

14.54 In relation to Part 4, new developments should be designed in a manner fully compatible with any existing or planned future decentralised energy network⁶⁷ in accordance with any relevant energy masterplan and the District Heating Manual for London (GLA, 2014) or equivalent replacement document (including appropriate design of building systems to minimise return temperatures). Developments must connect to the decentralised energy network if it is expected to be operational within five years of the development being completed.

14.55 For the chosen solution for on-site renewable energy, applicants should provide details on:

- a. Energy generated and the carbon dioxide saved
- b. Capacity and quantity of the proposed technology/ies, and
- c. Location of the technology/ies marked on site plans.

14.56 We will seek contributions from developers towards the costs of the decentralised energy network in line with the avoided costs of their own plant installation. Applicants will be expected to demonstrate the low air quality impacts of any decentralised energy network.

14.57 In order to address Part 5, the expected carbon reductions should be demonstrated within an energy assessment.

Policy links

- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy D.ES2: Air quality

Evidence links

- District Heating Manual for London (GLA, 2014)
- Housing Strategic Planning Guidance (GLA, 2016)
- Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014)

⁶⁷ Please note: a district heating system is a type of decentralised heating network.

Policy D.ES8**Contaminated land and storage of hazardous substances**

1. Where development is proposed on contaminated land or potentially contaminated land, a desk study and site investigation in line with current guidance is required and remediation proposals agreed to deal with the contamination before planning permission is granted.
2. Development will not be supported which involves the storage or use of hazardous substances or which is located in close proximity to hazardous installations where it would cause a significant threat to health and the environment.
3. Certain contaminating developments, processes or land uses proposed within or in close proximity to sensitive locations, including source protection zones, may not be acceptable.

Explanation

14.58 Part 1 of this policy provides additional guidance on protecting health of the borough's residents and workers and the environment from contaminants and hazardous substances. This should be read in conjunction with the guidance set out in the London Plan (GLA, 2016).

14.59 Contaminated land is land that has been polluted with harmful substances to the point where it now poses an unacceptable risk to health and the environment. Tower Hamlets has a history of industrial land uses and we want to ensure that the impacts of these past and current land uses do not affect the health of people and the environment. We keep and update a public register of contaminated land (which is available from our website) and any site included in the register or any site which is potentially contaminated will be required to carry out a site investigation and agree a scheme of mitigation with us to ensure that contaminated land issues are considered at the planning application stage.

14.60 A verification report will be required through condition in order to provide confirmation that the remediation work has been undertaken properly in line with best practice.

14.61 Part 2 of the policy relates to the management of hazardous substances which are outlined in the Planning (Hazardous Substances) Regulations (2015). There are a small number of listed hazardous installations in or near to the borough. Hazardous substances are also controlled by the need for a separate hazardous substances consent. As such, it will be necessary to demonstrate that any developments which involve hazardous substances would not cause a significant hazard to the health and well-being of local residents or to the local environment.

14.62 We will apply the Health and Safety Executive's land use planning methodology in the event of a proposal being located near to a hazardous installation. In combination with advice provided by the Health

and Safety Executive, consideration will also be given to site-specific circumstances and any proposed mitigation measures. If the Health and Safety Executive advise against development, planning permission will only be granted in circumstances where it can be demonstrated that the benefits arising from the proposed development would significantly outweigh the potential risks to health and the local environment.

14.63 Source protection zones are spatial areas around public drinking water abstraction points. Locations of source protection zones are available on the Environment Agency's website. Applicants are advised to speak to our environmental health service and the Environment Agency, where relevant.

Policy links

- Policy D.SG4: Planning and construction of new development

Evidence links

- Model Procedures for the Management of Land Contamination (CLR11) (Department for the Environment, Food and Rural Affairs and Environment Agency, 2004).
- Guidance for the Safe Development of Housing on Land Affected by Contamination (National House Building Council and Environment Agency, 2008).
- Sustainability of Soil and Groundwater Remediation (Homes and Community Agency, 2010).
- Development Industry Code of Practice V2 " The Definition of Waste" (CL:AIRE, 2011)

Policy D.ES9

Noise and vibration

1. Development is required to:
 - a. use the most appropriate, layout, orientation, design and use of buildings to minimise noise and vibration impacts
 - b. identify/outline mitigating measures to manage noise and vibration from new development, including during the construction phase
 - c. separate noise-sensitive development from existing operational noise, and
 - d. provide a noise assessment where noise-generating development or noise-sensitive development is proposed.
2. Where new noise-sensitive land uses are proposed in proximity to existing noise-generating uses, development is required to robustly demonstrate how conflict with existing uses will be avoided, through mitigation measures.
3. Development is required to demonstrate that the level of noise emitted from any new heating or ventilation plant will be below the background level by at least 10dBA.

Explanation

14.64 This policy seeks to manage noise and vibration from new development and manage existing sources of noise on sensitive development.

14.65 Noise and vibration can have a major effect on local amenity and well-being: the World Health Organisation, for example, states that excessive noise can seriously harm human health, disturb sleep and have cardiovascular and behavioural effects.

14.66 The increasingly high-density and mixed-use nature of development in Tower Hamlets means it is essential that building design and use minimises noise pollution and disturbance. Part 1 therefore sets out measures to minimise noise from new development and separate noise-sensitive uses such as housing, hospitals and schools from existing noise sources to protect the amenity and well-being of the area.

14.67 In particular, the noise assessment should include the following.

- a. Source and absolute level of the noise together with the time of day it occurs
- b. For non-continuous sources of noise, the number of noise events, and the frequency and pattern of occurrence of the noise
- c. Pitch and tone of the noise
- d. The cumulative impacts of more than one source should be taken into account along with the extent to which the source of noise is intermittent and of limited duration
- e. In cases where existing noise sensitive locations already experience high noise levels, a development that is expected to cause even a small increase in the overall noise level may result in a significant adverse effect.

14.68 Where the avoidance of noise conflicts is impractical, mitigation measures such as effective sound-proofing for noise attenuation (e.g. noise absorbing cladding) and restrictions on operating hours will be implemented through appropriate planning conditions.

14.69 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 potential⁶⁸. 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.

14.70 Part 3 sets out that heating and ventilation plants should be designed so that they do not adversely affect nearby amenities, including open spaces which are valued for their quiet environment.

14.71 Appendix 6 provides further guidance on how this policy will be implemented.

Policy links

- Policy D.SG4: Planning and construction of new development
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy D.CF4: Public houses

⁶⁸ London's Grassroots Music Venues Rescue Plan (GLA, 2015)

Policy D.ES10**Overheating**

1. New development is required to ensure that buildings (both internally and externally) and the spaces around them are designed to avoid overheating and excessive heat generation, while minimising the need for internal air conditioning systems.

Explanation

14.72 Climate change is causing increased occurrence of overheating, which can cause significant discomfort to residents and building users. Relying on air-conditioning systems to cool buildings can be very energy intensive, ineffective and can also cause discomfort to building users. Large developments in particular have the potential to alter the local climate. For example, a light coloured building that reflects heat will stay cool on the inside and the outside, whereas a dark building will absorb heat during the day to raise internal temperatures and slowly release this heat as the temperature cools keeping the local air temperature warmer. Internal air-conditioning systems also produce heat which increases the outside temperature and adds to the heat island effect.

14.73 Major development schemes are expected to evidence compliance with this policy within their design and access statements. Details should include the measures used to avoid overheating (including overheating analysis against a mid-range climate scenario for the 2030s) and excessive heat generation. This should look at not only the physical form of the building but also the operation of the building.

14.74 This policy should be read alongside the London Plan (GLA, 2016), which sets out a cooling hierarchy that indicates the cooling methods to be used in the design process, starting with minimising internal heat generation and the amount of heat entering a building in the summer through energy efficient design, including orientation,

shading, fenestration, insulation and green roofs and walls. Subsequent methods include thermal mass and high ceilings, passive and mechanical ventilation and low-carbon active cooling systems.

Policy links

- Policy D.SG2: Planning and construction of new development
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy D.H3: Housing standards and quality
- Policy D.ES3: Urban greening and biodiversity

Evidence links

- Climate Change and Adaptation Strategy (GLA, 2011)

15. Managing our waste

Introduction

15.1 The management of waste is one of the most pressing issues facing Tower Hamlets. The borough will have significant growth in the coming decades and with this comes a greater need to reduce, recycle and recover more waste and divert it away from landfill.

15.2 Tower Hamlets is a unitary waste planning authority, waste collection authority and waste disposal authority. In our capacity as a waste planning authority, we have a statutory duty to prepare a waste local plan in line with legislation⁶⁹. This is being fulfilled through the inclusion of waste policies in the Local Plan⁷⁰.

15.3 The Local Plan must identify sufficient opportunities to meet the identified needs of an area for the management of waste, aiming to drive waste management up the waste hierarchy (see Figure 16). We have to plan for seven waste streams⁷¹, including household, business and construction waste. In particular, the London Plan requires boroughs to identify existing facilities and suitable land to provide enough capacity to manage the tonnages of household and business waste apportioned in the London Plan (GLA, 2016). This policy is to enable London to be net self-sufficient in managing these waste streams by 2026. Tower Hamlets has been apportioned the following tonnes of waste:

Table 4: Housing, commercial and industrial waste requirements

	2021	2026	2031	2036
Household and commercial/ industrial waste arisings (Tonnes per annum)	248,000	252,000	256,000	261,000
London Plan apportionment (Tonnes per annum)	252,000	302,000	307,000	313,000

Source: London Plan (GLA, 2016)

15.4 The apportionment figures are higher than the total amount of waste predicted to arise in the borough. The London Plan is currently being reviewed and the borough's apportionment targets may change as a result. Achieving these targets presents a particular challenge because parts of the borough is densely built-up and there are competing pressures from higher value land uses such as housing and employment.

15.5 There is not enough capacity within existing waste facilities in the borough to meet our waste needs. To meet the apportionment targets for household and business waste, Tower Hamlets will safeguard existing waste sites (Policy S.MW1.1) and identify land suitable for new waste facilities under Policy S.MW1. It has been calculated that between 3.65 and 5.27 hectares of land is required to meet the capacity gap up to 2036, and it is estimated that 5.28 hectares of land will come forward within the areas of search for new waste sites (see Policy S.MW1) through business turnover and vacancies⁷². The borough is not allocating individual sites for waste but identifying areas within which individual sites could come forward; this approach is supported by both national policy and the waste industry. The total amount of suitable industrial land in the borough is just under 22 hectares. We will continue to monitor the amount of land capable of providing new waste capacity over the course of the Local Plan period.

⁶⁹ Article 28 of the Waste Framework Directive (2008)

⁷⁰ A waste data study has been produced to support these policies (Tower Hamlets Waste Management Evidence Base Review, 2017).

⁷¹ Municipal/household waste; commercial/industrial waste; construction/demolition waste; low level; radioactive waste; agricultural waste; hazardous waste; and waste water waste.

⁷² Tower Hamlets Waste Management Evidence Base Review (2017)

15.6 The figures below demonstrate that Tower Hamlets can meet its apportionment targets through existing sites and identifying enough land suitable for new waste facilities. The ranges shown denote the differences in throughput per hectare for each type of facility/technology.

Table 5: Waste capacity forecasts and land requirements

	2021	2026	2031	2036
Existing apportionment capacity (tonnes)	51,874	51,874	51,874	51,874
Potential capacity from vacant safeguarded waste sites* (tonnes)	23,850 - 34,450	23,850 - 34,450	23,850 - 34,450	23,850 - 34,450
Capacity gap (tonnes)	165,676 - 176,276	215,676 - 226,276	220,676 - 231,276	226,676 - 237,276
Additional land required (hectares)	2.55-3.92	3.32-5.03	3.40-5.14	3.49-5.27
Additional land identified (hectares)	5.28	5.28	5.28	5.28

**Please note: it is assumed that the throughput of each site could range between 45,000 and 65,000 tonnes per hectare per annum.*

15.7 Areas listed in Policy S.MW1 below have been identified as suitable for new waste facilities primarily due to the industrial nature and access to the strategic transport network so that waste and vehicle movements can avoid local roads and protect the safety and amenity of residents and heritage assets. Areas of search are not solely designated for waste management purposes and are also suitable, in principle, for other uses that are considered appropriate for their respective policy designations.

15.8 There is also a capacity gap for construction, demolition and excavation waste in the borough. Around 80% of this waste is currently managed on site and 70% of the remainder goes to landfill. Through Policy S.MW1, Tower Hamlets is seeking to increase the proportion of construction, demolition and excavation waste which is reused and recycled to 95% by 2020, in line with the London Plan. Nevertheless, some construction, demolition and excavation waste will continue to be exported to landfill in the wider south east region throughout the plan period and we will liaise with recipient waste planning authorities on an on-going basis to monitor these waste movements.

15.9 Tower Hamlets is also required to plan for hazardous waste, waste water, agricultural waste and low-level radioactive waste. The evidence concludes that no additional facilities are required within the borough for these waste streams because they are only produced in very small quantities and/or they are managed at specialist facilities outside the borough.

15.10 Any proposals for new or extended waste facilities in Tower Hamlets will be assessed against criteria in the National Planning Policy for Waste, the London Plan and Local Plan policies. The London Legacy Development Corporation is the planning authority for part of the borough of Tower Hamlets but it does not have a separate apportionment. We are therefore planning for waste across all of its administrative area. We will continue to work closely with the London Legacy Development Corporation on delivering our strategic plan for waste.

15.11 Our duties as a waste collection authority and waste disposal authority include helping households to prevent waste as well as reuse items and recycle as much waste as possible. The London Plan has set a target for London as a whole to exceed 50% in recycling/composting levels by 2020 and 60% by 2031. It also sets a target of recycling and composting at least 70% of London's commercial and industrial waste by 2020, maintaining these levels to 2031. Whilst London boroughs have

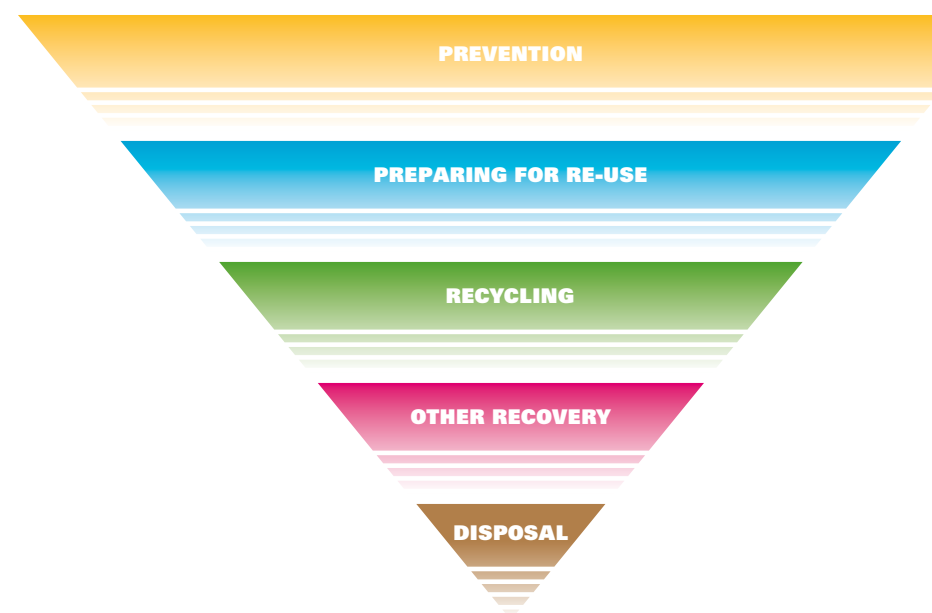
not been set individual targets for recycling these waste streams, Tower Hamlets is working towards meeting the London-wide target. The design of new developments are required to ensure integrated waste collection and bulking systems are included which contribute to the borough's ability to implement the waste hierarchy and increase recycling/composting rates (see Policy D.MW3).

15.12 The London Plan is seeking to move towards a future where goods are designed to be reused and recycled and very little waste will require disposal in the future (a 'circular economy'). Tower Hamlets will contribute to this approach in various ways (e.g. new developments will be required to recycle and reuse construction materials – see Policy S.MW1).

15.13 This section contains the following policies.

- Policy S.MW1: Managing our waste
- Policy D.MW2: New and enhanced waste facilities
- Policy D.MW3: Waste collection facilities in new development.

Figure 16: Waste hierarchy



Policy S.MW1**Managing our waste**

- The following existing waste sites within Tower Hamlets (as shown on the Policies Map) are safeguarded for waste use over the plan period.

Schedule 1: Existing waste sites in Tower Hamlets

Ref	Name/location	Other designations	Site area (ha)	Operational capacity/ contribution to apportionment (tonnes per year)
1.	Clifford House, Towcester Road	Strategic Industrial Location	0.46 (0.144 which is currently involved in waste management to be safeguarded)	418/0
2.	Northumberland Wharf Yabsley	Safeguarded Wharf	0.88	111,243/2,654
3.	Ailsa Street ⁷³	Ailsa Street: site allocation	0.53	0/23,850 - 34,450

- The following are existing waste sites in the London Legacy Development Corporation area (LLDC) and will be subject to planning policies in the LLDC Local Plan.

Schedule 2: Existing waste sites in LLDC

Ref	Name/location	Other designations	Site area (ha)	Operational capacity/ contribution to apportionment (tonnes per year)
4.	McGrath House, Hepscott Road	Hepscott Road: site allocation	1.47	73,064/10,539
5.	455 Wick Lane	Strategic Industrial Location: Preferred Industrial Location	0.47 (0.027 currently used for waste purposes ancillary to civil engineering works)	0/36,958

- Development which seek to maximise the efficiency and/or capacity of waste facilities in the borough will be supported.
- Applications for non-waste uses on safeguarded sites will only be permitted where it is clearly demonstrated that compensatory capacity will be delivered on a suitable replacement site within the borough in the first instance or another part of London which provides equivalent to, or greater than the maximum annual throughput that the existing site can achieve.
- Development that prevents or prejudices the safeguarding of these sites will only be supported where alternative waste capacity provision is made.
- Areas in Schedules 3 and 4 (below) are considered suitable for new waste facilities (as shown on the Policies Map).

⁷³ Ailsa Street is a safeguarded waste site but is not currently operational. Its contribution towards apportionment targets is based on average throughputs per hectare, depending on the facility/technology.

Schedule 3: Areas of search for new waste sites in Tower Hamlets

Ref	Name/location	Other designations	Site area (ha)	Waste facility type	Operational capacity/contribution to apportionment (tonnes per year)
6.	The Highway	Local Industrial Location	2.71 (an estimated 0.65 to become available over the plan period)	Reuse/refurbishment/repair	29,250 – 42,250
7.	Empson Street	Strategic Industrial Location	10.07 (an estimated 2.42 to become available over the plan period)	Recycling, composting or recovery	108,900 - 157,300

Schedule 3: Areas of search for new waste sites in Tower Hamlets

Ref	Name/Location	Other designations	Site area (ha)	Waste facility type	Operational capacity5t/contribution to apportionment (tonnes per year)
8.	Fish Island	LLDC Local Plan: Strategic Industrial Location	9.21 (an estimated 2.21 to become available over the plan period)	Recycling, composting, recovery	99,450 - 143,650

7. Small-scale integrated waste facilities within new developments outside of areas of search in Schedules 3-4 may be acceptable where they contribute to managing apportioned waste and are of a scale and nature that does not compromise adjacent existing and proposed land uses.
8. New development will be expected to reuse and recycle construction, demolition and excavation waste on or close to the site where it arises.

Explanation

15.14 This policy seeks to develop a well-planned and integrated network of waste management facilities across the borough to address future capacity needs and contribute towards managing waste generated within the borough over the plan period.

15.15 Meeting this need will require both waste facilities on existing sites (operational and non-operational) and new facilities in areas of search and other suitable locations which comply with the criteria set out in Policy D.MW2. Waste facilities within the areas of search will be directed towards the most suitable locations within these areas to make sure that they are as far away as possible from sensitive receptors (such as residential uses, schools and health facilities) and/or mitigation measures are provided to ensure any significant detrimental environmental and amenity impacts can be adequately addressed. Where existing facilities can be enhanced to maximise their use, this will be encouraged.

15.16 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 LLDC 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 agree that the area of search listed in Schedule 4 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 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 as the local planning authority governing the area.

⁷⁴ The McGrath site at Hepscoth 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 Polar Riverside Housing Zone.

15.17 Some existing safeguarded waste sites (McGrath House and Ailsa Street) are within areas of regeneration and may be released for other uses, providing the requirements set out within Policy S.MW1 (see Part 4) are met⁷⁴.

15.18 Compensatory capacity will be sought which is equivalent or greater than the maximum annual throughput over the last five years, as per the Environment Agency's Waste Data Interrogator. Compensatory provision should be provided locally. The area of search for a replacement site or increased capacity within an existing facility should be within Tower Hamlets in the first instance, or failing that, elsewhere in London. Compensatory provision will usually be secured through conditions and/or a legal agreement at the planning permission stage.

15.19 Competition for land means the borough has to look beyond traditional industrial locations when seeking space for waste facilities. There is an opportunity for innovative technologies to be incorporated into new development to manage some of the waste generated over its lifetime. Part 7 of the policy therefore allows modern waste facilities to be integrated within suitable new development outside the areas of search. Small scale facilities which come forward will be assessed on a case-by-case basis against criteria in Policy D.MW2 and regional and national policies.

15.20 On-site materials processing systems for food are an important aspect to consider in this borough due to the particular challenges to collection services within blocks of flats. The principle of these systems is two-fold:

- a. To carry out preliminary processing of raw materials at source, thereby reducing the tonnage and volume of solid waste to be managed and the subsequent burden on collection services

- b. To make use of valuable end products such as unlocking the energy held within the waste material itself.

15.21 There are a number of pieces of equipment, which may provide appropriate on-site waste processing including, but not limited to, micro anaerobic digesters.

15.22 The flexibility of these systems is such that it reduces the need to separate collections of food waste to be carried out within the development and thereby reducing vehicle movements. Where systems such as anaerobic digesters are proposed, it will be the responsibility of the managing agent to maintain the system/facility. An agreement will also need to be made with us with regards to how the waste is accounted for in terms of contributing to our apportionment targets prior to permission being granted.

15.23 Integrated waste collection systems are also required for new developments under Policy D.MW3. We will also consider the allocation of community infrastructure levy contributions towards provision of strategic waste management facilities.

15.24 For Part 8 of the policy, developers should submit a plan for on-site waste to demonstrate how much construction, demolition and excavation waste will be reused and recycled, taking account of the London Plan target of 95%. The sustainable transportation of waste (by water and rail) will be assessed as part of Policy D.MW2, see Part 1(f).

15.25 All sites and areas mentioned under Policy S.MW1 are shown on the relevant policies maps for Tower Hamlets and the London Legacy Development Corporation.

Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES2: Air quality
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network

Evidence links

- Environment Agency Waste Interrogator



Policy D.MW2**New and enhanced waste facilities**

1. Proposals to construct a new waste facility or replace or extend an existing waste facility will be supported where:
 - a. it contributes towards the aims of sustainable waste management in line with the waste hierarchy
 - b. it is located within a safeguarded waste site or area of search or integrated into a suitable new development
 - c. it incorporates a high quality design, is of a scale and nature which integrates into its surroundings and ensures compatibility with adjacent existing and proposed land uses (including within neighbouring boroughs)
 - d. it co-locates with other compatible uses (including existing waste facilities)
 - e. it proposes technology which is suitable for the location and nature of the site
 - f. it has good access to the strategic transport network, including, where possible, rail and canal/river links that offer the potential to transport waste
 - g. there is adequate road capacity to accommodate any vehicle movements generated and that vehicles can enter, wait, unload and leave the site without prejudicing the safety of pedestrians and other vehicles
 - h. it provides effective on-site measures to ensure safety and security
 - i. it is enclosed, unless it can be demonstrated that environmental and amenity impacts, including the emission of air pollutants, noise, vibration, dust, glare, vermin, odours can be mitigated, both during and after operations, and
 - j. it incorporates measures to minimise carbon emissions and maximise the use of lower-carbon energy sources.

