

Appendix 3 Schedule of Minor Modifications

Ref	Part / section	Chapter/ Theme	Paragraph	Policy	Amendment (Deleted text shown as struck through and additional text shown in red)	Reason for change (Please note that references to representations refer to those received in response to the amendments to the proposed submission version of the Tower Hamlets Local Plan unless otherwise stated).
MM1	All chapters				Chapters to be reordered in chronological/numerical order: chapter 1,2,3,4,5 etc	For consistency and clarification
MM2	All sections				Parts 1 to 6 Rename: Sections 1 to 6	To aid ease of document use
MM3	List of figures				List of F figures	For consistency and clarification
MM4	List of figures				Insert a list of policies after the list of figures	To aid ease of document use
MM5	Consultation information				Delete this section	The consultation has now ended and is no longer applicable.
MM6	Part 1: Setting the scene	Chapter 1: Introduction			Insert the following paragraph between paragraphs 1.7 and 1.8 in section 1: Part of the borough falls within the boundary of the London Legacy Development Corporation (as shown on figures 2 and 3). The Local Plan does not cover this area with the exception of waste matters, as detailed in chapter 10 in section 3. Local Plan designations within this area are shown on the Policies Map and Key Diagram and are identified in the London Legacy Development Corporation Local Plan which applies in this area.	To respond to a representation from a statutory consultee
MM7	Part 1: Setting the scene	Chapter 2: Borough portrait			Chapter 2: Borough P portrait	For consistency and clarification
MM8	Part 1: Setting the scene	Chapter 2: Borough portrait	2.23		However, the overall provision of publicly accessible open space in the borough is low compared to other inner London boroughs with similar characteristics, as well as being far below national standards	For consistency and clarification
MM9	Part 1: Setting the scene	Chapter 2: Borough portrait	new paragraph after 2.11		Add new paragraph after 2.11: While the majority of the borough's future housing and employment supply is expected to come forward on allocated sites, significant opportunities exist to bring forward development within other locations, such as small-scale infill sites within existing neighbourhoods and the intensification of existing brownfield sites. These sites (known as windfalls) have the potential to make a significant contribution to the supply of housing and employment land in the borough.	Respond to a representation from a statutory consultee
MM10	Part 1: Setting the scene	Chapter 3: Trends	3.1: Our Infrastructure		Multiple projects are also underway or planned to improve the public transport network across the borough, including the new Elizabeth line, improvements to the London Underground (e.g. Central and Jubilee lines) and Docklands Light Railway, improved river services and additional river crossings. However, Even with these capacity increases, future demand is forecast to outstrip supply over the plan period, Consequently, a and further investment significant step-change in future capacity-is will be required above that already planned. Tower Hamlets is expected to experience continued job gains and strong employment growth over the period to 2031 (in excess of London and national averages).	Respond to a representation from a statutory consultee
MM11	Part 2: Vision and objectives	Chapter 1: Our vision for Tower Hamlets	Vision box		Neighbourhoods will be transformed with high quality buildings and well-designed spaces, while the character of the borough's 24 places that make Tower Hamlets unique, including its cultural heritage , will be protected and enhanced: ensuring a sensitive balance between, and integration of, old and new	Respond to a representation from a statutory consultee
MM12	Part 2: Vision and objectives	Chapter 2: Key objectives and principles	Amend key objective 1:		Growth must be delivered alongside appropriate social and transport infrastructure, recognising that without provision of adequate infrastructure growth cannot be supported. When taken as a whole , growth must be balanced, containing a range of employment, retail and community facilities, alongside increasing residential development.	Respond to a representation from a developer / landowner
MM13	Part 2: Vision and objectives	Chapter 2: Key objectives and principles	Amend key objective 2:		6. making the best use of our available land (through encouraging the co-location of uses, shared facilities, intensification , integrated infrastructure and the delivery of pocket parks) and ensuring improved connectivity between places. 7. maximising the benefits of the new Elizabeth line (including the stations at Whitechapel and Canary Wharf) and other transport schemes, acting as a catalyst for investment;	Respond to a representation from a developer / landowner
MM14	Part 2: Vision and objectives	Figure 5: Key diagram	key to figure 5		Change the key to figure 5 as follows. Delete " New pedestrian/cycle bridge - proposed " and replace with " New pedestrian/cycle river crossing - proposed "	Typographical error
MM15	Part 3: Policies	All chapters			D.DH7 8: Amenity	Typographical error
MM16	Part 3	Chapter 2: Achieving sustainable growth		S.SG1: Areas of growth and opportunity within Tower Hamlets Part 2	Development that is within or part of a site allocation is required to deliver the identified land uses, infrastructure requirements and the design and delivery principles.	For consistency and clarification
MM17	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.9		Each sub area (as shown on the p Policies m Map is distinctive.....	For consistency and clarification
MM18	Part 3: Policies	Chapter 2: Achieving sustainable growth		Policy S.SG1 Areas of Growth and opportunity within Tower Hamlets	3. The majority of new housing and employment provision within the borough will be focussed within the Isle of Dogs and South Poplar opportunity area, principally within Canary Wharf and the area in the north of the Isle of Dogs. Significant amounts of new housing will also be delivered in the City Fringe and Lower Lea Valley (including the Poplar Riverside Housing Zone) opportunity areas.	To respond to a representation from a local resident / community group

MM19	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.1		The Local Plan also seeks to protect and enhance the character and distinctiveness of the borough's 24 places that make up each of the four sub-areas (see figure 4). Development within the sub-areas will be expected to have regard to the distinct characteristics of the borough's 24 places, as defined within the Tower Hamlets Urban Structure and Characterisation Study and other relevant guidance, such as conservation area appraisals, design guides, and supplementary planning documents and the Tower Hamlets Conservation Strategy .	To respond to a representation from a statutory consultee
MM20	Part 3: Policies	Chapter 2: Achieving sustainable growth		D.SG3: Health Impact Assessments	1. The following developments are required to complete and submit a rapid health impact assessment as part of the planning application. a. Major developments. b. New development within an area of sub-standard air quality (as shown on the Policies Map). c. Developments which contain any of the following uses: i. Education facilities. ii. Health facilities. iii. Leisure or community facilities. iv. A5 uses (hot-food-takeaways). v. Betting shops. vi. Publicly accessible open space.	To respond to multiple representations
MM21	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.22	D.SG3: Health Impact Assessments	2.22 Health impact assessments should be undertaken using the recommended guidance from our public health service. (For example, the latest Healthy Urban Planning Checklist, which also provides a rapid health impact assessment tool (Healthy Urban Development Unit) .	To respond to multiple representations
MM22	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.19	D.SG3: Health Impact Assessments	2.19 Improving health and wellbeing in the borough is a key priority in our Community Plan, reflecting the borough's significantly high levels of poor health outcomes. This policy seeks to address high levels of poor health in the borough, which environmental improvements, including the principles of active travel, active design and healthy streets , can help to reduce". *New footnote: Further details on the borough's health profile and priorities and the links between health and the built environment can be found in the Tower Hamlets Joint Strategic Needs Assessment: Planning and Health (2016) and the Tower Hamlets Health and Wellbeing Strategy (2017) .	To respond to a representation from a developer / landowner
MM23	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.31	D.SG4: Planning and construction of new development	2.31 Cumulative impacts arising from the construction phase of other major developments building works with one kilometre radius...	To respond to a representation from a developer / landowner
MM24	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Part 1c	reflects have regard to their immediate and wider surroundings.	Multiple representations
MM25	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Part 1d	Delete part 1d. reuse existing buildings with better quality design where feasible and where it would not compromise the quality of the development; and re-name 1e-j accordingly in policy and supporting paragraphs	Multiple representations
MM26	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Part 1f	including residential development and social housing.	Respond to a representation from a local resident/community group
MM27	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Part 1g	well-connected, inclusive and integrated spaces	Respond to a representation from a local resident/community group
MM28	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Part 1j	Provide a mix and range of publicly accessible open spaces and water spaces that promote biodiversity, health and well-being.	For clarification, accuracy and consistency.
MM29	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.4	S.DH1 supporting text	Delivering high quality design lies at the heart of our plans to grow and expand Tower Hamlets, helping to ensure it will help to ensure that Tower Hamlets remains one of the most attractive and dynamic parts of London. ...benefit Tower Hamlet's' location (move apostrophe)	For clarification, accuracy and consistency.
MM30	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.4	S.DH1 supporting text	The purpose of this policy is to outline the key elements of high quality design so that we create buildings, spaces and places that are sustainable, accessible, attractive, durable and well-integrated into their surroundings and that are sensitive to the character of the area, thus contributing to a better high quality of life and well-being .	For clarification, accuracy and consistency.
MM31	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.12	S.DH1 supporting text	Part j seeks to promote the provision of open spaces and water spaces in the borough	For clarification, accuracy and consistency.
MM32	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH2: Part 1a	1(a) improving connectivity to public transport hubs, town centres, open spaces, water spaces , social and community facilities and surrounding areas	For clarification, accuracy and consistency.

MM33	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.17	D.DH2 supporting text	main streets - focusing on movement and prioritising the safe and convenient flow of buses, and cyclists and pedestrians;	Respond to a representation from a statutory consultee
MM34	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.20	D.DH2 supporting text	integral development component	Typographical or graphical error
MM35	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.21	D.DH2 supporting text	signage, and lighting and public art	Respond to a representation from a developer/landowner
MM36	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.24	D.DH2 supporting text	Balconies overhanging on the public footway	Typographical or graphical error
MM37	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Policy links (p39)	D.DH2	Policy S.OWS1: Creating a network of open spaces	Typographical or graphical error
MM38	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Policy links (p39)	D.DH2	Insert policy link: Policy D.OWS4: Water spaces	Respond to a representation from a statutory consultee
MM39	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Glossary		Fixed artworks which members of the public are able to access and appreciate. Works may be sited in the public, civic, communal or commercial domain, in semi-public or privately owned public space, or within public, civic or institutional buildings. Artworks can form part of the structure or decoration of buildings, landscapes and streetscapes.	Respond to a representation from a developer/landowner
MM40	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Part 1	Proposals must preserve conserve or where appropriate enhance the borough's historic designated and non-designated heritage assets	Respond to a representation from a statutory consultee
MM41	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Part 2	an historic a heritage asset	Respond to a representation from a statutory consultee
MM42	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Part 2d	they preserve strategic and locally important views and landmarks,	For clarification, accuracy and consistency.
MM43	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Part 2e	carried out -outlining (delete extra space)	Typographical or graphical error
MM44	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Part 9	nationally important remains to be preserved conserved permanently at the site in situ,	Respond to a representation from a statutory consultee
MM45	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.27	S.DH3	as well as London as a whole through their individual and group value.	Respond to a representation from a statutory consultee
MM46	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.29	S.DH3	...developments will need to demonstrate an understanding of the significance of the relevant asset or its setting, including the contribution setting makes to its significance, as part of the planning application process. It should also include an assessment of group value, as well as the individual significance of heritage assets. As a minimum, this should include both desktop analysis and on-site investigation, with reference to the Greater London Historic Environment Record and other relevant documentation.	Multiple representations
MM47	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.30	S.DH3	heritage assets	Typographical or graphical error
MM48	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Paragraph 3.36	S.DH3	consider how they can be preserved conserved or enhanced	Respond to a representation from a statutory consultee
MM49	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH4: Part 1	Part 1. backdrop of such -views (delete extra space) Part 1(b). (as defined as on the Policies Map)	Typographical or graphical error
MM50	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.44	D.DH4	strategic views identified in the latest versions of the London Views Management Framework and Tower Hill of London and Maritime Greenwich Meantime World Heritage Site Management Plans	Respond to a representation from a statutory consultee
MM51	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.47	D.DH4	Insert at end of paragraph 3.47: New developments are expected to make a positive contribution to the skyline, including in their use of palette and texture, in particular where these buildings will have an impact on long-distance views.	Respond to a representation from a statutory consultee
MM52	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.51	D.DH4	Insert after unique places. These will be identified on a case by case basis through the townscape analysis in relation to a particular development.	Multiple representations
MM53	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.51	D.DH4	(see policy D.DH6)	Typographical or graphical error
MM54	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH4	London View Management Framework (Mayor of London, 2012)	For clarification, accuracy and consistency.
MM55	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH4	Maritime Greenwich World Heritage Site Management Plan	Respond to a representation from a statutory consultee

