22. Managing development

22.1   In order to ensure the Local Plan policies are put into action and sites in the borough are delivered in line with the vision and objectives set out in Section 2, we will continue to undertake regular monitoring and adopt the following implementation approaches.

22.2   The Local Plan will be the main mechanism through which planning applications are determined.

22.3   The broader process of determining planning applications encompasses pre-application discussions, planning performance agreements and the use of tools such as design reviews and sustainability checklists. We will also use special legislative tools (such as article 4 directions) where there is a particular need.

22.4   In particular, we consider that inclusive and responsive pre-application engagement is crucial to achieving speedier decisions and better quality developments, and is strongly encouraged. While the outcome of an application cannot be guaranteed, a planning application is more likely to succeed if it is well prepared, accords with the Local Plan and properly addresses/responds to relevant challenges raised at the pre-application stage.

22.5   When preparing planning applications, applicants and developers should have regard to the requirements set out in the latest validation checklist, which can be downloaded from our website.

22.6   As a priority, we aim to promote a coordinated approach to development through the development management process and negotiations with landowners, developers and other interested parties. Where considered necessary, we have legal powers to compulsorily purchase land to enable development in line with the regeneration aspirations set out in the plan, but this will always be a last resort.

22.7   Alongside the policies set out in the Local Plan, we will also take account of supplementary planning documents and other relevant guidance when determining planning applications. These include:

- Tall Buildings Study
- Planning Obligations Supplementary Planning Document
- Development Viability Supplementary Planning Document.

22.8   Area-specific plans and masterplans are key to realising the vision of the Local Plan and informing the redevelopment of key sites and areas of change. We will continue to develop and use masterplans to influence the design and layout of new development in collaboration with infrastructure providers and other relevant organisations.

22.9   Other relevant guidance is prepared at the regional and sub-regional level, including the Mayor of London's supplementary planning guidance which provides further detail to the policies set out in the development plan.

22.10   In order to achieve the vision and objectives set out in the Local Plan, there may be a requirement to impose conditions to mitigate any negative impacts arising from development proposals to make them acceptable.

22.11   Any conditions that we impose on development proposals will be consistent with relevant guidance, including the National Planning Policy Framework. Planning conditions will only be imposed where they are necessary, and relevant to planning and to the development in order to be permitted, enforceable, precise and reasonable in all respects.

22.12   We will also consider all breaches of planning control that are reported to us. This might involve requesting a retrospective planning application, negotiating changes to the unauthorised development or where necessary formal enforcement action to remedy the breach of control, having regard to government guidance.

22.13   We will produce an enforcement plan that will set out in more detail how our compliance and enforcement service will be delivered and how investigations will be prioritised. Further information on enforcement and compliance activity will be published in the annual monitoring report.

23. Partnership working

23.1   Central to the delivery of the Local Plan's policies and objectives is working in partnership with our partners, stakeholders, local communities and neighbouring boroughs. This ensures that priorities are aligned and buy-in is secured.

23.2   We have prepared a statement of how we intend to involve local community groups, residents, businesses and other stakeholders in the preparation and implementation of our planning policy documents and in the consideration of planning applications[85].

23.3   With the highest target for new homes in London, housing delivery is one of the most important challenges facing the borough. Along with the Tower Hamlets Housing Strategy (2016) and Housing Delivery Strategy (2017), we have established several key delivery mechanisms to ensure successful housing delivery across the borough. These include the following:

- The Tower Hamlets Housing Forum – a partnership between ourselves (the council) and housing associations (registered providers). Its purpose is to help deliver the adopted strategy (including the delivery of new affordable homes to meet a range of needs); collaborate on developing good practice; and improve housing, maintenance and development standards.
- Greater London Authority grant funding – along with registered providers, we can apply for grant funding and support to help facilitate affordable housing delivery
- Housing delivery vehicles – we have established two bespoke housing delivery vehicles (Seahorse Homes Limited and Mulberry Housing Society) to expand the range of interventions in the housing market and provide a range of new homes (both market and affordable) that meet the needs of the rapidly growing local population
- Poplar Riverside Housing Zone – the Mayor of London proposed 'housing zones' as a means of accelerating the delivery of housing within areas of potential. The Poplar Riverside Housing Zone will be the key mechanism to delivering new homes in this part of the borough.

23.4   Opportunities will be sought to improve the management and performance of our town centres, with a focus on the evening and night time economy, facilitated through various initiatives, such as working with town centre partnerships and forums.

