



SECTION 4

Delivering sustainable places

17. Introduction

Introduction

17.1 Delivering sustainable places is an important aspect of spatial planning to address the needs and priorities of the borough and deliver long term benefits to people and communities across the borough and beyond. Successful place-making is critical to creating cohesive, well-connected and more vibrant communities and ensuring that development responds positively to the distinct and unique characteristics which make Tower Hamlets a great place to live, work and visit.

17.2 Policy S.SG1 (Areas of growth and opportunity within Tower Hamlets) sets out the overall strategy of how and where growth will be distributed across the borough. This section provides more detail on how different areas of the borough will accommodate this growth in line with the principles of sustainable development.

17.3 In order to realise the vision and objectives of the Local Plan, the following sub-areas have been identified to positively manage development opportunities and change in the borough at the strategic level:

- City Fringe
- Central
- Lower Lea Valley
- Isle of Dogs and South Poplar.

17.4 This section sets out how each sub-area will grow and change over the period to 2031. In particular, it sets out the vision, objectives and overarching principles which will inform and guide development proposals within each sub-area, taking account of the character and identity of the borough's 24 places (see Figure 4).

17.5 Within each sub-area, a number of sites (known as allocations) have been identified to accommodate new homes and jobs alongside necessary infrastructure, such as open space, health and education facilities.

17.6 All of the sub-areas and site allocations are shown in Figure 18. This section also contains figures illustrating each sub-area and the site allocations within them. These figures are illustrative and show how the principles and requirements set out in this section could be implemented.

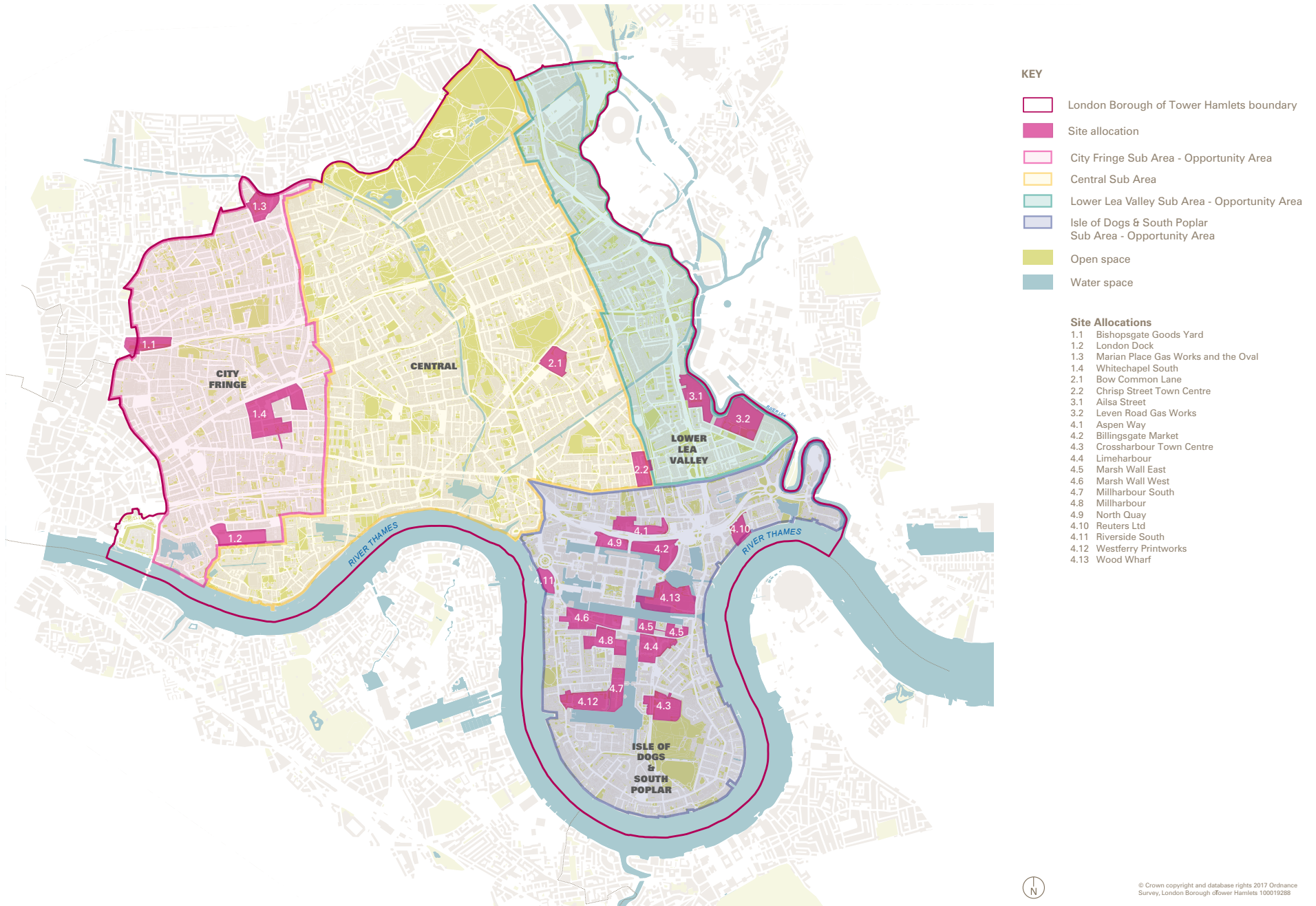
17.7 Development within these sub-areas will also need to take account of other relevant guidance and supporting information such as supplementary planning guidance/supplementary planning documents, masterplans and opportunity area planning frameworks.

17.8 When determining a planning application, flexibility may be applied to the policies relating to the site allocation requirements based on an up-to-date assessment of need and the agreed viability position of the scheme to ensure the site allocation is deliverable in the context of the principles of sustainable development.

17.9 Neighbourhood plans may also shape the future planning of these areas at a neighbourhood level and developers and other relevant parties will need to consult with neighbourhood forums to inform development proposals in the neighbourhood planning areas.

17.10 Some of the site allocations are under multiple ownership and comprise a number of development plots. In such cases, effective engagement between landowners, developers and leaseholders needs to take place in order to facilitate potential land assembly and comprehensive redevelopment.