MM56	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH4	Tower Hamlets Water Spaces Study (2017)	Insert reference to relevant evidence base
MM57	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Figure 7	D.DH4	St Paul's Cathedral is a strategically important landmark (not a borough designated landmark) Map: purple star Legend: Tower of London : Sstrategically important landmarks	Typographical or graphical error
MM58	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Figure 7	D.DH4	Update policies map to reflect numbering and labels in Figure 7 of borough designated views	Respond to a representation from a developer/landowner
MM59	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH5	2. Proposals affecting the wider setting of the Tower of London and Maritime Greenwich or those would impinging upon strategic or other significant views to or from these sites	For clarification, accuracy and consistency.
MM60	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.55	D.DH5	(including the Queen's House, Royal Palace, Royal Hospital and the Royal Observatory and the Old Royal Naval College)	Respond to a representation from a statutory consultee
MM61	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.58	D.DH5	Full stop at end of paragraph	Typographical or graphical error
MM62	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Footnote 15	D.DH5	Delete extra space between traditions...or	Typographical or graphical error
MM63	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH5	Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS, January 2011)	Respond to a representation from a statutory consultee
MM64	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings Part 1 and 1b.	1. Developments with tall buildings are required to must be of exceptional architectural quality. To achieve this, proposals must:	For clarification, accuracy and consistency.
MM65	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings Part 1a.	and in keeping with take account of the character of the immediate context and of their surroundings;	Multiple representations
MM66	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings Part 1b.	b. achieve exceptional architectural quality and using robust and durable materials integrated at all angles of throughout the building.	Multiple representations
MM67	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings Part 1j.	and amenity of the proposal site and the surrounding area	For clarification, accuracy and consistency.
MM68	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings Part 1i.	...television and radio transmission networks and river radar equipment.	Respond to a representation from a statutory consultee
MM69	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings Part 2.	Aldgate principles: Tall buildings should actively increase the quality and extent of the public realm in this area.	For clarification, accuracy and consistency.
MM70	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings Part 2.	Canary Wharf (Isle of Dogs) principles: 1) Individual buildings should be integrated into urban super blocks set in the public realm. Building heights within the Canary Wharf cluster should drop away from the central location at 1 Canada Square. Building heights within the Canary Wharf cluster should drop away from the central location at + One Canada Square.	For clarification, accuracy and consistency.
MM71	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings Part 2.	Millwall Inner Dock (Isle of Dogs) principles: 1) Insert space between first and second bullet points. 2) Building heights should step down away from the centre of the cluster. Proposals must ensure that the integrity of the Canary Wharf cluster is retained in the skyline...	Typographical error (check whole document)
MM72	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings Part 2.	Blackwall principles: 1) Development heights should step down towards the edge of this zone cluster. The cluster must be subservient and separate from the nearby Canary Wharf cluster and buildings should be of varying heights allowing sky views between them when viewed from the river or the Greenwich Peninsula. 2) The cluster must be subservient and separate from the nearby Canary W wharf cluster and buildings should be of varying heights allowing sky views between them when viewed from the river or the Greenwich P peninsula.	Typographical error/for clarification
MM73	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings Part 3c/d.	c. unlock significant infrastructure constraints; and/or d. deliver significant additional publicly accessible open space.	Multiple representations
MM74	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.65		An architectural model may be required depending on the scale and nature of the proposal, including an assessment of the cumulative impact of nearby proposals with valid planning permission.	Respond to a representation from a developer/landowner
MM75	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.66		privacy and sense of ownership.	For clarification (not related to assessment of impacts on microclimate)
MM76	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.67		Proposals involving tall buildings (90 metres in height or greater) must be referred to the Civil Aviation Authority and London City Airport... (delete parentheses)	Respond to a representation from a developer/landowner

MM77	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Figure 9		CLUSTER PRINCIPLE TWO: Tall buildings outside but within the vicinity of the cluster are not desirable CLUSTER PRINCIPLE FOUR: Tall buildings in the foreground of the clusters should not break the silhouette of this cluster when seen from the southern bank of the Thames riverfront	For clarification, accuracy and consistency/respond to a representation from a developer/landowner
MM78	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.72		Insert at end of paragraph 3.72: Proposals for tall buildings on the edge or within the vicinity of tall building zones will be expected to follow the step down approach from the cluster to avoid the merging of clusters.	For clarification, accuracy and consistency.
MM79	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.74		In such locations, tall buildings will be expected to serve as landmarks and unlock significant strategic infrastructure provision (in particular the provision of publicly accessible open space and social and community facilities , new transport interchanges, river crossings and educational and health facilities serving more than the immediate local area) to address existing deficiencies within the area and future needs (as identified in the Infrastructure Delivery Plan, the Regulation 123 List and other relevant strategies)	Multiple representations
MM80	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.75		Additional text at the end of paragraph 3.75: This includes proposals involving tall buildings located within site allocations where these are considered to be appropriate and in line with relevant policies.	Respond to a representation from a developer/landowner
MM81	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH4, D.DH5 & D.DH7	Insert references to the Tower Hamlets Conservation Strategy under the "Evidence links" box in relation to policies D.DH4 (Shaping and managing views), D.DH5 (World heritage sites) and D.DH7 (Tall buildings).	Typographical or graphical error
MM82	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	5	London Borough of Tower Hamlets: Conservation Area Character Appraisals and Management Guidelines	For clarification, accuracy and consistency.
MM83	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH6	London View Management Framework (Mayor of London, 2012)	For clarification, accuracy and consistency.
MM84	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Glossary	D.DH6	Tall buildings: Any building that is significantly taller than their surroundings its local context and/or have has a significant impact on the skyline. Within the borough, buildings of more than 30 metres, or those which are more than twice the height of surrounding buildings (whichever is less) will be considered to be a tall building.	For clarification, accuracy and consistency.
MM85	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Glossary	D.DH6	Urban super block: An urban block created by one large building surrounded by streets.	Multiple representations
MM86	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH7	1. Residential development should be consistent with the guidelines set out in the London Plan. Where higher density development is proposed, it must demonstrate that: a) the cumulative impacts of the proposed development have been considered, it does and do not result in over-development or and that suitable mitigation measures in relation to design and infrastructure have been identified; and	Multiple representations
MM87	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.76	D.DH7	Many proposed developments in the borough are seeking to exceed the highest density levels currently set out in the London Plan's density range.	Multiple representations
MM88	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.77	D.DH7	In order to manage this, the policy requires that developments in excess of the London Plan density guidelines should consider the cumulative effects from development..	Multiple representations
MM89	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.78	D.DH7	For instance, this may be where a development necessitates a change in the management of existing infrastructure, or where it requires substantial capital investment to address additional demand created by the development.	For clarification
MM90	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.79	D.DH7	Where the London Plan density ranges guidelines are exceeded, schemes must be of exemplary design quality and must address the issues- cumulative impacts that can be associated with high density development, such as noise, disturbance, highways implications, loss of outlook and overlooking. In addition, developers should consider the capacity of infrastructure and services to accommodate the development including potential mitigation measures to provide additional capacity and unlock any identified constraints.	Multiple representations
MM91	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.80	D.DH7	Developers are expected to include reference in their planning application the relevant London Plan density range guidance for their site and the actual net residential density proposed.	Multiple representations
MM92	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.91	D.DH8	development should refer to the most recent version of the government's up-to-date guidance and/or best practice on the control of odour and noise from commercial kitchen exhaust systems.	For clarification, accuracy and consistency.
MM93	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH8	Control of odour and noise from commercial kitchen exhaust systems (Department for Environment, Food and Rural Affairs, 2011)-	For clarification, accuracy and consistency.
MM94	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.94	D.DH9	Shopfront design should be an integral part of the design process with consideration given to how security measures are incorporated to maintain active frontages at all times.	Respond to a representation from a developer/landowner
MM95	Part 3: Policies	Chapter 4: Meeting housing needs	Footnote 18 linked to paragraph 4.7		Please note: figure 10 is a spatial representation of the Local Plan housing supply outlined in table 1 and provided in greater detail in appendix 7. Due to how the data is available the distribution of growth is based around ward boundaries and is therefore indicative.	To respond to multiple representations
MM96	Part 3: Policies	Chapter 4: Meeting housing needs	4.8		While there is will be a currently identified shortfall towards the end of the plan period, we are committed to working with our partners (including the Greater London Authority) to maximise housing supply within the parameters of sustainable development and address this unmet need.	Typographical error

MM97	Part 3: Policies	Chapter 4: Meeting housing needs	4.1		If our targets are not being met, we will undertake a review of the Local Plan to explore ways of addressing this unmet need, taking into account the outcomes of future revisions to the London Plan and opportunities to increase the supply of housing as detailed in section 5 below .	Typographical error
MM98	Part 3:Policies	Chapter 4: Meeting housing needs	4.14		Housing growth will be primarily delivered in the locations specified in part 1 (a) via a number of different mechanisms: the regeneration of previously developed land, intensification of the built form in opportunity areas, highly accessible locations along transport corridors, and the delivery of site allocations. A smaller proportion of housing will be delivered through town centre intensification, estate regeneration and infill development, bringing back long term vacant properties into residential use and windfall sites. Further details can be found in sections 4 and 5 .	To respond to a representation from a statutory consultee
MM99	Part 3:Policies	Chapter 4: Meeting housing needs	4.18		Add the following wording to this paragraph: Applications that do not meet policy requirements will be subject to viability re-appraisals. Further guidance is provided in the Development Viability Supplementary Planning Document.	To respond to multiple representations
MM100	Part 3:Policies	Chapter 4: Meeting housing needs	4.21		Part 2 (c e) seeks ...	Typographical error and to address reps: LP334; LP514; LP290; LP402
MM101	Part 3:Policies	Chapter 4: Meeting housing needs	4.21		All residential developments, excluding student and specialist housing (which are addressed in policies D.H6 and D.H4	To address reps: LP514; LP665
MM102	Part 3:Policies	Chapter 4: Meeting housing needs	4.22		Part 2 (d e) demonstrates ...	Typographical error and to respond to multiple representations
MM103	Part 3:Policies	Chapter 4: Meeting housing needs	Evidence Links (for policy S.H1)		<ul style="list-style-type: none"> • Planning Obligations Supplementary Planning Document (Tower Hamlets) • Tower Hamlets Housing Strategy (2016) • Good Practice Guide to Estate Regeneration (GLA, 2016) • Development Viability Supplementary Planning Document (Tower Hamlets) 	To respond to multiple representations
MM104	Part 3:Policies (and throughout document wherever referenced)	Chapter 4: Meeting housing needs		Policy D.H2: Affordable housing	Change policy name: Policy D.H2: Mixed and balanced communities Affordable housing	To clarify policy focus and address multiple representations
MM105	Part 3:Policies	Chapter 4: Meeting housing needs	4.28	Policy D.H2: Affordable housing	The policy seeks to ensure new housing maintains mixed, balanced and stable communities across the borough and delivers the right range of housing products to meet locally assessed needs. As outlined in part 2 (a), affordable housing calculations including the percentage of affordable homes delivered in a scheme, the percentage of intermediate and affordable rented homes and any calculation undertaken in relation to assessing part 2 (b) will be calculated using habitable rooms.	To respond to multiple representations
MM106	Part 3: Policies	Chapter 4: Meeting housing needs		Policy D.H2	<p>5. Estate regeneration development schemes are required to:</p> <p>a. protect and enhance existing open space and community facilities;</p> <p>a. b. protect the existing quantum of affordable and family units, with affordable units re-provided with the same or equivalent rent levels.;</p> <p>b. c. provide an uplift in the number of affordable homes; and</p> <p>e. d. bring existing homes up to the latest decent homes standard.</p>	Typographical error and to address reps: LP552; LP658;
MM107	Part 3: Policies	Chapter 4: Meeting housing needs	4.38	Policy D.H2	Housing estates in the borough provide a large number of affordable homes, as well as much valued open space and community facilities. Pa	Typographical error in policy resulted in wrong reference in supporting text.

MM108	Part 3: Policies	Chapter 4: Meeting housing needs		Policy D.H2	<p>2. Development is required to maximise the delivery of affordable housing on-site.</p> <p>a. Affordable housing calculations will be based on habitable rooms.</p> <p>b. Off-site affordable housing will only be considered in circumstances where it:</p> <p>i. is not practical to provide affordable housing on-site;</p> <p>ii. does not result in an over-concentration of one type of housing in any one local area to ensure mixed and balanced communities;</p> <p>iii. can provide a minimum of 50% affordable housing overall, subject to viability; and</p> <p>iv. can provide a better outcome for all of the sites, including a higher level of affordable rented family homes.</p>	Clarification and to respond to representations from developers/ landowners
MM109	Part 3: Policies	Chapter 4: Meeting housing needs		Policy D.H3:Housing standards and quality	<p>1. Development is required to demonstrate that, a as a minimum, it meets with the most up-to-date London Plan space and accessibility standards; in particular:</p> <p>b a. it provides a minimum of 2.5 metres floor-to-ceiling heights; and</p> <p>c b. at least 10% of new homes are designed to be suitable for occupation by a wheelchair user or could easily be adapted for occupation by a wheelchair user. new homes are designed to be suitable for occupation by a wheelchair user or could easily be adapted for occupation by a wheelchair user. dwellings are built to the 'wheelchair user dwellings' accessible housing standard M4(3) and the remainder of dwellings are built to the 'accessible and adaptable dwellings' accessible housing standard M4(2) both contained within part M (volume 1) of the building regulations.</p> <p>i. Where wheelchair accessible u-Units which meet the wheelchair user dwellings standards M4 (3) (2) (b) are to be delivered above the ground floor, access to a second lift must be provided.</p> <p>ii. In exceptional circumstances, where units which meet the user dwellings standards M4(3) wheelchair units cannot be accommodated on site, contributions in-lieu will be accepted.</p>	To respond to multiple representations, including from a statutory consultee
MM110	Part 3: Policies	Chapter 4: Meeting housing needs	4.41 and 4.42	Policy H3:Housing standards and quality	<p>4.41 Part 1 (a and b) seeks to ensure all housing development provides adequate internal space to meet relevant space, accessibility and amenity standards and provide an appropriate living environment. It requires development to comply, as a minimum, with the space and accessibility standards set out in the London Plan (GLA, 2016) and the Housing Supplementary Planning Guidance (GLA, 2016), whilst having regard to the particular needs of residents in the borough as well as the increasingly dense character of the built form. If the GLA's space and accessibility standards are updated, we may seek to implement these changes, so long as they are locally suitable. We strongly urge developers/applicants to provide evidence of how the scheme will achieve high quality design in line with the Home Quality Mark standards.</p> <p>4.42 In order to implement part 1 (e b) and meet standards in the Housing Supplementary Planning Guidance (GLA, 2016), 10% of all new units across all tenures should be wheelchair user dwellings accessible or wheelchair-adaptable, but this may be varied to at least 10% of habitable rooms where a better outcome is provided in terms of delivery of larger units. All wheelchair units in the affordable tenure should be wheelchair accessible (not adaptable). All 'wheelchair user dwellings' (the M4(3) standard) in the affordable rented tenure should meet the 'adaptable' category standards within the M4(3) standard. It is expected that units which meet the wheelchair accessible user dwellings standards M4(3) units above the ground floor will be provided with access to a second lift for use when the primary lift is not functioning. We have a preference that units which meet the wheelchair-accessible user dwellings standards M4(3) will be provided below the fifth floor due to difficulties allocating wheelchair accessible units on higher floors. In some circumstances, site constraints (such as the inability to secure sufficient accessible parking, lack of lift circulation space and restrictions on ground floor residential uses) could lead to applicants arguing that units which meet the wheelchair accessible user dwellings standards M4(3) may not be able to be delivered on site. In these circumstances, we may accept payments in lieu of the provision of units which meet the wheelchair accessible user dwellings standards M4(3) through the 'Project-120' scheme.</p>	To respond to multiple representations, including from a statutory consultee
MM111	Part 3: Policies	Chapter 4: Meeting housing needs	Footnote 33 on paragraph 4.42	Policy H3:Housing standards and quality	<p>33. We are working with the borough's development partners to ensure that new homes for wheelchair users are designed to meet the specific needs of families on the affordable accessible housing register and thereby reduce the number of tenants requiring specifically adapted wheelchair accessible homes and the length of time they have been waiting to secure a suitable home.</p>	Typographical error
MM112	Part 3: Policies	Chapter 4: Meeting housing needs	4.44 and 4.43	Policy D.H3:Housing standards and quality	<p>4.43 Part 2 provides guidance that private and affordable housing should not be distinguishable. Different tenures should be mixed throughout a development, although it is recognised that separate cores may be required to enable effective management and minimise service charges for affordable units. Where separate cores result in separate entrances for market and affordable units, these entrances must also not be externally distinguishable and must be located so that they are of equivalent access and amenity value.</p> <p>4.44 Part 3 recognises that due to higher occupancy rates and child yields, affordable housing is likely to be subject to more wear and tear than other housing tenures. In order for these homes to be fully fit for purpose, developers must use hard-wearing, durable materials to ensure the development remains of high quality throughout its lifetime and requires minimal service charges to clean and maintain. This should be evidenced in the design and access statement. In addition, all family-sized affordable homes should have separate kitchens and living rooms, due to local needs. For further guidance, please contact our affordable housing service and/or refer to the Tower Hamlets Housing Forum's Section 106 Design Guide.</p>	To respond to representations from a developer / landowner and local residents / community group
MM113	Part 3: Policies	Chapter 4: Meeting housing needs	4.44		<p>In order to be fully fit for purpose</p>	To respond to a representation from a developer / landowner