24. Neighbourhood planning

24.1 Neighbourhood planning enables interested local communities to help directly shape and promote development in their area through creating plans and policies. Neighbourhood plans, when adopted, will form part of the development plan (see Figure 1) and will be used to help determine planning applications. This is a community-led process which is able to receive technical and administrative support from the council and other bodies.

24.2 Neighbourhood planning takes place within designated neighbourhood areas. These are defined by the community and have to be agreed with us before they can be designated. The neighbourhood areas must meet legislative requirements, including that they form a coherent spatial area.

24.3 Neighbourhood planning is led by designated neighbourhood forums. These are groups made up of local residents, workers, business-owners and elected members.

24.4 There are a number of designated neighbourhood areas in Tower Hamlets with active neighbourhood forums. In some parts of the borough, neighbourhood forums are preparing neighbourhood plans which will provide additional area-specific policies alongside the Local Plan[86].

24.5 Neighbourhood plans must be in general conformity with the strategic policies of the development plan, and 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.

25. Infrastructure delivery

25.1 We have been working closely with infrastructure providers, delivery partners and other relevant organisations to ensure that the necessary infrastructure to support planned growth is delivered. The Tower Hamlets Infrastructure Delivery Plan identifies the infrastructure and services that will be required to meet the anticipated growth targets and objectives set out in the Local Plan. It is not an exhaustive list and other items will be required, as appropriate, in response to new development in the borough. The Infrastructure Delivery Plan will therefore be updated on an annual basis.

25.2 The majority of future infrastructure projects will be financed from monies secured through Section 106 agreements and the community infrastructure levy (see below) or equivalent. However, the exploration, identification and use of other funding sources (e.g. grants, subsidies and crowd-funding) will also require us to work with partner organisations and other stakeholders (including Transport for London, Greater London Authority and other government departments) to maximise the monies available to deliver infrastructure projects. Further information about the infrastructure requirements of specific sites and areas where significant development is planned is outlined in Section 4.

25.3 The community infrastructure levy applies a standard charge to developments, as specified in the charging schedule, and will be used to fund infrastructure needed to support the development of an area: this includes transport, parks, schools, health facilities and leisure centres.

25.4 The Mayor of London's community infrastructure levy will be used to raise funds towards major infrastructure projects of strategic importance such as Crossrail 2[87].

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86 Further information on the areas in the borough where neighbourhood planning is taking place can be found from our website at www.towerhamlets.co.uk.
87 For further details about the Mayor of London's community infrastructure levy and the Crossrail Funding Supplementary Planning Guidance, please visit the Greater London. Authority's website.

25.5   Section 106 agreements will be used where the identified pressure from a proposed development cannot be addressed through planning conditions and where any infrastructure requirement (not covered under the community infrastructure levy) relates specifically to that particular development.

25.6   The Planning Obligations Supplementary Planning Document provides detailed guidance on the use of the community infrastructure levy and section 106 agreements.

26. Development viability

26.1   All planning applications which trigger a requirement to provide affordable housing or where viability is relied upon as a material consideration are required to provide a financial viability assessment.

26.2   The Development Viability Supplementary Planning Document will provide guidance on the information requirements for financial viability assessment and the basis on which these will be assessed. The document will help ensure that development viability is treated consistently across the borough.

26.3   Relevant policies relating to developer contributions, including the community infrastructure levy, Section 106 planning obligations, infrastructure delivery and development viability can be found in Section 3 (in particular Policies S.SG2 and D.SG4).

27. Monitoring and review

27.1   Regular monitoring will allow us to assess the impact of changing circumstances on policy effectiveness. This will be crucial in understanding when the need arises to undertake a full or partial update of the Local Plan to ensure it remains up to date and consistent with national and regional planning guidance. The Local Plan will need to be reviewed once every five years (from adoption) to consider whether it requires updating. Some of the potential triggers for a full or partial update of the Local Plan include the following.

- Any significant revisions or updates to the London Plan where it proposes different approaches to the delivery of growth within Tower Hamlets
- Economic downturns – this may restrict the ability of developers or public bodies to provide affordable housing or important contributions towards infrastructure such as open space and may impede the timely delivery of development on our allocated sites
- Changes in the availability of public funding – this may restrict the delivery of supporting infrastructure or could prevent some sites from being able to come forward for development at all
- Technological change such as changes in building methods or the continuing advance of online retailing which will have significant implications for the future of our town centres, and
- Any significant changes to national planning policy and guidance.