Figure 18: Sub-areas and site allocations



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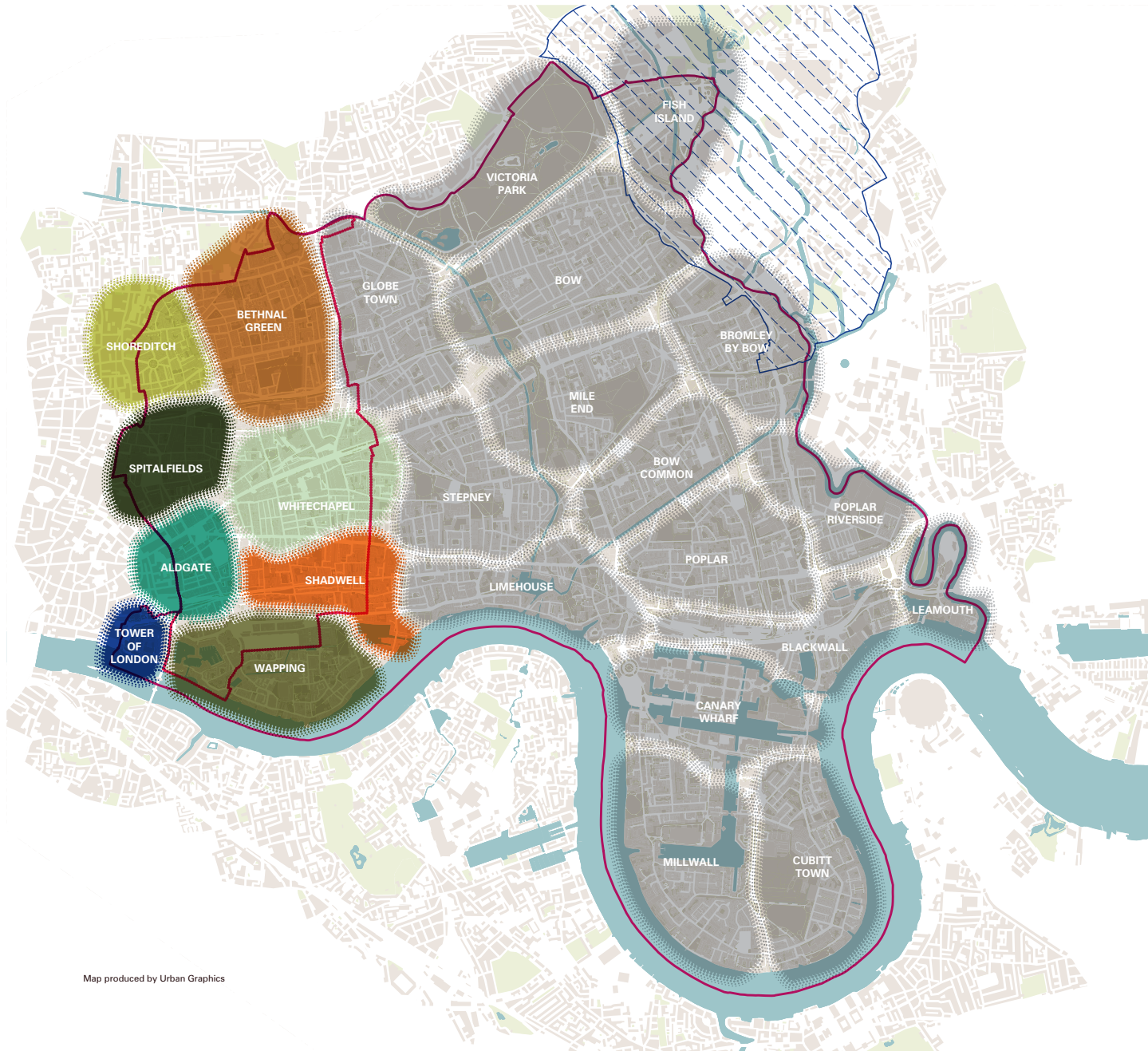
18. Sub-area 1: City Fringe

Location

18.1 The City Fringe sub-area is located in the western part of the borough, bounded by the City of London's financial district to the west, the London borough of Hackney to the north, the River Thames to the south, and the borough's inner city communities to the east. The sub-area also corresponds with the borough's portion of the London Plan's City Fringe opportunity area. The wider opportunity area also includes parts of the London boroughs of Hackney and Islington.

18.2 The City Fringe represents a collection of vibrant and distinctive town centres and employment hubs, which sit alongside residential areas. It comprises eight distinct character places. The Tower Hamlets Urban Structure and Characterisation Study provides more information on the key elements of the local character of each of these places.

Figure 19: Character places in City Fringe



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Vision for City Fringe

By 2031, the City Fringe will become a more attractive place to live, work and visit. New communities will be well integrated into the area, benefiting from the close proximity to existing and new employment, retail and leisure uses within the wider area.