MM114	Part 3: Policies	Chapter 4: Meeting housing needs	4.46	Policy D.H3:Housing standards and quality	4.46 In considering the design and layout of private amenity space, it is important that the space meets the minimum standards set out in the policy (see part 5) to ensure that residents have sufficient space to carry out activities such as drying clothes or eating a meal outside. In relevant areas, developments should also be guided by policy D.ES2 (air quality) in relation to the layout and design of amenity space.	To respond to a representation from a developer / landowner
MM115	Part 3: Policies	Chapter 4: Meeting housing needs		Policy D.H6: Student housing	1. Proposals involving new purpose-built student accommodation should be directed to locations which are within close proximity to the borough's higher education institutions and or in highly accessible locations and must	To respond to representations from developers/ landowners
MM116	Part 3: Policies	Chapter 4: Meeting housing needs	4.65	Policy D.H7: Housing with shared facilities (houses in multiple occupation)	...accommodation modelled on student housing but available for a wider range of occupants or accommodation described as 'co-living'.	To respond to representations from developers/ landowners
MM117	Part 3: Policies	Chapter 5: Delivering economic growth		Policy S.EMP1	Policy S.EMP1: Creating investment and jobs	For clarification, accuracy and consistency
MM118	Part 3: Policies	Chapter 5: Delivering economic growth		Policy S.EMP1	Canary Wharf (as illustrated on the Policies Map)	For clarification, accuracy and consistency
MM119	Part 3: Policies	Chapter 5: Delivering economic growth		Policy S.EMP1	<p>Primary Preferred Office Location (POL) This predominantly consists of offices and other strategic Central Activities Zone (CAZ) uses, and is most suitable for buildings with large floor-plates which can provide significant numbers of jobs. It is unsuitable for housing or any other use which could undermine its function and prevent the delivery of sufficient land for employment use.</p> <p>Secondary Preferred Office Location (POL) These contain, or could provide, significant office floorspace to support the role and function of the Primary POL and the City of London. Significant Greater weight is given to office and other strategic CAZ Central Activities Zone uses as a first priority. Although residential uses can be accommodated, these must should not exceed 25% of the site area floorspace, and must robustly demonstrate that the supply of sufficient employment capacity to meet future need is not being compromised.</p> <p>Central Activities Zone (Zone-tertiary area) This zone contains areas of the CAZ outside of the POL-Primary Cores and Secondary Zones-POLs. They are relatively peripheral compared to the Pprimary and Ssecondary Ccores but also provide significant existing employment floorspace and capacity to accommodate future growth. There are opportunities for some larger purpose-built office buildings and significant provision of office and other strategic CAZ uses-employment uses as part of employment-led or mixed-use schemes. Equal weight is given to proposals for residential and employment or other strategic CAZ functions in these locations; Residential uses are supported as part of mixed use schemes although the proportion of residential floorspace should generally not exceed 50% of the total floorspace.</p> <p>Tower Hamlets Activity Areas (THAA) & designated town centres The Tower Hamlets Activity Areas, District Centres and larger Neighbourhood Centres also provide opportunities for purpose-built office buildings with ground-floor retail and leisure uses. The activity areas in particular have the potential to accommodate substantial employment growth to support the strategic role of the neighbouring CAZ and Primary and Secondary POLs and other parts of the CAZ.</p>	Multiple representations
MM120	Part 3: Policies	Chapter 5: Delivering economic growth		Policy S.EMP1	Insert the following new criterion after 1. 2. Where floorspace thresholds set out in part 1 are exceeded, applicants must robustly demonstrate that the targets cannot be achieved and that the supply of sufficient employment capacity to meet future need is not being compromised.	Multiple representations
MM121	Part 3: Policies	Chapter 5: Delivering economic growth		Policy S.EMP1	Change parts 2 and 3 to 3 and 4 - given addition of new part above.	For clarification, accuracy and consistency
MM122	Part 3: Policies	Chapter 5: Delivering economic growth	5.11		The Central Activities Zone (CAZ) and the north of the Isle of Dogs (including Canary Wharf) has been subdivided into three distinct areas zones (41) . Commercial core areas (zone-A Primary POL) are deemed to be unsuitable locations for housing or other uses which would undermine the strategic functions of the CAZ and the north of Isle of Dog (42) . Employment and defined strategic functions/uses must be given greater weight than residential zone-B Secondary POL or equal weight to residential use (tertiary areas within the CAZ-zone C — which only applies within the CAZ).	For clarification, accuracy and consistency
MM123	Part 3: Policies	Chapter 5: Delivering economic growth	5.12		Part 1 of the policy identifies the borough's Primary POL (zone-A) which corresponds with the "commercial core area" of the north of the Isle of Dogs.	For clarification, accuracy and consistency
MM124	Part 3: Policies	Chapter 5: Delivering economic growth	5.13		The Secondary POL (zone-B) covers parts of the City Fringe and north of the Isle of Dogs. These areas are also key existing or potential employment locations with offices and other strategic functions as the dominant land use. However, in contrast to the Primary POL, residential uses will be acceptable so long as they do not undermine the supply of offices and other strategic uses, and do not utilise more than 25% of the proposed site area. This approach seeks to ensure residential development does not prejudice the future intensification of employment floorspace or undermine the predominant employment function of these areas. This will help to achieve a sensitive transition between the Primary POL and surrounding areas.	For clarification, accuracy and consistency

MM125	Part 3: Policies	Chapter 5: Delivering economic growth	5.14		The remainder of the CAZ which is outside of the Secondary POL (the CAZ tertiary area zone C) contains a more diverse range of uses and is more peripheral to the 'commercial core areas'. Within this zone, proposals should consist of or provide a significant quantum of employment floorspace or other strategic CAZ uses relative to the surrounding context of the site, although (a split of approximately 50% employment and other strategic CAZ uses and 50% other uses which may include residential will be encouraged). The proportion of uses will be negotiated on a site by site basis in accordance with parts 1 and 2, with the objective of maximising office and CAZ uses in line with the London Plan and the evidence set out in the Preferred Office Locations Boundary Review.	Multiple representations
MM126	Part 3: Policies	Chapter 5: Delivering economic growth	5.19 and 5.20		Change Part 2 and Part 3 to Part 3 and Part 4 as a result of an additional part being added to this policy.	For clarification, accuracy and consistency
MM127	Part 3: Policies	Chapter 5: Delivering economic growth	Figure 11		Key Update: Central Activities Zone (Zone C)- tertiary area Town / District / Neighbourhood Centres Map update: Add South Quay Neighbourhood Centre to the map.	Typographical or graphical error
MM128	Part 3: Policies	Chapter 5: Delivering economic growth		D.EMP2	1. New or intensified employment floorspace will be supported within designated employment areas locations, and the Tower Hamlets Activity Areas, as set out in policy S.EMP1. and identified site allocations. 2. Outside of these locations cited in part 1 designated employment areas and Tower Hamlets Activity Areas, new employment space will be directed to designated town centres and accessible locations along major transport routes.	Respond to a representation from a developer / landowner
MM129	Part 3: Policies	Chapter 5: Delivering economic growth	5.21		Part 1 of the policy encourages the provision of additional employment floorspace to meet demand and the needs of different business types. Where new provision is proposed, it must be located in the most viable locations to support the role and function of the borough's designated employment areas and to proactively avoid long-term vacancy or subsequent conversion to other uses. This policy seeks to direct new provision to the designated employment areas activity areas and site allocations which include employment space as a first priority, then to locations of highest activity, accessibility and visibility (see part 2) and finally to other locations (see part 3) where it meets strict criteria.	Respond to a representation from a developer / landowner
MM130	Part 3: Policies	Chapter 5: Delivering economic growth	5.24		Part 4 seeks to ensure that major development (i.e. W hich comprises of at least 1,000 square metres of gross commercial floorspace relating to retail, employment or leisure uses) provides sufficient affordable workspace to meet the needs of more local businesses as well as start-ups (44). In such cases, applicants should provide evidence of agreement to let the workspace at an affordable tenancy rate, at least 10% below the indicative market rate for the relevant location, for a period of not less than ten years. Applicants should work with our employment and enterprise team and recognised affordable workspace providers (for which we hold an approved list) to agree appropriate terms of affordability on a case by case basis , providing details of management arrangements. As an alternative, an applicant may wish to manage the space either themselves or in association with a provider not included on an approved list, provided we can agree on these terms.	Multiple representations
MM131	Part 3: Policies	Chapter 5: Delivering economic growth	5.25		For example, development should provide sufficient cycle spaces, appropriate levels of natural light and a range of shared services and facilities appropriate to the size and scale of the unit (such as communal breakout spaces, kitchen areas, showers and childcare facilities) which do and not detract from the visual appearance of the development or its surroundings.	For clarification, accuracy and consistency
MM132	Part 3: Policies	Chapter 5: Delivering economic growth		D.EMP3	1. Development resulting in the net loss of existing employment floorspace or potential sites within Preferred Office Locations, Local Industrial Locations and the Strategic Industrial Location will not be supported. Development should not result in the net loss of viable employment floorspace outside of the designated employment areas cited in part 1 above or Local Employment Locations (LELs), except where they:	For clarification, accuracy and consistency
MM133	Part 3: Policies	Chapter 5: Delivering economic growth	5.3		It is recognised that, in some cases, requiring 24 months marketing evidence may be counterproductive to enhancing local character if the condition of the property is such that attempting to let it would be unrealistic. In such cases, the applicant should submit a detailed report on the history and condition of the property to robustly justify why marketing evidence should not be required and that reprovided employment space as part of redevelopment would not be viable. It should also be demonstrated that the proposed development would not prejudice wider land-use objectives or the delivery of site allocations, and that reverse-sensitivity issues would not arise through conflict with surrounding existing uses, particularly where it lies within a cluster of other employment uses. The report should also demonstrate that the benefits of an alternative use would outweigh the benefits of the employment use to meet other local plan objectives, such as the need for complimentary town centres uses or to maintain active frontages within town centres.	Respond to a representation from a developer / landowner
MM134	Part 3: Policies	Chapter 5: Delivering economic growth		D.EMP4	2. Redevelopment within the Secondary POL must be employment-led and deliver the maximum viable level of office floorspace, or other non-residential strategic functions within the Central Activities Zone (CAZ). Where residential uses are proposed these should not exceed the proportion set out in policy S.EMP 1. 3. Redevelopment within the CAZ (zone C tertiary area) should be employment-led or mixed-use to include office or other non-residential floorspace that supports the strategic function of the CAZ. Residential uses are supported as part of mixed used schemes although (The proportion of residential floorspace should not exceed that set out in policy S.EMP 1. 50% of the total floorspace within the development proposal.	Multiple representations