Explanation

15.26 This policy relates to new waste management facilities (including those replacing or expanding existing sites as well as capacity on sites) and seeks to direct them towards the most appropriate and sustainable locations which maximise the efficient use of the land and do not have any unacceptable visual, environmental and transport impacts.

15.27 New waste management facilities will be directed towards existing safeguarded sites and areas of search (as set out in Policy S.MW1). In other locations, such facilities will still be expected to meet the criteria set out in Policy D.MW2 as well as any other relevant policies within the plan.

15.28 Developments providing additional waste management capacity will be encouraged to co-locate alongside other waste facilities and other compatible uses without having any significant detrimental impacts on the amenity and function of the immediate and surrounding area to optimise the potential of sites and address the intensification of land uses, as per Part 1(d) .

15.29 The types of waste technology that will be suitable will depend on the nature and scale of the proposed scheme and the characteristics of the site and its surroundings, as required under Part 1(e). Broad types of facility suitable for each area of search are set out in the schedule of areas in Policy S.MW1. These are likely to be small-scale facilities due to the constrained nature of the borough.

15.30 Part 1(f) seeks to ensure applicants demonstrate that opportunities to transport both construction and operational waste from the site via rail and water are explored (including shared facilities at existing railheads, wharves and depots) as a means to reduce congestion and vehicular movements on the road network. Information on sustainable transportation of waste should be submitted as part of the planning application, alongside details of re-use and recycling of waste arising during the construction phase in line with Policy S.MW1 (see Part 8).

15.31 Part 1(i) seeks to mitigate adverse air quality impacts associated with waste facilities. Waste management facilities should be enclosed and covered on all vertical sides with small access and egress points, fitted with fast-acting doors, and incorporate an air filtering system to reduce airborne particulate concentrations in and outside of the building in line with Environment Agency advice. This provides an effective way of controlling dust and particulate pollution within waste developments. In cases where enclosure is not possible, proposals must provide details of proposed measures demonstrating how the control measures can adequately mitigate these impacts. Operators will be expected to obtain the appropriate Environment Agency permits and meet the conditions of those permits.

15.32 In order to minimise the impact on climate change, waste management facilities should incorporate opportunities to be attached to the district heating network and/or incorporate opportunities for energy recovery and combined heat and power, see Part 1(j). In instances where this is not feasible, an energy statement must be submitted with the planning application demonstrating that it is not technically feasible or economically viable.

Policy links

- Policy D.SG5: Developer contributions
- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES2: Air quality
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network

Evidence links

- Environment Agency Waste Interrogator

Policy D.MW3**Waste collection facilities in new development**

1. 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.
2. New major residential developments must incorporate high quality on-site waste collection systems that do not include traditional methods of storage and collection and are compatible with our waste collection methods outlined in Appendix 4. In instances where this is not practicable, supporting evidence must be submitted with the application to demonstrate this.

Explanation

15.33 This policy will help to ensure that waste is collected and managed in a sustainable manner in line with the principles of the waste management hierarchy as set out in Figure 16. It is also intended to increase the amount of waste which can be recycled and composted from all developments, and to improve waste collection systems in developments with communal waste facilities. Tower Hamlets is working towards meeting the London Plan target of recycling/composting 50% of household waste by 2020 and 60% by 2031. In 2015, only 27% of household waste was reused, recycled or composted in Tower Hamlets and this needs to increase.

15.34 This policy seeks to ensure that dry recyclables, organics and residual waste can be segregated, and for residential developments bulked, at source within new developments to:

- a. minimise transport movements from waste collection operations
- b. minimise the financial and operational burden on existing waste collection system
- c. maximise efficient use of collection resources
- d. encourage recycling behaviour by residents and reduce

- e. contamination of recyclables collected, and
- e. make a positive impact on the quality of the street scene.

15.35 Incorporating sufficient waste storage capacity within new developments should be done from the outset to avoid capacity shortfalls or inadequate services. Applicants will need to forecast how much organic, recyclable and residual waste will be generated when the development is occupied and demonstrate that sufficient space has been allocated to the storage and/or bulking of this waste in both individual units and for the development as a whole.

15.36 Tower Hamlets is seeking to move away from the traditional waste storage methods, such as standard wheeled bins, bagged collections and Euro bin containers, towards central bulking systems particularly for residential developments that require communal waste collection facilities. Using larger containers than standard bins and communal Euro bins, means more waste can be stored before needing collection and more waste can be collected in a single round. As a general rule, all of the systems using bulk containers allow waste to be stored in a smaller footprint than standard communal Euro bins. The location of storage containers should be chosen to maximise operational convenience and minimise environmental, amenity and transport impacts.

15.37 Under Part 2 of the policy, new major residential developments will be expected to incorporate on-site waste collection systems that do not incorporate the traditional storage and collection and are compatible with our waste collection services. Such systems could include compactors, underground storage containers, vacuum systems and automated waste collection systems. These systems require land to be set aside to store bulked waste materials, with the size and footprint of the space varying from system to system. Preference should be given to systems that can provide for a weekly collection service as a minimum and can collect organic wastes separately or facilitate onsite composting. Applicants should discuss options with our team that manages waste collection prior to the submission of an application.

15.38 In instances where it is not practicable or we consider it inappropriate for non-traditional waste collection systems to be incorporated within the development, the developer or managing agent will have to provide adequate space as well as collection containers that are in accordance with our waste management requirements set out in Appendix 4.

15.39 Planning applications should clearly set out the access route of the occupiers and the servicing vehicles, including a clear swept path in accordance with our waste collection specifications, and access arrangements to container stores. The waste storage area must be designed to ensure that refuse vehicles are able to enter and exit the highway in a forward gear and perform all collection activities within the curtilage of the site. Applicants are advised to contact our team that manages the collection of waste prior to submitting a planning application and adopt a collaborative approach to ensure these arrangements are in line with our waste collection services. Further advice is available in Appendix 4.

15.40 In the case of large-scale development (i.e. 100 or more residential units or 20 or more Euro container bins), applications should be accompanied by a recycling and waste management strategy which considers the above matters and demonstrates the ability to meet local authority waste management targets, and demonstrate compliance with the standards set out in Appendix 4.

Policy links

- Policy S.DH1: Delivering high quality design
- Policy D.DH8: Amenity
- Policy S.ES1: Protecting and enhancing our environment
- Policy D.ES2: Air quality
- Policy D.ES4: Flood risk
- Policy D.ES5: Sustainable drainage
- Policy S.TR1: Sustainable travel
- Policy R.TR2: Impacts on the transport network

Evidence links

- Waste Management Planning Advice for New Flatted Properties (London Waste and Recycling Board, 2014)



16. Improving connectivity and travel choice

Introduction

16.1 Tower Hamlets is a well-connected part of London; it enjoys an extensive public transport network and will benefit from a step change in transport capacity, including improvements to the Docklands Light Railway and London Underground as well as the opening of the Elizabeth line stations at Whitechapel and Canary Wharf (as set out in Figure 17). However, planned growth in new homes and jobs, coupled with London's overall growth, will significantly increase resident, commuter and freight movement within and through the borough. This will create further pressure on the transport network which is already at or close to saturation in some parts of the borough at peak times, as well as adversely affect air quality and the natural environment.

16.2 As a result, congestion and overcrowding of the transport network are amongst the most significant challenges facing Tower Hamlets, which have the potential to significantly affect development density and economic activity in the borough. Growth is dependent on the successful implementation of a first-class sustainable transport network to move people, goods and services. Planned improvements will go some way to alleviate pressure on the existing network, but recent studies have identified that further investment in infrastructure will be required to support the level of growth which is expected to come forward during the plan period⁷⁵. In addition, the health implications of physical inactivity is also an important local issue, which the promotion of active travel can help to address in accordance with the Mayor of London's 'healthy streets' initiative.

16.3 These factors underscore the importance of delivering a more connected and efficient transport network across Tower Hamlets that supports the population, reduces the need to travel and incentivises a modal shift to cycling, walking and public transport. Development must manage its impact on the entire network to ensure it contributes positively to the health and well-being of residents, employees and visitors across the borough.

16.4 This section contains the following policies:

- Policy S.TR1: Sustainable travel
- Policy D.TR2: Impacts on the transport network
- Policy D.TR3: Parking and permit-free
- Policy D.TR4: Sustainable delivery and servicing.



⁷⁵ Tower Hamlets Strategic Transport Assessment (2016)

Policy S.TR1**Sustainable travel**

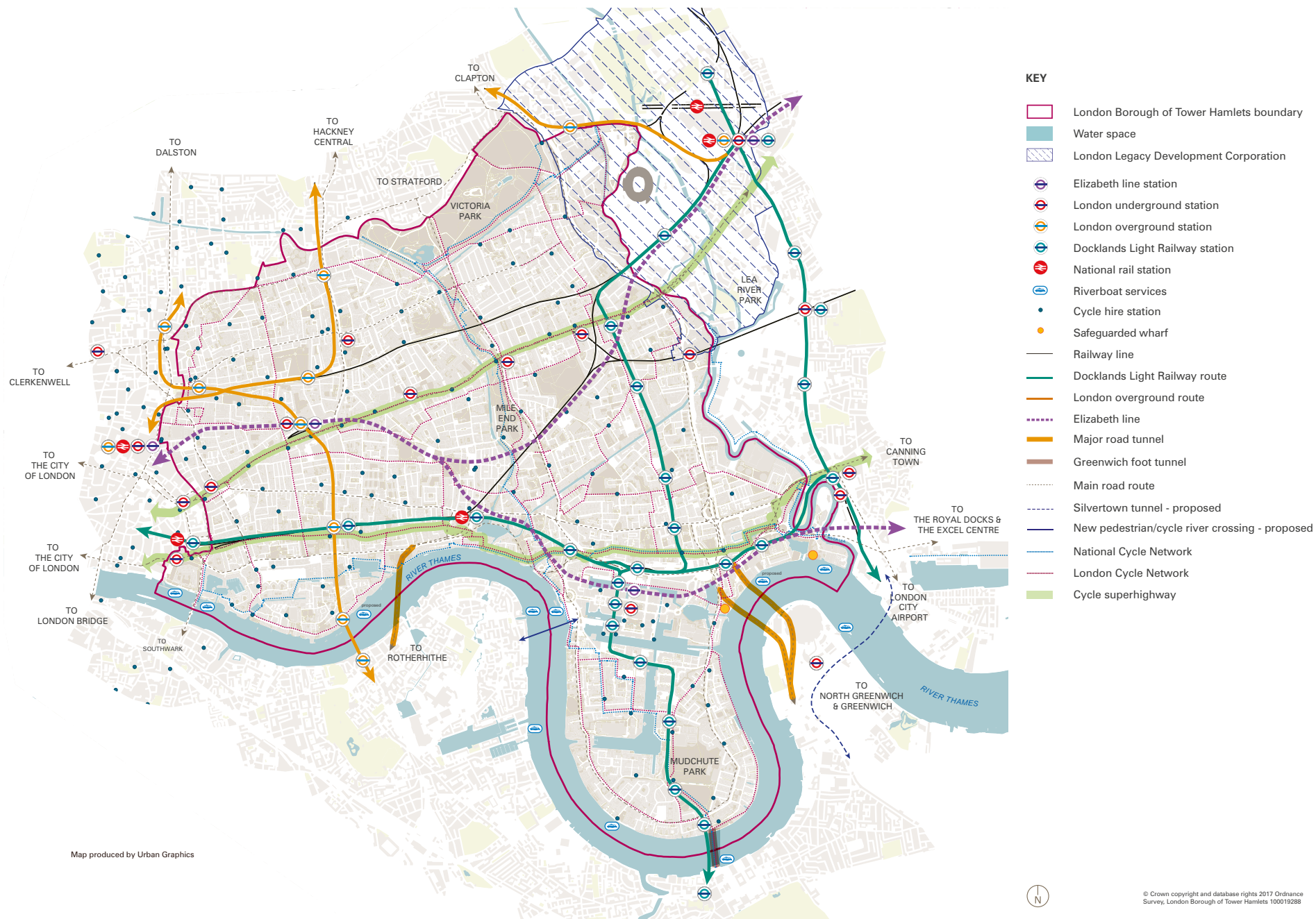
1. Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to:
 - a. prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport
 - b. be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough
 - c. be focused within areas with high levels of public transport accessibility and the town centre hierarchy, in respect of developments generating significant levels of trips, and
 - d. not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.
2. Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network.

Explanation

16.5 In order to address the significant issues surrounding highway congestion, poor air quality and capacity constraints across the public transport network, a number of strategic and local transport improvements are underway or planned. However, further infrastructure investment will be required to accommodate the predicted population and employment growth, and in some locations, development could be significantly hindered without appropriate enhancements to the transport network.



Figure 17: Strategic transport connectivity



16.6 Tower Hamlets has low car ownership ratio with only 37% of households owning one or more cars, compared to 43% across London⁷⁶. This correlates with travel-to-work data which indicates that residents favour sustainable modes, such as public transport (60%), walking or cycling (26%). The level of journeys to work by car, at 12%, is lower than the London average, at 30%⁷⁷. This reinforces the need for developers to prioritise sustainable travel in the design and delivery of their schemes, particularly walking, cycling and public transport, helping to relieve congestion, reduce air pollution and improve journey times.

16.7 This policy seeks to manage growth to ensure it does not increase traffic congestion and crowding on public transport due to trip generation from developments as well as through-trips. The location of development close to services and amenities; integration with the transport network; prioritising the most sustainable forms of travel; and facilitating and enabling behaviour change away from car use are crucial factors in accommodating the predicted population and economic changes over the plan period.

16.8 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 17), where possible.

16.9 Part 1(b) ensures that development supports the use of and connects to public transport, cycling and walking facilities that surround the site. The design, management and operation of a development should encourage its users to travel in a sustainable manner; it should also be permeable and provide links to existing or planned infrastructure as well as relevant on-site infrastructure, such as bicycle storage, workplace showers and changing facilities.

16.10 Part 1(c) identifies the need for development to be located in an area appropriate to the trips it generates. The scale of any development must reflect the level of public transport available. Transport for London (TfL) has mapped the Public Transport Accessibility Levels (PTAL) across the whole of London; this is a measure of accessibility to the public transport network. In Tower Hamlets, ratings range from highly accessible areas – such as Canary Wharf, Whitechapel, Bethnal Green, Bow and Mile End – to areas with lower levels of public transport accessibility, including parts of the Lower Lea Valley. The scale of development should also have regard to the town centre hierarchy set out in Policy S.TC1, whereby development densities should consider the availability of nearby shops, services and amenities, thereby reducing the need to travel.

16.11 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:

- a. 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
- b. increase demand on the borough's transport networks beyond operational limits and/or capacity

⁷⁶ Travel in London, Report 9 (Transport for London, 2016) - 2015/16 figure

⁷⁷ Travel in London, Report 9 (Transport for London, 2016) - 2015/16 figure

- c. bring about a reduction in the quality of stations, stops or services, or
- d. restrict access to the same services.

16.12 Development is expected to be well-integrated with the public transport network and contribute to its efficient running and service improvements. Developers should ensure they engage early with relevant bodies (e.g. Transport for London) in order to establish the likely impacts and/or appropriate mitigation measures to be funded through developer contributions in accordance with Policy D.SG5.

16.13 Part 2 identifies the role of development in supporting improvements and enhancements to the borough's transport and freight infrastructure (including safeguarded wharves and consolidation centres). Applicants should work with us to support planned and future transport initiatives that underpin new growth; and any development that adversely affects or planned infrastructure improvements will not be supported.

16.14 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 that are required to support the borough's transport network ⁷⁸.

- 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
- New pedestrian and cycle connections, including a new pedestrian bridge and cycle crossing between Canary Wharf and Rotherhithe and other river crossings.

⁷⁸ These are identified in the Tower Hamlets Strategic Transport Assessment (2016).

16.15 The list is not exhaustive and new interventions will arise from other transport strategies and assessments alongside regional policies, such as the Mayor of London's Vision for Cycling in London, the Mayor of London's Transport Strategy and Transport for London's own infrastructure delivery plans. Development may also be required to contribute financially towards new transport infrastructure and improvements in accordance with Policy D.SG1.

Policy links

- Policy S.SG1: Areas of growth and opportunity within Tower Hamlets
- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Planning and construction of new development
- Policy D.SG5: Developer contributions
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy S.TC1: Supporting the network and hierarchy of centres
- Policy D.OWS3: Open space and green grid network
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough

Evidence links

- Tower Hamlets Cycling Strategy (2016)
- Mayor of London Transport Strategy (GLA, 2017)
- Tower Hamlets Water Space Study (2017)

Policy D.TR2

Impacts on the transport network

1. Major development and any development that is likely to have a significant impact on the transport network will be required to submit a transport assessment or transport statement as part of the planning application.
2. Development that will have an adverse impact to traffic congestion on the highway network and/or the operation of public transport (including crowding levels) will be required to contribute and deliver appropriate transport infrastructure and/or effective mitigation measures.

Explanation

16.16 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. In doing so, it sets out how development should accurately and robustly assess the severity of impact it has on existing transport infrastructure and services, including the approach taken to mitigate any adverse impact on capacity, connectivity and congestion.

16.17 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 a severe impact on the safety and operation of this network within Tower Hamlets.

16.18 Part 1 seeks to ensure applications provide an independent, objective and accurate transport assessment or transport statement appropriate to the scale of development. A transport assessment or statement must be prepared in accordance with the most up-to-date guidance from Transport for London. The level of detail required will be dependent on the type and scale of the development. Applicants/ developers should seek pre-application advice to determine whether a transport assessment or statement will be required. A transport assessment should be submitted with a draft construction management and logistics plan and a delivery and servicing plan.

16.19 A transport statement is a simpler document that identifies the impact and assesses its significance in conjunction with more modest mitigation measures; therefore, it is appropriate for smaller developments. A transport statement may require a construction management and logistics plan or a delivery and servicing plan depending on the type of land use and its location; this should also be established in conjunction with our transport and development management teams at the pre-application stage.

16.20 Transport assessments and statements will be required to provide detailed information on the range of transport users and modes, including the movement of people and goods, both before and after a proposed development has been constructed. A transport assessment or statement should identify and address transport impacts on all modes of transport and set out the measures to avoid, remedy or mitigate identified impacts of the development.

16.21 Applicants/developers should also submit a travel plan alongside the planning application, where appropriate. The scale of development and the level of impact determined by the transport assessment or statement will dictate the type and scope of the travel plan. Transport for London provides guidance that sets out the requirements for each type of travel plan. Such plans must be action-orientated and provide a long term strategy to meet sustainable transport objectives. They should contain a package of measures that will minimise the number of

car-borne trips (e.g. restricting car parking provision), encourage use of sustainable transport and reduce the need to travel to and from the development. Travel plans must set targets, objectives and provide detail on implementation, funding and monitoring.

16.22 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 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. All contributions towards new transport infrastructure improvements must be in accordance with Policy D.SG5 and the Planning Obligations Supplementary Planning Document (SPD).

16.23 Areas in the borough anticipated to accommodate higher levels of the 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 times. Development that increases demand without appropriate mitigation (including infrastructure contributions to service improvements and/or delivering effective modal shift) will not be supported.

Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Planning and construction of new development
- Policy D.SG5: Developer contributions
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough
- Policy D.MW2: New and enhanced waste facilities

Evidence links

- Travel Plan Guidance (Transport for London, 2013)



Policy D.TR3

Parking and permit-free

1. Development is required to comply with the parking standards for vehicles and bicycles set out in Appendix 3.
2. Residential development is required to be permit-free in terms of on-street car parking. All parking associated with a development will be required to be located off-street.
3. Development is required to prioritise sustainable approaches to any parking through ensuring:
 - a. Priority is given to space for cycle parking
 - b. The allocation of car-club spaces
 - c. There are sufficient electric-charging points
 - d. Any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties, and
 - e. Where suitable, publicly-accessible shared cycle hire scheme docking station(s) are provided as part of the development (or through a financial contribution).



Explanation

16.24 This policy seeks to ensure that parking is controlled and managed both on-street and off-street to facilitate sustainable travel patterns and address congestion. Minimising car parking provision releases space to accommodate other more efficient uses, such as housing, employment, community facilities, play areas, amenity spaces and cycle parking.

16.25 Demand for on-street parking exceeds capacity, creating a significant amount of stress across the borough's street network. This demand has also increased significantly in recent years as a result of population growth. In addition, the issue of on-street parking outside of controlled hours (usually overnight and at weekends) often overcrowds streets; results in unacceptable safety and accessibility issues for vulnerable road users; and, in some cases, restricts traffic flows and increases journey times.

16.26 Due to excessive on-street parking and land use intensification, the borough does not have the capacity for development to come forward that does not manage its own parking within the curtilage of the site.

16.27 However, we recognise that some people, businesses and organisations rely on private vehicle use as their only transport option. If car parking is essential, it must be fully justified in the transport assessment (in line with the parking standards in Appendix 3) and provided entirely on-site.

16.28 Any development seeking to make alterations to on-street parking and/or loading must be fully justified and will only be permitted where there is proven on-street capacity. Any permitted changes must be fully funded by the developer.

16.29 Part 1 directs applicants and developers to the detailed parking standards for vehicles and bicycles in Appendix 3. A sufficient amount of cycle parking should be provided to accommodate current demand

and to encourage further use over time. Design of cycle parking has been extensively covered in the Transport for London’s Cycle Design Standards and developers are required to take account of this when designing cycle facilities.

16.30 Parking may be required for those with accessibility or wheelchair needs; and accessible parking bay provision should form a proportion of the overall parking provision (as calculated using the Mayor of London’s Housing Supplementary Planning Guidance). In applying the residential parking standards (see Appendix 3), applicants/developers should consider any future changes to public transport accessibility levels (PTAL) as a result of new infrastructure provision, particularly in areas of low public transport accessibility (PTAL 1 and 2). Furthermore, where development exceeds the PTAL density range set out in the London Plan, we will apply the parking standards in Appendix 3 based on the proposed density rather than the PTAL rating.

16.31 Part 2 ensures that all residential development will be permit-free and any parking required must be provided off-street.

16.32 Part 3 requires sustainable approaches to parking within new developments such as car clubs and pool car schemes; this space must be accommodated and designed before any other parking is considered. This will enable exemplary design and ensure the cycle parking provided is fit for purpose. Car clubs are cheaper alternatives to car ownership and will allow for occasional car use but discourage unnecessary car journeys.

16.33 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.

16.34 However, we recognise that residents, particularly those in affordable housing, do not always have the choice over where they live. As such, where development provides car parking, first priority should

be given to families (units of three or more bedrooms) and the disabled across all tenures in the development.

16.35 A parking management plan that directs the occupiers as to how the parking will be managed, allocated and enforced may be a requirement where development includes vehicle parking.

16.36 Around 80% of our residents live in flats, and much of this accommodation has extremely limited cycle parking, cycle storage or docking space. 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).

16.37 This policy must be read in conjunction with Policy D.TR4 and Appendix 3 to ensure that along with on-site parking provision, development provides adequate delivery and servicing facilities within the site as well as encouraging shared servicing arrangements and timing of deliveries.

Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG5: Developer contributions
- Policy D.H3: Housing standards and quality
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough

Evidence links

- Housing Supplementary Planning Guidance (GLA, 2016)
- London Cycling Design Standards (Transport for London, 2015)

Policy D.TR4**Sustainable delivery and servicing**

1. Development that generates a significant number of vehicle trips for goods or materials during its construction and/or operational phases is required to demonstrate how:
 - a. impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistic plans and delivery and servicing plans
 - b. delivery of goods and servicing will be provided within the site to encourage shared arrangements and timing of deliveries, unless demonstrated it can take place on-street without affecting highway safety or traffic flow
 - c. movement by water and/or rail; and the use of low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised, and
 - d. deliveries to sites will be reduced through suitable accommodation and management.
2. Development adjacent to safeguarded wharves and rail depots is required to ensure it does not compromise their operation.
3. Development of new wharves or other facilities for freight transfer between road, rail or water will be supported where these minimise impacts on the environment and neighbouring amenities.

