce and/or enhance east-west pedestrian connections across Brick Lane, particularly linking to Allen Gardens in the east including through the reuse of the former Shoreditch Station to bring it back into use as a key community hub.
3. Provision of open spaces at Bishopsgate Goodsyard to form an integral part of routes and linkages on the site helping to connect to Allen Gardens to the east and to the pedestrian network in Shoreditch to the west.
4. Promote pedestrian links and streetscape enhancements in the sub-area, particularly east-west connections from Liverpool Street station to Allen Gardens.



Site allocations in Banglatown and Brick Lane sub-area

4.66 Site allocations for Banglatown and Brick Lane sub-area are included in Policy CFR32, and are illustrated in Figure 20.

Policy CFR32 Site allocations in Banglatown and Brick Lane sub-area

The following sites allocated on the Proposals Map will be developed in line with the following preferred uses. In addition to these uses, other uses supported by policies within the Local Development Framework may also be acceptable.

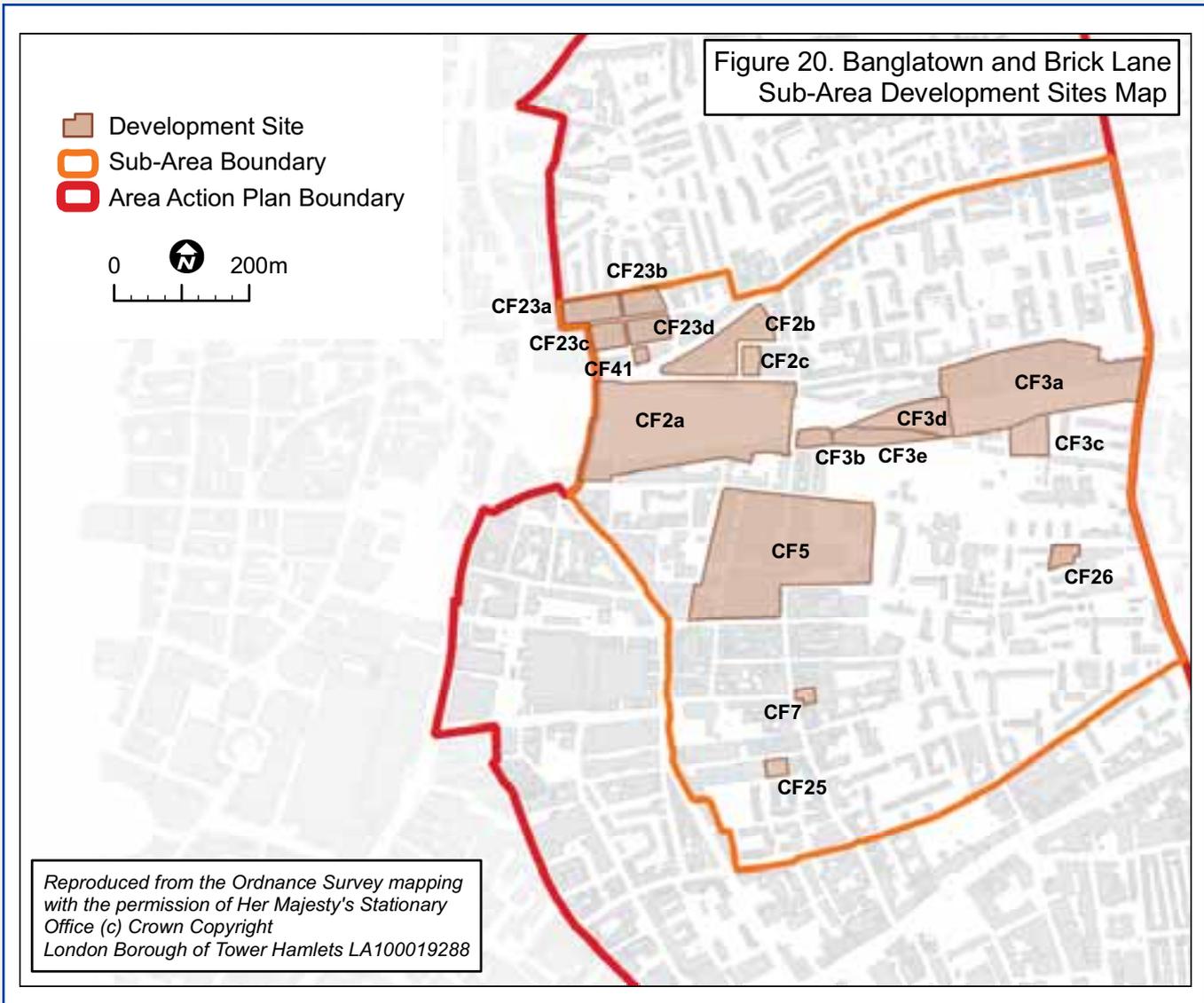
Ref	Site	Preferred Use(s)
CF2a	Bishopsgate Goodsyard	Residential (C3) Employment (B1) Retail (A1, A2,A3,A4) Health facility (D1) Public open space
CF2b	32-42 Bethnal Green Road	Residential (C3) Employment (B1) Retail (A2,A3,A4) Public open space
CF2c	Cygnets Street Car Park	Residential (C3) Employment (B1)
CF3a	Dunbridge Street & South of Railway	Residential (C3) Employment (B1) Public open space





Ref	Site	Preferred Use(s)
CF3b	Former Shoreditch Station	Social and community (D1)
CF3c	Vallance Road	Residential (C3) Employment (B1)
CF3d*	Cheshire Street	Residential (C3) Employment (B1) Public open space
CF3e	Allen Gardens North	Public open space
CF5	Old Truman's Brewery	Employment (B1) Retail (A1, A2, A3, A4) Public open space
CF7	East of Brick Lane	Residential (C3) Retail (A1, A2, A3, A4)
CF23a	Corner of Old Nichols Street, Chance Street, Redchurch Street & Boundary Street	Employment (B1) Residential (C3)
CF23b	Corner of Old Nichols Street, Chance Street, Redchurch Street and Club Row	Employment (B1) Residential (C3)
CF23c	Corner of Ebor Street, Redchurch Street, Chance Street and Whitby Street	Employment (B1) Residential (C3)
CF23d	Corner of Club Row, Redchurch Street, Chance Street and Whitby Street	Employment (B1) Residential (C3)
CF25*	40-48 Fashion Street	Employment (B1) Retail (A1, A2)
CF26	Underwood Road	Residential (C3)
CF41	Corner Sclater Street and Bethnal Green Road	Employment (B1)

(Sites marked (*) have valid planning approvals in place as at July 2006)