MM135	Part 3: Policies	Chapter 5: Delivering economic growth	5.33		Parts 2 and 3 seek to strike an appropriate balance between offices, CAZ strategic uses and housing to meet future growth needs and the place-making objectives of mixed-use development. Any redevelopment proposals within the Secondary POL and CAZ tertiary area (zone C), any redevelopment proposals should result in an overall increase in employment floorspace and should meet the office floorspace proportions required in policy S.EMP1. (see paragraphs 5.13 and 5.14). Where development seeks to deviate from these policy requirements, applicants must provide robust justification demonstrating why those levels of office floorspace cannot be achieved and how the overall target can be achieved across the wider designation.	For clarification, accuracy and consistency
MM136	Part 3: Policies	Chapter 5: Delivering economic growth	5.34		Parts 2 and 3 seek to strike an appropriate balance between the protection of existing and provision of new office and CAZ strategic uses to meet future growth within with demand for new housing and place-making objectives of delivering mixed-use development. Within the Secondary POL and CAZ (zone C), there should be an overall increase in employment floorspace as a result of any redevelopment proposal. Where there is deviation below the 75% and 50% proportions of office floorspace, applicants must provide robust justification demonstrating why those levels of office floorspace cannot be achieved and how the overall target can be achieved across the wider designation.	Typographical or graphical error
MM137	Part 3: Policies	Chapter 5: Delivering economic growth	5.35-5.38		Update paragraphs 5.35 - 5.38 due to deleted paragraph.	For clarification, accuracy and consistency
MM138	Part 3: Policies	Chapter 6: Revitalising our town centres	6.2		They also underpin Council our Sstrategic Mmission as set out in the Tower Hamlets Town Centre Strategy (2017 – to 2022) to “create places that are at the heart of the community, celebrate local heritage and improve health and well being” and to “improve the attractiveness, appeal and ease of use to make each of our Ttown Ccentres more in tune with the shopping and leisure needs of local residents and visiting consumers”.	For clarification, accuracy and consistency
MM139	Part 3: Policies	Chapter 6: Revitalising our town centres		S.TC1	4c. promoting mixed-use and multi-purpose town centres (which include new residential uses where appropriate) with a mix of unit sizes and types to assist in the creation of vibrant centres that offer a diversity of choice, and meet the needs of local communities;	For clarification, accuracy and consistency
MM140	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC2	4. Outside of the Primary and Secondary Frontages within the District Centres, uses that do not require high levels of footfall (e.g. offices) and supporting town centre functions will be supported alongside retail uses. 6. Where the loss of A1 retail units is proposed within the boundary of a town centre, it must demonstrate that: a. the loss of the A1 units would not result in the overall level of A1 units falling below the proportions set out within policy D.TC2 (see parts 1, 23 and 45) (unless there is robust evidence confirming that the proportions of A1 floorspace cannot be maintained at the current level); and a. individual units do not exceed 200 square metres; b. shop fronts are well integrated into their surroundings and are implemented upon completion of the development; and c. the role of nearby town centres is not undermined.	Multiple representations
MM141	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC3	2. New A1 retail floorspace will only be supported at other locations to those specified in part 1 where it meets the same criteria and additionally: a. demonstrates local need that cannot be met within an existing designated centre; and b. does not affect amenity or detract from the character of the area. 2. Development resulting in the loss of A1 shops retail outside of the town centre hierarchy will only be supported where: a. the shop is within a 300 metres walking distance of the nearest alternative A1 shops; or b. the shop has been vacant for a period of more than 12 months and robust evidence is provided of efforts made to market the shop unit over that period at an appropriate rent (providing examples of three comparable shop unit rents within the vicinity); or c. the site is unsuitable for continued retail use due to its accessibility, size or condition and there is no viable prospect of a retail use on the site, taking account of the projected residential growth in the vicinity and future need for provision of local shops as part of a sustainable neighbourhood.	Multiple representations
MM142	Part 3: Policies	Chapter 6: Revitalising our town centres	6.31		New retail development will continue to be directed towards existing centres in accordance with the sequential approach set out in the National Planning Policy Framework (NPPF) which assesses the suitability of alternative sites in the following order of priority: town centres, edge-of-centre sites and other out-of-centre locations which are well connected to existing centres. However, subject to meeting the requirements set out in part 1, we recognise that demand for retail exists in locations outside of the Central Activities Zone, Tower Hamlets Activity Areas and designated town centres to meet the immediate convenience needs of local people and/or support the function of designated employment areas. (see part 1).	Multiple representations
MM143	Part 3: Policies	Chapter 6: Revitalising our town centres	6.32		Part 1 outlines the preferred locations for retail development outside of the borough's town centres, designated employment locations (as defined in policy S.TC1) and main routes (i.e. A roads and other roads along the strategic transport network (where it can be demonstrated that there is a high level of footfall, accessibility and visibility).	Multiple representations
MM144	Part 3: Policies	Chapter 6: Revitalising our town centres	6.33		In other locations, development proposals will also be expected to demonstrate there is a lack of capacity within the designated town centres (for example, showing low levels of vacancy within nearby designated town centres) and there will be no detrimental impact on the character of the area (see part 2).	Multiple representations

MM145	Part 3: Policies	Chapter 6: Revitalising our town centres	6.34		6.32 Size limits on New retail units or extensions outside of the town centres hierarchy have been defined should not exceed 200 sqm gross floorpace to ensure that they are local in nature and do not harm the vitality and viability of existing centres. A1 retail uses, such as larger convenience supermarkets, are directed towards existing town centre boundaries (as defined on the Policies Map), in line with the 'town centre first' approach set out in government guidance. Where individual retail units exceed the size limit set out in part 1, applicants will be required to submit an impact assessment in accordance with the NPPF.	Multiple representations
MM146	Part 3: Policies	Chapter 6: Revitalising our town centres		Policy D.TC5	Development of entertainment venues within the D2 or sui generis use classes not referenced in policy D.TC5 will be: a. directed to the Central Activities Zone, Tower Hamlets Activity Areas, Canary Wharf Major Centre and the other designated town centres (except Neighbourhood Parades) where they are compatible with other uses within the town centre; and	Typographical or graphical error
MM147	Part 3: Policies	Chapter 6: Revitalising our town centres		Policy D.TC6	1b it does not compromise the supply of land for new homes (as per the housing trajectory set out in appendix 7) or jobs and our ability to meet the borough's housing and employment targets; and	For clarification, accuracy and consistency.
MM148	Part 3: Policies	Chapter 6: Revitalising our town centres	6.46		For the purposes of this policy, visitor accommodation refers to provision within the C1 use class, such as hotels, bed and breakfasts, traveller hostels, serviced apartments and self-catering apartments. It also refers to serviced apartments limited to 90 day occupancy which may fall under sui generis use. This policy seeks to steer visitor accommodation towards the Central Activities Zone, Tower Hamlets Activity Areas and the borough's district town centres, or along primary routes (e.g. A-roads) where they are adjacent to transport interchanges (such as Docklands Light Railway/railway/underground/bus stations).	For clarification, accuracy and consistency.
MM149	Part 3: Policies	Chapter 7: Supporting community facilities	Evidence links		Insert the following bullet point on the end of the list: Active Design (Sport England, 2015).	Typographical error
MM150	Part 3: Policies	Chapter 7: Supporting community facilities	7.7	Policy D.CF1: Supporting community facilities	Playing fields and outdoor sport facilities, such as multi-use games areas and tennis courts, are also important community facilities. These are addressed within (see policies S.OWS1 and D.OWS3).	For clarification, accuracy and consistency.
MM151	Part 3: Policies	Chapter 7: Supporting community facilities	7.90	Policy D.CF1: Supporting community facilities	Part 2 promotes opportunities to create new community facilities and expand or improve the capacity and accessibility of existing facilities, taking account of future projected community needs (as set out in the Infrastructure Delivery Plan). This will be achieved through the use of planning contributions and working together with partners to ensure adequate community facilities are in place to support the sustainable growth of the borough. Improvements to community facilities may also be funded through the community infrastructure levy where this is identified on the Regulation 123 List.	For clarification, accuracy and consistency.
MM152	Part 3: Policies	Chapter 7: Supporting community facilities	7.1	Policy D.CF2: Existing community facilities	Part 3 seeks to encourage the provision of multi-purpose and shared services which provide opportunities to co-locate or integrate a range of community uses and functions, such as community halls and sport facilities. Consideration should be given to promoting community facilities which can be easily accessed and support a wide range of users in line with the principles of active and inclusive design. This will be achieved through the use of planning contributions and working together with partners to ensure adequate community facilities are in place to support the sustainable growth of the borough. Improvements to community facilities may also be funded through the community infrastructure levy where this is identified on the Regulation 123 List.	For clarification, accuracy and consistency.
MM153	Part 3: Policies	Chapter 7: Supporting community facilities	7.14		Part 1 seeks to resist the loss of the borough's valuable community facilities, except in certain circumstances (see a and b). Statements from relevant providers confirming that the existing or alternative community uses would not be needed or possible in the premises will be required. Where the loss of a community facility is justified, the applicant will need to explore the opportunity to accommodate an alternative community use which would better meet local needs, in accordance with relevant strategies, including the Indoor Sports Facilities Strategy, Open Space Strategy and Infrastructure Delivery Plan. Loss of sports facilities will only be justified where an applicant can provide a robust assessment demonstrating surplus provision or where the proposal includes a replacement of the facility with at least an equivalent function, quality and quantity of sport provision that better meets the needs of the community.	Respond to a representation from a statutory consultee.
MM154	Part 3: Policies	Chapter 7: Supporting community facilities	7.17	Policy D.CF3: New and enhanced community facilities	Part 3 seeks to ensure that any extension to an existing school results in an increase of existing child play space to accommodate the additional needs arising from the development, with a view to promoting shared community use in line with Sport England's guidance. Proposals to replace indoor sport facilities must be of at least equivalent function, quality and quantity and in a suitable location.	Respond to a representation from a statutory consultee.
MM155	Part 3: Policies	Chapter 7: Supporting community facilities		Policy D.CF3: New and enhanced community facilities	New community facilities located outside the borough's town centres will only be permitted where an up-to-date and robust local need can be demonstrated.	Respond to a representation from a statutory consultee.
MM156	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	7.24		Further and higher education (see part 5) refers to the stage of education after secondary school and includes a wide range of institutions including universities and colleges (as defined in the glossary in appendix 1) which provide lifelong learning. It is noted that some further education colleges do include sixth form provision. In order to meet these requirements, the applicant will need to provide evidence of the relevant certification from the Department for Education as well as details of student and staff numbers, enrolment criteria and curriculum details. Sport and recreation facilities within schools should also reflect the principles set out in Sport England and other relevant national governing body guidance.	Respond to a representation from a statutory consultee.

MM157	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.1		<p>Lower Hamlets has a number of valued open spaces and water spaces which offer many important social, environmental and economic benefits, including:</p> <ul style="list-style-type: none"> • enhancing amenity; • contributing to healthy lifestyles through providing opportunities for active travel and leisure; • providing sport and recreation opportunities; • providing meeting places for community activities and cultural events; • helping to manage flood risk and mitigating the risks of climate change; • enhancing biodiversity; and • providing a cooling effect to reduce elevated urban air temperature. 	Respond to a representation from a statutory consultee.
MM158	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	Figure 13	S.OWS1	The positioning of the new footbridge on the map will be amended to show the proposed new pedestrian foot bridge linking Billingsgate Market and Aspen Way Site Allocations.	Respond to a representation from a developer / landowner.
MM159	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.11	S.OWS1	The Open Space Strategy sets out where strategic open space (i.e. one hectare or above) will be provided across the borough. This includes the requirements relating to the provision of playing pitches and a detailed action plan on how our open space priorities will be addressed. Further details on the specific needs and priorities for the provision of playing pitches and outdoor sport facilities are outlined in the Infrastructure Delivery Plan.	Respond to a representation from a statutory consultee.
MM160	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.16		Part c promotes the delivery of a well-connected and high quality network of publicly accessible open spaces through new and improved green grid connections, in accordance with the Transport for London's healthy streets initiative. This can be achieved through new planting in the public realm (including streets, trees and vegetation) and maximising opportunities to create access to nature, natural play and educational elements along the green grid as well as improved signage and posting to enhance way-finding. The Green Grid Strategy has identified a series of strategic green grid projects (as shown on figure 13) to improve cross-borough connections and help address deficiencies across the borough as well as other parts of London.	Respond to a representation from a statutory consultee.
MM161	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.18		Whitechapel (including the delivery of the Green Spine - a new north-south pedestrian route linking Whitechapel Road with Commercial Road along with a series of open spaces known as the Green Spine - from the town centre to a new civic square at the site of St Andrews Church. This will -(featuring new public squares behind the proposed civic centre and next to St Augustine with St Phillip's Church).	For clarification, accuracy and consistency.
MM162	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.18		The provision of new or improved publically accessible open space and green grid linkages will be promoted throughout the borough in accordance with the Green Grid Strategy and Mayor of London's All London Green Grid Supplementary Planning Guidance, notably at the following locations: The Thames Path (i.e. maintaining and expanding the Thames Path to provide continuous public access to the river)	Respond to a representation from a local resident/community group.
MM163	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.11		The Green Grid Strategy identifies opportunities on how to better connect existing open spaces and create smaller scale open spaces in areas of need.	For clarification, accuracy and consistency.
MM164	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces		Policy D.OWS3:	<p>1. Development on areas of open space and the loss of playing fields arising from development will only be supported in exceptional circumstances where:</p> <p>a. it provides essential facilities that enhance the function, use and enjoyment of the open space (e.g. ancillary sport facilities to the playing field use); or</p> <p>b. it is a sports facility, the sporting and recreational benefits of which would outweigh the harm resulting from the loss of playing field;</p> <p>e.-b. as part of a wider development proposal, both an increase of open space and a higher quality of open space can be achieved; and</p> <p>d.-c. in any of the circumstances described in parts 2a and 2b, it is demonstrated that it will not result in any adverse impacts on the existing ecological, heritage or recreational value of the open space and the flood risk levels within and beyond the boundaries of the site; and</p> <p>d. it is an outdoor sport and recreational space or facility, the sporting and recreational benefits of which would outweigh the harm resulting from its loss.</p>	Respond to a representation from a statutory consultee.
MM165	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces		S.OWS4 part 1.a	For the purposes of the Local Plan, water space means an area of water (permanently or intermittently) and the adjacent land ; and includes rivers, canals, docks, basins, ponds, marshland and other water bodies.	Respond to a representation from a developer / landowner.
MM166	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces		S.OWS4	it does not result in loss or covering of the water space, unless it is a water-related or water-dependant use at appropriate locations;	Respond to a representation from a developer / landowner.
MM167	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.34	S.OWS4	Add a new paragraph 8.35 and amend subsequent paragraph numbering: Part 1(d) seeks to ensure that outdoor sport and recreation facilities are protected against unjustified loss in line with the requirements set out in the National Planning Policy Framework.	Respond to a representation from a statutory consultee.