Explanation

16.38 Deliveries and servicing are essential to the economic growth of the borough. By 2025, the continued growth of London is expected to result in a 15% increase in demand for freight and servicing⁷⁹. These trips will add to traffic congestion and, if they are not managed and contained off the highway, will lead to blocking of both local and strategic roads whilst loading/unloading of goods takes place. This will significantly increase journey times, particularly for buses.

16.39 Freight vehicles are typically some of the most polluting vehicles on our roads. Furthermore, the projected growth in the borough will lead to increased construction traffic and associated vehicles which tend to bring more pollution, noise and dust.

16.40 This policy seeks to address the challenges the borough faces in ensuring the efficient, safe, timely and sustainable movement of goods and materials across the borough, whilst seeking to improve air quality and reduce impacts arising from the freight network such as accidents, spillages or wastes.

16.41 As the proportion of cyclists and pedestrians has increased, pedestrian and cycle safety has become an area of increasing concern in Tower Hamlets, particularly given the rise in fatalities on busy arterial roads. Across London, nearly two-thirds of cyclist deaths and around a quarter of pedestrian deaths involve a heavy goods vehicle⁸⁰. This policy seeks to reduce the impact of delivery, servicing and construction traffic on the environment and the health and well-being of residents in terms of noise disturbance and its contribution to road congestion and air pollution.

16.42 Part 1 ensures that development generating a significant number of vehicle trips for goods or materials will be assessed in relation to its likely impact on the transport network and with reference to the most up-

⁷⁹ Transport 2025: Transport vision for a growing world city (Transport for London, 2013)

⁸⁰ New measures to rid London of dangerous lorries (Transport for London, September 2016)

to-date Transport for London guidance relating to deliveries, servicing and construction logistics. An assessment may also be required where a development has the potential to have a significant impact on the transport network. The level of assessment required will be decided through the development management process. Development will need to plan and manage its freight movements through the construction and operational phases of the development. Construction management plans and/or delivery and servicing plans are required to show how the Construction Logistics and Community Safety (CLOCS) standard has been incorporated and that fleets serving the site have Fleet Operator Recognition Scheme (FORS) silver accreditation.

16.43 In addition, development will need to provide sufficient space for deliveries and servicing within the site curtilage and off the public highway (including refuse collection). If this is not practical then on-street provision may be considered so long as it:

- a. can be clearly demonstrated and adequately justified
- b. does not restrict traffic flows, or
- c. does not compromise the safety of other roads users.

16.44 Development must seek to prioritise sustainable methods in the movement of goods and services, particularly sites with significantly greater delivery and servicing frequencies and sizes. Construction can make significant environmental and cost savings through more sustainable methods of recycling existing materials; this can significantly reduce freight movements by vehicles such as tipper trucks which tend to be more polluting and more hazardous to cyclists compared to other vehicles.

16.45 Part 1(d) requires development to minimise the amount of deliveries it receives; this may be achieved through a number of measures in the Mayor of London's Transport Strategy and Transport for London's supporting documents. Residential development will require bespoke management and delivery accommodation when compared to commercial development. The rapid acceleration of internet shopping

has resulted in a significant growth of smaller light goods vehicles, which increase congestion and pollution at peak times as well as traditionally quieter times. Delivery vehicles to residential addresses often park on the highway causing traffic flow and safety concerns. This disruption increases with missed deliveries whereby the same address receives a second or third delivery attempt. Development should provide space for these deliveries and help ensure all such deliveries are completed on the first attempt.

16.46 The borough's river and rail network represents an underused resource and priority should be given to utilising the railways, rivers and canals to facilitate the movement of waste and goods, particularly the safeguarded wharves such as Northumberland Wharf and Orchard Wharf (see Parts 2 and 3). The policy also requires adjacent development to recognise the role of wharves and depots and must not negatively impact their functions.

Policy links

- Policy S.SG2: Delivering sustainable growth in Tower Hamlets
- Policy D.SG4: Planning and construction of new development
- Policy D.DH2: Attractive streets, spaces and public realm
- Policy S.EMP1: Creating investment and jobs
- Policy D.ES2: Air quality
- Policy D.ES7: A zero carbon borough
- Policy S.MW1: Managing our waste
- Policy D.MW2: New and enhanced waste facilities

Evidence links

- Mayor of London's Transport Strategy (GLA, 2017)
- London Cycling Design Standards (Transport for London, 2015)
- Delivery and Servicing Plan Guidance (Transport for London)
- Construction Logistics Plans Guidance (Transport for London, 2017)



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.

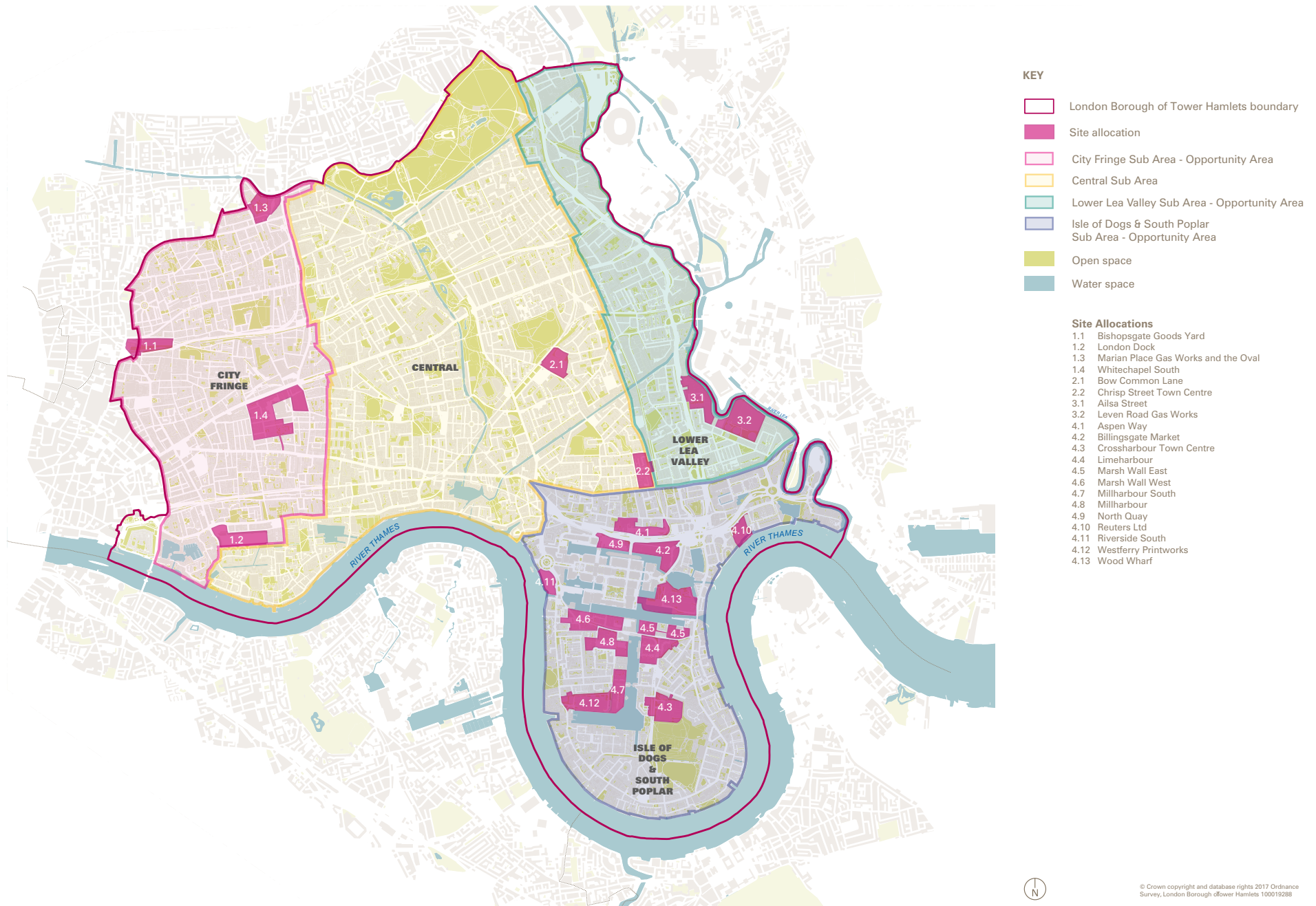
17.7 Development within these sub-areas will also need to take account of other relevant guidance and supporting information such as supplementary planning guidance/supplementary planning documents, masterplans and opportunity area planning frameworks.

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.

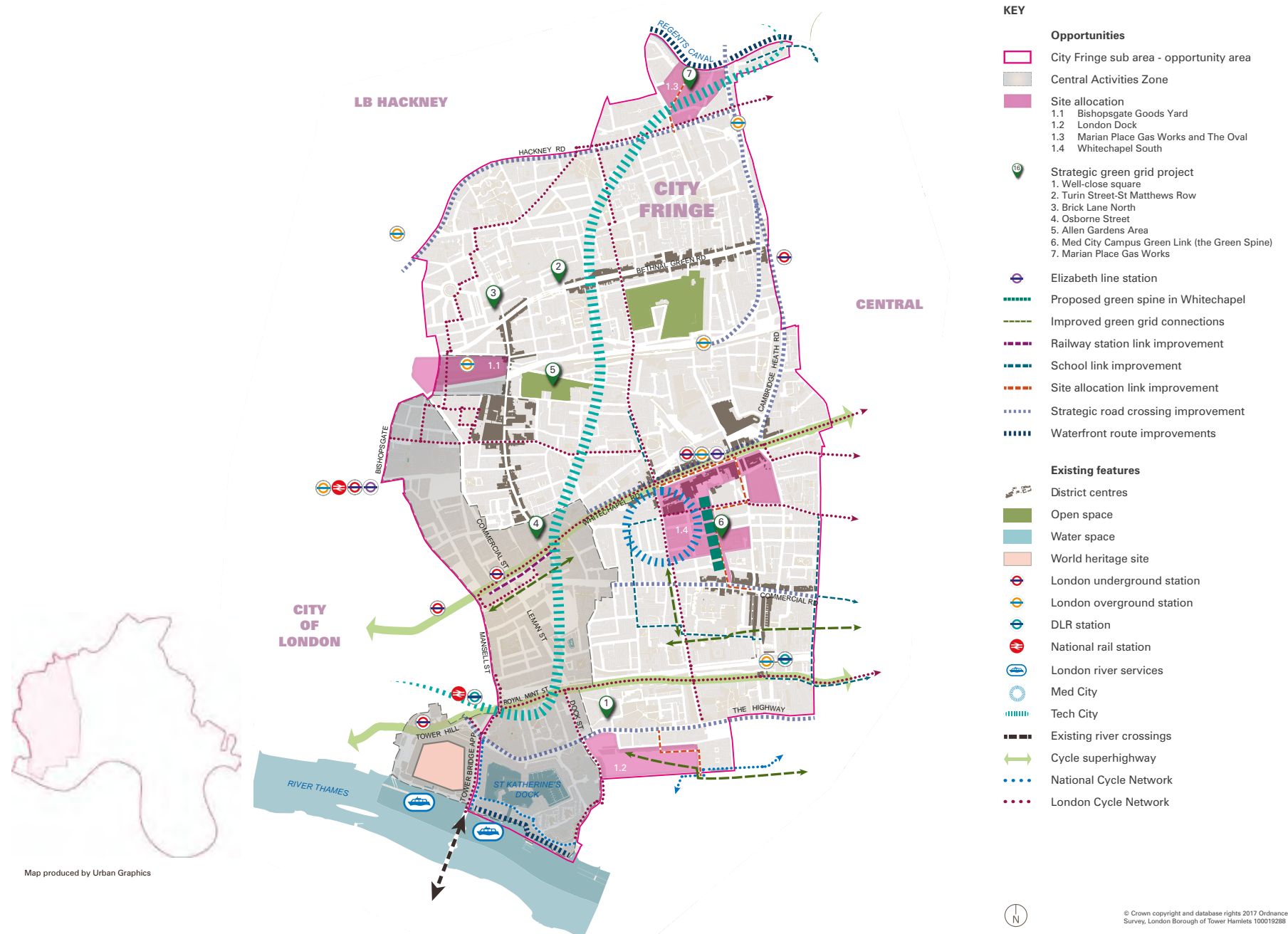
The world-class economic hub of the City of London will expand and opportunities arising from the Tech City and Med City initiatives will be maximised. Whitechapel, Cambridge Heath, Shoreditch, Spitalfields and Aldgate will all have a more diverse mix of commercial, cultural, leisure, tourism and night-time 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



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)

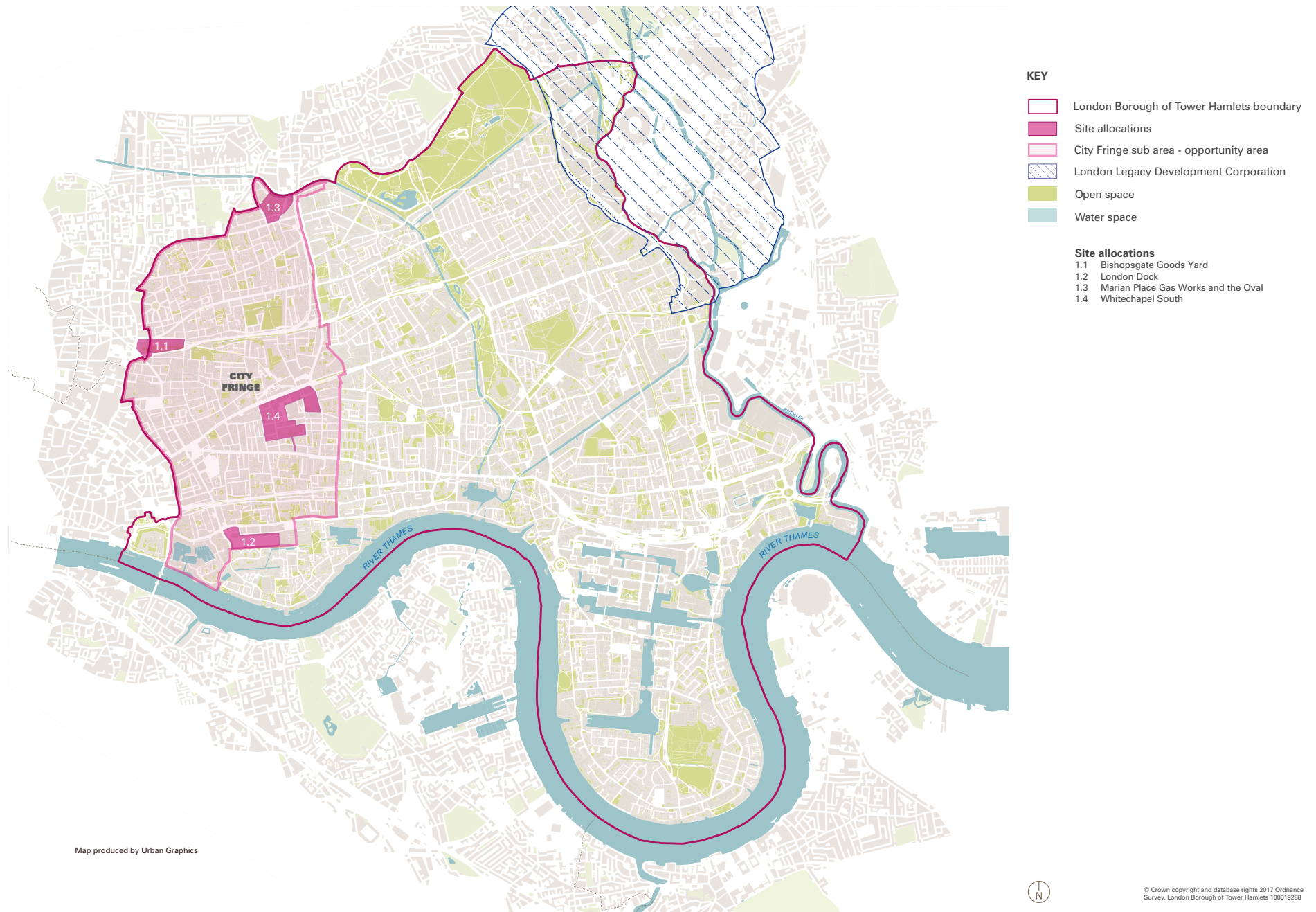
Site allocations

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:

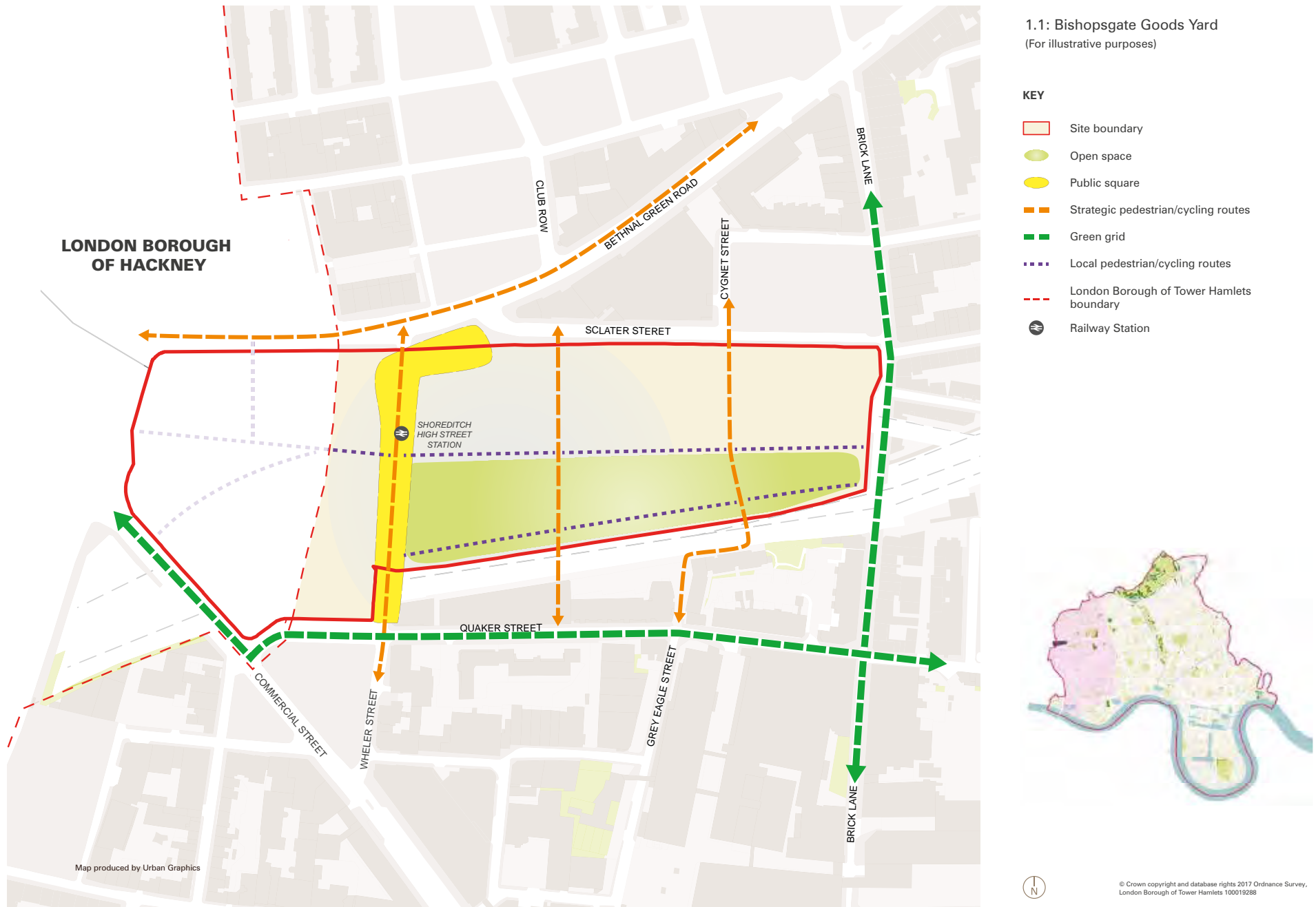
- a. respond positively to the existing scale, height, massing and fine urban grain of the surrounding built environment
- b. protect or enhance heritage assets on site including the existing Grade II-listed Braithwaite viaduct, Oriel gate and the forecourt wall fronting Shoreditch High Street and sensitively 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



1.2: London Dock

Design principles

Development will be expected to:

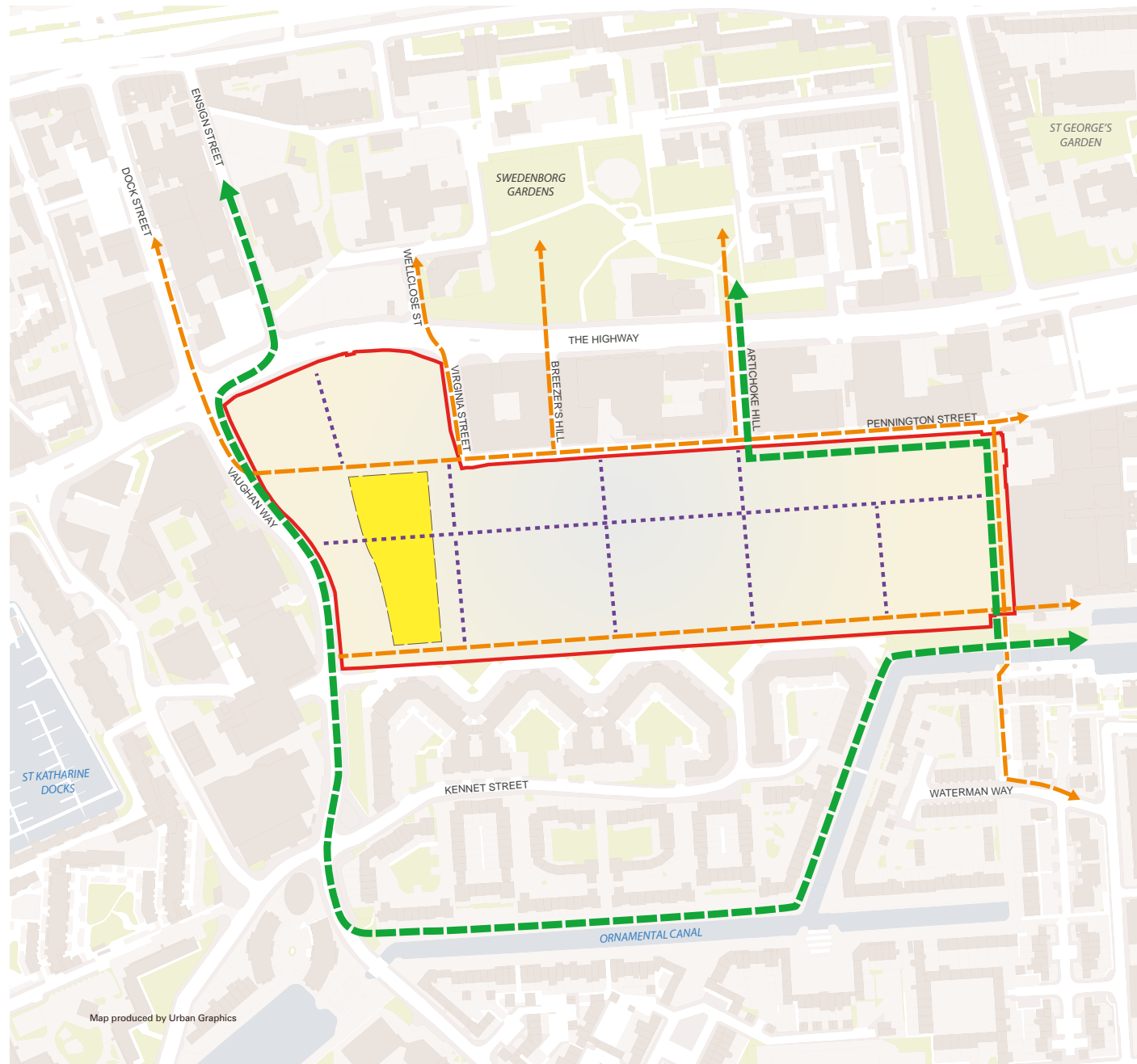
- a. respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north, south and east
- b. protect or enhance heritage assets on site (including the existing listed warehouses) and in the surrounding areas, (including 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