Whitechapel sub-area

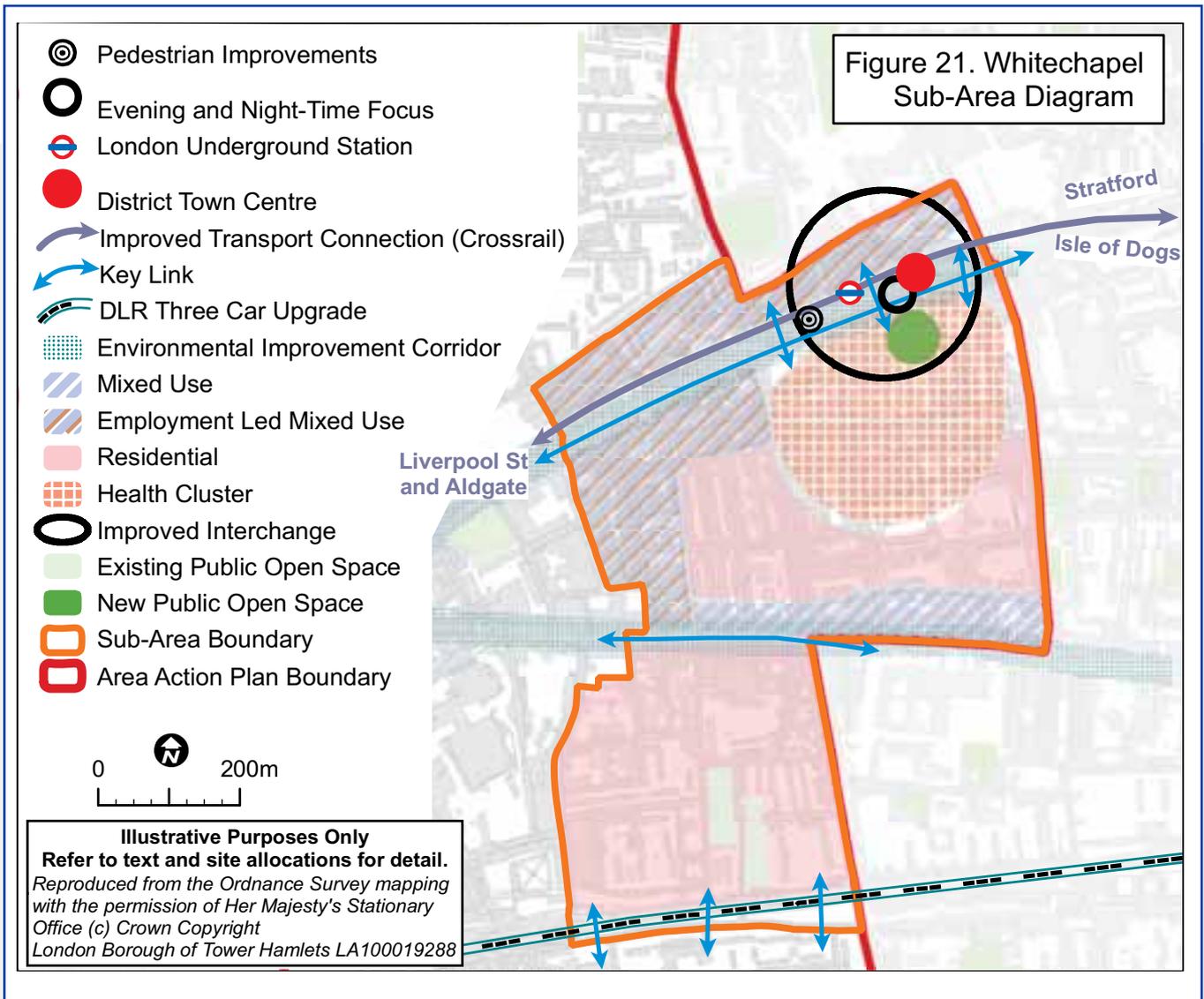


Summary of existing character

- 4.67 The Royal London Hospital and associated medical research facilities is one of the major land uses in this sub-area, which is also characterised by business, housing, community uses as well as a variety of street markets and shops. The Hospital is supported by residential accommodation for hospital and medical student staff, increasing activity in the area. On Commercial Road and Whitechapel Road, the dominance of traffic, the width of the streets and barriers to pedestrians mean these routes represent major physical barriers for north-south movement. The dominance of traffic has created a constant volume of activity and, as a result, the corridors incorporate a considerable amount of commercial activity, including on the ground floor. A variety of other employment uses are scattered (mainly) in the western part of the sub-area. While the sub-area benefits from Whitechapel underground station, it is also severed by the major radial road network from central London.
- 4.68 The East London Mosque is now a significant land mark in the sub-area.

Future character statement

- 4.69 The Royal London Hospital and the new Crossrail interchange will act as a catalyst to regenerate Whitechapel and the wider area. New public spaces, enhanced connectivity and public realm improvements will be planned and delivered, in coordination with social programmes to tackle crime and anti-social behaviour in the area. The existing medical cluster will grow as an international centre of excellence, reinforced by new and innovative medical facilities in an enhanced environment.
- 4.70 Outside of the hospital site, the majority of development proposals in the area are likely to be residential-led, with an element of business development, including small and medium enterprises, retail and leisure uses on key frontages, in particular Whitechapel Road and Commercial Road. The delivery of Crossrail (subject to delivery) will be an extremely important planning consideration and a regeneration driver in this area in the longer term.
- 4.71 Figure 21 provides an indicative illustration of future land uses and key features in the Whitechapel sub-area. Part of this sub-area will be implemented through the Whitechapel Master Plan Supplementary Planning Document.



Employment uses in Whitechapel sub-area

4.72 The Royal London Hospital and associated medical research and teaching facilities are major employers in the sub-area. There are also a number of small businesses primarily located along the Whitechapel Road and Commercial Road corridors. An increasing number of small businesses to the west of the sub-area support a variety of local employment uses.

Creative and cultural activities are concentrated in the Whitechapel sub-area particularly to the west and correlate with its high concentration of small businesses. It is identified as an area for further future development for creative and cultural industries.

Residential uses in Whitechapel sub-area

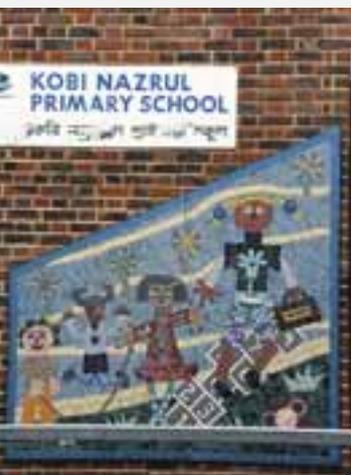
4.73 Much of the sub-area (away from main corridors) is characterised by residential uses, with many housing estates undergoing extensive programmes of estate renewal. There is limited potential for intensification through infill development.



- 4.74 Housing densities within this sub-area should be assessed against the criteria in Development Control Policy HSG1 (Determining Housing Density), and be within the range from 650-1100 habitable rooms per hectare. The mix of housing within this sub-area will comprise a range of housing, including smaller and family dwellings in accordance with Development Control Policy HSG2 (Housing Mix).

Policy CFR33 Residential and employment uses in Whitechapel sub-area

1. The Council will promote small-scale employment uses and support the retention and increase of space for small businesses where redevelopment is proposed. Redevelopment of sites with existing small business space should not result in a net loss.
2. The Council will support research and development uses that would benefit from proximity to the Hospital.
3. The Council will support employment (B1) uses and mixed-use development, with retail and leisure uses on ground floors to reinforce existing focal points of activity along Whitechapel Road and Commercial Road. Along the Whitechapel Road corridor, employment should provide the dominant use.
4. Residential development should provide for a variety of housing sizes and types, including larger family units.
5. The Council will promote the creative use of railway arches for small businesses.
6. For the purposes of determining housing density, this sub-area is central in character.



Retail and leisure uses in Whitechapel sub-area

- 4.75 Retail is focused at the Whitechapel District Centre, along with fashion retail frontages on Commercial Road. The sub-area also benefits from the Watney Market Neighbourhood Centre in the Central Area of the Borough that adjoins Commercial Road. Proposals for new retail development should not detract from existing town centres in the Borough.