27.2   We will continue to measure the extent to which our policies are working and responding to the needs identified in this plan. Each year, we will produce a monitoring report which will:

- assess the performance of the Local Plan policies and other policy documents, as set out in the Local Development Scheme
- anticipate the impact of trends on the wider social, economic and environmental issues facing the borough to gain an understanding of how the borough is changing in response to the policies set out in this plan

- monitor the supply of housing and employment against the targets set out in this plan
- monitor the amount of funds collected from community infrastructure levy and Section 106 agreements, or equivalent, and
- monitor the delivery of key infrastructure projects as set out in the Infrastructure Delivery Plan.

27.3   If regular monitoring indicates that the policies set out in this plan are not being implemented, action will be taken to correct this. This may involve:

- developing further working relationships with various partners across public, private and voluntary sectors to look at ways to facilitate implementation, including potential alternative forms of funding
- continuing to work with adjoining local authorities and agencies to address cross-boundary development needs
- extending of existing contracts to ensure waste from our black bins is managed effectively throughout the plan period
- reviewing capacity forecasts to make sure they reflect up-to-date guidance and any future changes to population and household growth
- holding discussions with developers and landowners to identify barriers to delivery, and
- reviewing site allocations to make sure there is an adequate supply of new homes, jobs and waste facilities to meet future needs.

27.4   In the light of the projections set out in Appendix 7, we will closely monitor the supply of housing in the borough to explore ways of addressing any shortfall during the plan period.

27.5   Table 6 identifies the key monitoring indicators and targets which will be used as a basis for monitoring the effectiveness of the plan policies within the annual monitoring report. All indicators and targets will be subject to periodic review through the monitoring process.

- Producing supplementary planning documents and other relevant guidance to provide more detail of how policies should be implemented
- Reviewing the mechanisms through which developers fund or contribute towards infrastructure and mitigate the effects arising from development.

Table 6: Monitoring and delivery framework

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
Achieving sustainable growth	**S.SG1:** Areas of growth and opportunity within Tower Hamlets **S.SG2**: Delivering sustainable growth in Tower Hamlets **D.SG2:** Health impact assessments **D.SG3:** Planning and construction of new development **D.SG4:** Developer contributions	Key objective 1: All principles Key objective 2: All principles	**KMI 1:** Approvals and completions of new homes, employment and retail and leisure floorspace within the following sub-areas: ● City Fringe ● Central ● Lower Lea Valley ● Isle of Dogs and South Poplar	N/A
			KMI2: Delivery of housing and key infrastructure requirements through site allocations (not including school sites)	As set out in the site allocations
			KMI3: Delivery of primary and secondary schools through site allocations	Primary and secondary schools associated with site allocations shall be delivered at a rate which keeps pace with the levels of need identified in the most recent Planning for School Places document
			KMI 4: Breakdown of community infrastructure levy and Section 106 monies received and/or negotiated across all topic areas	N/A

Creating attractive and distinctive places	**S.DH1:** Delivering high quality design **D.DH2:** Attractive streets, spaces and public realm **S.DH3:** Heritage and the historic environment **D.DH4:** Shaping and managing views **S.DH5:** World heritage sites **D.DH6:** Tall buildings **D.DH7:** Density **D.DH8:** Amenity **D.DH9:** Shopfronts **D.D10:** Advertisements, hoardings and signage **D.DH11:** Telecommunications	Key objective 1: Principles 9, 10, 11 Key objective 2: Principles 2, 6, 8	**KMI 5:** Number of designated heritage assets (scheduled ancient monuments, listed buildings registered parks and gardens and conservation areas)	No loss of designated heritage assets
			KMI 6: Percentage of planning appeals allowed on design grounds	Fewer than previous year
			KMI 7: Removal of heritage assets at risk from the risk register	Decrease in the number of protected heritage assets 'at risk'
			KMI 8: The number of applications received for mansard roof extensions within conservation areas (focus on Medway and Driffield Conservation Areas)	N/A
			KMI 9: Number of tall buildings within and outside of Tall Building Zones (for the purposes of this indicator, only developments referable to the Mayor of London for being over 30 metres in height will be looked at)	N/A