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:

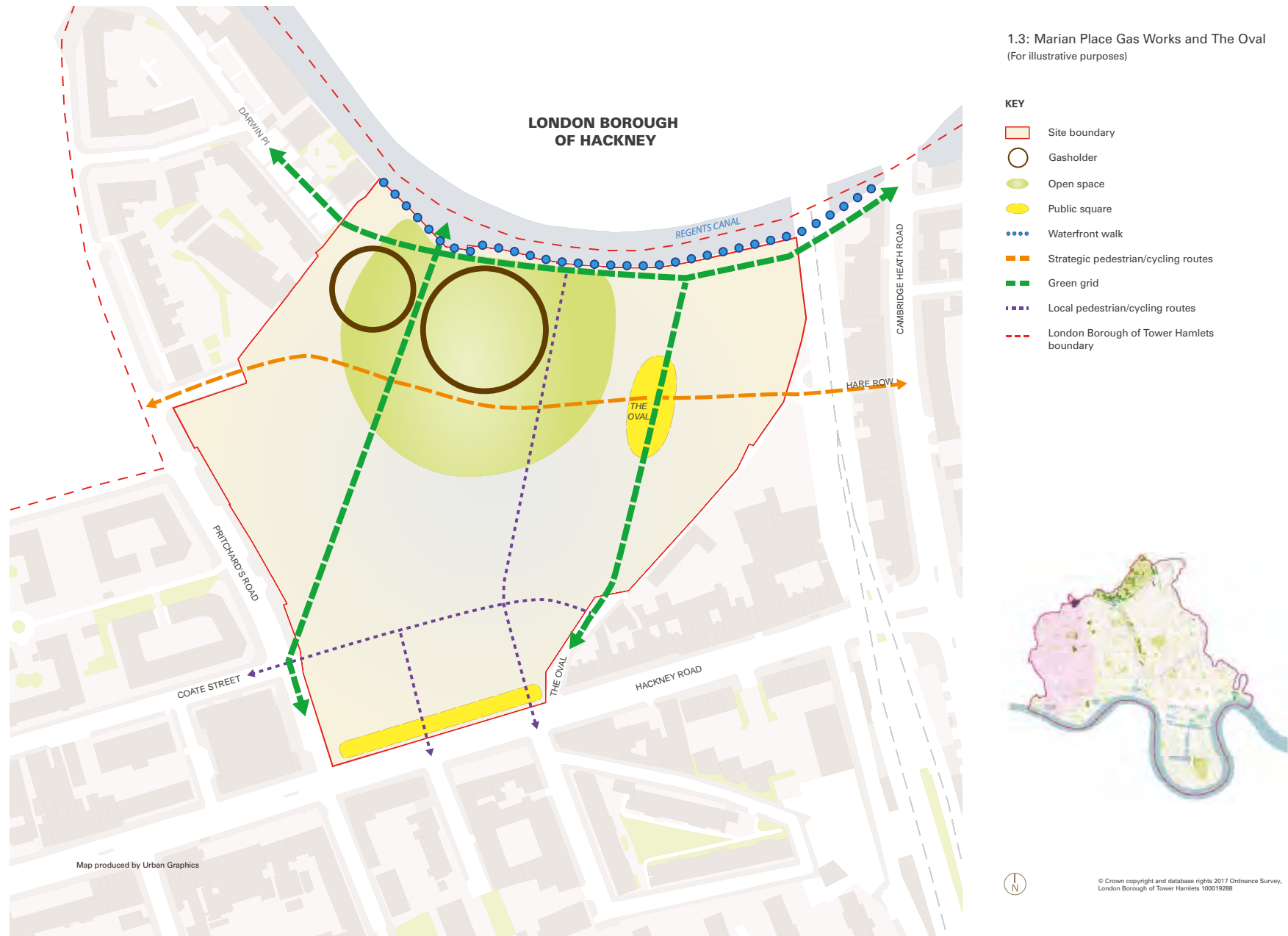
- a. respond positively to the special character of the Regents Canal Conservation Area and its setting, the scale, height, massing and fine urban grain of the surrounding built environment, and specifically integrate heritage assets on site
- b. retain, reuse and enhance the existing heritage assets, including gasholders no.2 and no.5, the Victorian buildings adjacent to the Regents Canal, and the Georgian cottages, including the associated settled 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.

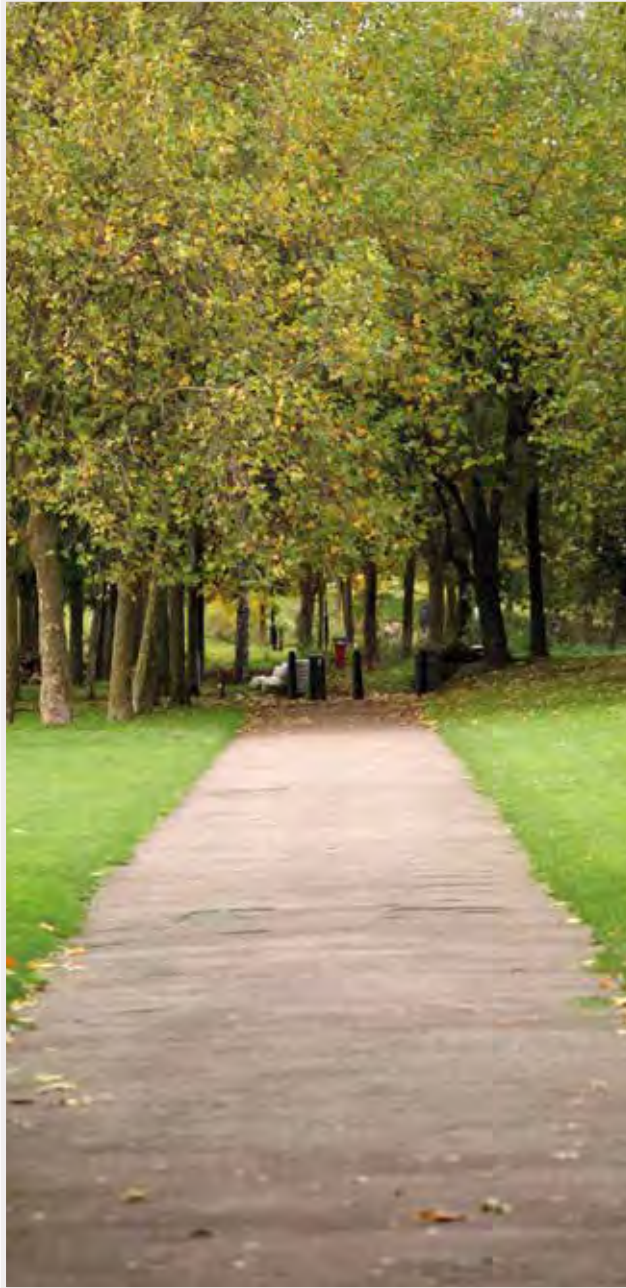
Delivery considerations

- 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.

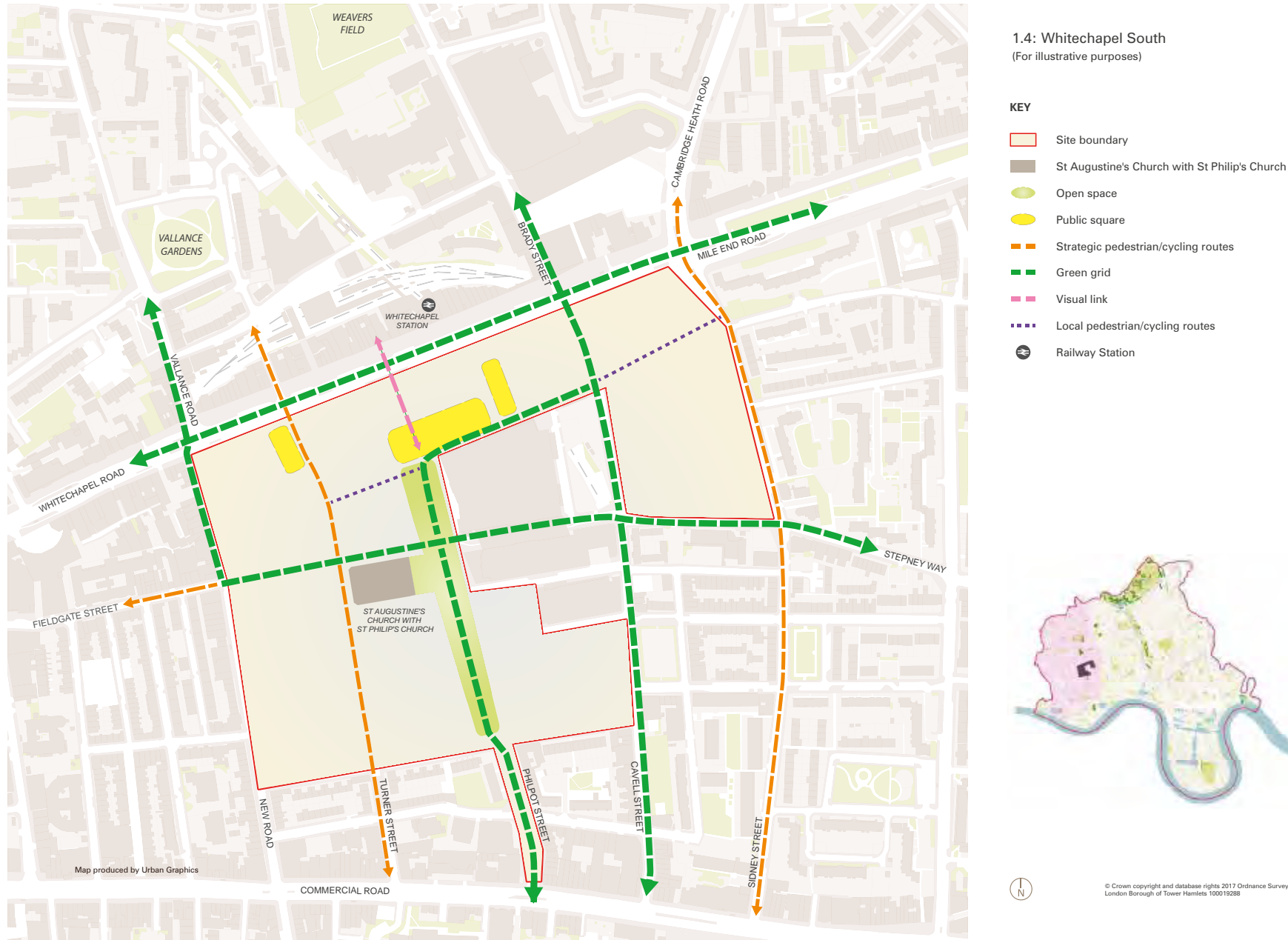
Delivery considerations

- 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



19. Sub-area 2: Central

Location

19.1 The Central sub-area sits in the heart of the borough, bounded by London Borough of Hackney to the north, the London Legacy Development Corporation and the Lower Lee Valley sub-area to the east, the Isle of Dogs and South Poplar sub-area to the south, and the City Fringe sub-area to the west. The sub-area is not a designated opportunity area, but has the capacity to deliver new development.

19.2 The sub-area is a collection of vibrant and distinctive town centres, transport interchanges and residential areas. The sub-area comprises parts of nine distinct character places (see Figure 26). The Tower Hamlets Urban Structure and Characterisation Study provides further information on the key elements of the local character of each place.

Figure 26: Character places in Central



Vision for Central

By 2031, the distinct character and identity of the Central sub-area will have been enhanced and strengthened. Growth will be focused around vibrant and revitalised town centres and neighbourhood parades, including Roman Road and Mile End town centres. New development will complement the well-established streetscape and character and the area's many heritage assets, and their settings will be preserved or enhanced through opportunities for new heritage-led development.

Access to and the quality of the area's green open spaces (including Victoria Park and Mile End Park) and network of waterspaces (including Regents Canal and Limehouse Cut) will be enhanced and opportunities for new green links and open spaces will be maximised. New development will reduce the severance resulting from The Highway, Mile End Road and Commercial Road, the waterways and railway lines, and provide public realm improvements. Improved cycling and walking routes will increase local accessibility and access to strategic cycle routes and transport interchanges.

Employment in the area will remain primarily local and small-scale focused in town centres and transport hubs, including Bethnal Green, Mile End and Limehouse. Industrial locations along The Highway and Limehouse Cut will further complement existing employment opportunities and will accommodate an increasing number of flexible workspaces suited to new growth industries, including creative and digital industries.

Queen Mary University of London's role as a knowledge hub will be strengthened, with stronger connections to Mile End Neighbourhood Centre and its public transport interchange. The area will be home to a more diverse range of residential and student communities, with a particular focus on family housing which will benefit from access to varied open spaces.

19.3 To achieve this vision, our objectives are to:

- a. Ensure the strategic north-south spine of Victoria Park and Mile End Park is protected and enhanced with walking and cycling links, whilst maximising opportunities to access the waterways for recreational use
- b. Support a mix of uses in town centres to facilitate community cohesion and strengthen their role, including employment, retail, civic, cultural and leisure uses
- c. Overcome the physical barriers of the road, rail and waterway network to increase connectivity within the area, improve permeability between transport nodes and town centres to strengthen interconnected places
- d. Encourage the regeneration of key historic buildings to preserve the area's diverse heritage assets and character
- e. Deliver a range of housing choice from student accommodation, family housing, infill development and intensification where it contributes to delivering mixed and balanced communities, and
- f. Support the expansion of Queen Mary University of London and associated uses, while ensuring good integration with surrounding areas.

Figure 27: Vision for Central



Development potential

19.4 By 2031, development within the Central sub-area will be required to accommodate the following uses to meet the future needs of the borough⁸².

Homes



Employment floorspace and job numbers



Retail and leisure floorspace



Infrastructure



Delivering sustainable places: Central sub-area development principles

19.5 In line with policy S.SG1, all development in the Central sub-area will seek to deliver the following:

Creating attractive and distinctive places

- 1. Create a scale and form of development that provides a consistent and coherent setting for the area it defines and relates to the prevailing townscape.
- 2. Respond positively to the surrounding context including conservation areas and heritage assets which define the local character.

Meeting housing needs

- 3. Provide a range of housing typologies whilst maximising the provision of family housing which can benefit from access to the areas open and water spaces.

Delivering economic growth

- 4. Provide small-to-medium enterprises and a range of flexible and affordable workspace opportunities (including supporting facilities such as childcare provision) in and around town centres and transport interchanges, in particular at Bethnal Green and Mile End.
- 5. Strengthen the role and function of the new Local Industrial Location at Thomas Road, ensuring employment sensitively integrates with the surrounding residential communities.

⁸² 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 district centres of Roman Road East and Roman Road West).

Revitalising our town centres

6. Reinforce and complement the local distinctiveness of Chrisp Street District Centre, through a range of retail uses and unit sizes, in particular smaller units aimed at existing independent retail providers.
7. Sustain and reinforce a variety and mix of uses in the new neighbourhood centre in Burdett Road South to create a positive sense of place.
8. Contribute to the vitality and mix of uses on key major routes such as Commercial Road and Mile End Road, as well as town centres (Roman Road West, Ben Jonson Road and Limehouse) which have low commercial occupancy rates.

Protecting and managing our environment

9. Support the provision of innovative waste management and recycling storage and collection systems.
10. Support the expansion of the borough's energy network by exploring the potential of creating a district heating centre in the cluster areas (Stepney, Mile End and Bethnal Green).
11. Improve the ecology of the area and ensure an overall net gain in biodiversity.
12. Improve air quality and reduce exposure to poor air quality.

Enhancing open spaces and water spaces

13. Direct residential moorings to appropriate locations and ensure they do not result in overconcentration or have an adverse impact on residential amenity.
14. Provide an active edge along the waterway network, and enhance physical and visual access through sites and new or improved routes.
15. Maximise on-site provision of green infrastructure (including open space in areas of open space deficiency) and ensure it is joined up to the green grid network.
16. Improve the unique ecological and historic character of the waterways, Mile End Park and Victoria Park and support their function and role as a recreational focal points for the area and the borough as a whole.
17. Enhance the green corridor between Mile End Park and Victoria Park as well as the area surrounding the Bow Common Gas works site, through improved footways, the greening of facades and incorporating trees and street planters.
18. Improve east-west links through enhancements and expanded green links, particularly at St Paul's Way and along Commercial Road.

Improving connectivity and travel choice

19. Remove and overcome barriers to walking and cycling movement and ensure existing and new communities across the sub-area are connected to the wider network of new and improved strategic and local connections.
20. Support connectivity and public realm improvements around transport interchanges at Mile End, Bethnal Green, Limehouse and Shadwell.
21. Improve links to the waterways in order to increase access to commuter and leisure-based services.

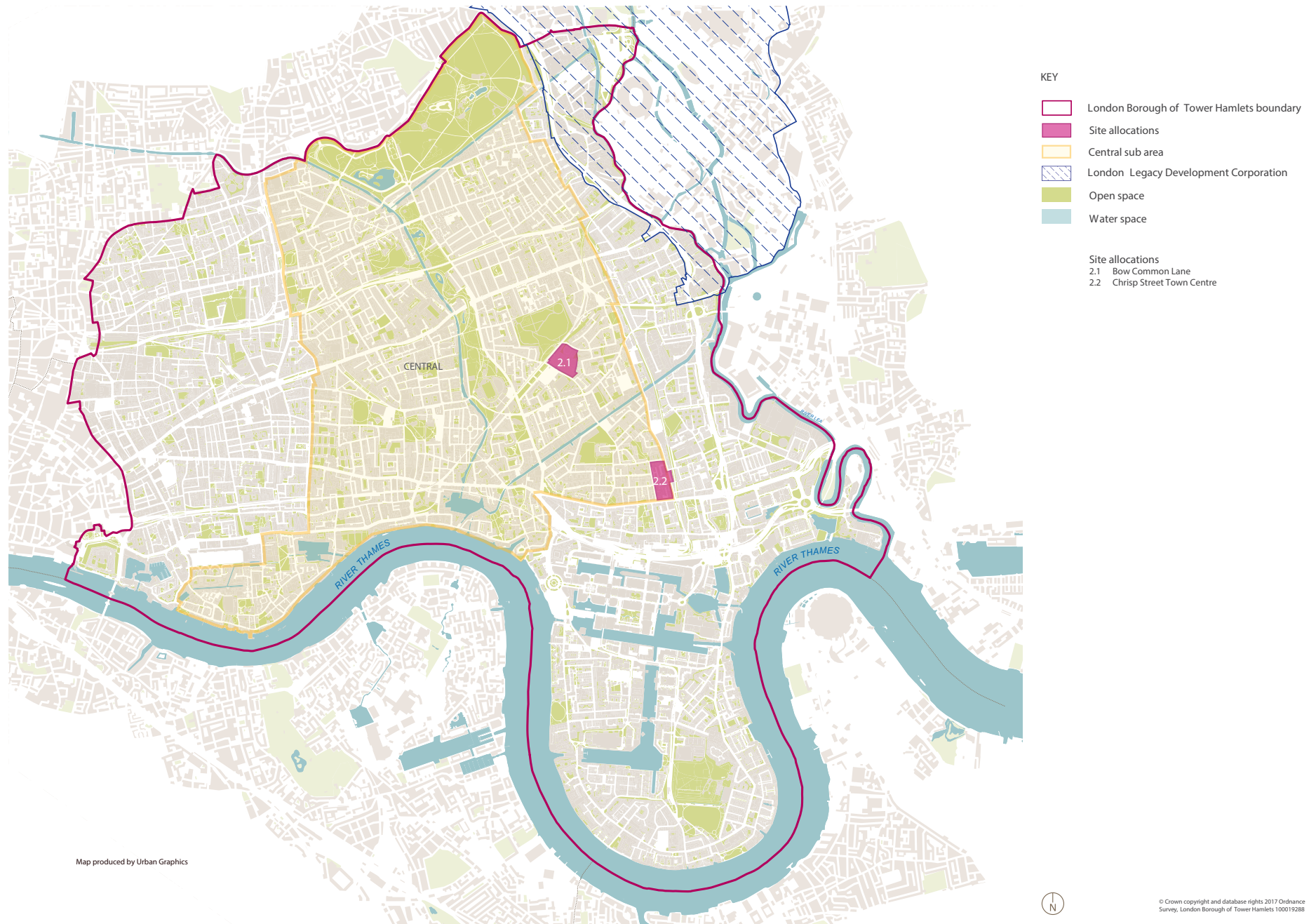
Site allocations

19.6 The site allocations for the Central sub-area are:

- 2.1: Bow Common Lane
- 2.2: Chrisp Street Town Centre

19.7 The land use, infrastructure and design requirements for each site allocation are set out in the following profiles

Figure 28: Central site allocations



2.1: Bow Common Lane

Design principles

Development will be expected to:

- a. respond positively to the setting of the two conservation areas: Tower Hamlets Cemetery and Swaton Road and the local nature reserve, as well as the scale, height, massing and fine urban grain of the surrounding built environment
- b. integrate the site with Tower Hamlets Cemetery Park through new or improved pedestrian and cycle routes
- c. ensure safe pedestrian and cycling access to the secondary school
- d. locate family housing overlooking the publicly accessible open space
- e. provide new open space with a minimum size of one hectare, which is consolidated and designed to provide multi-functional leisure and recreational uses
- f. integrate the site into the green grid route along Knapp Road and Bow Common Lane
- g. improve biodiversity and ecology within the open space and green infrastructure
- h. improve walking and cycling connections to, from and through the site, specifically to address poor permeability created by the site. These should align with the existing urban grain to support legibility, specifically joining Knapp Road to Bow Common Lane
- i. improve public realm with active site edges, specifically along Bow Common Lane
- j. provide active frontages along the railway to enhance the use and setting of the railway arches as a non-designated heritage asset, and
- k. implement noise screening measures/or a green buffer in areas bordering the railway line.

Delivery considerations

- a. Development should address the impact of air quality through mitigation measures.
- 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 gasworks.
- c. Prior to demolition, the gasholders on the site did not accommodate any employment floorspace and therefore this floorspace does not need to be re-provided as part of any new scheme.
- d. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.
- e. An assessment should be carried out to understand the potential contamination on site prior to any development taking place.