Policy CFR34 Retail and leisure uses in Whitechapel sub-area

The following will apply to retail and leisure proposals in the Whitechapel sub-area:

1. New retail development will be focused in the Whitechapel District Centre.
2. Active ground floor frontages will be sought on routes which have a large volume of foot-traffic, including Whitechapel Road and Commercial Road.
3. Improvements that encourage pedestrian flow and enhancements to market tents at the Whitechapel Market will be supported.



Design and built form in Whitechapel sub-area

- 4.76 Development around Whitechapel Road should address the severance issues from the north to the south side of the road, and contribute to the general street improvement around Whitechapel Station. There has been a distinct north-south mentality in the area, created partly by the barrier effect of Whitechapel Road which has negatively impacted on the community around Whitechapel.

Policy CFR35 Design and built form in Whitechapel sub-area

The following design and built form principles will apply in the Whitechapel sub-area:

1. The Council will support opportunities for environmental enhancement with the redevelopment of the Royal London Hospital.
2. Improve the quality of the streetscape, including removing of barriers to pedestrians, to make the pedestrian environment more useable, particularly along Cable Street, Whitechapel Road and Commercial Road.
3. Promote development with strong, high quality built form, in particular along streets frontages.





Policy CFR36 Local connectivity and public realm in Whitechapel sub-area

The following local connectivity principles will apply in the Whitechapel sub-area:

1. The Council will promote environmental and public realm improvements, particularly on the Whitechapel Road corridor, to promote safety and accessibility and provide better links between the network of public open spaces.
2. The Council will seek to reduce problems of severance by seeking improvements to the north-south crossings on Whitechapel Road and Commercial Road, respecting the important transport function of these routes.
3. Enhance north-south pedestrian connections beneath the Docklands Light Railway line.
4. Enhance existing public open spaces and pocket parks through new development, and improving connections between existing green spaces through green links.

Site allocations in Whitechapel sub-area

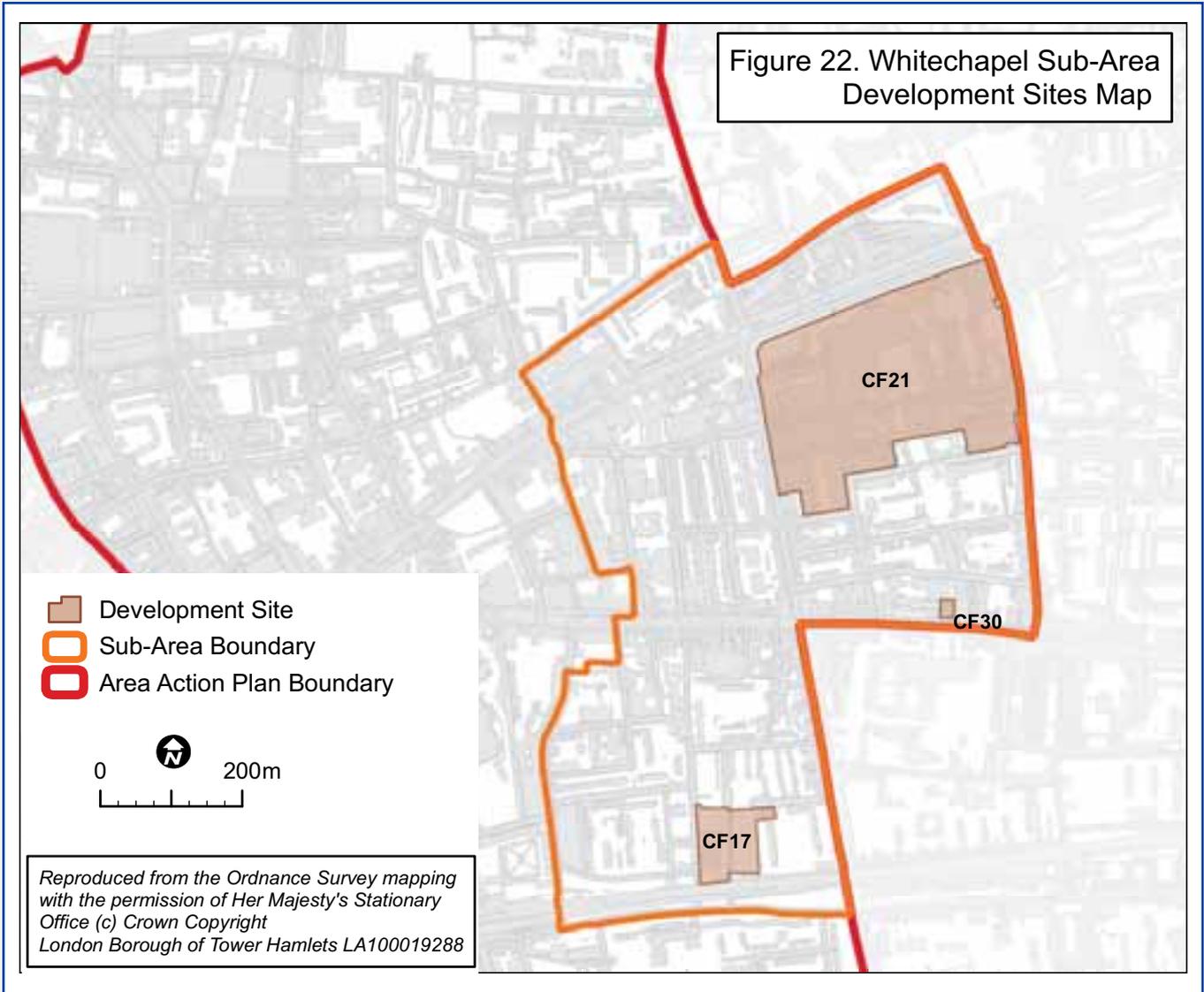
4.77 Site allocations for Whitechapel sub-area are included in Policy CFR37, and are illustrated in Figure 22.

Policy CFR37 Site allocations in Whitechapel sub-area

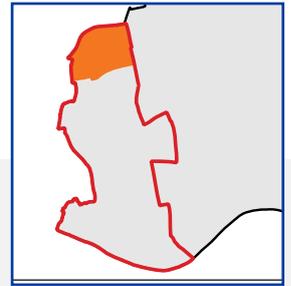
The following sites allocated on the Proposals Map will be developed in line with the following preferred uses. In addition to these uses, other uses supported by policies within the Local Development Framework may also be acceptable.