Meeting housing needs	S.H1: Delivering housing D.H2: Affordable housing and housing mix D.H3: Housing standards and quality D.H4: Specialist housing D.H5: Gypsies and travellers accommodation D.H6: Student housing D.H7: Housing with shared facilities (houses of multiple occupation)	Key objective 1: Principles 1, 2, 11, 12 Key objective 2: Principles 3, 6	KMI 10: Net additional homes in the monitoring year and previous years	3,931 new homes per year
			KMI 11: Five-year housing land supply and fifteen-year housing trajectory	To demonstrate a five-year supply for housing (on a rolling basis) and fifteen-year housing trajectory
			KMI 12: Percentage of new homes that are affordable, measured by habitable room	50% of all new homes to be affordable[88]
			KMI 13: Percentage breakdown of all housing tenures	● Of the affordable housing delivered, 70% will be rented housing and 30% will be intermediate housing ● Of all market homes delivered, 20% will be family housing (3 or more beds) ● Of all affordable homes delivered, 45% will be family housing (3 or more beds)
			KMI 14: Net additional non-conventional homes (outlining numbers of student beds and specialist housing)	70 units of specialist housing for older people per year
			KMI 15: Delivery of wheelchair accessible/ adaptable homes	10% of all homes delivered
			KMI 16: Gypsy and traveller pitches	No net loss in the number of suitable gypsy and traveller pitches (safeguarded site at Old Willow Close)

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88 The affordable housing target is comprised of: a minimum of 35% affordable housing on private development (of 10 or more units); affordable housing contributions from all small sites; council-led affordable housing initiatives; and registered social landlord schemes.

Delivering economic growth	**S.EMP1**: Creating investment and jobs **D.EMP2:** New employment space **D.EMP3**: Loss of employment space **D.EMP4:** Redevelopment within designated employment areas	Key objective 1: Principles 1, 4, 5, 6, 7 Key objective 2: Principles 4, 5, 7	**KMI 17:** Net additional employment floorspace delivered by type	N/A
			KMI 18: Net additional jobs by type	Progression towards the target of 125,000 additional jobs to 2031. Annual monitoring against job targets will include data from official statistics (the UK business register and employment survey) as well as information from London GLA Economics Within the Isle of Dogs and South Poplar sub-area, where most of our new employment floorspace will be concentrated, we will monitor employment floorspace provision against the GLA's Isle of Dogs and South Poplar Opportunity Area Planning Framework target of 1,450,000 square metres of new employment floorspace to 2041 (base date 2017)
			KMI 19: Count of births of new enterprises	N/A
			KMI 20: Gain/loss of floorspace within the following designated employment areas: ● Preferred Office Locations ● Local Employment Locations ● Strategic Industrial Locations ● Local Industrial Locations	No further loss of employment floorspace
			KMI 21: Proportion of affordable workspace secured on major schemes (workspace at least 10% below the indicative market rate for the relevant location)	All new major commercial and mixed-use development schemes to provide at least 10% of new employment floorspace as affordable workspace

Revitalising our town centres	**S.TC1:** Supporting the network and hierarchy of centres **D.TC2:** Retail in our town centres **D.TC3:** Retail outside our town centres **D.TC4:** Financial and professional services **D.TC5:** Food, drink, entertainment and the night-time economy **D.TC6:** Short-stay accommodation **D.TC7:** Markets	Key objective 1: Principles 1, 5, 6, 7, 9 Key objective 2: Principles 4, 6, 8	**KMI 22:** Proportion and number of town centre uses (A1/2/3/4/5, B1, D1 and D2) within all town centres (including within primary and secondary frontages)	● Not less than 60% A1 within Primary Frontage and Columbia Road/ Redchurch Street Neighbourhood Centres ● Not less than 40% A1 within Secondary Frontages and all other Neighbourhood Centres
			KMI 23: Town centre vacancy rates	Decrease from baseline level (2016)
			KMI 24: Approvals and completions of additional short-stay accommodation	N/A
			KMI 25: Pitches and vacancy in council-owned public street markets	Increase (or no net loss) in the number of pitches
			KMI 26: Proportion of A5 uses within Major, District and Neighbourhood Centres and the number of existing and permitted A5 uses within 200 metres walking distance of an existing or proposed school. Monitoring will be supplemented by an annual public health analysis of childhood obesity in Tower Hamlets	● In District and Neighbourhood Centres, not more than 5% of all town centre uses to be A5 uses ● No new A5 uses permitted within 200 metres walking distance of an existing or proposed school and/or a local authority leisure centre
Supporting community facilities	**S.CF1:** Supporting community facilities **D.CF2:** Existing community facilities **D.CF3:** New and enhanced community facilities **D.CF4:** Public houses	Key objective 1: Principles 3, 5, 6, 7, 8, 10 Key objective 2: Principles 4, 6	**KMI 27:** Applications and permissions for new/loss of D1 and D2 community uses.	Prevent the loss of community facilities and ensure net gain over whole plan period
			KMI 28: Gain/loss of A4 floorspace	No further loss of A4 floorspace