Address	Bow Common Lane
Size (hectares)	3.94
Public transport accessibility levels	2-5 (2017), 2-5 (2031)
Flood zone(s)	1
Land use requirements	<ul style="list-style-type: none"> ● Housing ● Employment: Provision of employment numbers through a range of floor spaces which support small-to-medium enterprises; these can include creative industries and retail
Infrastructure requirements	<ul style="list-style-type: none"> ● Strategic open space (minimum of 1 hectare) ● Secondary school

Figure 29: Bow Common Lane



2.2: Chrisp Street Town Centre

Design principles

Development will be expected to:

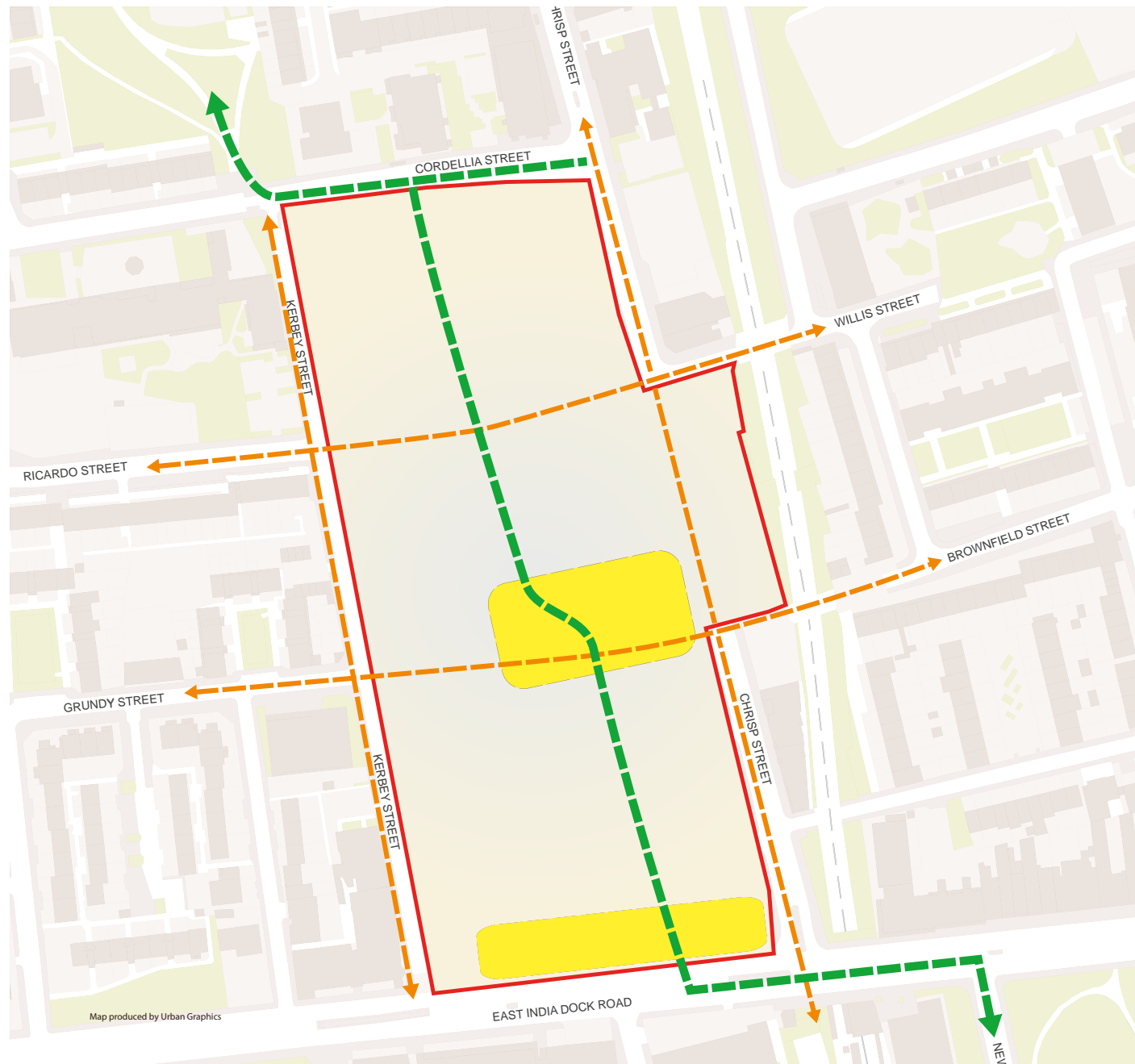
- a. deliver a regenerated town centre for Poplar with a range of unit sizes, (including those suitable for independent and small local retailers), a market square and a re-provided idea store located on East India Dock Road
- b. respond positively to the existing character, scale, height, massing and urban grain of the post-war architecture and surrounding built environment, specifically the Lansbury Estate to the west and Poplar Baths to the south
- c. protect and enhance heritage assets on site and in the surrounding areas, including the grade II listed buildings: Festival Inn, Clocktower and Poplar Baths and the Lansbury Conservation Area
- d. improve walking and cycling connections to, from and within the site - specifically to Langdon Park and All Saints DLR station. These should align with the existing urban form and grain to support east-west connectivity and wider permeability
- e. integrate the site with the green grid route, helping to improve access from East India Dock Road to the north and Bartlett Park
- f. improve the public realm with active site edges, specifically along East India Dock Road and towards all surrounding and internal streets and public spaces, and
- g. reinforce and complement local distinctiveness and create a positive sense of place with improved visual connections to, from and within the site - specifically to Langdon Park and All Saints DLR station and the characteristic clock tower.

Delivery considerations

- a. Development should re-provide the idea store and ensure it is located within a central position.
- b. Effective engagement between landowners, developers and leaseholders will be needed to facilitate potential land assembly and comprehensive redevelopment. Local residents should also be fully consulted on any future proposals within this area.
- c. Development should ensure sufficient and well-integrated access arrangements for highways and servicing.
- d. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.

Address	Chrisp Street/East India Dock Road/Kerbey Street
Size (hectares)	3.62
Public transport accessibility levels	3-5 (2015), 3-6a (by 2031)
Flood zone(s)	2
Land use requirements	<ul style="list-style-type: none">● Retail and other compatible commercial uses including leisure uses such as a cinema● Housing
Infrastructure requirements	<ul style="list-style-type: none">● Idea store (re-provision)● Local market (re-provision)

Figure 30: Chrisp Street Town Centre



2.2: Chrisp Street Town Centre

(For illustrative purposes)

KEY

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



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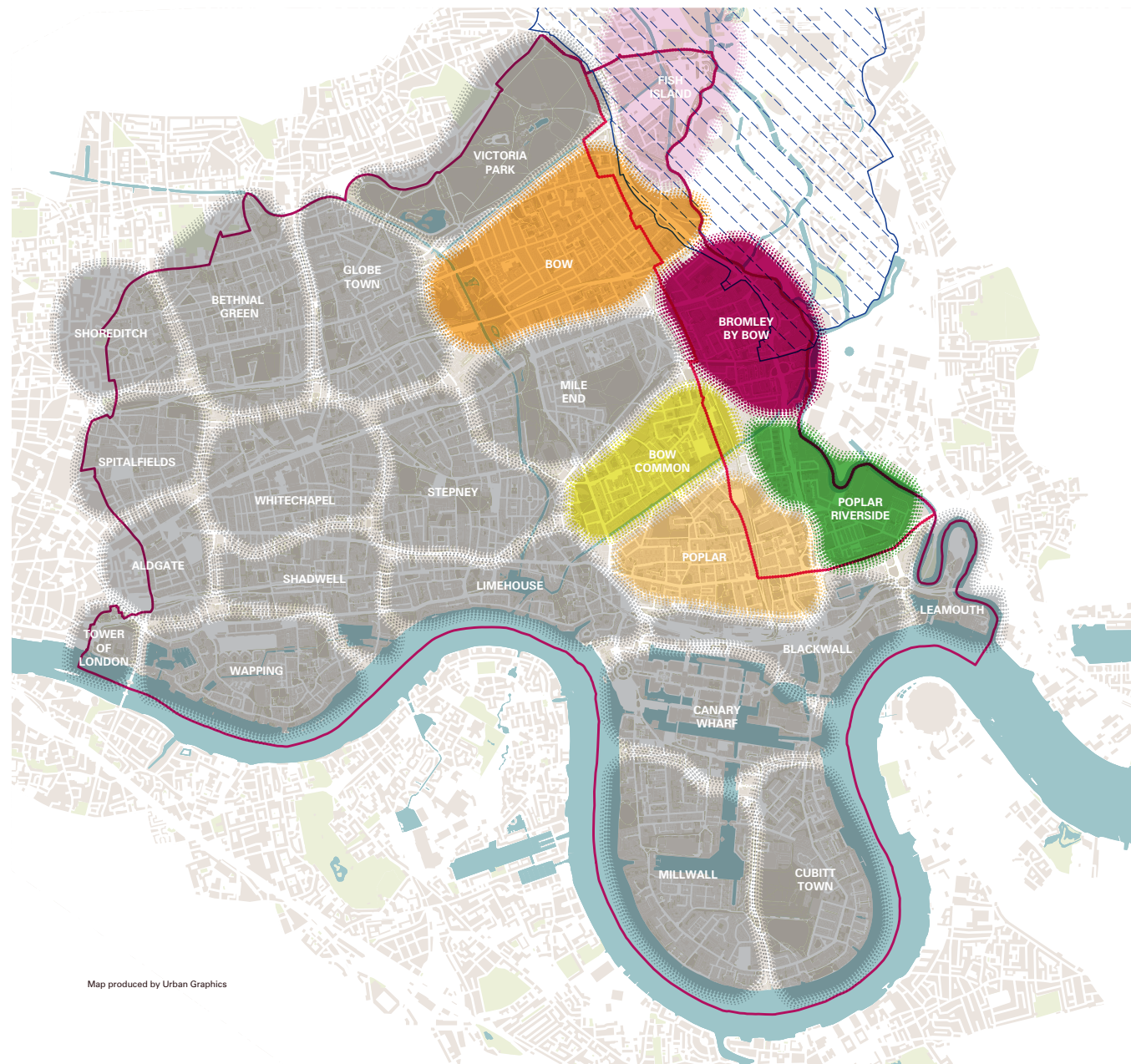
20. Sub-area 3: Lower Lea Valley

Location

20.1 The Lower Lea Valley sub-area is located on the eastern side of the borough and forms part of the wider London Plan's Lower Lea Valley opportunity area which stretches north comprising the boroughs of Newham and Hackney.

20.2 The London Legacy Development Corporation lies to the east of this area, and is the planning authority for the Fish Island and Bromley-by-Bow character places within the borough, as well as Queen Elizabeth Olympic Park and surrounding areas.

20.3 The sub-area is a collection of vibrant and distinctive town centres, transport interchanges and residential areas. The sub-area comprises six distinct character places. The Tower Hamlets Urban Structure and Characterisation Study provides further information on the key elements of the local character of each place.

Figure 31: Character places in Lower Lea Valley

Vision for Lower Lea Valley

By 2031, the Lower Lea Valley will experience comprehensive regeneration and redevelopment of former and underused industrial areas. Connectivity will be transformed with a series of new bridges and riverside walkways across the River Lea, and crossings along the A12 and A13, which will integrate existing and new communities in the area.

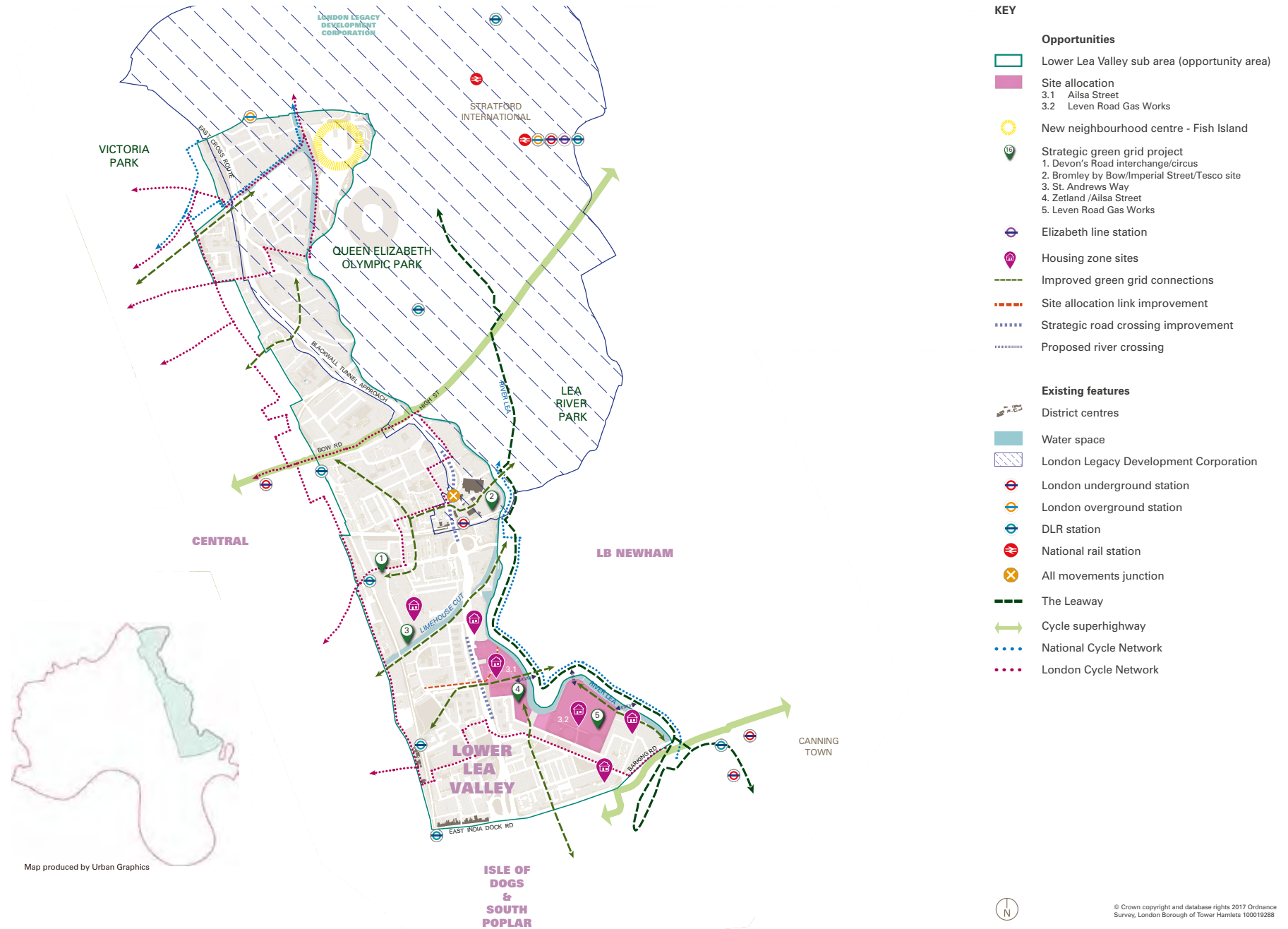
The development of the Lea River Park (including the Leaway) will provide a new strategic publicly green space and a series of new pedestrian and cycling routes, linking the River Lea to London's wider green grid network.

Development in the area will have sufficient transport and social infrastructure to facilitate the creation of thriving mixed communities alongside vibrant neighbourhood centres. Housing provision will be accelerated through the Poplar Riverside Housing Zone and delivered alongside new local employment, enterprise and business opportunities.

20.4 To achieve this vision, our objectives are to:

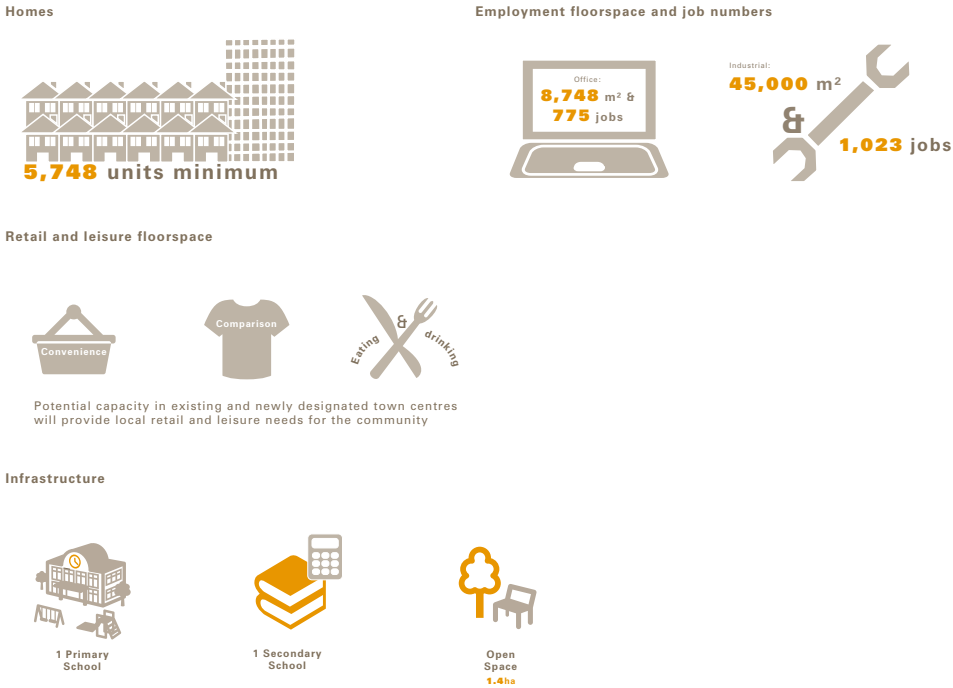
- a. Improve strategic connections to overcome the physical barriers to movement created by the A12, A13 and the waterways
- b. Deliver the Lea River Park (including the Leaway) to provide a network of interconnected water and open spaces, green walking and cycling routes and improve access to and along the River Lea
- c. Improve local connections by creating a street pattern that increases permeability for ease of pedestrian and cyclist movement
- d. Support existing and new neighbourhood centres by improving accessibility to them to ensure they act as the civic heart of surrounding communities
- e. Contribute towards the delivery of new affordable homes and community facilities through Poplar Riverside Housing Zone regeneration
- f. Optimise former industrial/employment land and protect designated industrial areas whilst sensitively integrating industrial activities into their site context.

Figure 32: Vision for Lower Lea Valley



Development potential

20.5 By 2031, development within the Lower Lea Valley will be required to accommodate the following uses to meet the future needs of the borough⁸³.



83 Development potential figures are indicative and should not represent a ceiling on new development. They are derived from the housing trajectory (see Appendix 7), the Employment Land Review and the Town Centre Retail Capacity Study.

Delivering sustainable places: Lower Lea Valley sub-area development principles

20.6 In line with Policy S.SG1, all development in the Lower Lea Valley sub-area will seek to deliver the following.

- Creating attractive and distinctive places**
- 1. Re-use existing heritage buildings and ensure they are well integrated into new development.
 - 2. Positively respond to the historic industrial character of the area (including heritage assets) and reinforce its local distinctiveness.
 - 3. Maximise opportunities to provide access to the waterways and ensure buildings and public spaces positively respond and engage with the wateredge.
 - 4. Improve public realm and provide active frontages along the A12 and A13 to addresses the severance.
 - 5. Support the provision of family housing, affordable workspace and new liveable neighbourhoods which benefit from the best possible urban design.
- Meeting housing needs**
- 6. Contribute to the delivery of new homes by creating a network of lifetime neighbourhoods for new and existing communities.
 - 7. Maximise the provision of affordable housing, as well as a tenure mix and unit sizes that reflect the local housing needs and priorities, in particular family housing.

Delivering economic growth

8. Retain and encourage employment use particularly within the strategic industrial locations and local industrial locations.
9. Work with managed workspace providers to ensure the provision, management and maintenance of employment workspace is flexible and responds to the local economic needs of micro and small businesses, including those within the creative, technological and cultural sectors, alongside supporting facilities (e.g. childcare).
10. Support the expansion and provision of creative and digital clusters which support training, technology and incubator workspaces within new development, especially along the A12.

Revitalising our town centres

11. Strengthen the role and function of town centres through encouraging activity with a range of retail units and employment business spaces, including small shops and workspaces suitable for independent operators.
12. Provide complementary retail uses outside town centres to support new development. Retail provision should ensure an appropriate balance of town centres uses which do not detract from, or threaten the role and function of nearby town centres.

Protecting and managing our environment

13. Contribute positively towards biodiversity and ecology through landscaping that will create a unique building setting by bringing green spaces and wetland areas into the built environment.
14. Support the provision of innovative waste management and recycling storage and collection systems.
15. Improve air quality and reduce exposure to poor air quality.
16. Provide buffers comprising green infrastructure along the A12 and A13 to mitigate noise and air pollution.

Enhancing open spaces and water spaces

17. Expand and enhance the green grid network through new links and provision of planters, green walls and other green infrastructure, particularly along Devons Road DLR station, along and across the Limehouse Cut and the area surrounding Ailsa Street site allocation.
18. Create a riverside walk with provision of open space along the edge of River Lea to providing strategic green links to sites in the area.
19. Secure the delivery of the Lea River Park (including the Leaway) in line with the principles identified in the Lea River Park Design Guide and Primer.

Improving connectivity and travel choice

20. Overcome barriers to movement and ensure existing and new communities across the sub-area are integrated via a network of new and improved strategic and local connections, including the promotion of walking, cycling and the use of public transport.
21. Improve the area's permeability and legibility to key destinations, aligning development with the existing street network and providing new or improved links with the green grid network.
22. Deliver additional crossings over the A12, A13 and the River Lea at identified suitable locations, to provide cross-borough connections including proposed additional footbridges at Ailsa Street and Leven Road.
23. Support the provision of new and extended bus routes through sites to maximise access to public transport.

Relevant links

20.7 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

- Lower Lea Valley Opportunity Area Framework (2008)
- Olympic Legacy Supplementary Planning Guidance (2011)

London Legacy Development Corporation

- Local Plan (2015)
- Hackney Wick and Fish Island Supplementary Planning Document (2017)
- Bromley-by-Bow Supplementary Planning Document (2017)

London Borough of Tower Hamlets

- Ailsa Street Planning Framework (2016)

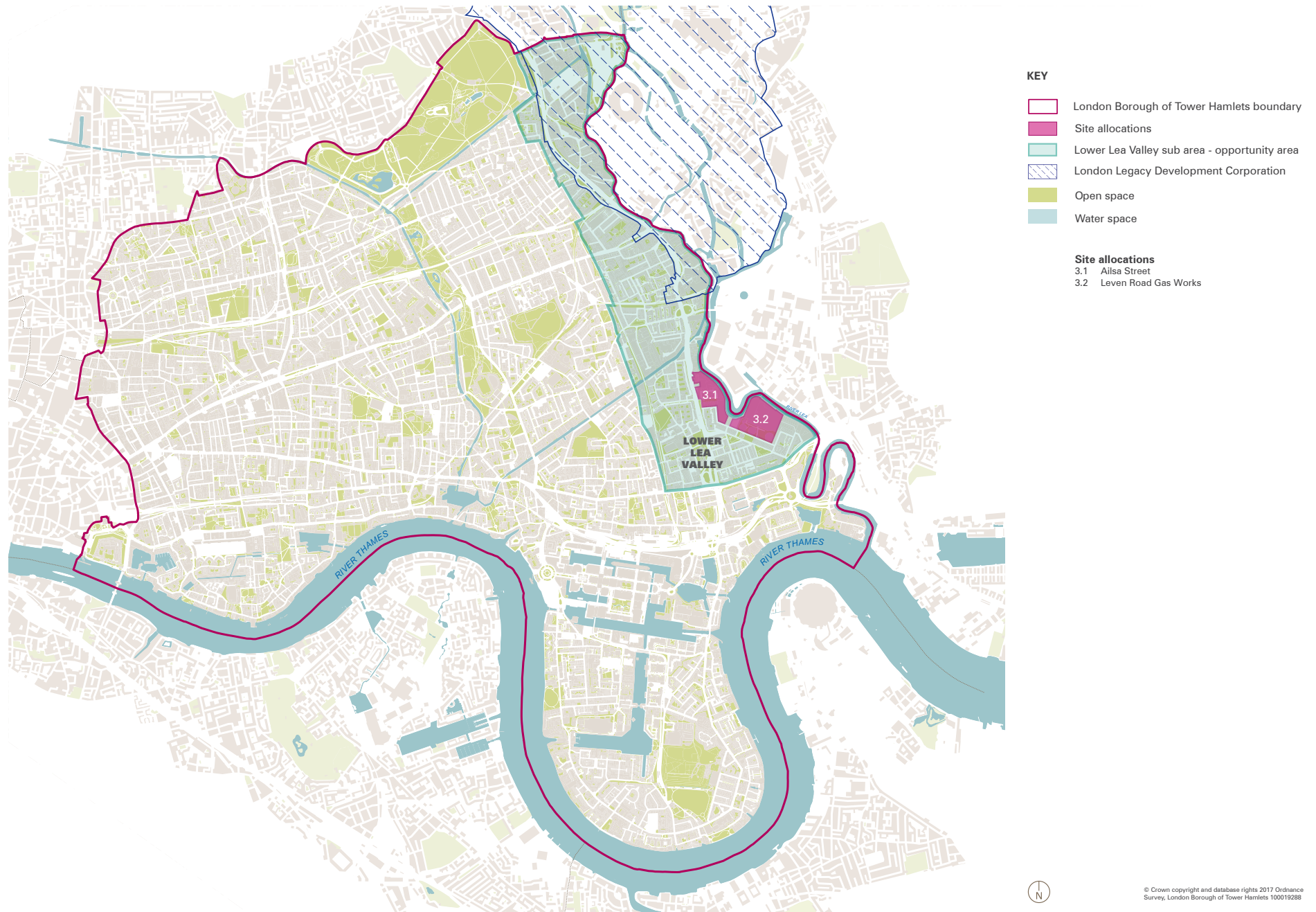
Site allocations

20.8 The site allocations for the Lower Lea Valley sub-area are:

- 3.1: Ailsa Street
- 3.2: Leven Road Gas Works

20.9 The land use, infrastructure and design requirements for each site allocation are set out in the following profiles.