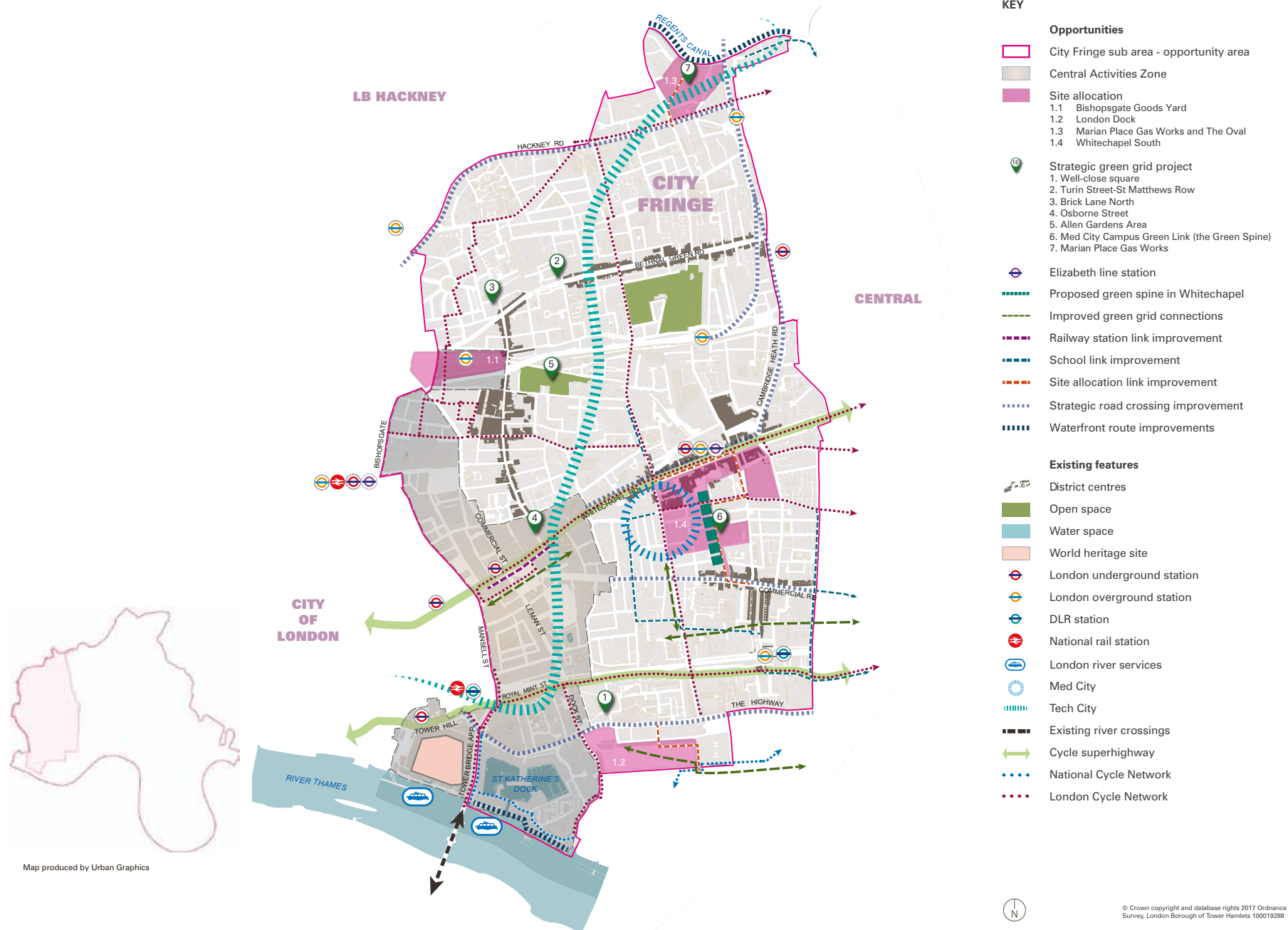
The world-class economic hub of the City of London will expand and opportunities arising from the Tech City and Med City initiatives will be maximised. Whitechapel, Cambridge Heath, Shoreditch, Spitalfields and Aldgate will all have a more diverse mix of commercial, cultural, leisure, tourism and night-time activities. It will be a place for new affordable and flexible employment spaces benefiting from the arrival of the Elizabeth line and improved accessibility to the local area. Whitechapel and the surrounding area will benefit from a new state-of-the-art research and education facilities and will accommodate start-ups and other supporting businesses.

A new civic centre and a new green spine to the south of Whitechapel Road will provide focal points for leisure and community/social activities. The public realm in and around the Tower of London world heritage site will be enhanced, with improved legibility and movement for all users.

18.3 To achieve this vision, our objectives are to:

- a. Create a new civic centre and world-class life science research hub at Whitechapel
- b. Protect and enhance the area's heritage assets and improve the historic character of the individual places
- c. Support a mix of uses to support the financial and business centres of the City of London, Tech City and the emerging research and life sciences cluster (Med City), whilst striking the appropriate balance between residential and commercial development
- d. Improve and enhance legibility, permeability and connectivity within, to and from the area, whilst enhancing and improving green grid links
- e. Strengthen the role and function of the area's distinctive and varied town centres to provide a choice of cultural, leisure and retail activities, and
- f. Create new open spaces (including pocket parks and strategic open space) and improve links to existing publicly accessible open space.

Figure 20: Vision for City Fringe



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Development potential

18.4 By 2031, development within the City Fringe will be required to accommodate the following uses to meet the future needs of the borough⁸¹.

Homes



Employment floorspace and job numbers



Retail and leisure floorspace



Infrastructure



Delivering sustainable places: City Fringe sub-area development principles

18.5 In line with Policy S.SG1, all development in the City Fringe sub-area will seek to deliver the following principles.

Creating distinctive places

1. Enhance positive elements of existing buildings, streetscape and the wider context, including surrounding heritage assets, views and character.
2. 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.
3. Improve the public realm and the settings around heritage assets, and sensitively refurbish and reinstate the use of historical buildings and spaces, including The Oval as a London square and the former Royal London Hospital.
4. Deliver high quality public realm and improved permeability (north-south links in particular) around the new civic centre and research hub at Whitechapel to foster a renewed sense of place.
5. Improve the public realm, including signage and way-finding in and around the Tower of London to encourage visitors to explore the rest of Tower Hamlets.

⁸¹ Development potential figures are indicative and should not represent a ceiling on new development. They are derived from the housing trajectory (see Appendix 7), Employment Land Review and Town Centre Retail Capacity Study which assessed the existing centres of Bethnal Green, Brick Lane, Watney Market and Whitechapel).

Meeting housing needs

6. Provide a range of housing typologies to create sustainable places to live, work and play.
7. Maximise provision and deliver a creative approach to onsite communal and private amenity space, including child play space for all ages.

Delivering economic growth

8. Provide employment uses across the area that contribute towards the Tech City and Med City initiatives (in accordance with the City Fringe Opportunity Area Planning Framework and any equivalent replacement document), including a range of flexible workspaces for small-to-medium enterprises and significant floorspace around the secondary preferred office locations.
9. Integrate the emerging life science campus with the new civic centre at Whitechapel, with well-arranged and designed public spaces and retail uses that protect or enhance the area's historic character.

Revitalising our town centres

10. Capitalise on the visitor economy arising from the Tower of London to support retail and night time activities in surrounding town centres.
11. Promote a mix of uses that successfully reinforce the City Fringe character of small independent shops and businesses, alongside residential use.
12. Contribute to the vitality and resilience of town centres, including reinforcing and complementing the distinctiveness and mix of uses in Watney Market, Whitechapel, Brick Lane and Bethnal Green town centres.