Ref	Site	Preferred Use(s)
CF17*	Former Bishop Challoner School	Residential (C3) Public open space Social and community facility (D1)
CF21 *	Royal London Hospital & Medical School	Hospital (D1) and related uses (B1) Public Open Space
CF30	Cheviot House	Residential institution (C2)

(Sites marked (*) have valid planning approvals in place as at July 2006)



Weavers sub-area



Summary of existing character

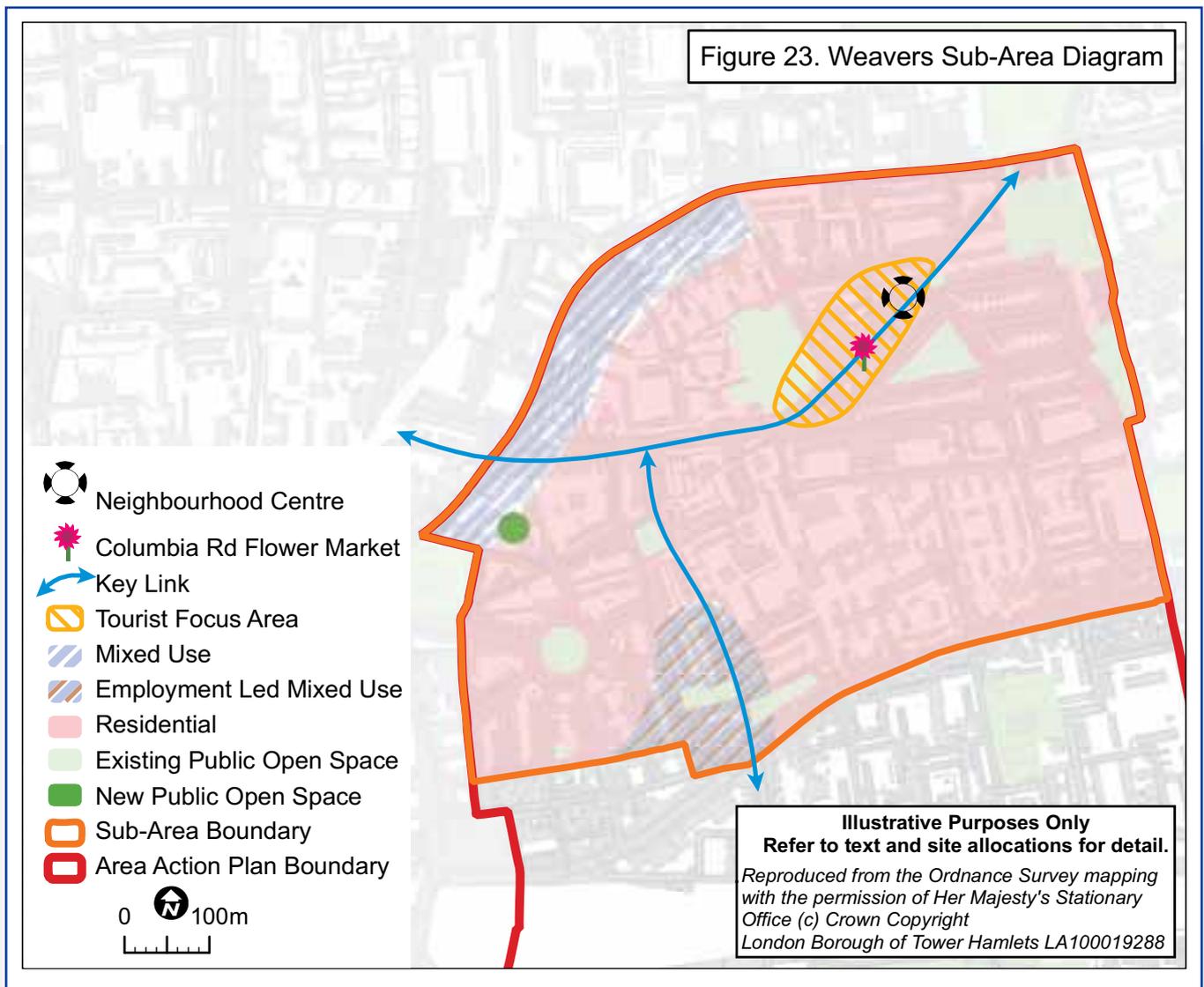
- 4.78 The Weavers sub-area is located in the very north of the City Fringe, and borders the London Borough of Hackney along Hackney Road. It is characterised by a series of residential estates interspersed with small areas of public open space, community uses and some declining retail along main corridors (Bethnal Green Road and Hackney Road) in need of rejuvenation. The historic Boundary Estate was opened in 1900 as the first local authority built housing estate. Columbia Road Flower Market attracts tourists to the area on Sundays. A number of small-scale business activities provide opportunities for a variety of local employment throughout the sub-area.



Future character statement

- 4.79 The predominantly residential character of the Weavers sub-area will be enhanced through small-scale and infill development for mainly residential uses during the lifetime of the Area Action Plan. The compact character of the area will be reinforced through residential and residential-led mixed-use development which makes effective use of the site area. The Columbia Road Flower Market will continue to attract tourists as part of a network of cultural activities in the City Fringe, with small employment uses scattered throughout the area particularly in the south.
- 4.80 Figure 23 provides an indicative illustration of future land uses and key features in the Weavers sub-area.





Employment, residential, retail and leisure uses in Weavers sub-area

- 4.81 Given this sub-area is largely residential in nature, minimal employment uses currently exist compared to other parts of the City Fringe. Mixed-use development will be promoted, particularly around the Columbia Road Neighbourhood Centre, and development should include an element of business, retail and/or leisure uses at ground floor level on major road frontages.
- 4.82 This sub-area is not expected to undergo substantial change in the next 10-15 years, but improving existing housing estates will be a priority.
- 4.83 Retail areas are focused around the Columbia Road Neighbourhood Centre and retail frontages along Hackney Road. The specialist nature of the Flower Market needs to be protected for its unique value to the Borough as a tourist attraction.
- 4.84 Housing densities within this sub-area should be assessed against the criteria in Development Control Policy HSG1 (Determining Residential





Density), and be within the range from 300-1100 habitable rooms per hectare, and should be responsive not only to the level of public transport accessibility, but also to the Conservation Areas and existing built form.

- 4.85 The mix of housing within this sub-area will comprise a range of housing including smaller and family dwellings in accordance with Development Control Policy HSG2 (Housing mix).

Policy CFR38 Employment, residential, retail and leisure uses in Weavers sub-area

1. **Redevelopment in the Columbia Road Neighbourhood Centre should contain ground floor retail uses as part of mixed-use schemes.**
2. **New retail development will be focused in the Columbia Road Neighbourhood Centre, and active ground floor frontages on Hackney Road and Bethnal Green Road. New retail should maintain the vitality and viability of existing retail areas.**
3. **Employment uses will be encouraged as part of mixed-use developments and the provision of a wide variety of spaces for small businesses will be promoted. Proposals should aim to increase small and flexible workspaces, and redevelopment of sites with existing small business space should not result in a net loss.**
4. **The Council will protect the specialist nature of the Columbia Road Neighbourhood Centre as a retail centre and specialist flower market.**
5. **Residential development should provide for a variety of housing sizes and types, including larger family units.**
6. **For the purposes of determining housing density, this site is central in character.**

Design, built form and local connectivity in Weavers sub-area

- 4.86 The residential nature of this area will continue, with only a few sites remaining to be developed in the next 10-15 years. This area is generally low density and design and uses should complement this character.

- 4.87 As this sub-area is rather established, there are unlikely to be any large sites coming forward in this sub-area, smaller public spaces should be developed to complement and connect the existing open space network in the Weavers sub-area.



Policy CFR39 Design and built form in Weavers sub-area

The following design principles will apply to development in the Weavers sub-area:

1. Development should respect the backdrop of the strategic views to St Paul's Cathedral from Westminster Pier in accordance with Core Policy CP50 (Protection and Management of Important Views).
2. Promote fine grained plot sizes and scale of development in-keeping with prevailing patterns and building heights.
3. Establish built forms which provide quality active street frontages to allow for permeability and accessibility to other parts of the Borough and beyond.



Policy CFR40 Local connectivity and public realm in Weavers sub-area

The following local connectivity principles will apply to development in the Weavers sub-area:

1. Create small, high quality public spaces in conjunction with any improvements to open spaces.
2. Maximise connections and signage between new and existing open spaces.