Figure 33: Lower Lea Valley site allocations



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3.1: Ailsa Street

Design principles

Development will be expected to:

- a. respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment
- b. protect or enhance and integrate heritage assets on site, including Poplar public library and Bromley Hall, and in the surrounding areas
- c. mitigate the impact of noise and air pollution generated by the A12, with a green buffer and/or alternative mitigation measures
- d. step back from the River Lea to avoid excessive overshadowing and provide active frontage on the riverside
- e. improve walking and cycling connections to, from and within the site - specifically to and along the River Lea to Bromley-by-Bow District Centre, Aberfeldy Neighbourhood Centre and to Langdon Park DLR station. These should align with the existing urban grain to support permeability and legibility
- f. integrate the site with the green grid route to assist with activating the riverside and improve access to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park
- g. provide an active and well-defined street frontage along Lochnagar Street, and create a stronger east-west link between the River Lea and the Langdon Park DLR station
- h. improve riverside accessibility and provide amenity in the form of consolidated publicly accessible open space
- i. improve biodiversity and ecology along the water edges and within open spaces
- j. improve the quality of and create a positive sense of place in the form of an active square at the corner of the A12 and Lochnagar Street
- k. provide and secure the necessary land to facilitate the delivery of a new bridge over the River Lea, and

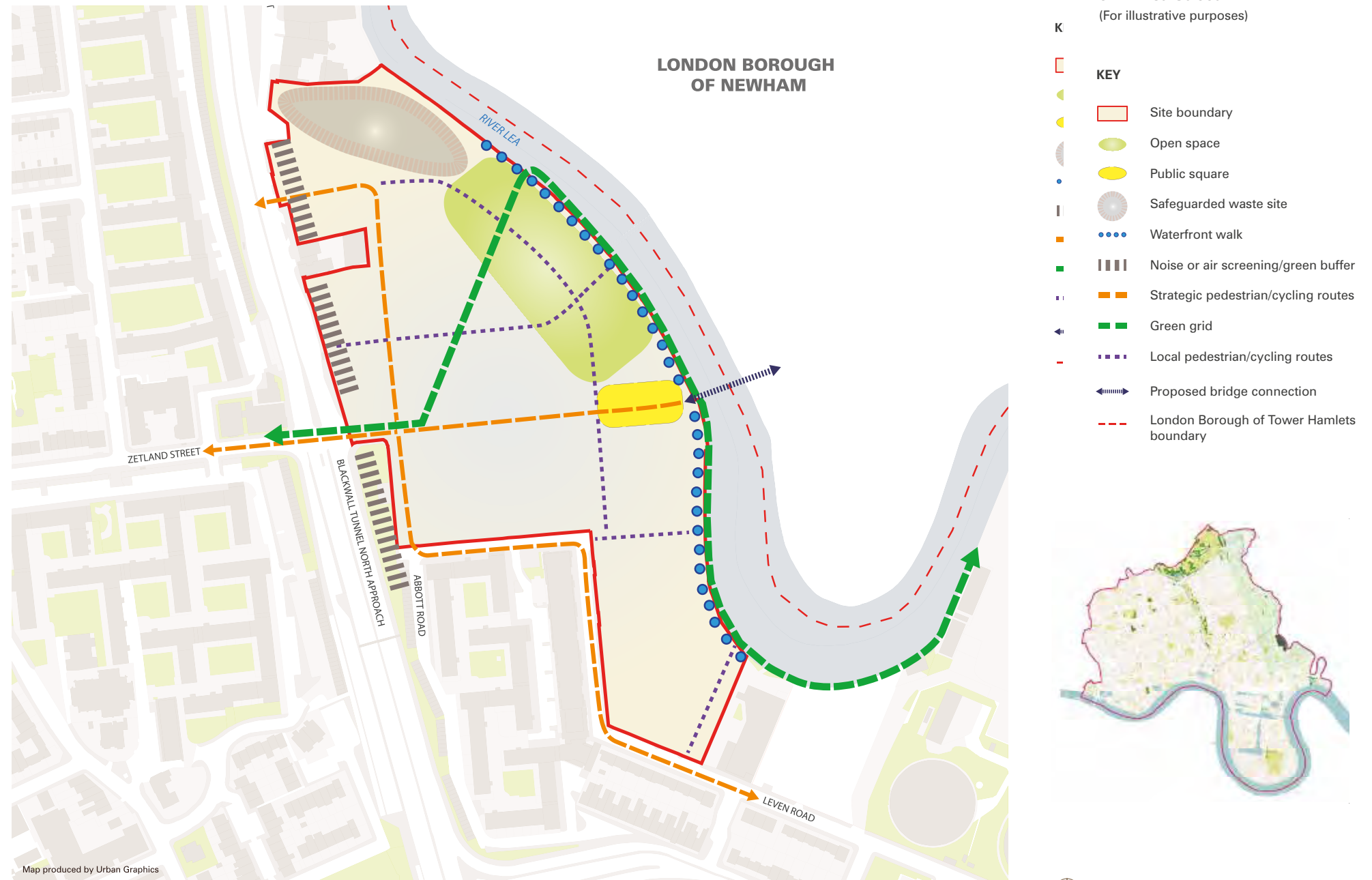
- l. facilitate a new or extended bus route through the site to enhance access to public transport.

Delivery considerations

- a. Effective engagement between landowners, developers and leaseholders is needed to facilitate potential land assembly and comprehensive redevelopment.
- b. The construction and operation of a waste management facility on the safeguarded site will need to accord with Policy S.MW1.
- c. Access to public transport and delivery of a walking and cycling bridge across the River Lea will need to be improved in line with the phasing of development and in coordination with the London Borough of Newham.
- d. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.

Address	Ailsa Street
Size (hectares)	5.76
Public transport accessibility levels	1a-3 (2015), 1a-3 (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none">● Housing● Employment: Provision of employment numbers through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail.● Retention of the safeguarded waste site
Infrastructure requirements	<ul style="list-style-type: none">● Small open space (minimum of 0.4 hectares)● Primary school

Figure 34: Ailsa Street





3.2: Leven Road Gas Works

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 and its riverside location. 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
- b. retain and reuse parts of the dismantled gas holder no. 1 within the future development
- c. reflect the industrial heritage of the site through measures such as, but not limited to, public art, landscaping and building design
- d. step back from the River Lea to avoid excessive overshadowing and enable activation of the riverside
- e. maximise the provision of family homes
- f. consider opportunities to provide bespoke waste collection (e.g. underground waste systems)
- g. ensure the open space is designed and usable for sport and recreation and located adjacent to the River Lea, featuring the Leaway and water spaces. It should meet the minimum size of one hectare
- h. improve walking and cycling connections to, from within the site - specifically to link with the River Lea Park walk, Aberfeldy Neighbourhood Centre to Langdon Park DLR station and East India DLR station
- i. improve public realm with active site edges, specifically along Leven Road
- j. integrate the site with the green grid route to assist with activating the riverside and improve access from the open space to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park
- k. provide safe pedestrian and cycling access to the secondary school
- l. improve biodiversity and ecology along the water edges and within open spaces
- m. safeguard land within the site to facilitate the delivery of new crossing(s) 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, and
- n. facilitate a new or extended bus route to serve the site to enhance access to public transport.

Delivery considerations

- a. 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.
- b. Access to public transport and pedestrian and cycle connectivity across the River Lea will need to be improved in line with the phasing of development and in coordination with London Borough of Newham.
- c. Open space should be delivered in the earliest phase of development.
- d. Prior to demolition, the gasholders on the site did 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 flood mitigation and adaptation measures in the borough's Strategic Flood Risk Assessment and sequential test and the Thames Estuary 2100 Plan.
- 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	Leven Road
Size (hectares)	8.56
Public transport accessibility levels	0-2 (2015), 0-2 (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none"> ● Housing ● Employment: Provision of new employment floorspace through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail.
Infrastructure requirements	<ul style="list-style-type: none"> ● Strategic open space (minimum of 1 hectare) ● Secondary school

Figure 35: Leven Road



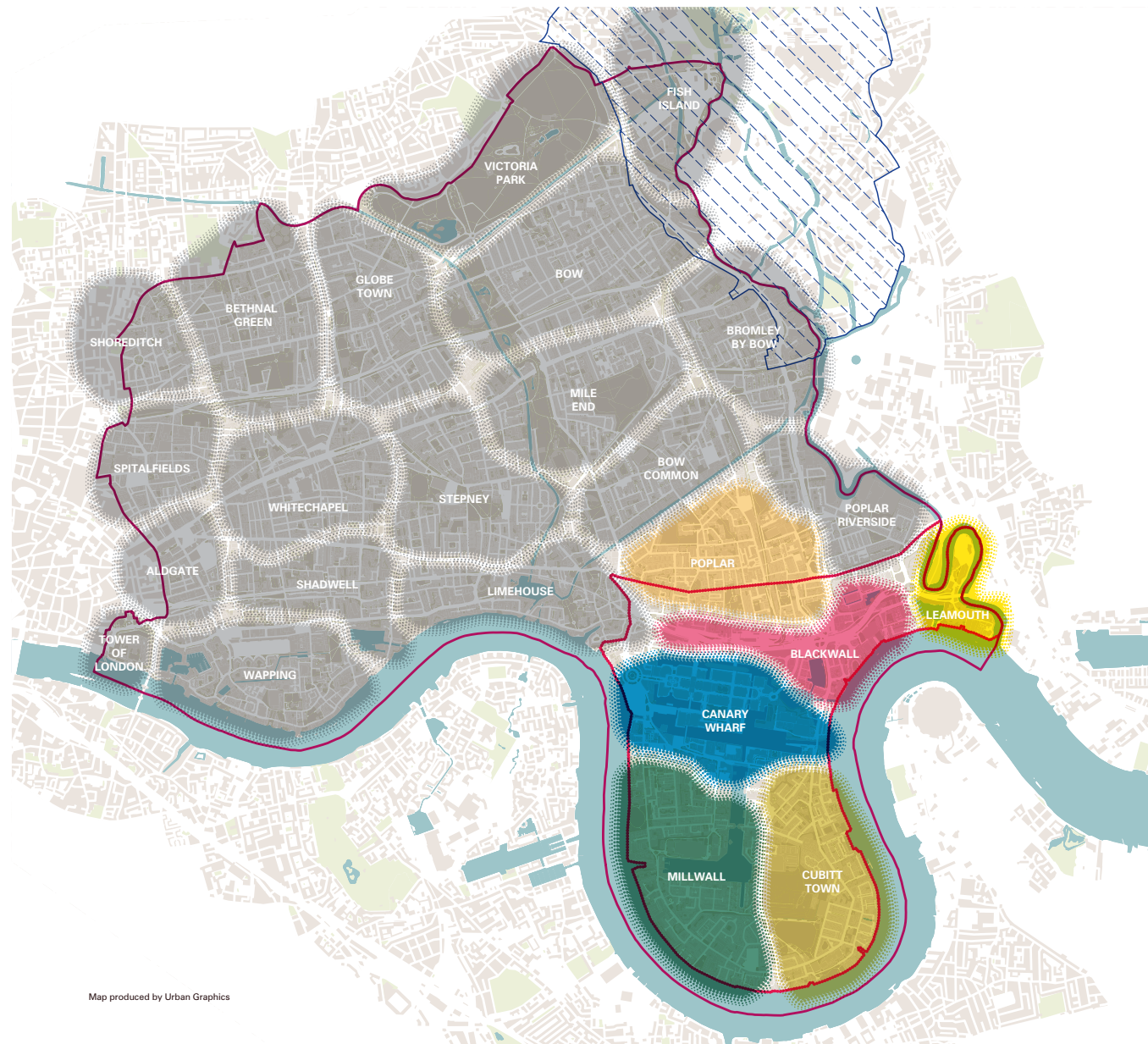
21. Sub-area 4: Isle of Dogs and South Poplar

Location

21.1 The Isle of Dogs and South Poplar sub-area is located to the south-east of the borough, bounded by the River Thames to the south, River Lea and the London Borough of Newham to the east, and East India Dock Road to the north.

21.2 The sub-area falls within the London's Plan's Isle of Dogs and South Poplar opportunity area.

21.3 The sub-area is a collection of vibrant and distinctive town centres, employment hubs, transport interchanges and residential areas. The sub-area comprises eight distinct character places (see Figure 36). The Tower Hamlets Urban Structure and Characterisation Study provides further information on the key elements of the local character of each place.

Figure 36: Character places in the Isle of Dogs and South Poplar

Vision for Isle of Dogs and South Poplar

By 2031, the Isle of Dogs and South Poplar will have a cohesive mix of housing, employment and leisure uses within distinctive, inclusive and vibrant neighbourhoods, which have a strong sense of place.

South Poplar will be integrated with neighbouring areas in the Isle of Dogs, capitalising on the opportunities in Canary Wharf and Blackwall. New development at Canary Wharf will reinforce and strengthen its role as a global business centre. There will be additional local employment opportunities in South Poplar and Isle of Dogs to support a range of flexible start-ups and small-to-medium enterprises.

Development will be of exemplary quality and capable of accommodating densities to support sustainable places and reinforce local character, where appropriate. This will result in a greener and more attractive living and working environment, befitting the waterfront setting.

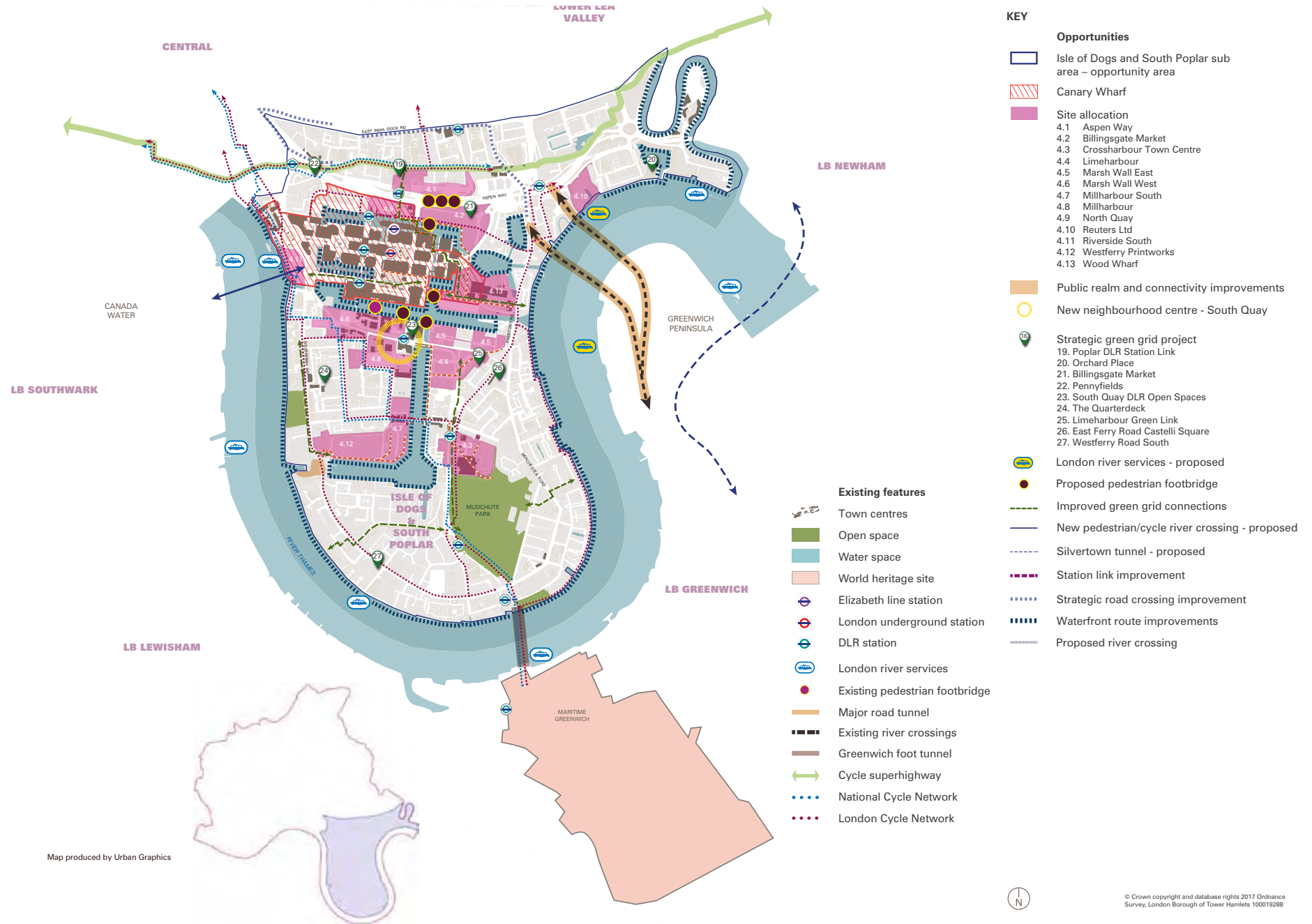
Canary Wharf will achieve re-designation to a Metropolitan Centre in the town centre hierarchy. Redevelopment of sites will also support revitalised town centres (including new neighbourhood centres at South Quay and London City Island) and a range of functions, such as community facilities and play spaces.

The opening of the Elizabeth line will facilitate the provision of new homes and jobs to serve both existing and future communities. New and enhanced connections across strategic roads, docks and the River Thames, together with public realm improvements, will enhance walking and cycling across the area. Further improvements to the sustainable transport network (including enhancements to the Docklands Light Railway and river-based services) will allow people to better access jobs, services and visitor attractions.

21.4 To achieve this vision, our objectives are to:

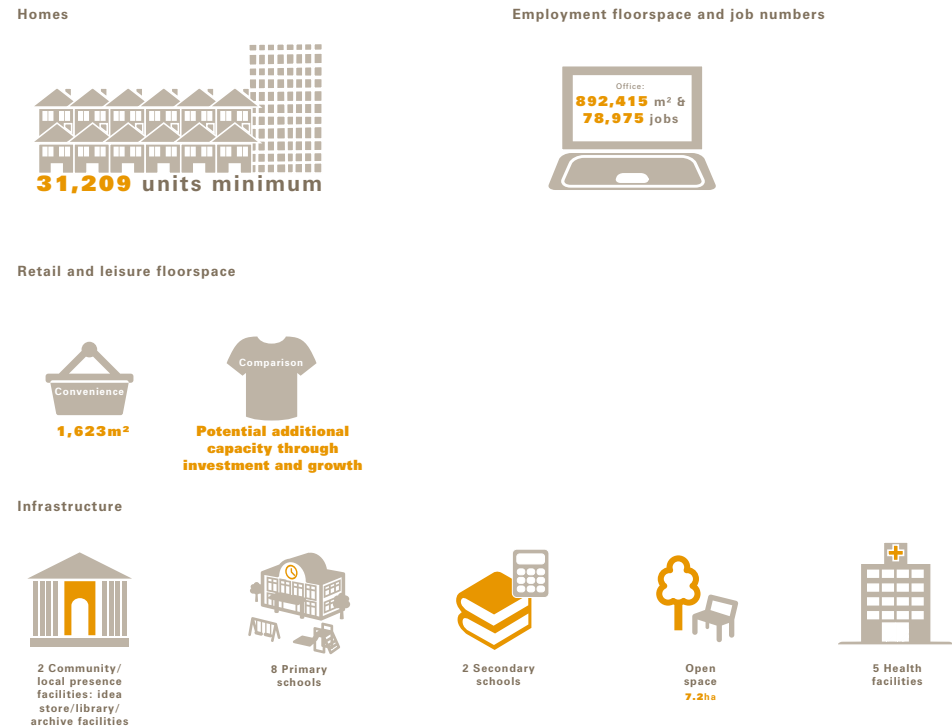
- a. Support the delivery of high quality interconnected places which respond to local heritage assets and the area's distinctive character
- b. Address severance across the area and to surrounding areas through connectivity enhancements as well as new linkages over the waterways and road network
- c. Manage development intensification and associated impacts on the environment and existing communities
- d. Support vibrant and mixed town centres through enhancing the office employment offer in Canary Wharf as well as a range of flexible small-to-medium enterprises in surrounding areas
- e. Deliver new and improved open and water spaces, which are accessible and well integrated into new development
- f. Improve the transport network and secure the necessary strategic and local infrastructure, such as schools, health and community facilities.

Figure 37: Vision for Isle of Dogs and South Poplar



Development potential

21.5 By 2031, development within the Isle of Dogs and South Poplar will be required to accommodate the following uses to meet the future needs of the borough⁸⁴.



84 Development potential figures are indicative and should not represent a ceiling on new development. They are derived from the housing trajectory (see Appendix 7), the Employment Land Review and Town Centre Retail Capacity Study.

Delivering sustainable places: Isle of Dogs and South Poplar sub-area development

21.6 In line with Policy S.SG1, all development in the Isle of Dogs and South Poplar sub-area will seek to deliver the following.

Creating attractive and distinctive places

1. Reinforce or complement the local historic distinctiveness to create a sense of place that responds positively to the waterways, views, the setting and significance of existing buildings, streetscape and the wider context, including character and heritage assets.
2. Deliver massing in a varied but coherent manner that provides defined and engaging streets and spaces, while maximising levels of natural light and a transition in scale from surrounding areas.
3. Address the setting of taller buildings at street level with urban block structures comprising podiums and plinths to ensure a sense of human scale and clear street pattern that defines and improves routes and spaces.
4. Deliver a well-defined urban block pattern with active frontages focusing on non-residential uses facing onto primary routes including Marsh Wall, Millharbour, Limeharbour, docksides and public open spaces, with clear distinctions between public, communal and private spaces.

Meeting housing needs

5. Deliver a range of housing typologies to include town houses, flats, maisonettes, and duplexes, with high quality and well-defined private amenity space, including winter gardens that are separated from the main house.
6. Provide wheelchair accessible and family housing with generous floor space and well-designed private amenity space on the lower levels to enable ease of access to street level.

Delivering economic growth

7. Protect existing and direct new large office employment floorspace to Canary Wharf (preferred office locations) to maintain its role and function, benefiting from improved access via the new Elizabeth line.
8. Provide a range of flexible and affordable employment space around Marsh Wall, Poplar High Street, Blackwall (local employment location) and Leamouth to support the growth of small-to-medium enterprises as well as supporting services (e.g. childcare space) to help break down barriers to employment.

Revitalising our town centres

9. Support the re-designation of Canary Wharf to a Metropolitan Centre in the London Plan and promote the expansion of retail, leisure and complementary commercial employment provision to support its continued role as a higher order town centre.
10. Strengthen the role and function of Crossharbour as a district centre by creating a 'high street' environment along Pepper Street, focusing food and leisure around Glengall Bridge with community uses within the Crossharbour Town Centre site allocation (4.3).

11. Facilitate the provision of new neighbourhood centres at South Quay and London City Island, with ground floor active retail units along key routes, and support the convenience needs of the emerging community.

Protecting and managing our environment

12. Support the expansion of the borough's energy network by exploring the potential of creating a district heating centre at Canary Wharf.
13. Improve the ecology of the area and ensure an overall net gain in biodiversity.
14. Support the provision of innovative waste management and recycling storage and collection systems.
15. Improve air quality and reduce exposure to poor air quality.

Enhancing open spaces and water spaces

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 improvements to Millwall Outer Dock Slipway to increase the usability of this existing open space.
17. Improve the green grid network through the greening of facades, provision of green features, such as trees, green walls and planters, particularly at Poplar DLR station, Orchard Place, East India Dock Basin, Billingsgate Market, West India Dock, Canary Wharf, Quarterdeck, Limeharbour and along East Ferry Road and Westferry Road.
18. Create a series of smaller open spaces, particularly around South Quay station.