Protecting and managing our environment

13. Support the provision of innovative waste management and recycling storage and collection systems.
14. Support the expansion of the borough's energy network by exploring the potential of creating a district heating facility in the areas: Aldgate, Whitechapel, Bethnal Green and Wapping.
15. Improve the ecology of the area and ensure an overall net gain in biodiversity.
16. Improve air quality and reduce exposure to poor air quality.

Enhancing open spaces and water spaces

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.
18. Provide new or improved walking routes along the waterways, including St Katherines Dock and Regents Canal.
19. Expand the green grid network through green interventions such as planting, greening facades, trees and incorporation of planters, where appropriate, to improve north-south pedestrian permeability, particularly at Turin Street/St Matthews Row and Rhoda Street/Bethnal Green Road and Brick Lane/Whitechapel High Street and the Allen gardens area.

Improving connectivity and travel choice

20. Contribute to/deliver new and improved high quality legible routes and public realm to reinforce north-south and east-west connectivity and accessibility in the area.
21. Address severance on Whitechapel Road, Commercial Road and The Highway to encourage short distance trips to be made by foot or cycle through way-finding and convenient crossing facilities.
22. Improve public realm along main strategic connections and links, particularly between Watney Market and the Highway, Tower of London and Aldgate, Aldgate and Whitechapel, and Whitechapel and Bethnal Green.
23. Provide the necessary and suitable bus facilities within the vicinity of the Whitechapel district centre to ensure that there is sufficient capacity to support existing and future operation of bus services in Whitechapel, including enhancements linked to the Elizabeth line.

Relevant links

18.6 A number of planning policy documents are particularly relevant to this area and should be considered alongside the guidance in this section. These include the following:

Greater London Authority

- City Fringe Opportunity Area Planning Framework (2015)
- Central Activities Zone Supplementary Planning Guidance (2016)

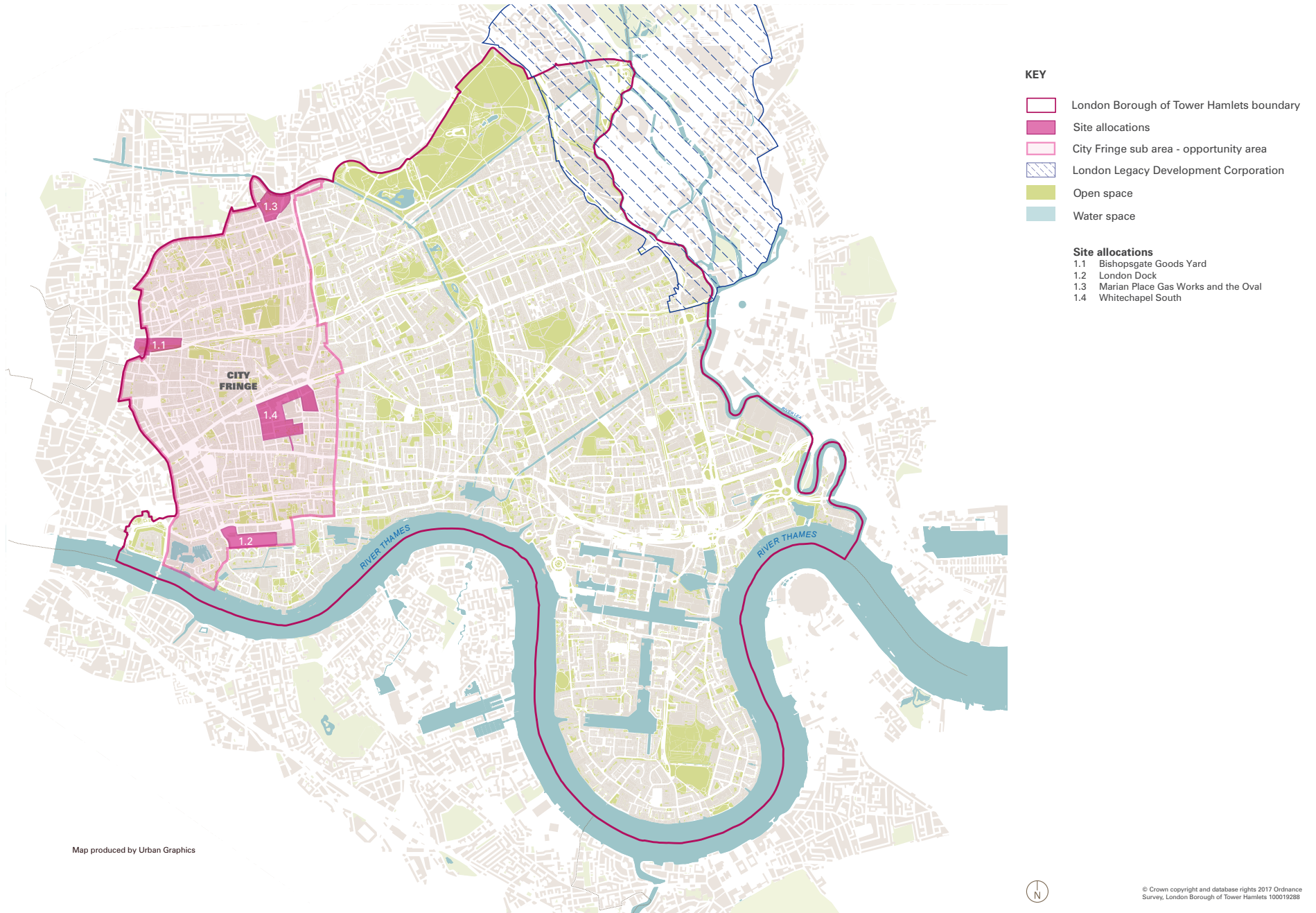
Site allocations

18.7 The site allocations for the City Fringe sub-area are:

- 1.1: Bishopsgate Goods Yard
- 1.2: London Dock
- 1.3: Marian Place Gas Works and the Oval
- 1.4: Whitechapel South

18.8 The land use, infrastructure and design requirements relating to each site allocation are set out in the following profiles.