MM168	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.4	S.OWS4	In accordance with part 4, development will be expected to demonstrate that it will enhance and not negatively affect the borough's publicly accessible open space, including the Lee Valley Regional Park (consisting of East India Dock Basin and linear towpaths along the River Lea Navigation, Hertford Union Canal and Limehouse Cut), and the Lea River Park (including the Leaway) and the Transport of London's Lea Valley Walk initiative.	Respond to a representation from a statutory consultee.
MM169	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.48	S.OWS1	Safety and public use of the borough's water spaces will be improved through development design which provides good pedestrian access, and active frontages to improve surveillance and riparian lifesaving equipment, where appropriate. Increased appeal through active frontages will be particularly important for the docks in Canary Wharf as well as areas around Trinity Buoy Wharf, Limehouse Basin and along the River Lea which can have significant potential to attract visitors.	Typographical or graphical error
MM170	Part 3: Policies	Chapter 9: Protecting and managing our environment		S.OWS1	*Vernal Green - change to Bethnal Green	Typographical or graphical error
MM171	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.2	S.ES1: Protecting and enhancing our environment	Delete "9.2" at the beginning of the sentence.	Typographical error
MM172	Part 3: Policies	Chapter 9: Protecting and managing our environment		S.ES1: Protecting and enhancing our environment	d. reducing clean and waste water use;	To respond to a representation from a statutory consultee
MM173	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.11	S.ES1: Protecting and enhancing our environment	Development must also address London's water stress by reducing clean and waste water use.	To respond to a representation from a statutory consultee
MM174	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.42 - 9.43	D.ES5: Sustainable drainage	9.42 In order to satisfy the requirements within parts 1 and 2, all major developments will be required to submit a drainage strategy alongside the original planning application. All other relevant developments will also be strongly encouraged to do so. 9.43 Surface water reduction and the required run-off rates should be achieved by following the sustainable urban drainage systems hierarchy, which is The sustainable urban drainage systems hierarchy is outlined in more detail in the London Plan. 9.44 Infiltration sustainable urban drainage systems techniques should only dispose of clean roof water into clean, uncontaminated ground. They should not be used for foul discharges or trade effluent, and may not be suitable within source protection zone 1 .	To respond to a representation from a developer / landowner
MM175	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.42 - 9.43	D.ES6: Sustainable water management	Change policy name: Sustainable water management use and infrastructure	To respond to a representation from a statutory consultee
MM176	Part 3: Policies	Chapter 9: Protecting and managing our environment		Policy D.ES7	Delete table numbers	Typographical error
MM177	Part 3: Policies	Chapter 9: Protecting and managing our environment		Policy D.ES7	2. Development is required to maximise energy efficiency based on the following standards: a. All new non-residential development and non-self-contained residential accommodation over 500 square metres floorspace (gross) must are expected to meet or exceed BREEAM 'excellent' rating. b. All major non-residential refurbishment of existing buildings and conversions over 500 square metres floorspace (gross) must are expected to meet at least or exceed BREEAM non-domestic refurbishment 'excellent' rating. c. As a minimum, all self-contained residential proposals will be strongly encouraged to meet the Home Quality Mark.	To respond to a representation from a developer / landowner
MM178	Part 3: Policies	Chapter 9: Protecting and managing our environment		Policy D.ES7	In addition, developments are expected to meet should implement at least the minimum standards set out in BREEAM (Building Research Establishment Environmental Assessment Method) which applies applies to non-residential developments, residential development arising from conversions and changes of use. This method provides a holistic assessment of the environmental sustainability of a development. The Home Quality Mark is one way of demonstrating the standard of a new residential dwelling, which includes measures for low carbon dioxide, sustainable materials, good air quality and natural daylight. We strongly encourage schemes to use the Home Quality Mark. Developments which are unable to meet these standards must provide evidence demonstrating the constraints and provide an alternative assessment against the requirements in the GLA's Sustainable Design and Construction Supplementary Planning Guidance. If BREEAM/Home Quality Mark/ Sustainable Design and Construction Supplementary Planning Guidance is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied, subject to discussion with our sustainability service. Add to the Evidence Links box: Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014)	To respond to a representation from a developer / landowner
MM179	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.53	D.ES9: Noise and vibration	2. Where new noise-sensitive land uses are proposed in proximity to existing noise-generating uses, such as cultural and entertainment venues, development is required to robustly demonstrate how conflict with existing uses will be avoided, through mitigation measures.	To respond to a representation from a statutory consultee

MM180	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.69	D.ES9: Noise and vibration	There have been a number of examples across London of long-standing entertainment venues closing or becoming at risk of closure due to a combination of factors, including noise complaints from new residents and venues being purchased for redevelopment (particularly for housing). This has implications for the long-term future of London's creative and cultural sector which has an impact not just on residents but also its tourism potential. Part 2 uses the agent of change principle to seek to reduce this phenomenon. This principle may also apply to other noise-generating uses, such as industrial uses. Applicants must submit detailed noise assessments and demonstrate that noise levels within the proposed development emitted from nearby uses would be at an acceptable level. Where we are not satisfied that the operations of nearby uses would not be compromised, applications will be refused.	To respond to a representation from a statutory consultee
MM181	Part 3: Policies	Chapter 10: Managing our waste	10.5		Proposed wording agreed. We will continue to monitor the amount provision of land capable of providing new waste capacity over the course of the Local Plan period. Where loss of capacity occurs with the delivery of and monitoring framework set out in table 17- in section 5.	To address reps: LP689 and LP6
MM182	Part 3: Policies	Chapter 10: Managing our waste	10.16		The London Legacy Development Corporation (LLDC) is the planning authority for those sites and areas of search within its boundary (as shown in schedules 2 and 4). The LDDC London Legacy Development Corporation Local Plan (2015-2031) safeguards existing waste sites (listed in schedule 2) and identifies areas of employment land suitable for waste uses (listed in schedule 4). To secure the delivery of an effective waste plan for the borough, Tower Hamlets and the LLDC London Legacy Development Corporation agree that the area of search listed in schedule 4 above is potentially suitable for waste management use. Acceptability of proposals for waste management uses in those locations will be determined with reference to policies within the LLDC London Legacy Corporation Local Plan and any other relevant material considerations that apply to that proposal. Any applications for planning permission in these locations will need to be submitted to the LLDC London Legacy Development Corporation as the local planning authority governing the area that apply to that proposal.	For clarification and consistency
MM183	Part 3: Policies	Chapter 10: Managing our waste	Footnote (75)		Amend footnote to include reference to the current status of the McGrath site: The McGrath site at Hepscott Road in Fish Island is also a site allocation within the LLDC Local Plan for mixed-use development. There are plans to move the operations at the facility to another site within London and the Greater London Authority have confirmed that this approach is in line with London Plan policies. Ailsa Street is located within the Poplar Riverside Housing Zone.	For clarification and context
MM184	Part 3: Policies	Chapter 10: Managing our waste		D.MW3	The wording will be amended to the following: All new development must include sufficient accessible space to separate and store dry recyclables, organics and residual waste for collection, both within individual units and for the building as a whole.	Respond to a representation from a local resident / community group.
MM185	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.8	S.TR1	Part 1 (a) promotes walking, cycling and public transport as a primary means of travelling. In order to ensure compliance with green grid policies (S.OWS1 and D.OWS3), development should incorporate an improved pedestrian and cycling environment that is safe, accessible and permeable both within the borough and into neighbouring boroughs. It also identifies the necessity to link development to the borough's strategic walk network and cycling network in accordance with the borough's adopted cycle strategy, particularly strategic cycle routes, as well as the need to improve access to river transport (see figure 189), where possible.	Respond to a representation from a statutory consultee.
MM186	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.11	S.TR1	Part 1 (d) seeks to ensure that development does not cause an unduly detrimental impact to the safety and efficient operations of existing transport networks, once appropriate mitigation measures have been taken into account. In particular, it is important that development does not: • compromise the safety of the highway user and/or the ability of public transport providers to safely operate services; which includes consideration of adequate driver welfare facilities and bus stands;	Respond to a representation from a statutory consultee.
MM187	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.14	D.TR2	We will work in partnership with neighbouring boroughs, Transport for London and other agencies (e.g. Highways England) to understand and address the future transport needs of the borough. The list below sets out a number of planned interventions (see figure 18) that are required to support the borough's transport network, including (79): the Delivery of the Elizabeth line; Enhancements to bus services and the Dockland Light Railway; Improved river services and potential new piers at Wapping, Canary Wharf East and Trinity Buoy Wharf; New cycle infrastructure, including the Mayor of London's cycle hire network; and New pedestrian and cycle connections, including a new pedestrian and cycle river crossing between Canary Wharf and Rotherhithe and other river crossings.	Respond to a representation from a statutory consultee.
MM188	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.16	D.TR2	This policy seeks to address the impact that development has (both individually and cumulatively) on the transport network, particularly issues of congestion, air quality, severance, safety and/or accessibility for cyclists and pedestrians.	Respond to a representation from a local resident / community group.
MM189	Part 1: Setting the scene	Chapter 3: Trends	3.1		Current congestion levels in many parts of the borough are severe and the interconnectedness of the highway network - whether local or strategic - plays a significant role in contributing to this congestion. A development's impact on congestion is not just a matter of building size but depends on its location, use, design, density and operational factors (for instance, a relatively small development could be judged to have a severe impact if it generates a high number of vehicle trips and/or is in a sensitive location). Given the significant capacity constraints on the public transport and highway network, any development that generates a net increase in vehicle trips has the potential to have create a severe impact on the safety and operation of the network within Tower Hamlets.	Respond to a representation from a statutory consultee.

MM190	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.22	D.TR2	Part 2 seeks to ensure that development does not exacerbate or overload transport networks through trips associated with its uses. Where appropriate, conditions and/or planning contributions will be used (in accordance with policy D.SG5) sought through section 106 monies to secure mitigation measures required to make a development acceptable in transport terms. This is in addition to community infrastructure levy contributions which fund transport infrastructure improvements on a borough-wide scale. The required infrastructure and/or improvement measures should not be in conflict with the Regulation 123 List. All contributions towards new transport infrastructure improvements must be in accordance with policy D.SG5 and the Planning Obligations Supplementary Planning Document (SPD).	Respond to a representation from a statutory consultee.
MM191	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.23	D.TR3	Areas in the borough anticipated to accommodate higher levels of population and economic growth such as the Isle of Dogs and City Fringe, are where existing highway and/or public transport demand is already close to or exceeding supply during peak travel times . Other areas of the borough also experience local highway or public transport stress during these at specific times . Development that increases demand without appropriate mitigation (including infrastructure contributions to service improvements and/or delivering effective modal shift) will not be supported.	Respond to a representation from a statutory consultee.
MM192	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.33	D.TR3	Development should also provide parking bays and charging points for electric vehicles, based on the standards and design principles set out in the London Plan. The current standard requires 20% active and 20% passive electrical charging points for electric vehicle charging.	Respond to a representation from a local resident / community group.
MM193	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.36	D.TR3	To increase access to cycling in the borough, we are working closely with the Mayor of London and Transport for London to extend the existing cycle hire scheme with new docking stations in appropriate locations. Where appropriate, development will be expected to safeguard land within the site where Transport for London has identified a need to accommodate publicly-accessible shared cycle-hire station(s). Where this is not possible, a contribution will be sought from the developer towards publicly-accessible shared cycle-hire scheme docking station(s) in other locations close to the identified need.	Respond to a representation from a statutory consultee.
MM194	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.42	D.TR4	Part 1 ensures that development generating a significant number of vehicle trips for goods and materials will be assessed in relation to its likely impact on the transport network and with reference to the most up-to-date Transport for London guidance relating to deliveries, servicing and construction logistics. In particular, development will need to plan and manage its freight movements through the construction and operational phases of the development, based on the wide range of existing guidance from Transport for London. Construction management plans and/or delivery and servicing plans are required to show how the CLOCS standard has been incorporated and that fleets serving the site have FORS silver accreditation.	Respond to a representation from a developer/landowner.
MM195	Part 4: Delivering sustainable places	All site allocations			Insert site reference numbers before each table 1.1,1.2 etc.	For clarification and consistency
MM196	Part 4: Delivering sustainable places	All relevant site allocations			Insert a paragraph break/space after "Development will be expected to: This change applies to the following sites: · Limeharbour · Marsh Wall East · Millharbour Marian Place Gas Works and The Oval London Dock	For clarification and consistency
MM197	Part 4: Delivering sustainable places	All site allocations			State the following under each site allocation diagram: For illustrative purposes	For clarification and consistency
MM198	Part 4: Delivering sustainable places	All site allocations			Remove active ground floor uses and plots	For clarification, accuracy and consistency
MM199	Part 4: Delivering sustainable places	All relevant site allocations			Amend the date of the Public Transport Accessibility Levels from 2017 to 2015.	Respond to a representation from a statutory consultee
MM200	Part 4: Delivering sustainable places	All tables outlining site specific requirements			Delete references to maximum floorspace of 25% residential within the site allocations in the Isle of Dogs and South Poplar	For clarification, accuracy and consistency
MM201	Part 4: Delivering sustainable places	All relevant site allocations			Flood zones(s)– Flood zone(s)	For clarification and consistency
MM202	Part 4: Delivering sustainable places	All figures showing individual site allocations			Delete the following text from each diagram (as an example): "Site Allocation 3.1: Ailsa Street"	For clarification, accuracy and consistency