Improving connectivity and travel choice

19. Overcome barriers to movement, particularly across the A13, Aspen Way and the waterways to ensure existing and new communities across the sub-area are integrated via a network of new and improved strategic and local connections, including the promotion of walking, cycling and the use of public transport.
20. Ensure a continuous and vibrant publicly accessible riverside walkway along the Thames Path, linking Greenwich to the River Lea Park.
21. Optimise the efficiency of freight and waste collection services, including onsite consolidation centres and support the reuse of Orchard Wharf to facilitate freight services.
22. Support the extension of river services: a new pier at Canary Wharf East and additional crossings between Leamouth and Canning Town and between Canary Wharf and Canada Water to meet immediate demand for these connections to the surrounding area.

Relevant links

21.7 A number of planning policy documents are particularly relevant to this area (e.g. Isle of Dogs Opportunity Area Planning Framework) and should be considered alongside the guidance in this section.

Site allocations

21.8 The site allocations for the Isle of Dogs and South Poplar sub-area are:

- 4.1: Aspen Way
- 4.2: Billingsgate Market
- 4.3: Crossharbour Town Centre
- 4.4: Limeharbour
- 4.5: Marsh Wall East
- 4.6: Marsh Wall West
- 4.7: Millharbour South
- 4.8: Millharbour
- 4.9: North Quay
- 4.10: Reuters Ltd
- 4.11: Riverside South
- 4.12: Westferry Printworks
- 4.13: Wood Wharf

21.9 The land use, infrastructure and design requirements for each site allocation are set out in the following profiles.

4.1: Aspen Way

Design principles

Development will be expected to:

- a. respond positively to the existing historic 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
- b. protect or enhance heritage assets on site and in the surrounding areas, including the grade II listed college building situated along the northern boundary
- c. restore and/or enhance connections between neighbouring site allocations and ensure the streetscape and the wider context, including design and character are addressed
- d. maximise the provision of family homes
- e. address the physical barriers and poor connectivity created by Aspen Way, with new and improved walking and cycling routes. This could be facilitated through the provision of new bridges or decking across Aspen Way connecting the site to Billingsgate Market
- f. integrate the site with the green grid route along Poplar High Street
- g. improve the quality of spaces around and between buildings and movement through the area
- h. strengthen walking and cycling connections to Poplar DLR station, Poplar High Street, East India Dock Road and Canary Wharf station
- i. address the environmental impacts of Aspen Way with a green buffer and/or alternative mitigation measures, and
- j. create a positive sense of place with a public square and public green open space that integrates north-south links and Poplar DLR station.

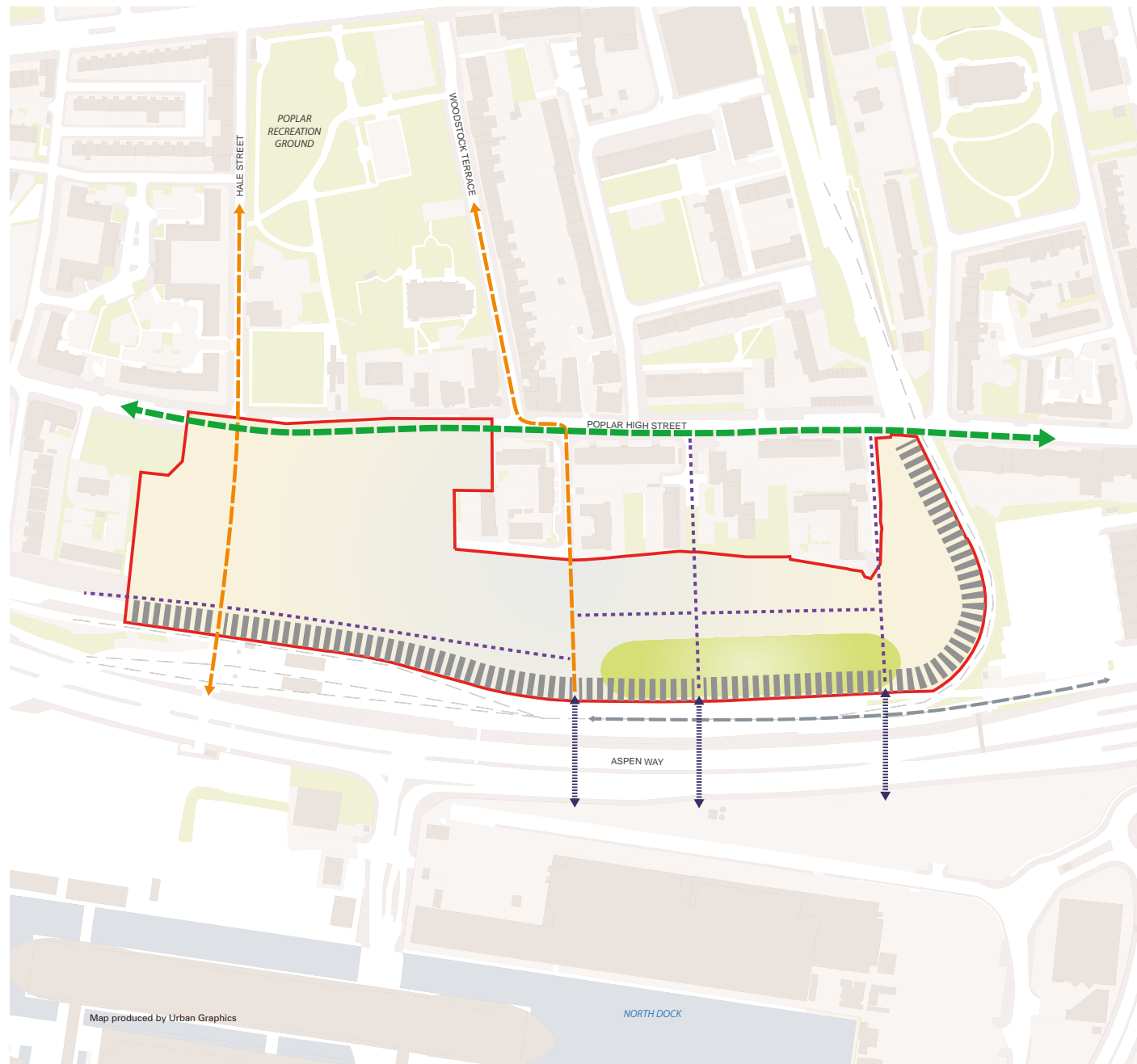
Delivery considerations

- a. Development should enable the continued use of the existing depot.
- b. Landowners in the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally through a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.
- c. Development of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf.
- d. Development should support aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.
- e. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.

Address	Aspen Way
Size (hectares)	6.10
Public transport accessibility levels	3-5 , 3-6a (2021)* , 3-6a (by 2031)
Flood zone(s)	3a
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)● College (re-provision)● Community centre and associated football pitches (re-provision)● Re-provision of DLR depot (Transport for London)● Improvement and enhancement of existing pedestrian bridge over Aspen Way and routes to it

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

Figure 39: Aspen Way



4.1: Aspen Way

(For illustrative purposes)

KEY

- Site boundary
- Open space
- Noise or air screening/green buffer
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes
- Proposed bridge connection
- Rail viaduct



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4.2: Billingsgate Market

Design principles

Development will be expected to:

- a. respond positively to the existing character of the surrounding built environment, particularly the dockside, and the existing residential developments on the eastern side of Trafalgar Way
- b. restore and/or enhance connections between neighbouring strategic site allocations and ensure the streetscape and the wider context, including design and character, are addressed
- c. protect or enhance the statutory listed accumulator tower
- d. improve walking and cycling connections to, from and within the site, particularly with a new east to west cycle route through the site. Walking and cycling routes should specifically address the barrier of Aspen Way and integrate the site with Poplar to the north; North Quay and Canary Wharf Elizabeth line station; and to the wider area. These routes should align with the existing urban grain to support permeability and legibility
- e. improve biodiversity and ecology along the water edges and within open spaces
- f. improve public realm to address the severance caused by Trafalgar Way
- g. enhance legibility and have a clear distinction between public and private spaces, by way of improving public realm particularly along the dockside, providing a continuous walkway with supporting active ground floor uses and frontages
- h. address the environmental impacts of Aspen Way with a green buffer and/or alternative mitigation measures
- i. prevent excessive overshadowing and enable activation of the dockside by stepping back development from West India Dock, and
- j. maximise accessibility to the waterside and enhance its setting.

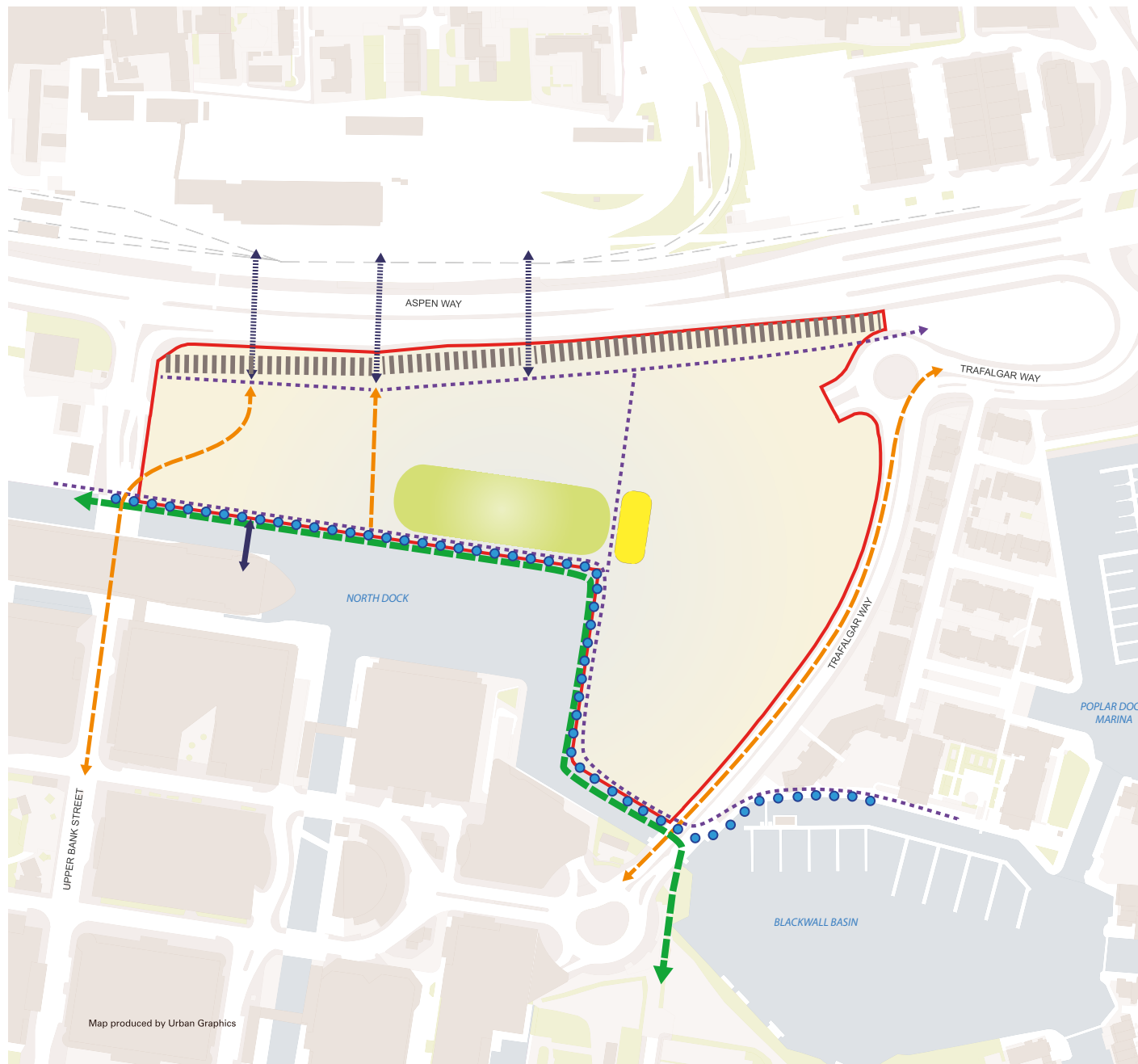
Delivery considerations

- a. The operations of Billingsgate Market should be appropriately re-provided at a suitable location within London.
- b. Landowners within the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally though a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.
- c. Development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.
- d. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.
- e. An assessment should be carried out to understand the potential contamination on site prior to any development taking place.
- f. Development of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf.

Address	Trafalgar Way
Size (hectares)	5.74
Public transport accessibility levels	4-6a (2021)*, 4-6a (by 2031)
Flood zone(s)	2-3a
Land use requirements	<ul style="list-style-type: none">● Employment: Preferred Office Location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail.● Housing
Infrastructure requirements	<ul style="list-style-type: none">● Small open space (minimum of 0.4 hectares)● Secondary school

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

Figure 40: Billingsgate Market



4.2: Billingsgate Market

(For illustrative purposes)

KEY

- Site boundary
- Open space
- Public square
- Waterfront walk
- Noise or air screening/green buffer
- — — — Strategic pedestrian/cycling routes
- — — — Green grid
- - - - Local pedestrian/cycling routes
- ↔ Existing bridge connection
- ↔ Proposed bridge connection



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4.3: Crossharbour Town Centre

Design principles

Development will be expected to:

- a. create a new town centre with an anchor supermarket and a range of retail, leisure and community uses with sizes which can support independent providers. Retail streets and other routes should provide active frontages
- b. respond positively to the existing character of the surrounding built environment, 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
- c. reinforce and complement local distinctiveness and create a positive sense of place with the provision of a new public square in the centre that is framed by the development
- d. integrate the development into the green grid route
- e. protect or enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets
- f. improve biodiversity and ecology within open space and green infrastructure
- g. improve walking and cycling connections to, from and across the site to establish connections to the new public square, Crossharbour DLR station and Mudchute Park. These routes should acknowledge the existing urban grain to support permeability and legibility
- h. secure the provision of a bus interchange which should be incorporated into the redevelopment of the site, and
- i. improve public realm with active site edges, specifically along East Ferry Road and adjacent to Mudchute Park.

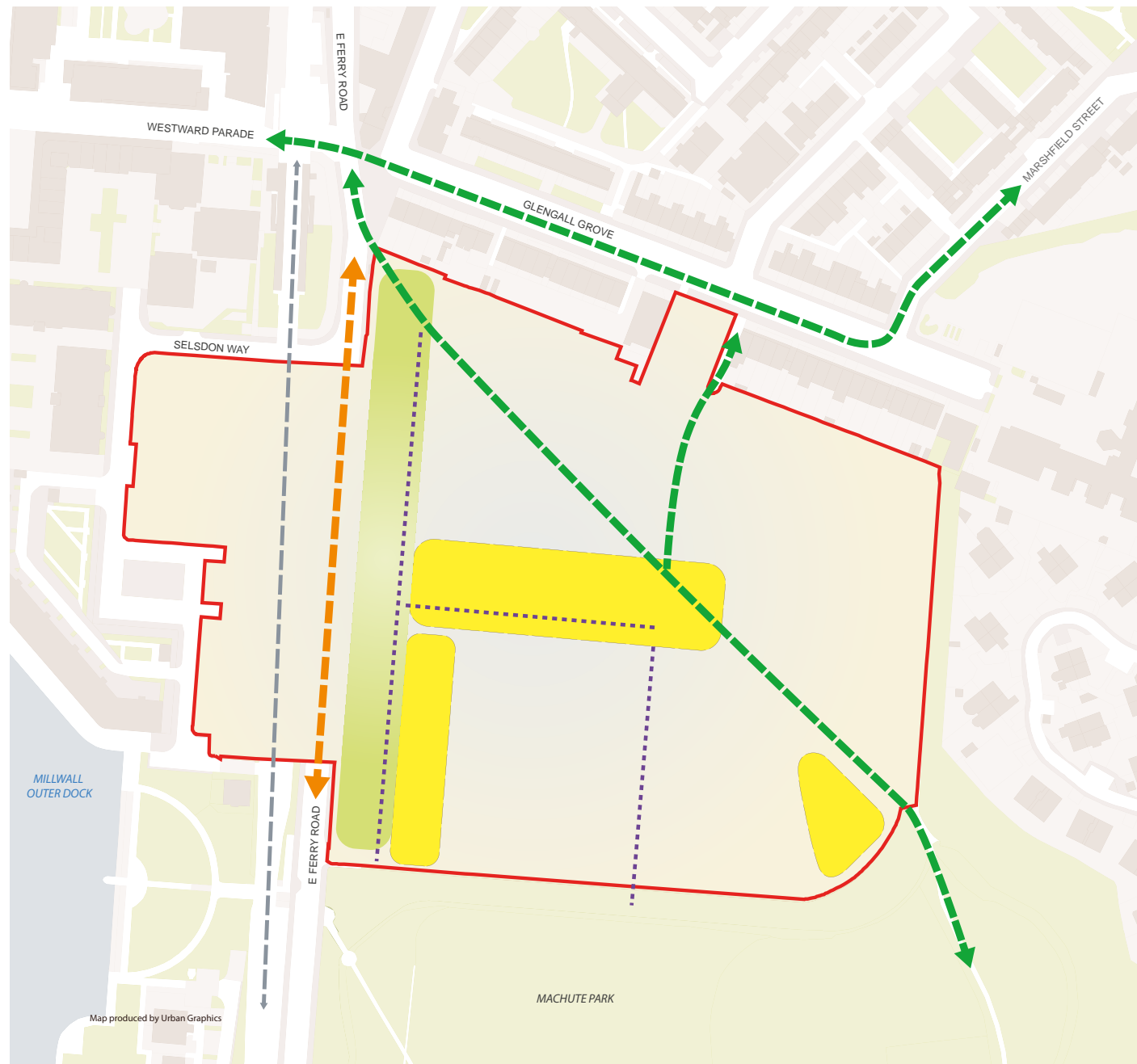
Delivery considerations

- a. The health centre and community facility should be re-provided in association with the new community/local presence facility.
- b. A new supermarket should be provided before the existing supermarket is redeveloped to ensure a continued service for local people.
- c. Delivery of new routes and the public square should be prioritised within the phasing timetable.
- d. Development should connect or demonstrate potential to connect to the Barkantine energy centre to help expand the local energy network.
- e. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.

Address	East Ferry Road
Size (hectares)	4.89
Public transport accessibility levels	1b-5 (2015), 1b-5 (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none"> ● Redevelopment of the district centre providing retail floorspace and other compatible uses*. ● Housing
Infrastructure requirements	<ul style="list-style-type: none"> ● Primary school ● Community/local presence facility ● Health facility (re-provision and expansion)

*Please note: part of the site allocation lies outside of the district centre boundary.

Figure 41: Crossharbour Town Centre

4.3: Crossharbour Town Centre
(For illustrative purposes)

KEY

- Site boundary
- Open space
- Public square
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes
- Rail viaduct



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4.4: Limeharbour

Design principles

Development will be expected to:

- a. provide an appropriate transition in building heights and generous spacing between buildings, in order to respect the existing character, specifically its dockside location and the surrounding low to mid-rise built environment of Cubitt Town to the south-east
- b. create a series of buildings scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall and Limeharbour
- c. protect or enhance the setting of heritage assets in and around the area, including the historic docks and the setting of the Maritime Greenwich world heritage site to the south
- d. create a legible, permeable and well-defined movement network through the site, centred on Millwall and Marsh Wall connected to the surrounding existing street network and docksides, with a new bridge crossing to the north
- e. integrate buildings with improved public realm and ensure development is stepped back from the docksides with fully accessible active frontages
- f. maximise the provision of family homes
- g. improve walking and cycling connections to, from and within the site – specifically between Oakland Quay and Limeharbour; Limeharbour and East Ferry Road; and between the dock sides, Canary Wharf Major Centre and Mudchute Park. These routes should align with the existing urban grain to support permeability and legibility
- h. improve biodiversity and ecology along the water edges and within open spaces

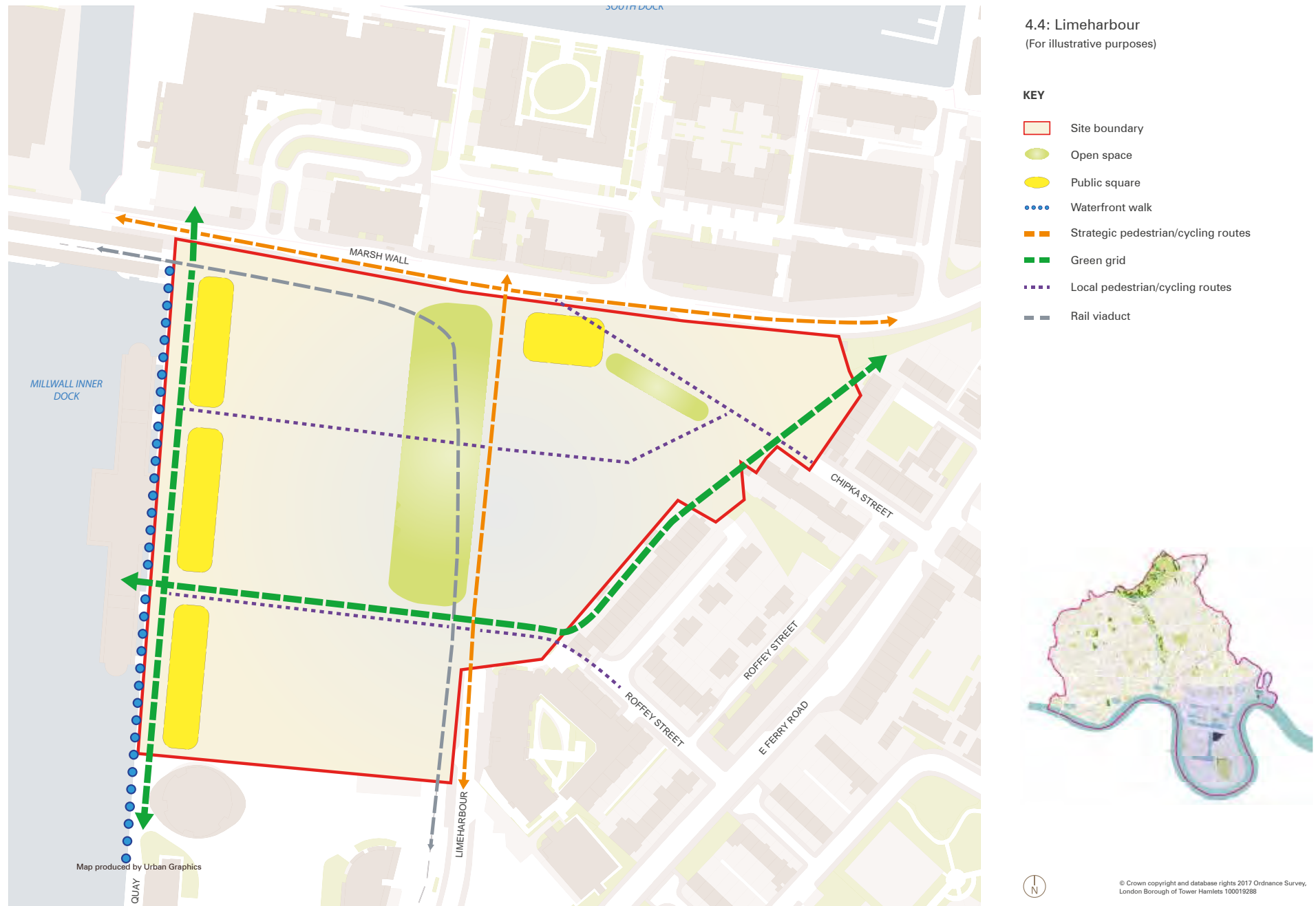
- i. provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid
- j. improve the quality of and create a positive sense of place with an arrival point in the form of an active square at the corner of Marsh Wall and Limeharbour, and
- k. provide well defined public green open space or public squares with active building frontages around the DLR viaduct. The open space should be well integrated into the development.

Delivery considerations

- a. Development should accord with the design principles set out in the latest supplementary guidance for South Quay.
- b. Development should connect or demonstrate potential to connect to the Barkantine energy centre to help expand the local energy network.
- c. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.