Figure 21: City Fringe site allocations



1.1: Bishopsgate Goods Yard

Design principles

Development will be expected to:

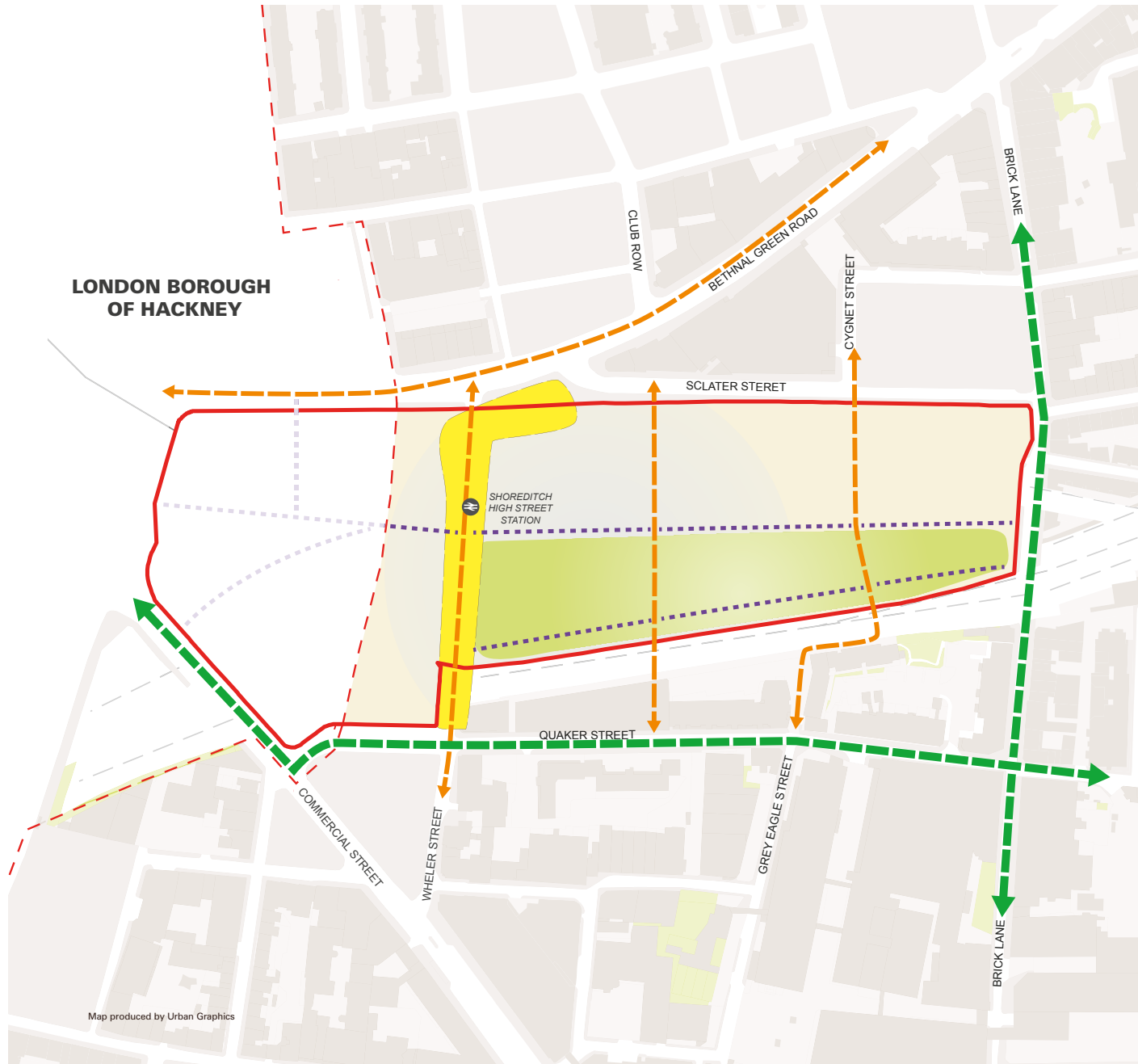
- a. respond positively to the existing scale, height, massing and fine urban grain of the surrounding built environment
- b. protect or enhance heritage assets on site including the existing Grade II-listed Braithwaite viaduct, Oriol gate and the forecourt wall fronting Shoreditch High Street and sensitively consider its impacts on the conservation areas, strategic and local views. Development should also protect or enhance heritage assets in the surrounding areas (including within the London Borough of Hackney)
- c. focus larger-scale buildings around Shoreditch High Street Overground station
- d. integrate development with the surrounding area and improve the street frontage and public realm on key routes, particularly along Wheler Street and ensure it is well integrated into the public squares to the east and south of the station
- e. maximise the provision of family homes
- f. improve walking and cycling routes to, from and within the site to establish connections to Shoreditch High Street Overground station, Brick Lane District Centre, Shoreditch Triangle and the new open space. These should align with the existing urban grain to support permeability and legibility
- g. provide open space with a minimum size of one hectare, consolidated and integrated with the green grid along Quaker Street and Brick Lane in the form of a multi-functional local park located above the Braithwaite Viaduct
- h. improve biodiversity and ecology within the open space and green infrastructure, and
- i. improve movement through the area and repair fragmented urban form (e.g. locate a community/local presence facility on key routes).

Delivery considerations

- a. Community infrastructure requirements should be delivered in the early stage of the development to ensure the provision of new homes and jobs are supported by infrastructure.
- b. The community/local presence facility should be delivered within or adjacent to the Brick Lane district centre.
- c. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.
- d. Development should coordinate consultation across planning authorities and address cross-boundary issues.