Site allocations in Weavers sub-area

- 4.88 Site allocations for the Weavers sub-area are included in Policy CFR41, and are illustrated in Figure 24.

Policy CFR41 Site allocations in Weavers sub-area

The following sites allocated on the Proposals Map will be developed in line with the following preferred uses. In addition to these uses, other uses supported by policies within the Local Development Framework may also be acceptable.

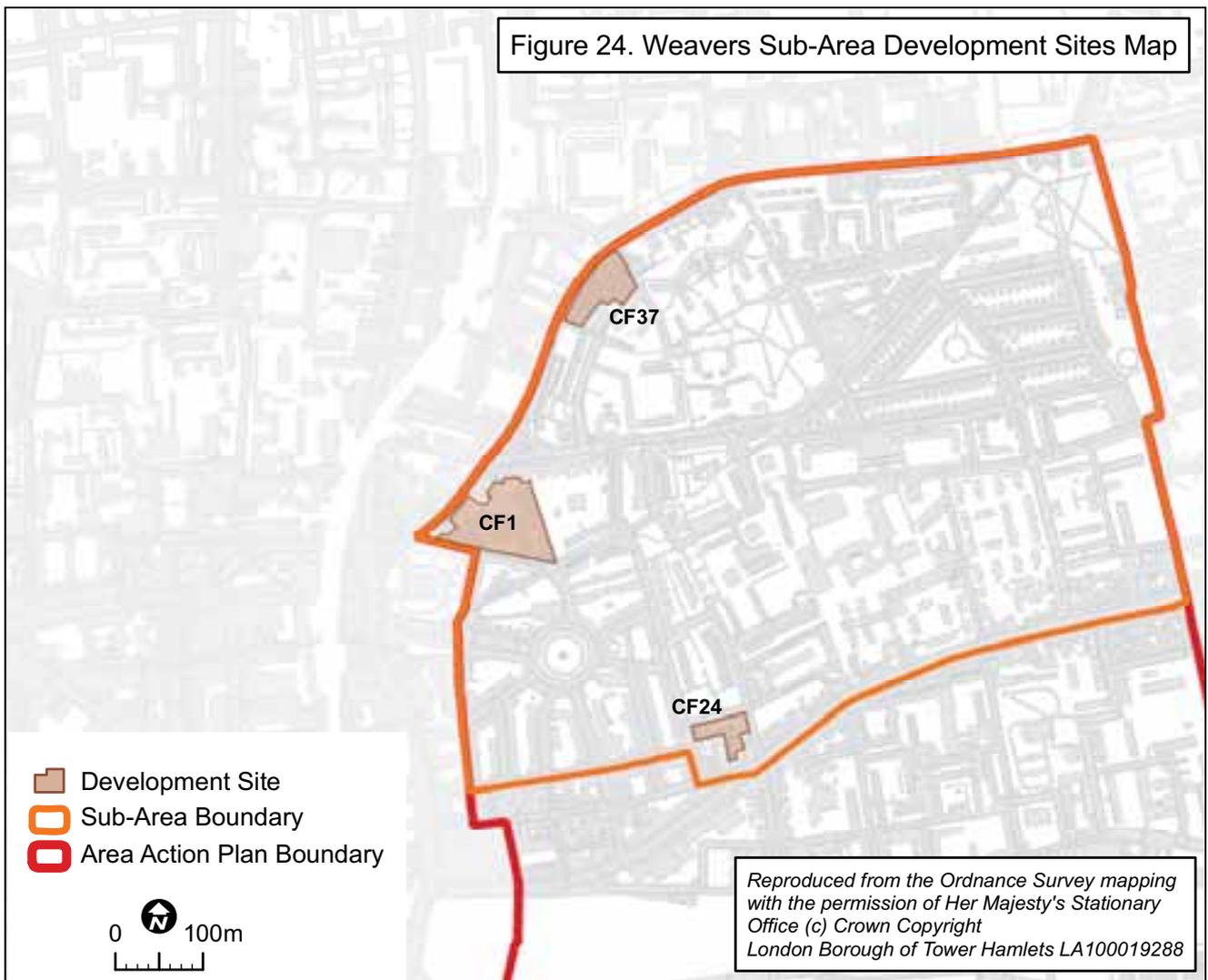




Ref	Site	Preferred Use(s)
CF1	Mildmay Hospital	Residential (C2/C3) Retail (A1,A2, A3, A4) Employment (B1) Public open space
CF24	Foxes Yard	Employment (B1) Residential (C3)
CF37	Land at Pelter Street and Diss Street	Residential (C3) Employment (B1)

(Sites marked (*) have valid planning approvals in place as at July 2006)

Figure 24. Weavers Sub-Area Development Sites Map







Implementation

Implementing the spatial strategy



Planning obligations

- 5.1 Creating a sustainable community in the City Fringe will not be possible without fully capitalising on the significant inward investment, and ensuring that all of the community are able to share in the prosperity this will bring. Planning obligations, and the requirement for developments to make a contribution to important infrastructure and services, are a key part of implementing the Area Action Plan. This is reinforced in Development Control Policy IMP1 (Planning Obligations).
- 5.2 In some cases, the Council will formally identify the scope and range of development contributions for particular areas as part of Supplementary Planning Documents (including master plans, development briefs and contributions frameworks). These will define specifically how developers will be expected to contribute towards infrastructure improvements. In addition to Supplementary Planning Documents, and in instances where such guidance is not available, each development will be expected to respond positively to the policy framework outlined in the Area Action Plan, having regard to the scale and type of development which actually comes forward for development.
- 5.3 Master plans and development briefs have been identified to guide growth in the following areas:
- Aldgate & Goodmans Fields;
 - Whitechapel;
 - Old Truman's Brewery; and
 - News International/Tobacco Dock.

Phasing

- 5.4 The development planned for as part of this Area Action Plan is expected to come forward over the period up until 2016 and in some cases beyond this. The actual timing of development will be determined by the market which exists at any given time for various uses and activities, which, particularly in relation to employment space, is quite variable and cyclical. The intentions of landowners and their general aspirations for their holdings will also impact on when development occurs.
- 5.5 More important than when individual development comes forward is the overall extent of development, and the need to ensure that infrastructure and services are in place to support it. Policy CFR7 makes clear the Council Policy that development will only be

supported where sufficient infrastructure is in place, or commitments are in place for its provision prior to development coming on stream. The Council will monitor the extent of development to ensure this Policy is implemented, and the Annual Monitoring Report will be an important tool for managing the balance between development and infrastructure.