Enhancing open and water spaces	S.OWS1: Creating a network of open spaces S.OWS2: Creating a network of water spaces D.OWS3: Open space and green grid networks D.OWS4: Water spaces	Key objective 1: Principles 3, 6, 8, 9, 10 Key objective 2: Principles 1, 2, 6, 8	KMI 29: Area of land designated as open space (loss or gain from previous year)	No loss of public open space sites
			KMI 304: Number of eligible open spaces that have been awarded the Green Flag standard	Increase in the number of parks/open space with Green Flag Award
			KMI 31: Loss of water space	No further loss of water space
			KMI 32: Biological quality of the Lower Lea river	'Good' status or better
Protecting and managing our environment	S.ES1: Protecting and enhancing our environment D.ES2: Air quality D.ES3: Urban greening and biodiversity D.ES4: Flood risk D.ES5: Sustainable drainage D.ES6: Sustainable water and waste water management D.ES7: A zero carbon borough D.ES8: Contaminated land and storage of hazardous substances D.ES9: Noise and vibration D.ES10: Overheating	Key objective 1: Principles 3, 12, 13, 14 Key objective 2: Principles 2, 8	KMI 33: Area of open and designated as a Site of Nature Conservation Interest	No net loss of land designated as a Site of Nature Conservation Interest
			KMI 34: Number of developments approved against Environment Agency advice in relation to flood risk and water quality grounds	No unresolved Environment Agency objection to development
			KMI 35: Carbon dioxide emission reduction	Reduce carbon emissions by 60% from the 1990 baseline by 2025[89]
			KMI 36: Concentration of each pollutant at each monitoring station	To meet the limit values for nitrogen dioxide and concentration of PM10 particulate matter
			KMI 37: The number of developments that meet or exceed the air quality neutral standards	All development to meet or exceed the air quality neutral standards
			KMI 38: Percentage of new developments meeting zero carbon requirement (or 45% reduction target for non-residential up to 2019)	100% of new developments
			KMI 39: Percentage of residential development meeting the Home Quality Mark	100% of new residential developments
			KMI 40: Percentage of non-residential development meeting BREEAM excellent standard	100% of new non-residential developments

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89 London Plan target (GLA, 2016)

Managing our waste	**S.MW1:** Managing waste **D.MW2:** New and enhanced waste facilities **D.MW3:** Waste collection facilities in new development	Key objective 1: Principles 3, 6, 12, 13, 14	**KMI 41:** Proportion of new and expanded waste management facilities permitted, including their capacity to deal with apportioned waste	London Plan apportionment target: 2021: 252,000 tonnes 2026: 302,000 tonnes 2031: 307,000 tonnes 2036: 313,000 tonnes Additional land required: between 3.49 and 5.27 hectares
			KMI 42: Household waste recycled, reused and composted (also represented as a household recycling rate)	Local authority collected waste: 50% by 2020 and 100% by 2031[90]
			KMI 43: Recycling, reuse and composting per borough resident	Increase on baseline level (2016)
			KMI 44: Municipal waste sent to landfill and sent to treatment	N/A
Improving connectivity and travel choice	**S.TR1:** Sustainable travel **D.TR2:** Impacts on the transport network **D.TR3:** Parking and permit-free **D.TR4:** Sustainable delivery and servicing	Key objective 1: Principles 3, 4, 6, 8, 13, 14 Key objective 2: Principles 1, 2, 7, 8	**KMI 45:** Public satisfaction with public transport	Increase on baseline level (2016)
			KMI 46: Transport modal share among residents	Decrease in private car modal share from baseline level (2016)
			KMI 47: Level of crowding on the Jubilee line, Elizabeth line and DLR trains within the borough	N/A - monitoring will feed into discussions on strategic transport infrastructure with Transport for London and other partners
			KMI 48: Number of Transport for London cycle docking stations in the borough	Increase on baseline level (2016)
			KMI 49: Loss/gain of depots and wharfs	Prevent the loss of depots and wharfs

90 London Plan target (GLA, 2016)

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