Address	Shoreditch High Street
Size (hectares)	4.24
Public transport accessibility levels	6a-6b (2015), 6a-6b (by 2031)
Flood zone(s)	1
Land use requirements	<ul style="list-style-type: none"> ● Housing ● Employment: a range of floorspace sizes, including small-to-medium enterprises
Infrastructure requirements	<ul style="list-style-type: none"> ● Strategic open space (minimum of 1 hectare) ● Community/local presence facility ● Leisure facility

Figure 22: Bishopsgate Goods Yard



1.1: Bishopsgate Goods Yard
(For illustrative purposes)

KEY

-  Site boundary
-  Open space
-  Public square
-  Strategic pedestrian/cycling routes
-  Green grid
-  Local pedestrian/cycling routes
-  London Borough of Tower Hamlets boundary
-  Railway Station



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1.2: London Dock

Design principles

Development will be expected to:

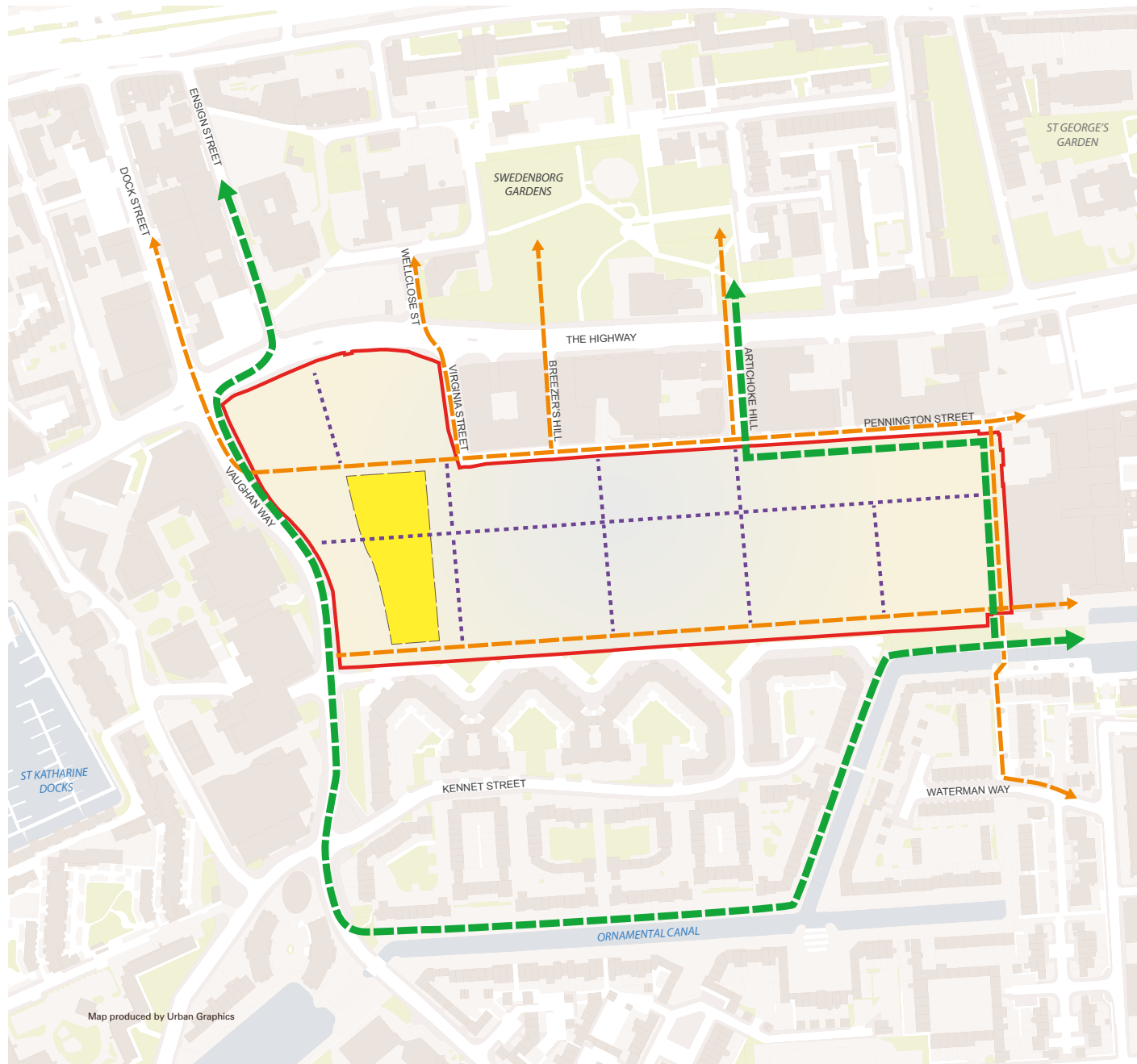
- a. respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north, south and east
- b. protect or enhance heritage assets on site (including the existing listed warehouses) and in the surrounding areas, (including the grade I listed Tobacco Dock)
- c. provide open space which is consolidated and integrated with the green grid route along Vaughan Way, The Highway and adjacent to the site along the canal
- d. provide green grid connections along Wapping Lane and Pennington Street to connect to Swedenborg Gardens to the north
- e. improve walking and cycling connections to, from and within the site, specifically to address permeability through the site. These should align with the existing urban grain to support permeability and access to Thomas More Neighbourhood Centre, St Katharine Docks, Tobacco Dock and the Wapping Canal, and
- f. improve the public realm at active site edges, specifically along The Highway and Vaughan Way.

Delivery considerations

- a. Safe access route(s) to the secondary school are required, and development will need to deliver improved pedestrian and cycling routes.
- b. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.

Address	Pennington Street
Size (hectares)	5.78
Public transport accessibility levels	2 -3 (2015), 2-4 (by 2031)
Flood zone(s)	1-3a
Land use requirements	<ul style="list-style-type: none"> ● Housing ● Employment: a range of floorspace sizes, including small-and-medium enterprises
Infrastructure requirements	<ul style="list-style-type: none"> ● Small open space (minimum of 0.4 hectares) ● Secondary school ● Health facility

Figure 23: London Dock



Map produced by Urban Graphics

1.2: London Dock
(For illustrative purposes)

KEY

- Site boundary
- Public square
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes



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1.3: Marian Place Gas Works and The Oval

Design principles

Development will be expected to:

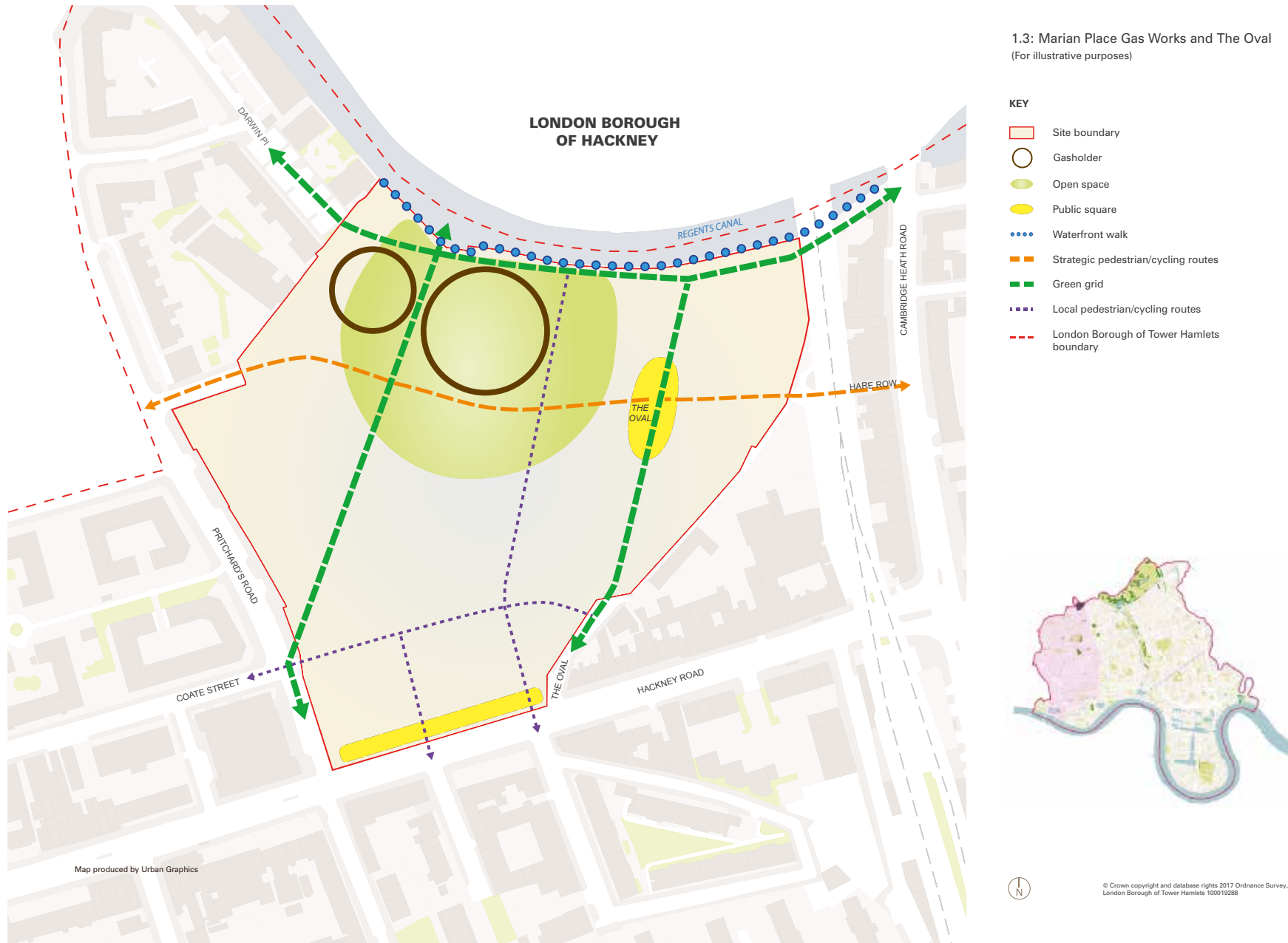
- a. respond positively to the special character of the Regents Canal Conservation Area and its setting, the scale, height, massing and fine urban grain of the surrounding built environment, and specifically integrate heritage assets on site
- b. retain, reuse and enhance the existing heritage assets, including gasholders no.2 and no.5, the Victorian buildings adjacent to the Regents Canal, and the Georgian cottages, including the associated setted street and railings
- c. re-use The Oval as new public open space which positively contributes to the surrounding buildings and is well-connected to the new open space. The Oval should be fronted by a continuous building line following its footprint
- d. provide active frontage set back from the canal, and positively frame the open space and The Oval to avoid excessive overshadowing
- e. improve walking and cycling connections to, from and within the site: these should align with the existing urban grain to support permeability and link with Cambridge Heath Neighbourhood Centre
- f. maximise the provision of family homes
- g. improve biodiversity and ecology within open spaces and green infrastructure
- h. provide a minimum size of one hectare of consolidated open space which is designed to be usable for sport and recreation
- i. integrate the development into the green grid network through new and improved access routes to the canal, the open space and The Oval, together with greening the public realm, and
- j. improve the public realm with active site edges, specifically along Hackney Road, Pritchard's Road, Emma Street and The Oval. In addition, generous pavement and a linear landscaped square should be provided along Hackney Road in order to mitigate the impacts of the heavy through traffic on the narrow street.

Delivery considerations

- a. Family housing should be delivered in close proximity to the open space to increase recreational opportunities, access to and enjoyment of open space.
- b. 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.
- c. Effective engagement between landowners, developers and leaseholders will be needed to facilitate potential land assembly and comprehensive redevelopment.
- d. The gasholders do not accommodate any employment floorspace and therefore this floorspace does not need to be re-provided as part of any new scheme.
- e. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.
- f. An assessment should be carried out to understand the potential contamination on site prior to any development taking place.
- g. 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.

Address	Marian Place / The Oval / Emma Street
Size (hectares)	4.4
Public transport accessibility levels	4-6a (2015), 5-6a (by 2031)
Flood zone(s)	1
Land use requirements	<ul style="list-style-type: none">● Housing● Employment: a range of new units suitable for the needs of small-medium enterprises, start-ups and creative and tech industries
Infrastructure requirements	<ul style="list-style-type: none">● Strategic open space (minimum of 1 hectare)

Figure 24: Marian Place Gas Works and The Oval





1.4: Whitechapel South

Design principles

Development will be expected to:

- a. 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
- b. restore and/or enhance connections between neighbouring strategic sites, particularly north of Whitechapel Road and ensure the streetscape and the wider context, including design and character, are addressed
- c. create a sense of place set around a public square behind the former Royal London Hospital building and new public square immediately to the east of St Augustine with St Philip's Church to positively integrate the life sciences and research hub with the new civic centre and the green spine
- d. maximise the provision of family homes
- e. walking routes and spaces which are accessible to cyclists should be supported through the Green Spine, but should not jeopardise its role and function as a publicly accessible open space
- f. create a sense of place and improve access to and enjoyment of the Green Spine to promote healthy living
- g. repair the fragmented urban form to create a legible, permeable and well-defined movement network
- h. facilitate the delivery of consolidated interconnected open spaces to form the Green Spine which will link Whitechapel District Centre to Commercial Road through the following:
 - i. Provision of new and improved green open space (the Green Spine) stretching from Philpot Street to the new civic centre. It should be linear in nature and provide a direct visual link across its length
 - ii. Buildings adjacent to the Green Spine should make a positive contribution to reinforce north-south legibility with permeable routes and visual links through the new development
 - iii. Existing consented open space which has yet to be implemented on site is an integral element to the provision of one 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 to maximise its multi-functional use.