Supplementary planning documents

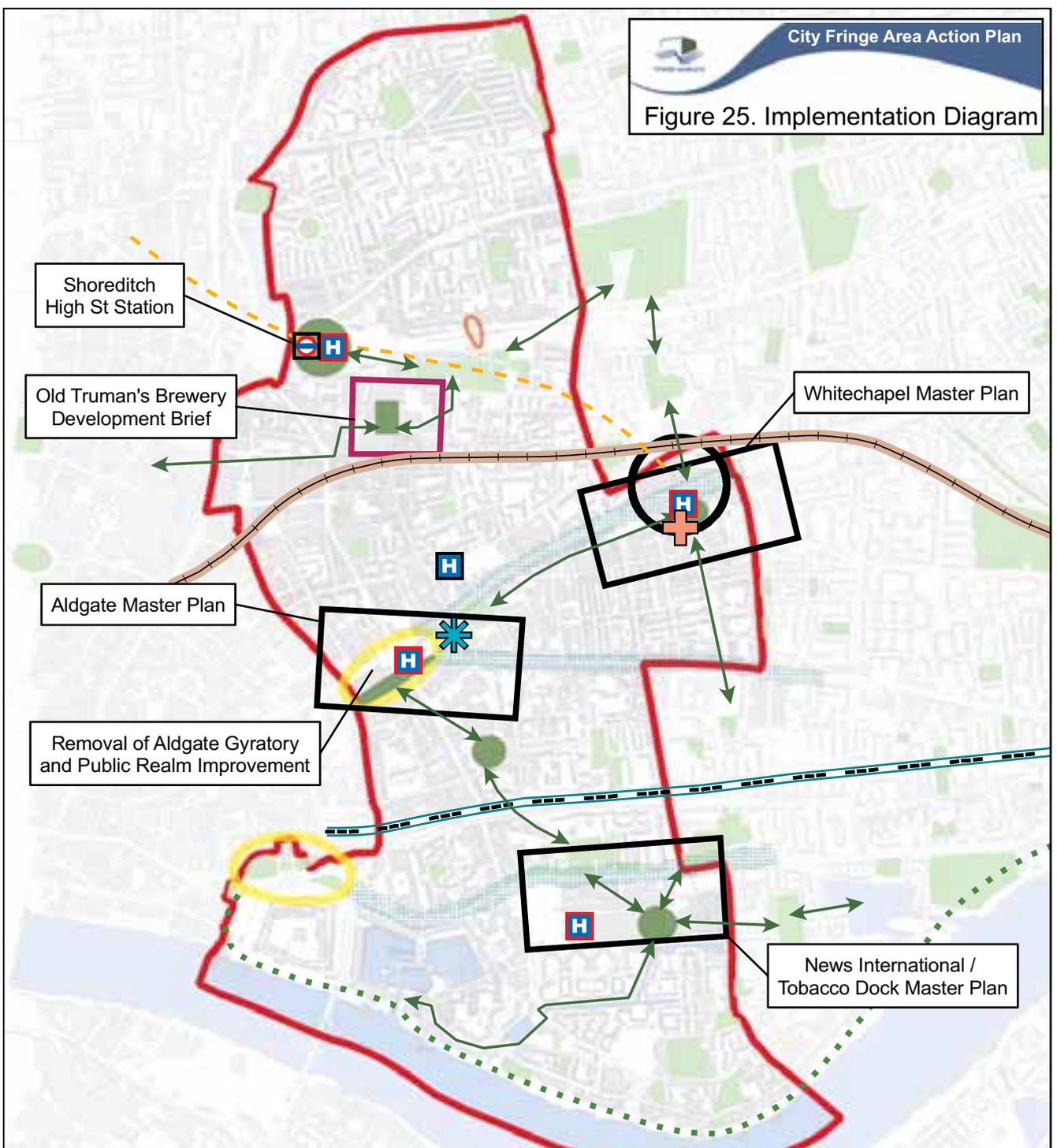
- 5.6 A key tool for implementing this Area Action Plan, as already outlined throughout the document, are Supplementary Planning Documents. These will be developed to support the detailed implementation of specific elements of the proposal, including key areas of change and planning obligations. The Local Development Scheme, which forms part of the Local Development Framework, will identify what Supplementary Planning Documents exist and apply to the City Fringe.

Monitoring

- 5.7 The results of monitoring which arise out of this Area Action Plan, and all documents which form part of the Local Development Framework, will be reported as part of the Annual Monitoring Report. The Annual Monitoring Report should be read alongside this Area Action Plan to help inform the public as to the progress on its implementation and the success (or otherwise) of the policies contained within it.
- 5.8 The Implementation Diagram (Figure 25) outlines key projects and should be used for indicative purposes only; its purpose is to highlight the key delivery projects that need to come forward to ensure the vision for the City Fringe is achieved. Note this does not preclude additional projects being implemented.



City Fringe Area Action Plan
 Figure 25. Implementation Diagram



KEY PROJECTS

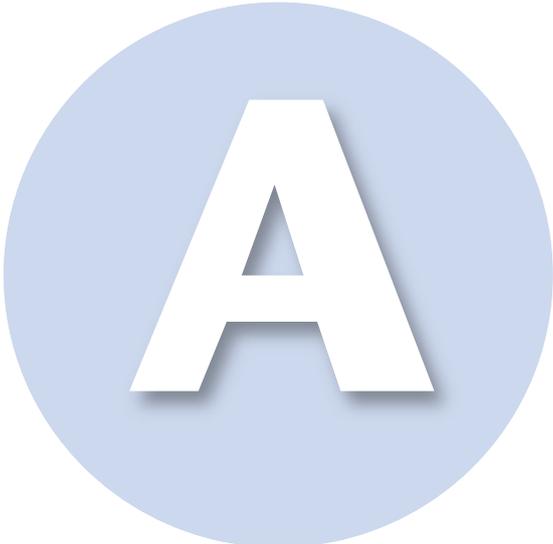
- | | | | |
|--|--|--|--|
| | London Metropolitan University Consolidation | | Improved Links between Open Spaces |
| | Royal London Hospital and Medical School Expansion | | Improved Interchange with Crossrail |
| | Relocated Shoreditch High St Station | | Improved Connection Across Train Lines |
| | Expanded / Improved Health Centre | | Public Realm Improvement |
| | Proposed Health Centre | | Environmental Improvement Corridor |
| | Crossrail | | Proposed Public Open Space |
| | DLR 3 Car Upgrade | | Existing Public Open Space |
| | East London Line Extension | | Master Plan Area |
| | Riverside Walkways | | Development Brief Area |
| | | | Area Action Plan Boundary |