MM203	Part 4: Delivering sustainable places		Figure 38		Amend the figure to: - illustrate the broad locations where the new neighbourhood centres (South Quay & Fish Island) will be focussed - show the open spaces	For clarification, accuracy and consistency
MM204	Part 4: Delivering sustainable places	All relevant site allocations			Include site allocation reference after the name: Example: Bishopsgate Goods Yard: 1.1	For clarification, accuracy and consistency
MM205	Part 4: Delivering sustainable places	All relevant sub-area diagrams			Amend key and diagrams to distinguish which bridges are existing and which are proposed.	Respond to a representation from a statutory consultee
MM206	Part 4: Delivering sustainable places	All sub-area infographics			In the infrastructure requirements state that a <u>minimum</u> of 0.4 hectares or a <u>minimum</u> 1 hectare is required For example: Infrastructure requirements: - Strategic open space (minimum of 1 hectare) - Secondary school	For clarification, accuracy and consistency
MM207	Part 4: Delivering sustainable places	All sub-area infographics			Include details of the amount of open space (hectares) that will be provided within each sub-area	Respond to a representation from a local resident / community group.
MM208	Part 4: Delivering sustainable places	All sub-area infographics			Amend/increase resolution on infographic images to ensure that they are clear	Respond to a representation from a statutory consultee
MM209	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe			Preserve or enhance the fine urban grain and traditional street pattern and respect the integrity, rhythm and visual amenity of the street scene that characterises the area. (full stop at the end of the sentence)	For clarification, accuracy and consistency
MM210	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe			Make it clear that the Med City Campus Green Link is the Green Spine by amending the key as follows: "6. Med City Campus Green Link (the Green Spine)"	Respond to a representation from a developer / landowner.
MM211	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe			Point 16: Improving air quality and reducing exposure to poor air quality. (full stop at the end of the sentence)	For clarification, accuracy and consistency
MM212	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe			Point 17: Deliver a network of new or improved connected open spaces and encourage the greening of the public realm, including Swedenborg Gardens and a linear open space (known as the Green Spine), from Commercial Road up along Philpot Street to the new civic square.	For clarification, accuracy and consistency
MM213	Part 4: Delivering sustainable places	Bishopsgate Goods Yard site allocation			Amend plan to show strategic cycling route going diagonally across the site	For clarification, accuracy and consistency

MM214	Part 4: Delivering sustainable places	London Dock	Figure 24		<p>Include wording in the design principles to ensure that the site is able to accommodate the improvements to the triangle</p> <p>Proposed wording:</p> <ul style="list-style-type: none"> improve walking and cycling routes to, from and within the site to establish connections to Shoreditch High Street Overground station, Brick Lane district town centre, Shoreditch Triangle and the new open space. These should align with the existing urban grain to support permeability and legibility; 	Respond to a representation from a statutory consultee
MM215	Part 4: Delivering sustainable places	London Dock	Figure 24		<p>Amend the plans so that:</p> <ul style="list-style-type: none"> the location of the public square is located in the central part of the western portion of the site 	For accuracy, consistency and clarification
MM216	Part 4: Delivering sustainable places	London Dock			<p>Show the location of the new green grid link along the eastern boundary which runs along eastern portion of the northern boundary and goes up Artichoke Hill connecting to Swedenborg Gardens.</p>	For accuracy, consistency and clarification
MM217	Part 4: Delivering sustainable places	Marian Place gas works and The Oval			<p>Proposed wording/additional bullet point:</p> <p>An assessment should be carried out to understand the potential contamination on site prior to any development taking place.</p>	Respond to a representation from a statutory consultee.
MM218	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Figure 25		<p>Include correctly sized circles to represent the gasholders</p>	Respond to a representation from a statutory consultee.
MM219	Part 4: Delivering sustainable places	Marian Place gas works and The Oval			<p>Proposed wording for the first design principle :</p> <p>"retain, reuse and enhance the existing heritage assets, including the gasholders and associated structures- gasholders no.2 and no.5, Victorian buildings adjacent to Regents Canal, and Georgian cottages, including the associated setted pebbled street and railings;"</p>	Multiple representations
MM220	Part 4: Delivering sustainable places	Marian Place gas works and The Oval			<p>The following wording of the employment land use is proposed:</p> <ul style="list-style-type: none"> Employment: a range of new floorspace sizes, including suitable units suitable for the needs of small-medium enterprises, start-ups and creative and tech industries 	Respond to a representation from a developer / landowner.
MM221	Part 4: Delivering sustainable places	Marian Place gas works and The Oval			<p>1. Proposed wording regarding costs in relation to decontamination:</p> <ul style="list-style-type: none"> Development should acknowledge address the associated costs of decommissioning the gasworks and the temporary relocation of any significant equipment and address any environmental pollution and on site decontamination requirements and land contamination caused by the gas works. 	Respond to a representation from a developer / landowner.

MM222	Part 4: Delivering sustainable places	Marian Place gas works and The Oval			Additional delivery considerations to be added : <ul style="list-style-type: none"> Development will be expected to implement the actions identified in the Thames River Basin Management Plan to support delivery of the objectives of the plan, in accordance with regulation 17 of the Water Environment Regulations 2013. An assessment should be carried out to understand the potential contamination on site prior to any development taking place. 	Respond to a representation from a statutory consultee.
MM223	Part 4: Delivering sustainable places	Marian Place gas works and The Oval			Design principles <ul style="list-style-type: none"> respond positively to the existing special character of the Regents Canal conservation area and its setting, scale, height, massing and fine urban grain of the surrounding built environment, and specifically integrate heritage assets on site and in the surrounding areas. 	Respond to a representation from a statutory consultee.
MM224	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Figure 25		Amend size of the site to: Size (ha) 3.75 4.4	Respond to a representation from a developer / landowner.
MM225	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Figure 25		Remove the local pedestrian/cycling route that extends from the public square adjacent to Hackney Road, through the green grid link in the western section of the site ending at the strategic pedestrian/cycling route intersecting the north-western section of the site. Remove the local pedestrian/cycling route extending from the public square in the eastern section of the site into the central open space. Extend the existing strategic pedestrian/cycling route connecting from the public square in the eastern section of the site to Hare Row to run through the site from Hare Row in the east to Pritchards Road in the west.	Respond to a representation from a local resident / community group.
MM226	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Figure 25		Amend the plans so that the strategic and local pedestrian/cycle routes do not pass through the gasholders that will also be shown on the map.	Respond to a representation from a local resident / community group.
MM227	Part 4: Delivering sustainable places	Part 4: Delivering sustainable places	Figure 25		<ul style="list-style-type: none"> The removal of ground floor uses to ensure consistency and clarity in the approach to how areas of the site are identified for development. The location of the existing gas holders inserted to highlight important existing structures. Label the public square located in the eastern section of the site 'The Oval'. Remove the strategic pedestrian/cycling route through the southern section of the site from the Oval to Coate Street and replace with a local pedestrian/cycling route as the existing route does not link through to strategic roads. Re-align the Local Pedestrian/cycling route running from the public square adjacent to Hackney Road in the south of the site through to the green grid link running parallel to Regents canal in the northern section of the site to improve site permeability for these users. 	For accuracy, consistency and clarification
MM228	Part 4: Delivering sustainable places	Whitechapel South			Amend the public transport accessibility levels to show the year 2021 due to the arrival of Crossrail: 2021*: 6b 2041: 6a-6b 6b Insert at bottom of the page: *the year 2021 has been used due to the arrival of Crossrail at Whitechapel	Respond to a representation from a developer / landowner.
MM229	Part 4: Delivering sustainable places	Whitechapel South			Land use requirements <ul style="list-style-type: none"> Housing Employment-led (within the Local Employment Location) providing suitable units for the needs of life science, medical, and research and educational uses associated with the Med City. Civic centre 	Respond to a representation from a developer / landowner.
MM230	Part 4: Delivering sustainable places	Whitechapel South			<ul style="list-style-type: none"> walking routes and spaces which are accessible to cyclists should be supported through the gGreen Spine linear open space, but should not jeopardise its role and function as a publicly accessible green open space; 	For accuracy, consistency and clarification

MM231	Part 4: Delivering sustainable places	Whitechapel South			Amend 6th bullet point as follows: • create a sense of place and increase recreational opportunities, access to, and enjoyment of the Green Spine open space to promote healthy living;	For accuracy, consistency and clarification
MM232	Part 4: Delivering sustainable places	Whitechapel South			• facilitate the delivery of consolidated interconnected open spaces to form the Green Spine , which will link Whitechapel district town - centre to Commercial Road through the following.	For accuracy, consistency and clarification
MM233	Part 4: Delivering sustainable places	Whitechapel South			Part (a) of the last bullet point will be amended to: • Provision of new and improved green open space (the Green Spine) should stretch stretching from Philpot Street to the new civic centre. It should be linear in nature and provide a direct visual link across its length.	For accuracy, consistency and clarification
MM234	Part 4: Delivering sustainable places	Whitechapel South			Part (b) of the last bullet point will be amended to: • Buildings adjacent to in alignment with the Green linear open space Spine should make a positive contribution to reinforce north-south legibility with permeable routes and visual links through the new development.	For accuracy, consistency and clarification
MM235	Part 4: Delivering sustainable places	Whitechapel South			Part (c) of the last bullet point will be amended to: c. Existing consented open space which has yet to be implemented on site is an integral element to the provision of 1 hectare of strategic open space and should be re-provided. Where opportunities exist, development will be expected to consolidate and integrate the consented open space with the new green spine linear open space (known as the green spine) to maximise its multi-functional use.	For accuracy, consistency and clarification
MM236	Part 4: Delivering sustainable places	Whitechapel South			respond positively to the heritage assets and existing character, scale, height, massing and fine urban grain of the surrounding built environment, including the setting of the London Hospital conservation area	For accuracy, consistency and clarification
MM237	Part 4: Delivering sustainable places	Whitechapel South			Amend the delivery considerations as follows: • Delivery of a health facility should be an NHS-funded primary care facility and re-provide the existing sexual health facility.	Respond to a representation from a developer / landowner.
MM238	Part 4: Delivering sustainable places	Whitechapel South	Figure 26		Amend plans: • Remove green grid that is shown between the two public squares connecting to Whitechapel Road and instead it should run along the southern boundary of the public square to the south of the Civic Centre and connect to the green link on Cavell Street • Remove section of the green grid that runs south of Fieldgate Street to Commercial Road.	For accuracy, consistency and clarification
MM239	Part 4: Delivering sustainable places	Whitechapel South			Proposed wording for employment uses: • Employment-led (within the Local Employment Location) providing suitable units for the needs of life science, medical, and research and educational uses associated with the Med City.	Respond to a representation from a developer / landowner.
MM240	Part 4: Delivering sustainable places	Whitechapel South	Design principles		Amend the map to show the location of St. Augustine's church and St. Philip's church and their associated open spaces.	For accuracy, consistency and clarification
MM241	Part 4: Delivering sustainable places Part 4: Delivering sustainable places	Whitechapel South	Design principles		First bullet point – remove full stop	Typographical or graphical error
MM242	Part 4: Delivering sustainable places	Whitechapel South	Design principles		Final bullet point – insert colon after following_(remove full stop)	For accuracy, consistency and clarification

MM243	Part 4: Delivering sustainable places	Chapter 3: Sub-area 2: Central	Figure 27		Amend the map so that the green grid runs through Tredegar Square Gardens and is consistent with the green grid on the Policies Map and the Green Grid strategy. Amend the colour of the cycle superhighway so that it is clearly distinguishable from the green grid. The additional wording will be included in the delivery considerations for the site.	For clarification, consistency and accuracy
MM244	Part 4: Delivering sustainable places	Bow Common Gas Works			An assessment should be carried out to understand the potential contamination on site prior to any development taking place.	Respond to a representation from a statutory consultee.
MM245	Part 4: Delivering sustainable places	Bow Common Gas Works			Proposed wording to make reference to the conservation areas and the local nature reserve: • respond positively to the existing setting of the two conservation areas: Tower Hamlets Cemetery and Swanton Road and the local nature reserve, including as well as the scale height, massing and fine urban grain-of the surrounding built environment.	Respond to a representation from a statutory consultee.
MM246	Part 4: Delivering sustainable places	Chrisp Street	Address		Chrisp Street/East India Dock Road/Kerbey Street	For accuracy, consistency and clarification
MM247	Part 4: Delivering sustainable places	Chrisp Street	Figure 31		Kerbey Street should be shown/labelled on the map as it is referred to in the address.	For accuracy, consistency and clarification
MM248	Part 4: Delivering sustainable places	Chrisp Street	Figure 31		Amend the green grid so that there is a kink in the public square at the centre of the site and it goes straight up in to the centre of the northern section of the site rather than to the north-west corner.	For accuracy, consistency and clarification
MM249	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley			Proposed wording: • protect and enhance heritage assets on site and in the surrounding areas, including the Lansbury Estate conservation area to the west and Poplar Baths to the south;	Respond to a representation from a statutory consultee.
MM250	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley	4.7		Remove reference to the Bromley-by-Bow Masterplan Supplementary Planning Document	For accuracy, consistency and clarification
MM251	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley	Figure 33		Include the location of the all movements junction at Bow on the map and the proposed bridges at Bow, Leven Road and Ailsa Street.	For accuracy, consistency and clarification
MM252	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley	Figure 33		Amend the map to include the bridge links shown on the Ailsa Street and Leven Road Gas Works site allocations	For accuracy, consistency and clarification
MM253	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley	Sub-area principles		Propose a minor modification to the wording to include reference to heritage assets. "Respect and positively respond to the historic industrial character of the area (including heritage assets) and reinforce its local distinctiveness"	Respond to a representation from a statutory consultee.
MM254	Part 4: Delivering sustainable places	Leven Road Gas Works	Figure 36		Amend the key: Safeguarded W aste S ite	Typographical error
MM255	Part 4: Delivering sustainable places	Leven Road Gas Works			Amend the existing strategic pedestrian/cycle route running through the centre of the site towards Oban Street in the east to a Local pedestrian/cycle route.	For accuracy, consistency and clarification