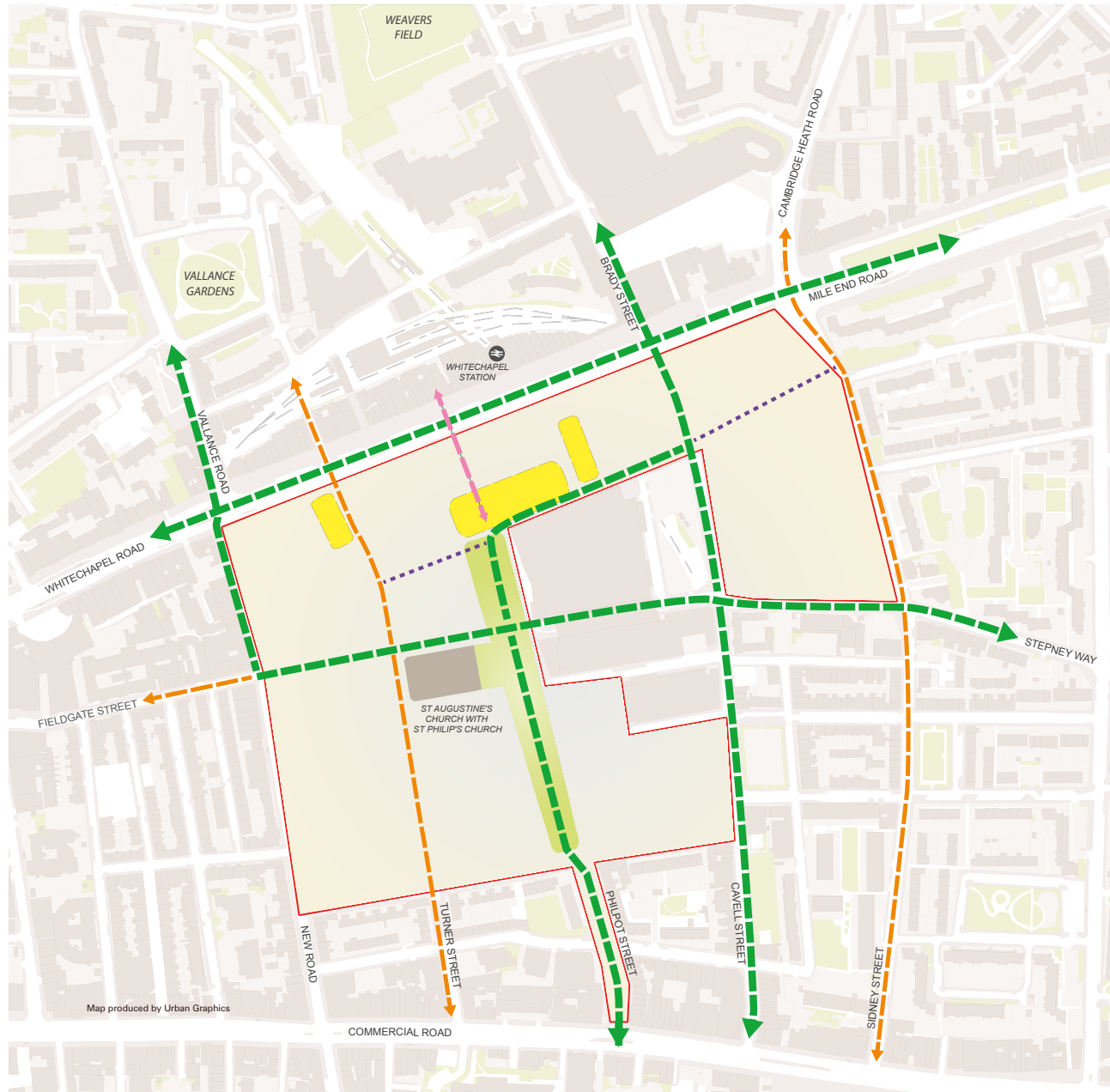
Delivery considerations

- a. Development should accord with the design principles set out in the latest supplementary guidance for Whitechapel.
- b. Developers should explore the option of delivering a district heating facility within the vicinity of the development.
- c. The existing sexual health facility (including HIV services) will need to be re-provided on site in accordance with the prevailing sexual health facility building guidance (e.g. Health Building Note 12-01: Consulting, examination and treatment facilities. Supplement A: Sexual and reproductive health clinics) unless an alternative location can be found which meets the requirements of Policy D.CF2. A continued service will need to be maintained to the satisfaction of the council's public health team.
- d. Development should ensure the comprehensive and coordinated delivery of the new high quality linear open space is delivered in a consistent design across the area.
- e. As the site is greater than a hectare in size, a site-specific flood risk assessment will be required to assess all sources of flood risk.

Address	Whitechapel Road
Size (hectares)	9.5
Public transport accessibility levels	6b (2021*), 6b (by 2031)
Flood zone(s)	1
Land use requirements	<ul style="list-style-type: none"> ● Employment-led (within the Local Employment Location) providing suitable units for the needs of life science, medical, research and educational uses associated with the Med City ● Housing ● Civic centre
Infrastructure requirements	<ul style="list-style-type: none"> ● Strategic open space (minimum of 1 hectare) ● Sexual health facility (re-provision)










*the year 2021 has been used due to the arrival of the Elizabeth line at Whitechapel

Figure 25: Whitechapel South



1.4: Whitechapel South
(For illustrative purposes)

KEY

-  Site boundary
-  St Augustine's Church with St Philip's Church
-  Open space
-  Public square
-  Strategic pedestrian/cycling routes
-  Green grid
-  Visual link
-  Local pedestrian/cycling routes
-  Railway Station

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