Illustrative Purposes Only
 Refer to text and site allocations for detail

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Appendices

Appendix 1

Guidance and delivery of public open space

The table below identifies the following:-

- Larger public open spaces already existing in the City Fringe and how they are to be better managed and improved;
- Approximately how much publicly accessible public open space should be provided on individual sites as they come forward for development; and
- The delivery mechanisms which will be used to ensure public open space is actually provided.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
028	Allen Gardens	1.90	Existing	• Local Park – Improvements to /increase in green space in line with site CF3e.
026	Wapping Gardens	1.26	Existing	• Local Park – Green space
043	Swedenborg Gardens	1.26	Existing	• Local Park – Improvements and extension to include green space to the west of Swedenborg Gardens.
031	Ion Square Gardens	1.03	Existing	• Local Park – Green Space
020	Ravenscroft Park	0.97	Existing	• Local Park – Green Space
121	St Matthews & St James	0.85	Existing	• [former] Burial Ground
053	Rope Walk Gardens	0.84	Existing	• Local Park -Improvement / increase in green space in line with site allocation CF17.
052	Wapping Rose Gardens	0.62	Existing	• Local Park – Green Space
065	Trinity Square Gardens	0.49	Existing	• Improvements to the public realm around Tower Hill Station.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
115	Altab Ali Park	0.48	Existing	<ul style="list-style-type: none"> • [former] Burial Ground – improvements towards the green space and existing memorial.
035	Jesus Green	0.37	Existing	<ul style="list-style-type: none"> • Local Park – Green space
029	Warner Green	0.30	Existing	<ul style="list-style-type: none"> • Local Park – Green space
027	Wapping Green	0.25	Existing	<ul style="list-style-type: none"> • Local Park – Green space
66	London Wall Gardens	0.21	Existing	<ul style="list-style-type: none"> • Square/Garden
069	Waterside Gardens	0.14	Existing	<ul style="list-style-type: none"> • Square/Garden
CF1	Mildmay Hospital [Site size 0.75 ha]	0.1	Proposed	<ul style="list-style-type: none"> • Some green public open space should be provided. • This open space will be delivered by allocating Site CF28 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF2a	Bishopsgate Goodsynd [Site size 3.66 ha]	0.6	Proposed	<ul style="list-style-type: none"> • At least one large green contiguous public open space should be provided. • Urban space should be integrated to the Station entrance to maximise access to the Station. • This open space will be delivered by allocating Site CF2a for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
CF2b	32-42 Bethnal Green Road [Site size 0.72 ha]	0.2	Proposed	<ul style="list-style-type: none"> Public open space should be maximised. Space should improve access to the new Shoreditch High Street Station. This open space will be delivered by allocating Site CF2b for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF3a	Dunbridge Street and South of Railway [Site size 2.80 ha]	0.5	Proposed	<ul style="list-style-type: none"> At least one contiguous green public open space providing good links to Allen Gardens (including the extension at Allen Gardens North) and Weavers Fields. Wildlife and recreational enhancements to existing public open space. This open space will be delivered by allocating Site CF3a for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF3d	Cheshire Street [Site size 0.51 ha]	0.1	Proposed	<ul style="list-style-type: none"> Public open space should be maximised and incorporated into a link of existing and new open spaces. Space should open up access to remove the railway line as a barrier. Wildlife and recreational enhancements to existing public open space

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
				<ul style="list-style-type: none"> This open space will be delivered by allocating Site 3d for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF3e	Allen Gardens North [Site size 0.30 ha]	0.3	Proposed (extension to existing)	<ul style="list-style-type: none"> New green public open space in place of railway line (which is being relocated) to cover entire site. Public open space should be an extension to and a continuation of green space at Allen Gardens. Wildlife and recreational enhancements to existing public open space. This open space will be delivered by allocating Site CF3e for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF5	Old Truman's Brewery [Site size 3.81 ha]	0.8	Proposed	<ul style="list-style-type: none"> New urban hard landscaped public open space. Site to provide links between new urban public open space and Allen Gardens. Public open space should provide a strong relationship with Brick Lane. This open space will be delivered through the implementation of the Old Truman's Brewery Development Brief, by allocating Site CF5 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
CF8	Fruit & Wool Exchange [Site size 0.97 ha]	0.18	Proposed	<ul style="list-style-type: none"> Public open space should be maximised and type to be determined at application stage. This open space will be delivered by allocating Site CF8 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF9	Middlesex Street, Rodwell House [Site size 0.55 ha]	0.1	Proposed	<ul style="list-style-type: none"> Public open space should be maximised and type to be determined at application stage. This open space will be delivered by allocating Site CF9 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF12a	Goodmans Fields [Site size 3.87 ha]	0.8	Proposed	<ul style="list-style-type: none"> Contiguous large green public open space should be provided. Space to meet the needs of local residential communities, including families and young people. Space should link to existing public open spaces to the south and northeast and proposed public open spaces to the northwest. This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF12a for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
CF12b	Aldgate Union 1 & 2 [Site size 0.81]	0.1	Proposed	<ul style="list-style-type: none"> Space should be provided in conjunction with improvements at Braham Street (BS). This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF12b for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
BS	Braham Street [Size 0.24 ha]	0.2	Proposed	<ul style="list-style-type: none"> Combination of urban and green public open space to replace the existing road, and to provide a connection between existing and proposed public open spaces. Public open spaces should be delivered to be used both by office workers and local residents and should provide a space suitable for public outdoor gatherings/concerts. This should be provided in accordance with sites CF12b, CF12c, CF12e and should provide links to other open spaces including CF12a and CF40. This open space will be delivered through the implementation of the Aldgate Master Plan, by requiring financial contributions (planning obligations) from surrounding sites, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF12c	Aldgate Union 3 & 4 [Site size 0.95 ha]	0.25	Proposed	<ul style="list-style-type: none"> Streetscape improvements. Open space should maximise connections between surrounding existing and proposed open spaces

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
				<ul style="list-style-type: none"> Some green public open space should be provided. Public open space should maximise access to the relocated tube entrance. Should be delivered with public open space identified as BS (Braham Street). This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF12c for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF12e	Aldgate Union South [Site size 1.39 ha]	0.2	Proposed	<ul style="list-style-type: none"> To link with public open space on site CF12b and Braham Street. This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF12e for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF12g	Middlesex St [Site size 0.58 ha]	0.1	Proposed	<ul style="list-style-type: none"> Public open space should be maximised. Type to be determined at application stage. This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF12g for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
CF12h	Calcutta House [Site size 0.52]	0.1	Proposed	<ul style="list-style-type: none"> Public open space should be maximised. Type to be determined at application stage. Street improvements to Whitechapel High Street. This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF12h for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF17	Former Bishop Challoner School [Site size 0.87 ha]	0.47	Existing	<ul style="list-style-type: none"> Green public open space should add to and be an extension of Rope Walk Gardens and continue to serve the local community as a local park. Public open space on the site should form links, and should be easy to get between with no barriers. Outdoor recreational uses should be included on the site to serve the local community. Existing public open space should not be lost. This open space will be delivered, by allocating Site CF17 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF20	News International [Site size 7.16 ha]	2.0	Proposed	<ul style="list-style-type: none"> At least one large contiguous green public open space to meet the needs of residents, workers and visitors. Hard public open space on west of site for office workers.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
				<ul style="list-style-type: none"> Connecting spaces to the canal and to existing spaces to the west and north of the site. This open space will be delivered through the implementation of the News International/Tobacco Dock Master Plan, by allocating Site CF20 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF21	Royal London Hospital [Site size 8.32 ha]	0.6	Proposed	<ul style="list-style-type: none"> Improvements to existing public open space, ensuring connectivity and improved public realm. New public square. This open space will be delivered through the implementation of the Whitechapel Master Plan, by allocating Site CF21 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF28	21 Osborn Street [Site size 0.23]	0.05	Proposed	<ul style="list-style-type: none"> Hard landscaping urban public open space integrated at the rear with Whitechapel Gallery. This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF28 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions/ implementation/delivery
CF33	38-40 Trinity Square [Site size 0.259]	0.1	Proposed	<ul style="list-style-type: none"> • Deliver improved public realm around the station. • This open space will be delivered by allocating Site CF33 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF34	Sceptre Street [Site size 0.207]	0.1	Proposed	<ul style="list-style-type: none"> • Deliver improved public realm. • This open space will be delivered by allocating Site CF34 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF38	Central House (London Metropolitan University) [Site size 0.801]	0.1	Proposed	<ul style="list-style-type: none"> • Public open space should be maximised. Type to be determined at application stage. • This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF38 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF39	33-35 Commercial Road [Site size 0.33]	0.05	Proposed	<ul style="list-style-type: none"> • This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF39 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.

Ref	Name	Minimum open space size (ha)	Status	Strategic directions / implementation / delivery
CF40	Adler Street [site size 0.70]	0.1	Proposed	<ul style="list-style-type: none"> Public open space should be maximised. Type to be determined at application stage. This open space will be delivered through the implementation of the Aldgate Master Plan, by allocating Site CF40 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.
CF43	Tobacco Dock [site size 2.36]	0.3	Proposed	<ul style="list-style-type: none"> Public open space. Type to be determined at application /master plan stage. This open space will be delivered through the implementation of the News International/Tobacco Dock Master Plan, by allocating Site CF43 for open space within this Area Action Plan, through the development control process when the site comes forward for development, and through negotiation with the developer/site owner.