MM256	Part 4: Delivering sustainable places	Leven Road Gas Works			Proposed wording for the gasholders: strongly encourage the retention, reuse and enhancement of the existing non-designated heritage asset, Gasholder No.1, which is located in the south-west corner of the site, due to its local character and landmark merit; Retain and reuse parts of the dismantled gas holder no. 1 within the future development.	Respond to a representation from a developer / landowner.
MM257	Part 4: Delivering sustainable places	Leven Road Gas Works			Proposed changes to the delivery considerations: Development should accord with flood mitigation and adaptation measures in the borough's SFRA Strategic Flood Risk Assessment and sequential test and the Thames Estuary 2100 Plan.	For accuracy, consistency and clarification
MM258	Part 4: Delivering sustainable places	Leven Road Gas Works			Additional bullet point in the delivery considerations: Development will be expected to implement the actions identified in the Thames River Basin Management Plan to support delivery of the objectives of the plan, in accordance with regulation 17 of the Water Environment Regulations 2013.	Respond to a representation from a statutory consultee.
MM259	Part 4: Delivering sustainable places	Leven Road Gas Works			Additional bullet point in the delivery considerations: An assessment should be carried out to understand the potential contamination on site prior to any development taking place.	Respond to a representation from a developer / landowner.
MM260	Part 4: Delivering sustainable places	Leven Road Gas Works			Make the following amendments to the land use requirements: Employment: Provision of new employment floorspace numbers through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail.	Respond to a representation from a developer / landowner.
MM261		Leven Road Gas Works			Make the following amendments to the design principles: •respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its riverside location. It will require active street frontages that fit well with the existing 2-storey terraced houses facing the site and sensitive to the scale of the adjacent 2-storey residential area, and the amenity of rear gardens backing on to the site. In particular, it should deliver an appropriate transition in scale, sensitive to the amenity of adjoining residential properties and buildings in close proximity. The new streets should complement the existing network and deliver active frontages. • facilitate a new or extended bus route to serve through the site to enhance access to public transport.	Respond to a representation from a developer / landowner.
MM262		Leven Road Gas Works			The proposed amendments to the delivery considerations: • provide and secure the necessary safeguard land within the site to facilitate the delivery of a new crossings bridge over the River Lea to improve access to the major transport interchange at Canning Town and ensure continuity of a green link to Cody Dock; and ensure that the safeguarded land is carefully incorporated into the future development and the Leaway •Development should acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment and address any environmental pollution and on site decontamination requirements caused by the gas works". • Access to public transport and pedestrian and cycle connectivity delivery of walking and cycling bridge across the River Lea will need to be improved in line with the phasing of development and in coordination with London Borough of Newham	Respond to a representation from a developer / landowner.
MM263	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and south Poplar	Figure 38		The following changes will be made to the map: 1. Show location of south dock bridges 2. Show location of pier at Greenwich Peninsula 3. Amend colour of cycle superhighway so that it is clearly distinct from other designations	Respond to a representation from a statutory consultee.

MM264	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and south Poplar			Point 16: Facilitate the delivery of useable, high quality new and improved publicly accessible open space that is well integrated into the green grid network, including a new park at Millwall Slipway including improvements to Millwall Outer Dock Slipway to increase the usability of this existing open space.	Respond to a representation from a statutory consultee.
MM265	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and South Poplar	5.7		Remove reference to the OAPF as a relevant evidence link: • Isle of Dogs and South Poplar Opportunity Area Planning Framework Supplementary Planning Document (emerging)	For accuracy, consistency and clarification
MM266	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and South Poplar			Increase resolution on infographic icons	Respond to a representation from a statutory consultee.
MM267	Part 4: Delivering sustainable places	Aspen Way			The sub-area development principle no 20 will be amended as follows to ensure that it is publicly accessible : Ensure a continuous and vibrant publicly accessible riverside walkway along the Thames Path, linking Greenwich to the River Lea Park.	Respond to a representation from a statutory consultee.
MM268	Part 4: Delivering sustainable places	Aspen Way	Figure 40		The first sentence of the first bullet point of the design principles will be amended as follows • respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment, including the St. Matthias Church conservation area. The setting of adjacent housing should also be protected through appropriate screening and landscaping;	Respond to a representation from a statutory consultee.
MM269	Part 4: Delivering sustainable places	Aspen Way	Figure 40		• Remove the most western local pedestrian/cycle route that is adjacent to the strategic pedestrian/cycle route • Re-align the strategic pedestrian/cycle route to connect with the proposed bridge connection over Aspen Way (i.e. replace the existing local route with the strategic route).	For accuracy, consistency and clarification
MM270	Part 4: Delivering sustainable places	Aspen Way	Figure 40		Amend the plan to straighten the western strategic pedestrian cycling route	For accuracy, consistency and clarification
MM271	Part 4: Delivering sustainable places	Aspen Way	Figure 40		Amend the plan to extend the local pedestrian/cycling link that goes along the southern boundary so that it continues to the west boundary of the site just outside of the site allocation.	For accuracy, consistency and clarification
MM272	Part 4: Delivering sustainable places	Aspen Way	Figure 40		Show the 'noise or air screening/green buffer' in the key	For accuracy, consistency and clarification
MM273	Part 4: Delivering sustainable places	Aspen Way	Figure 40		Extend the 'noise or air screening/green buffer' along the entire southern boundary	For accuracy, consistency and clarification
MM274	Part 4: Delivering sustainable places	North Quay			Show the green grid adjacent/running parallel to the western strategic pedestrian/cycling route going from the northern section of the site down to the northern boundary of North Quay.	For accuracy, consistency and clarification
MM275	Part 4: Delivering sustainable places	Billingsgate Market			• comply with the requirements of the Canary Wharf tall building zone (as set out in policy D.DH6), where tall buildings are proposed; • respond positively to the existing character scale, height, massing and urban grain of the surrounding built environment, particularly the dockside adjacent buildings and along the existing residential developments on the eastern side of Trafalgar Way;	For accuracy, consistency and clarification

MM276	Part 4: Delivering sustainable places	Billingsgate Market			<ul style="list-style-type: none"> improve public realm (specifically along Upper Bank Street) to address the severance caused by Trafalgar Way; 	Respond to a representation from a statutory consultee.
MM277	Part 4: Delivering sustainable places	Billingsgate Market	Figure 41		Amend key and icon to show that the bridge connections are proposed.	Respond to a representation from a statutory consultee.
MM278	Part 4: Delivering sustainable places	Billingsgate Market	Figure 41		<ul style="list-style-type: none"> Remove the eastern local pedestrian/cycling routes into North Dock from the site. Re-align the westernmost strategic pedestrian/cycling route to the westernmost bridge over Aspen Way. Re-align the strategic pedestrian/cycling route through the centre of the site to the central bridge connection over Aspen Way to the north of the site. Amend the strategic pedestrian/cycling route from the site to Blackwall Basin to a local pedestrian/cycling route. 	For accuracy, consistency and clarification
MM279	Part 4: Delivering sustainable places	Billingsgate Market	Figure 41		<p>Additional bullet point in the delivery considerations:</p> <p>An assessment should be carried out to understand the potential contamination on site prior to any development taking place.</p>	Respond to a representation from a statutory consultee.
MM280	Part 4: Delivering sustainable places	Crossharbour Town Centre	Figure 42		<ul style="list-style-type: none"> Insert "Rail viaduct" into the key. Remove the strategic pedestrian/cycling route along the southern boundary of the site through Mudchute Park. Remove the northern section of the central local pedestrian/cycling route so that it ends where it intersects with the central public square. Remove the northernmost section of the westernmost local pedestrian/cycling route where it intersects with the central green grid route towards the sites red line boundary. 	For accuracy, consistency and clarification
MM281	Part 4: Delivering sustainable places	Crossharbour Town Centre			<ul style="list-style-type: none"> comply with the requirements of the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, and Mudchute Park. Specifically, it should acknowledge provide a transition in scale, height, massing and urban grain from the low rise nature of the immediate residential area to the north and east, and address the setting of the local nature reserve and Mudchute Park. 	For accuracy, consistency and clarification
MM282	Part 4: Delivering sustainable places	Limeharbour			<ul style="list-style-type: none"> comply with the requirements of the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed complement the tall building cluster in Canary Wharf through appropriate provide an appropriate transition in taller building heights and generous spacing between buildings, whilst in order to respect and being informed by the existing character, specifically scale, height, massing, views and urban grain of its dockside location and the surrounding low to mid-rise built environment of , particularly the lower rise buildings of Cubitt Town to the south-east; 	For accuracy, consistency and clarification
MM283	Part 4: Delivering sustainable places	Marsh Wall East			<ul style="list-style-type: none"> comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed complement the tall building cluster in Canary Wharf through appropriate maintain the existing block structure building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment. particularly .In particular provide a transition in scale in relation to the lower rise buildings of Cubitt Town to the south-east and ensure appropriate spacing between buildings to enable visual permeability between Marsh Wall and South Dock; 	For accuracy, consistency and clarification
MM284	Part 4: Delivering sustainable places	Marsh Wall West			<ul style="list-style-type: none"> comply with the requirements of the two tall building zones, Canary Wharf and Millwall Inner Dock designations (as set out in policy D.DH6) that the site is situated in, where tall buildings are proposed. complement the tall building cluster in Canary Wharf through provide appropriate taller building heights, whilst respecting positively complementing and being informed by the existing character, scale, height, massing, views and urban grain of specifically its dockside location and surrounding built environment, particularly the lower rise buildings of Millwall to the south-west; 	For accuracy, consistency and clarification

MM285	Part 4: Delivering sustainable places	Marsh Wall West	Figure 45		Amend plan: <ul style="list-style-type: none"> Include green link in the south west corner of the site linking to Millwall Inner Dock Include green grid linking from the existing green grid on Manchester Road to Marsh Wall. 	For accuracy, consistency and clarification
MM286	Part 4: Delivering sustainable places	Marsh Wall West	Figure 45		Include existing and proposed bridges, including south dock bridge. Ensure that they have different keys so that they can be distinguished.	For accuracy, consistency and clarification
MM287	Part 4: Delivering sustainable places	Marsh Wall West			Insert the South Quay Footbridge on the figure and show the bridge connection on the figure key.	For accuracy, consistency and clarification
MM288	Part 4: Delivering sustainable places	Millharbour South			<ul style="list-style-type: none"> comply with the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf Marsh Wall to the smaller scale residential areas south of Millwall Dock and enable visual permeability between Millharbour and Millwall Inner Dock; comply with the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6) that the majority of the site is situated in, where tall buildings are proposed. 	For accuracy, consistency and clarification
MM289	Part 4: Delivering sustainable places	Millharbour			<ul style="list-style-type: none"> respond positively to the existing local character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf Marsh Wall to the smaller-scale residential areas south of Millwall Dock; 	For accuracy, consistency and clarification
MM290	Part 4: Delivering sustainable places	Millharbour	Figure 47		<ul style="list-style-type: none"> Remove the section of the green grid that runs from the junction of Bying Street and Mastmaker Road and from the west to the east of the site Extend the green grid in a northern direction to Marsh Wall and join it to the green grid that runs along the northern boundary of the site. 	For accuracy, consistency and clarification
MM291	Part 4: Delivering sustainable places	North Quay			<ul style="list-style-type: none"> comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed; respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location; 	For accuracy, consistency and clarification
MM292	Part 4: Delivering sustainable places	North Quay			<ul style="list-style-type: none"> improve the quality and create a positive sense of place with an arrival points in the form through the delivery of an active public square at the northern corners of the site, which interconnects to a north-south linear square from the connecting the Canary Wharf Elizabeth line sStation and the dockside promenade (Elizabeth line) to the Poplar DLR station and Poplar High Street; and improve or enhance walking and cycling connections to, from and within the site to:- 	For accuracy, consistency and clarification
MM293	Part 4: Delivering sustainable places	North Quay			<p>a. accommodate a new east-to-west cycle route along the northern boundary of through the site which facilitates connections to joins into the cycle network and the DLR and underground stations adjoining the site; pedestrians movement to/from the DLR stations at Poplar and West India Quay and the Elizabeth line station;</p> <p>b. facilitate walking and cycling connections across Aspen Way between Canary Wharf and Poplar High Street and across and towards Trafalgar Way and towards Blackwall Basin, Poplar High Street and Canary Wharf, and to the wider area; and</p> <p>e. address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth Line Station Crossrail station to the south west. These routes should align with the existing urban grain to support permeability and legibility.</p>	Respond to a representation from a developer / landowner.
MM294	Part 4: Delivering sustainable places	North Quay	Figure 48		"improve strategic links from Canary Wharf to Poplar High Street through the provision of new enhanced north-south links;"	Respond to a representation from a developer / landowner.
MM295	Part 4: Delivering sustainable places	North Quay	Figure 48		<ul style="list-style-type: none"> remove the section of the strategic/pedestrian cycling route on Upper Bank Street Shorten the length of the strategic and pedestrian cycling route going over Aspen Way (remove the curved part of the arrow at the top) 	For accuracy, consistency and clarification