Notes for Table

- For existing open spaces, the open space number and name is drawn from the London Borough of Tower Hamlets Open Space Strategy, 2005. The identified open space types are those that are allocated in the Open Space Strategy.
- For proposed open spaces, the open space number and name is the same as in the Site Allocations.
- Braham Street (BS) is identified separately as it is coming forward as part of a number of sites.
- See Policy CFR5 for more details.

Appendix 2.

Complete list of policies

Policy CFR1.	City Fringe spatial strategy
Policy CFR2.	Transport and movement
Policy CFR3.	Health provision
Policy CFR4.	Education provision
Policy CFR5.	Open space and flooding
Policy CFR6.	Infrastructure and services
Policy CFR7.	Infrastructure capacity
Policy CFR8.	Waste
Policy CFR9.	Employment uses in Aldgate and Spitalfields Market sub-area
Policy CFR10.	Residential uses in Aldgate and Spitalfields Market sub-area
Policy CFR11.	Retail and leisure in Aldgate and Spitalfields Market sub-area
Policy CFR12.	Design and built form in Aldgate and Spitalfields Market sub-area
Policy CFR13.	Local connectivity in Aldgate and Spitalfields Market sub-area
Policy CFR14.	Site allocations in Aldgate and Spitalfields Market sub-area
Policy CFR15.	Employment uses in St Katharine's sub-area
Policy CFR16.	Residential uses in St Katharine's sub-area
Policy CFR17.	Retail, evening and night-time economy in St Katharine's sub-area
Policy CFR18.	Design and built form in St Katharine's sub-area
Policy CFR19.	Local connectivity in St Katharine's sub-area
Policy CFR20.	Site allocations in St Katharine's sub-area
Policy CFR21.	Employment uses in Wapping sub-area
Policy CFR22.	Residential uses in Wapping sub-area
Policy CFR23.	Retail and leisure uses in Wapping sub-area

Policy CFR24.	Design and built form in Wapping sub-area
Policy CFR25.	Local connectivity and public realm in Wapping sub-area
Policy CFR26.	Site allocations in Wapping sub-area
Policy CFR27.	Employment uses in Banglatown and Brick lane sub-area
Policy CFR28.	Residential uses in Banglatown and Brick Lane sub-area
Policy CFR29.	Retail and leisure in Banglatown and Brick Lane sub-area
Policy CFR30.	Design and built form in the Banglatown and Brick Lane sub-area
Policy CFR31.	Local connectivity and public realm in the Banglatown and Brick Lane sub-area
Policy CFR32.	Site allocations in Banglatown and Brick Lane sub-area
Policy CFR33.	Residential and employment uses in Whitechapel sub-area
Policy CFR34.	Retail and leisure uses in Whitechapel sub-area
Policy CFR35.	Design and Built form in Whitechapel sub-area
Policy CFR36.	Local connectivity and public realm in Whitechapel sub-area
Policy CFR37.	Site allocations in Whitechapel sub-area
Policy CFR38.	Employment, residential, retail and leisure uses in Weavers sub-area
Policy CFR39.	Design and built form in Weavers sub-area
Policy CFR40.	Local connectivity and public realm in Weavers sub-area
Policy CFR41.	Site allocations in Weavers sub-area

Appendix 3

Supporting information

Published documents supporting policies in this document are as follows:

- The Mayor's Transport Strategy, July 2001, Greater London Authority
- Tower Hamlets Municipal Waste Strategy 2003 - 2018, 2003, London Borough of Tower Hamlets
- London Office Policy Review, 2004 and 2006, for the Greater London Authority
- London Plan, February 2004, Greater London Authority
- Tower Hamlets Housing Needs Study, November 2004, Forum Research Ltd
- London Borough of Tower Hamlets Local Implementation Plan 2005/06 to 2010/11
- Transport and Utilities Baseline Review, January 2005, EDAW
- The Cultural Industries Sector in Tower Hamlets, February 2005
- Tower Hamlets Borough-Wide Retail Capacity Assessment, February 2005, Drivers Jonas
- London Borough of Tower Hamlets Education Strategic Plan, September 2005, London Borough of Tower Hamlets
- Flood Map for England and Wales, September 2005, Environment Agency
- London Borough of Tower Hamlets Open Space Strategy, December 2005, London Borough of Tower Hamlets
- Tower Hamlets Children and Young People's Strategic Plan, 2006-2009, London Borough of Tower Hamlets
- Improving Health and Well-being in Tower Hamlets - A Strategy for Primary and Community Care Services 2006 - 2016, 2006, Tower Hamlets Primary Care Trust, London Borough of Tower Hamlets and Tower Hamlets Partnership
- B1 Office and Workspace in Tower Hamlets: A Demand and Supply Assessment, March 2006, Renaisi
- Central London Sub-Regional Development Framework, May 2006, Greater London Authority
- East London Sub-Regional Development Framework, May 2006, Greater London Authority
- London Plan Further Alterations, May 2006, Greater London Authority
- Tower Hamlets Transport Study, June 2006, Buro Happold
- Tower Hamlets Waste Capacity Requirements, June 2006, Buro Happold
- Tower Hamlets Capacity Assessment, June 2006, EDAW
- Tower Hamlets Character Area Assessments, June 2005, EDAW
- Tower Hamlets Property Market Review, June 2005, Jones Lang LaSalle

Monday - Friday
9.00am - 5.00pm



THCF/06/4

English	For free translation phone
Arabic	للترجمة المجانية الرجاء الاتصال هاتفياً.
Chinese	欲索取免費譯本，請致電。
French	Pour une traduction gratuite, téléphonez
Hindi	मुफ्त अनुवाद के लिए फोन कीजिए.
Malayalam	സൗജന്യമായ തർജ്ജിമയ്ക്കായി ബന്ധപ്പെടുക
Somali	Turjubaan lacag la'aan ah ka soo wac telefoonka.
Portuguese	Para uma tradução grátis, telefone.
Bengali/Sylheti	বিনাখরচে অনুবাদের জন্য টেলিফোন করুন
Gujarati	મફત ભાષાંતર માટે ફોન કરો.
Punjabi	ਮੁਫਤ ਅਨੁਵਾਦ ਲਈ ਫੋਨ ਕਰੋ
Urdu	مفت ترجمے کے لئے ٹیلیفون کیجئے۔
Serbo-Croat	Za besplatne prevode pozovite
Spanish	Para obtener una traducción telefónica gratuita llame al:
Russian	Перевод – бесплатно. Звоните.
Albanian	Për një përkthim falas telefononi.
Tamil	இலவச மொழிபெயர்ப்புக்கு தொலைபேசி செய்யவும்.
Greek	Για δωρεάν μετάφραση, τηλεφωνήστε.
Turkish	Ücretsiz çeviri için telefon edin.
Vietnamese	Điền thoại để được thông dịch miễn phí.
Kurdish	بۆ وهەرگێران (تهرجومه کردن) به خۆراییی، ته له فۆن بکه.
Lithuanian	Del nemokamo vertimo skambinkinte
Polish	Po bezplatne tłumaczenia prosimy dzwonic

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