MM296	Part 4: Delivering sustainable places	North Quay	Figure 48		Amend central north south strategic pedestrian/cycling route so that it aligns with the green grid from north to south.	For accuracy, consistency and clarification
MM297	Part 4: Delivering sustainable places	North Quay	Figure 48		Amend plans to show the location of the existing bridge	For accuracy, consistency and clarification
MM298	Part 4: Delivering sustainable places	North Quay			Amend the plans to show the green grid running along the north west boundary of the site and along the north west section of the site. Extend the green grid that runs through the centre of the site to the north so that it aligns with the strategic pedestrian and cycle route	For accuracy, consistency and clarification
MM299	Part 4: Delivering sustainable places	Reuters	Design principles		<ul style="list-style-type: none"> comply with the requirements of the Blackwall tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed; respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment specifically addressing the transition of building heights, scale and massing from the tall buildings cluster at Blackwall roundabout to the medium rise nature of East India and its dockside location. Specifically, buildings should step down from Canary Wharf the neighbourhood centre towards the river and enable visual permeability between Blackwall Way and the River Thames; 	For accuracy, consistency and clarification
MM300	Part 4: Delivering sustainable places	Reuters			Remove the following bullet point: explore the opportunity to incorporate the existing jutting pier into the development.	For accuracy, consistency and clarification
MM301	Part 4: Delivering sustainable places	Reuters	Figure 49		Amend boundary to exclude the pier/jetty	For accuracy, consistency and clarification
MM302	Part 4: Delivering sustainable places	Riverside South			<ul style="list-style-type: none"> comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed; respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and enable visual permeability between Westferry Road and the River Thames; 	For accuracy, consistency and clarification
MM303	Part 4: Delivering sustainable places	Westferry Print Works			Additional delivery consideration: An assessment should be carried out to understand the potential contamination on site prior to any development taking place.	Respond to a representation from a statutory consultee.
MM304	Part 4: Delivering sustainable places	Westferry Print Works			Wording can be amended to say: Employment re-provision of existing employment by way of intensifying employment job numbers. A range of employment space sizes, including small-to-medium enterprises	Respond to a representation from a developer / landowner.
MM305	Part 4: Delivering sustainable places	Westferry Print Works	Figure 51		<ul style="list-style-type: none"> comply with the requirements of the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed within this zone respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location. Specifically, buildings should step down from Canary Wharf-Marsh Wall to the smaller scale residential properties to within the the north and southern part of the Isle of Dogs and to the west of Millharbour. Development should enable clear lines of sight between Millharbour and Millwall Outer Dock and ensure multiple visual and pedestrian permeability between Tiller Road and Millwall Outer Dock; 	For accuracy, consistency and clarification
MM306	Part 4: Delivering sustainable places	Westferry Print Works	Figure 51		Amend the strategic pedestrian/cycling route through the site to a Local pedestrian/cycling route and remove part of the strategic pedestrian/cycling route from Westferry Road to the River Thames.	For accuracy, consistency and clarification
MM307	Part 4: Delivering sustainable places	Westferry Print Works	Figure 51		Show green grid route along the eastern boundary of the site Show the new route that joins the east and southern boundaries by going over the south east section of the site.	For accuracy, consistency and clarification

MM308	Part 4: Delivering sustainable places	Wood Wharf			<ul style="list-style-type: none"> comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed; complement the tall building cluster in Canary Wharf through- incorporate appropriate taller building heights, while respecting and being informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location; 	For accuracy, consistency and clarification
MM309	Part 4: Delivering sustainable places	Wood Wharf	Figure 52		Include section of green grid that is missing that connects the existing green grid to the south dock to the west	For accuracy, consistency and clarification
MM310	Part 4: Delivering sustainable places	Wood Wharf	Figure 52		Show location of bridges	Multiple representations
MM311	Part 4: Delivering sustainable places	Isle of Dogs & South Poplar	5.7		Delete wording: Table 9	Typographical error
MM312	Part 4: Delivering sustainable places	Isle of Dogs & South Poplar	Figure 38		Some of the key is missing. Insert "National Cycle Network"	Typographical error
MM313	Part 6: Appendices	Appendix 1: Glossary and acronyms			Neighbourhood plans must be in general conformity with the London Plan and the strategic policies of the development plan-Lea Plan, although they can allocate sites to deliver housing and other uses and provide additional guidance to address specific neighbourhood issues or identify opportunities for regeneration and priority projects within the neighbourhood area. Appendix 5 sets out which policies within the Local Plan are considered to be strategic for the purposes of neighbourhood planning.	For clarity
MM314	Part 6: Appendices	Appendix 1: Glossary and acronyms	Water space:		Water space: An area of water (permanently or intermittently) and the adjacent land, and includes rivers, canals, docks, basins, ponds, marshland and other water bodies.	To respond to a representation from a developer / landowner
MM315	Part 6: Appendices	Appendix 1: Glossary and acronyms	Insert the following words to appendix 1: glossary and acronyms:		<p>Term: Fleet Operator Recognition Scheme Silver accreditation.</p> <p>Abbreviation: FORS</p> <p>Explanation: The FORS scheme is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. The FORS silver accreditation is awarded to operators who maintain their bronze accreditation and are able to demonstrate they meet the FORS silver accreditation requirements.</p>	To respond to a representation from a developer / landowner
MM316	Part 6: Appendices	Appendix 1: Glossary and acronyms	Insert the following words to appendix 1: glossary and acronyms:		<p>Term: Construction logistics and community safety standard</p> <p>Abbreviation: CLOCS</p> <p>Explanation: The CLOCS standard is a common standard for use by the construction logistics industry to ensure that construction companies follow effective practice in the management of their operations, vehicles, drivers and construction sites. Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians.</p>	To respond to a representation from a developer / landowner
MM317	Part 6: Appendices	Appendix 1: Glossary and acronyms	archaeological priority areas		<p>A defined area where there is significant known archaeological interest or potential new discoveries which might be affected by development</p> <p>These areas have been categorised into one of the following tiers according to their relative archaeological significance and potential.</p> <p>Tier 1: Area which is known or strongly suspected to contain a heritage asset of national importance (e.g. scheduled monument)</p> <p>Tier 2: Area where there is known presence or likely presence of heritage assets of archaeological interest</p> <p>Tier 3: Area with archaeological potential</p>	For clarification – the tiers are identified on the key to the Policies Map
MM318	Part 6: Appendices	Appendix 1: Glossary and acronyms	Major Development and Referable Development		Insert missing bullet points	Typographical error.

MM318	Part 6: Appendices	Appendix 1: Glossary and acronyms	Major Centre		Canary Wharf has been identified as the only major centre within the borough because it A major centre has over 50,000 square metres of retail space, serves a borough-wide catchment, has a combined residential and employment density (in its catchment) in excess of other centres in the borough and contains a variety of functions and services, including a growing leisure economy.	For consistency
MM318	Part 6: Appendices	Appendix 1: Glossary and acronyms	Strategic development		Strategic development: Proposals involving more than 100 homes or 10,000 square metres of floorspace	For clarity
MM318	Part 6: Appendices	Appendix 1: Glossary and acronyms	Employment uses:		Employment uses: Offices, industrial and storage and distribution facilities which fall under B1,B2 and B8 of the use classes order, as well as other sui generis uses with industrial functions.	To respond to a representation from a developer / landowner
MM318	Part 6: Appendices	Appendix 1: Glossary and acronyms	Referable Development		PIPlanning	
MM318	Part 6: Appendices	Appendix 1: Glossary and acronyms	Life sciences:		Life sciences: the sciences concerned with the study of living organisms, including biology, botany, zoology, microbiology, physiology, biochemistry, and related subjects.	To respond to a representation from a developer / landowner
MM318	Part 6: Appendices	Appendix 2: Links to the Core Strategy & Managing Development Document	2.1		Affordable workspace: "flexible workspace which is let to a workspace manager, and which will allow for occupation by the end users in one or more sectors on terms: accessible to a wide range of users including but not limited to local residents, start-up entrepreneurs SMEs; • substantially below market levels of rents and charges when compared with an equivalent letting of the space and facilities on the open market; • at a rate comparable with similar facilities available in Tower Hamlets or (if sufficient comparator premises do not exist in the borough) across London as a whole; and • at rates which mean that occupation is feasible to a large number of small/start-up businesses in the relevant sector(s)."	To respond to a representation from a developer / landowner
MM318	Part 6: Appendices	Appendix 3: Parking standards	Amend table		Unbold text Amend the first column of the table sub heading	Typographical error
MM318	Part 6: Appendices	Appendix 3: Parking standards	Amend table		Use class (gfa stands for gross floor area and sqm stands for square metres)	For clarification
MM318	Part 6: Appendices	Appendix 3: Parking standards	Amend table		Residential See table A1	For clarification
MM318	Part 6: Appendices	Appendix 3: Parking standards	Amend table		B1b (research & development), & B1c (light industry)	For clarification
MM318	Part 6: Appendices	Appendix 4: Waste collection standards	Amend table		There are three main groups of waste collection systems and some are on-site waste processing systems, which could be considered to help us reduce the burden on waste collection services. - These are as follows.; (remove semi-colon)	Typographical error
MM318	Part 6: Appendices	Appendix 5: Strategic policies in the Local Plan for the purposes of neighbourhood planning	5.1		The National Planning Policy Framework requires local planning authorities to set out clearly set out their strategic policies in order to support the requirement for neighbourhood plans to be in general conformity with the strategic policies of the Local Plan development plan .	Definitions / terms (clarify meaning)
MM318	Part 6: Appendices	Appendix 6: Noise	Further information and guidance (after 6.9)		Further information and guidance <ul style="list-style-type: none"> • Noise Policy Statement for England (Department for Environment, Food and Agriculture, 2010) • Guidance on the control of odour and noise from commercial kitchen exhaust (Department for Environment, Food and Agriculture, 2011) Heating and Ventilation Contractor Association – DW/172 Specification for Kitchen Ventilation Systems (2005) • British Standard 8233: Guidance on Sound insulation and noise reduction for buildings (2014) • British Standard 4142: Methods for rating and assessing industrial and commercial sound (2014) • British Standard 6472: Guide to evaluation of human exposure to vibration in buildings (2008) • BB93: Acoustic design of schools: performance standards (2015) • British Standard 5228: Code of practice for noise and vibration on construction and open sites British Standard 5228:2009+A1:2014 Code of practice for noise and vibration on construction and open sites (2014) 	Remove out of date references
MM318	Part 6: Appendices	Appendix 6: Noise	Noise levels applicable to noise sensitive residential development proposed in areas of existing noise (TABLE)		Noise at 1 metre from noise sensitive façade/free field, Night, SOAEL (red) >80 45 dB Lafmax Inside a bedroom, Night, LOAEL (Green), 70 45 dB Lafmax Inside a bedroom, Night, LOAEL (Amber), 80 45 dB Lafmax Inside a bedroom, Night, LOAEL (Red), 80 45 dB Lafmax Outdoor living space (free field), Day, LOAEL (Amber), 50dB to 55dBLAeq, 16 hr	Typographical errors

MM318	Part 6: Appendices	Appendix 6: Noise	Noise insulation		Where the development falls within an area of high noise (amber and red), the good standard of British Standard 8233 should be met: the reasonable standard may only be allowed where other overriding factors have been agreed with our environmental health service.	Remove out of date references
MM318	Part 6: Appendices	Appendix 6: Noise	Noise levels applicable to proposed industrial and commercial developments (including plant and machinery) (TABLE)		<p>Outside bedroom Window (façade), Night, LOAEL (Green), 'Rating level' 10dB* below background and no events exceeding 57dBLAmax</p> <p>Outside bedroom Window (façade), Night, LOAEL (Amber), 'Rating level' between 9dB below and 5dB above background or noise events between 57dB</p> <p>Outside bedroom Window (façade), Night, LOAEL (Red), 'Rating level' greater than 5dB above background and or events exceeding 88dBLAmax</p>	Remove out of date references
MM318	Part 6: Appendices	Appendix 6: Noise	Entertainment noise (6.21)		6.21 Assessments for noise from proposed entertainment and leisure premises or from proposed sensitive uses in clos	To ensure alignment with policy D.ES8 Noise and vibration
MM318	Part 6: Appendices	Appendix 7: Housing trajectory	Vibration levels from uses such as railways, roads, leisure and entertainment premises and/or plant or machinery at which planning permission will not normally be granted or in line with the most current version of British Standard 6472 (TABLE)		<p>Vibration inside dwellings, Day, 07:00-23:00, 0.2 0.2 VDV ms-1.75</p> <p>Vibration inside dwellings, Night, 23:00-07:00, 0.4 0.1 VDV ms-1.75</p> <p>Vibration inside offices, Day, evening and night, 00:00-24:00, 0.4 VDV ms-1.75</p> <p>Vibration inside workshops, Day, evening and night, 00:00-24:00, 0.4 0.8 VDV ms-1.75</p>	Typographical error.
MM318	Part 6: Appendices	Appendix 7: Housing trajectory	First table in appendix, third column		Change -7,4 to -7,4 ⁷⁵	Numerical error
MM318	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		Amend table (SHLAA without permission) to read: 58606	Numerical error
MM318	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		<p>Footnotes are missing under the third table.</p> <p>This table should also be re-formatted to be consistent with the first two tables.</p>	Missing footnote needed. And formatting of table.
MM318	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		Amend colours so consistent with second table	For clarification
MM318	Part 6: Appendices	Appendix 7: Housing trajectory	Paragraph 7.3		Amend paragraph 7.3 as follows.	
MM318	Part 6: Appendices	Appendix 7: Housing trajectory	Paragraph 7.3		Tower Hamlets has a sufficient supply of land to meet its objectively assessed housing need (46,458 homes) during the entire plan period. We will also be meeting and exceeding the London Plan (GLA, 2016) target to help meet city wide needs up to 2026.	For clarification
MM318	Policies Map				Amend the colour of the cycle superhighway so that it is clearly distinguishable from other designations.	For clarification