Address	Limeharbour
Size (hectares)	4.87
Public transport accessibility levels	3-4 (2015), 3-4 (by 2031)
Flood zone(s)	3a
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)● Primary school

Figure 42: Limeharbour



4.5: Marsh Wall East

Design principles

Development will be expected to:

- a. maintain the existing block structure whilst respecting its dockside location and surrounding built environment (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)
- b. create a series of building scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall and Limeharbour
- c. protect or enhance the setting of heritage assets in and around the area, including the historic docks and the setting of the Maritime Greenwich world heritage site to the south
- d. create a legible, permeable and well-defined movement network through the site, centred on Millwall and Marsh Wall connecting to the surrounding existing street network and docksides
- e. integrate tall buildings with improved public realm and ensure development steps back from the docksides with fully accessible active frontages
- f. improve walking and cycling connections to, from and within the site, specifically to the dock sides, Canary Wharf Major Centre and Mudchute Park. These routes should align with the existing urban grain to support permeability and legibility
- g. improve biodiversity and ecology along the water edges and within open spaces
- h. provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid
- i. improve the quality of, and create a positive sense of place with an arrival point in the form of an active square at, the corner of Marsh

Wall and Limeharbour, and

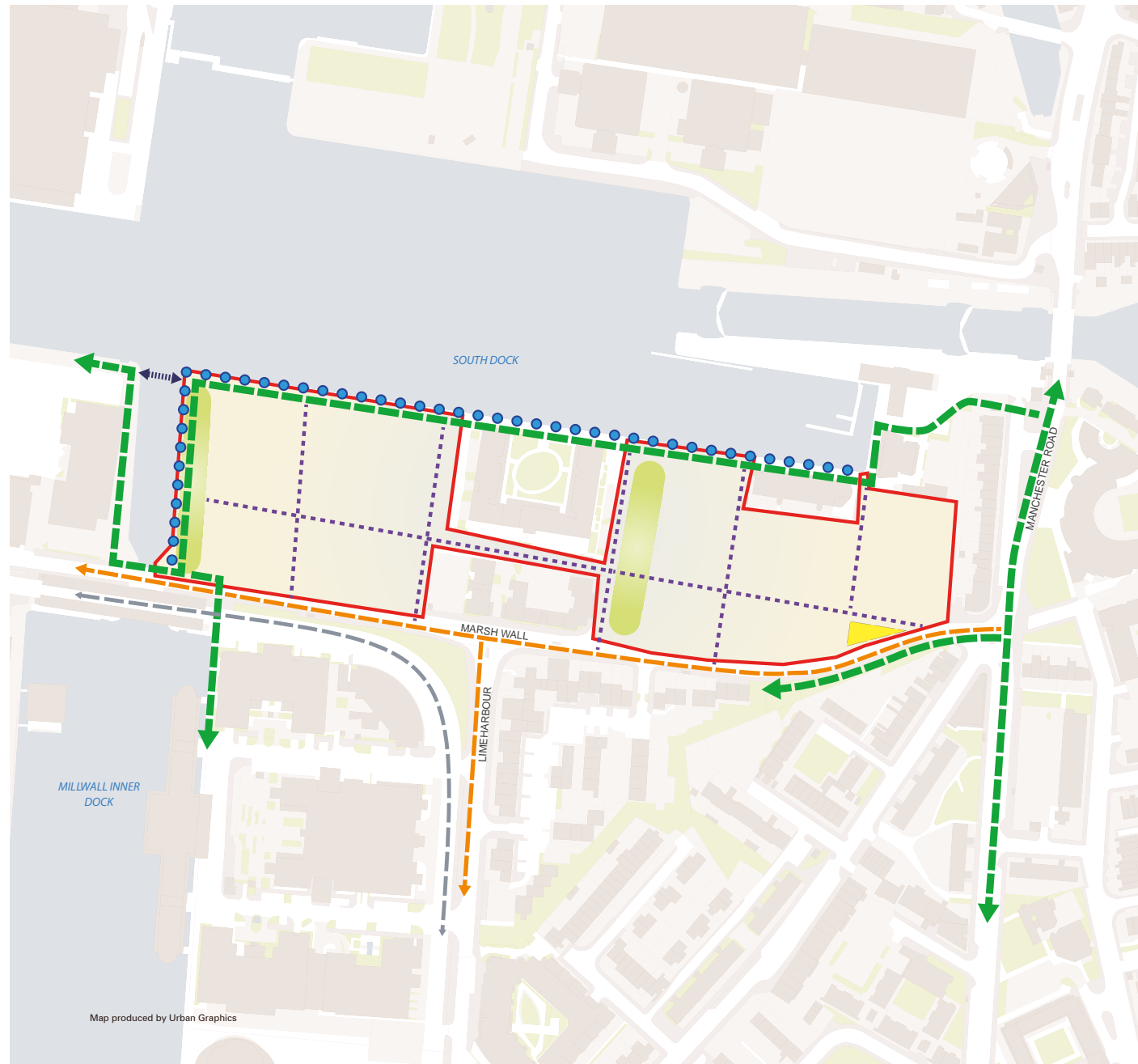
- j. provide well-defined public green open space, particularly along the South Dock waterfront and public squares with active building frontages. The open space should be well integrated into the development.

Delivery considerations

- a. Development should accord with the design principles set out in the latest supplementary guidance for South Quay.
- b. Effective engagement between landowners and developers will be required to facilitate comprehensive development.
- c. Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth.
- d. Development should connect to or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.
- e. Development should accord with flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and sequential test.

Address	Marsh Wall
Size (hectares)	3.42
Public transport accessibility levels	3- 4 (2015), 3-4 (by 2031)
Flood zone(s)	2-3a
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">● Small open space (minimum of 0.4 hectares)● Primary school● Health facility

Figure 43: Marsh Wall East

4.5: Marsh Wall East
(For illustrative purposes)**KEY**

- Site boundary
- Open space
- Public square
- Waterfront walk
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes
- Rail viaduct
- Proposed bridge connection



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4.6: Marsh Wall West

Design principles

Development will be expected to:

- a. provide appropriate building heights, whilst positively complementing the existing character, specifically its dockside location and surrounding built environment, particularly the lower rise buildings of Millwall to the south-west
- b. create a series of building scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall
- c. improve biodiversity and ecology along the water edges and within open spaces
- d. protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets, including the historic dockside promenade
- e. prevent excessive overshadowing of the riverside and enable activation of the waterfront by ensuring development is stepped back
- f. integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker’s Road, Millharbour and the edges of South Dock and Millwall Inner Dock
- g. create a legible, permeable and well-defined movement network, centred on Millharbour and Marsh Wall
- h. incorporate active frontages to surrounding streets and spaces, including the waterside and accessible high quality public space along the entire dockside
- i. improve and enhance walking and cycling connections to, from and within the site, and provide legible and pedestrian friendly connections between Marsh Wall and South Quay Walk, particularly from Mastmaker Road to the South Quay footbridge and from

Millharbour through a newly proposed footbridge to Upper Bank Street , and

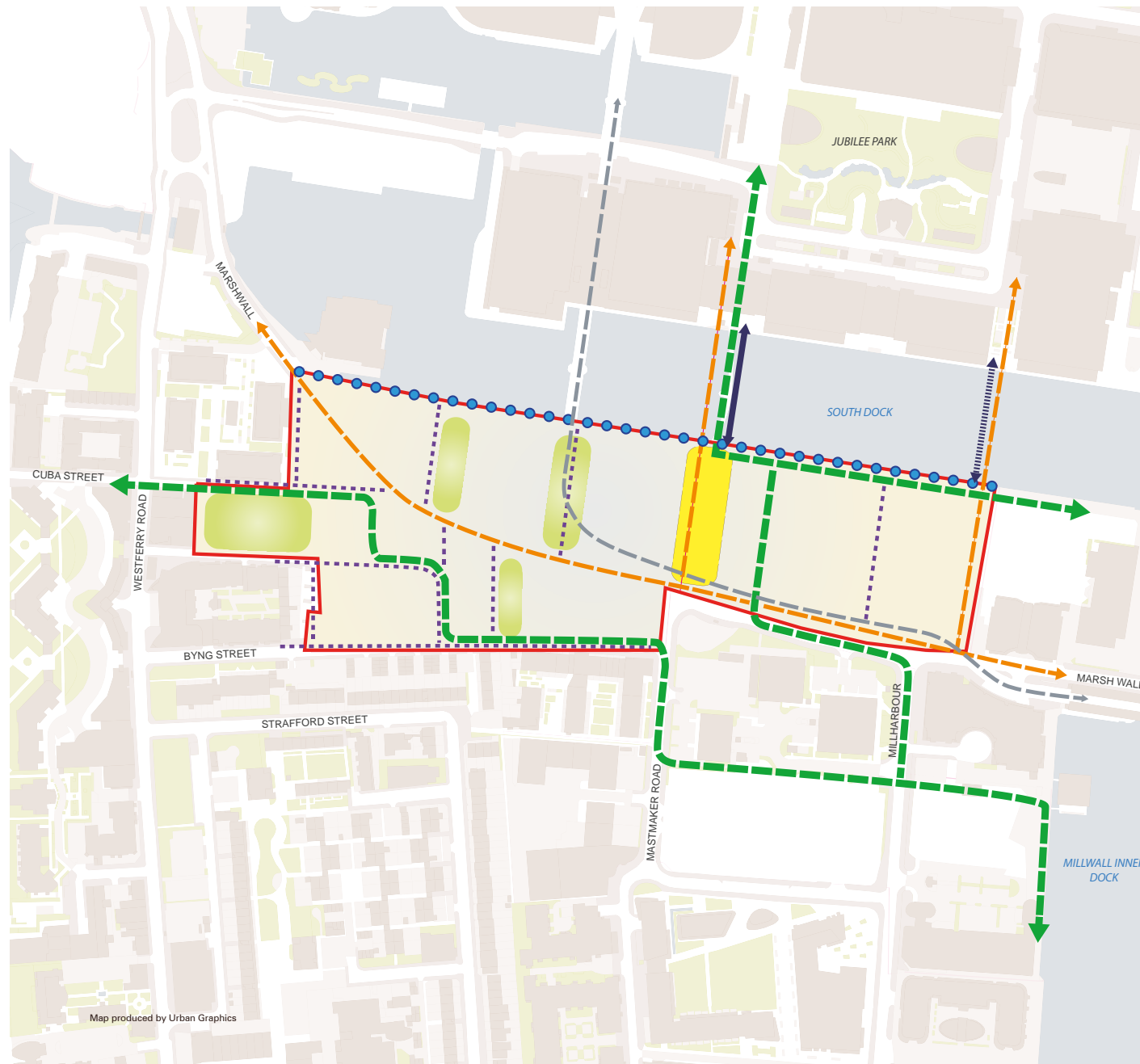
- j. create the open spaces around the DLR that should be well defined by public green space or public squares and active building frontages.

Delivery considerations

- a. Development should accord with the design principles set out in the latest supplementary guidance for South Quay.
- b. Effective engagement between landowners and developers will be required to facilitate comprehensive development. This will potentially require land assembly and a strong partnership approach to bring forward developments on a joint basis.
- c. Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth.
- d. Development should connect to or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.
- e. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.

Address	Marsh Wall
Size (hectares)	6.39
Public transport accessibility levels	4 (2015), 4-5 (2031)
Flood zone(s)	3a
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">● Small open space (minimum of 0.4 hectares)● Primary school● Health facility

Figure 44: Marsh Wall West

4.6: Marsh Wall West
(For illustrative purposes)

KEY

- Site boundary
- Open space
- Public square
- Waterfront walk
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes
- Rail viaduct
- Existing bridge connection
- Proposed bridge connection



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4.7: Millharbour South

Design principles

Development will be expected to:

- a. respond positively to the surrounding built environment and its dockside location; specifically, it should step down from Marsh Wall to the smaller scale residential areas south of Millwall Dock and enable visual permeability between Millharbour and Millwall Inner Dock
- b. protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets, including the historic dockside promenade
- c. protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront
- d. improve biodiversity and ecology along the water edges and within open spaces
- e. prevent excessive overshadowing and enable activation of the riverside by ensuring development is stepped back from the waterside
- f. integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker’s Road, Millharbour and the edges of South Dock and Millwall Inner Dock
- g. create a legible, permeable and well-defined movement network, centred on Millharbour, Pepper Street and the dockside
- h. reinforce and complement local distinctiveness and create a positive sense of place along Pepper Street by supporting a mix of uses
- i. incorporate active frontages to surrounding streets and spaces (including the waterside) and accessible, high quality public space along the entire dockside
- j. improve and enhance walking and cycling connections to, from and within the site, and provide legible and pedestrian friendly connections across Glengall Bridge, and

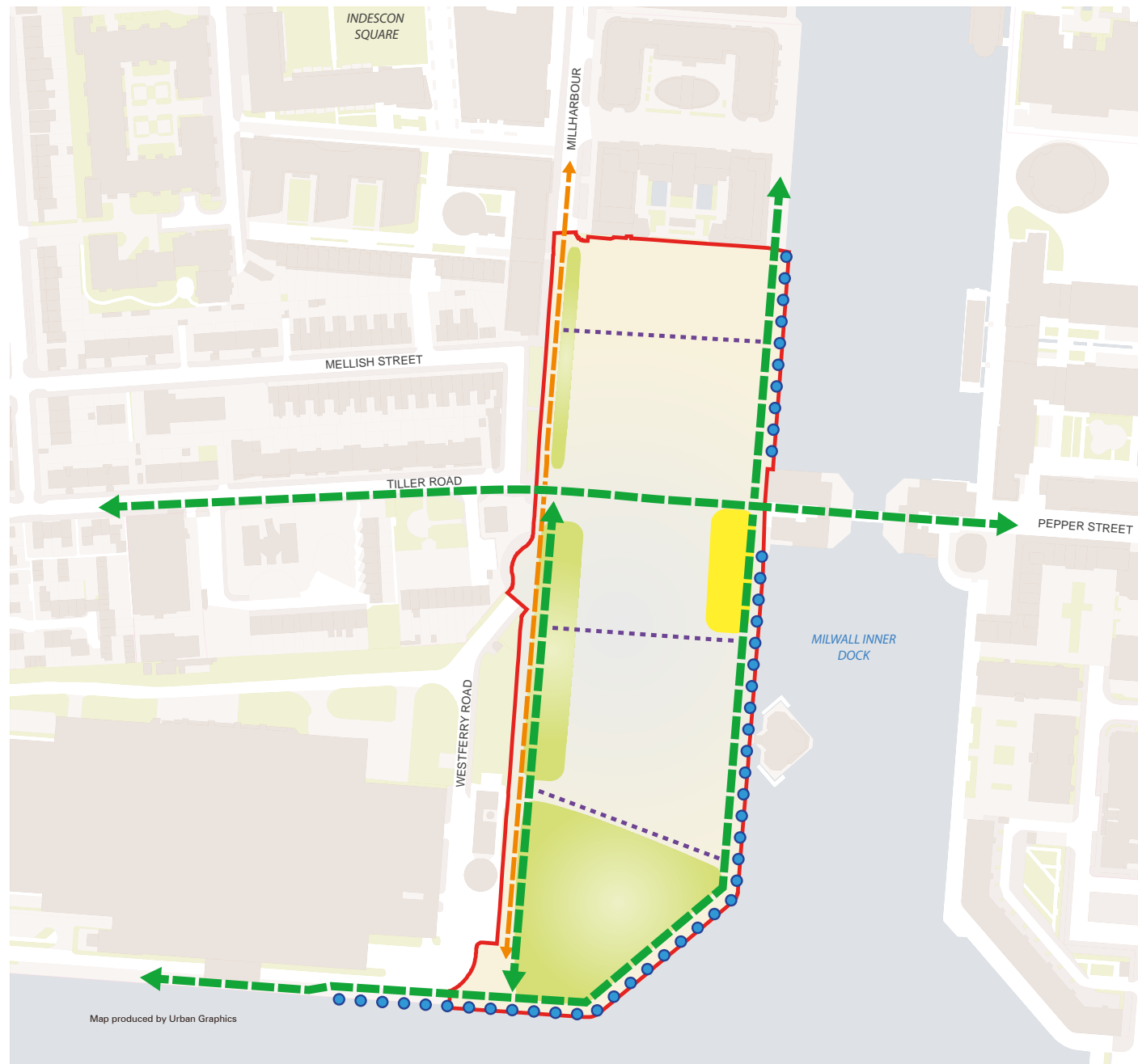
- k. incorporate high quality public green open spaces along Millharbour extending to a park at the south end of Greenwich View facing Millwall Outer Dock.

Delivery considerations

- a. Development should connect or demonstrate potential to connect to the Barkantine energy centre to help expand the local energy network.
- b. Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth.
- c. Open space provision in this location has the potential to expand the permitted open space at Westferry Printworks site allocation.
- d. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.

Address	Millharbour, South
Size (hectares)	4.09
Public transport accessibility levels	2-3 (2015), 2-3 (by 2031)
Flood zone(s)	3a
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">● Small open space (minimum of 0.4 hectares)● Primary school● Health facility

Figure 45: Millharbour South

4.7: Millharbour South
(For illustrative purposes)**KEY**

- Site boundary
- Open space
- Public square
- Waterfront walk
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes



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4.8: Millharbour

Design principles

Development will be expected to:

- a. respond positively to the local character of the surrounding built environment and its dockside location; specifically, step down from Marsh Wall to the smaller-scale residential areas south of Millwall Dock
- b. protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets including the historic dockside promenade
- c. prevent excessive overshadowing and enable activation of the riverside by ensuring development is stepped back from the waterside
- d. integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker’s Road, Millharbour and the edges of South Dock and Millwall Inner Dock
- e. create a legible, permeable and well-defined movement network, centred on Millwall Inner Dock, Millharbour and Marsh Wall
- f. improve biodiversity and ecology along the water edges and within open spaces
- g. incorporate active frontages to surrounding streets and spaces (including the waterside) and accessible, high quality public space along the entire dockside
- h. improve and enhance walking and cycling connections to, from and within the site, and provide legible and pedestrian friendly connections between Marsh Wall and South Quay Walk, particularly from Mastmaker Road to the South Quay footbridge and from Millharbour through a newly proposed footbridge to Upper Bank Street
- i. create a positive sense of place with an arrival point in the form of an active square at the corner of South Quay footbridge and Marsh Wall/ Mastmaker Road, and

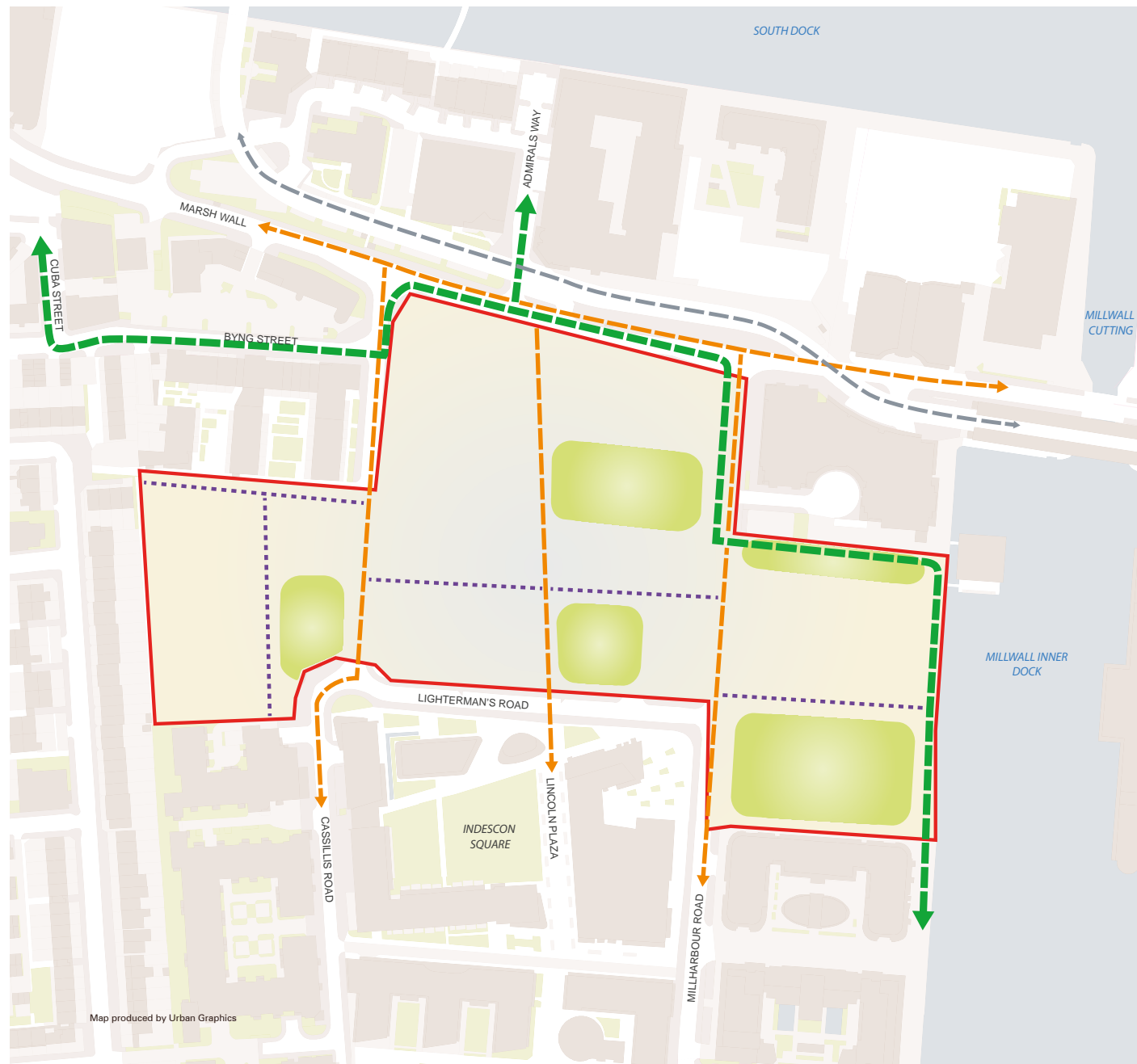
- j. incorporate high quality public green open spaces within each street block in order to provide sufficient green amenity space.

Delivery considerations

- a. Development should accord with the design principles set out in the latest supplementary guidance for South Quay.
- b. Effective engagement between landowners, developers and leaseholders will be required to facilitate comprehensive development. This will potentially require land assembly and a strong partnership approach to bring forward developments on a joint basis.
- c. Other social infrastructure needs should be considered and where necessary provided as part of the development in the event that a health centre is not required to support the level of growth.
- d. Development should connect or demonstrate potential to connect to the Barkentine energy centre to help expand the local energy network.
- e. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.

Address	Marshwall, Millharbour
Size (hectares)	3.58
Public transport accessibility levels	2-3 (2015), 2-3 (by 2031)
Flood zone(s)	3a
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">● Small open space (minimum of 0.4 hectares)● Primary school● Health facility● Re-provision of existing alternative provision secondary school

Figure 46: Millharbour



4.8: Millharbour

(For illustrative purposes)

KEY

- Site boundary
- Open space
- Strategic pedestrian/cycling routes
- Green grid
- Local pedestrian/cycling routes
- Rail viaduct



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4.9: North Quay

Design principles

Development will be expected to:

- a. respond positively to the existing character of the surrounding built environment and its dockside location
- b. improve strategic links from Canary Wharf to Poplar High Street through the provision of enhanced north-south links
- c. protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront
- d. address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures
- e. provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid
- f. improve biodiversity and ecology along the water edges and within open spaces
- g. create a positive sense of place through the delivery of an active public square connecting the Canary Wharf Elizabeth line station and the dockside promenade to Poplar DLR station and Poplar High Street
- h. accommodate a new east-to-west pedestrian route through the site which facilitates connections to the wider movement network and the DLR and underground stations adjoining the site, and
- i. address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth line station and the Canary Wharf estate to the south. These routes should align with the existing urban grain to support permeability and legibility.

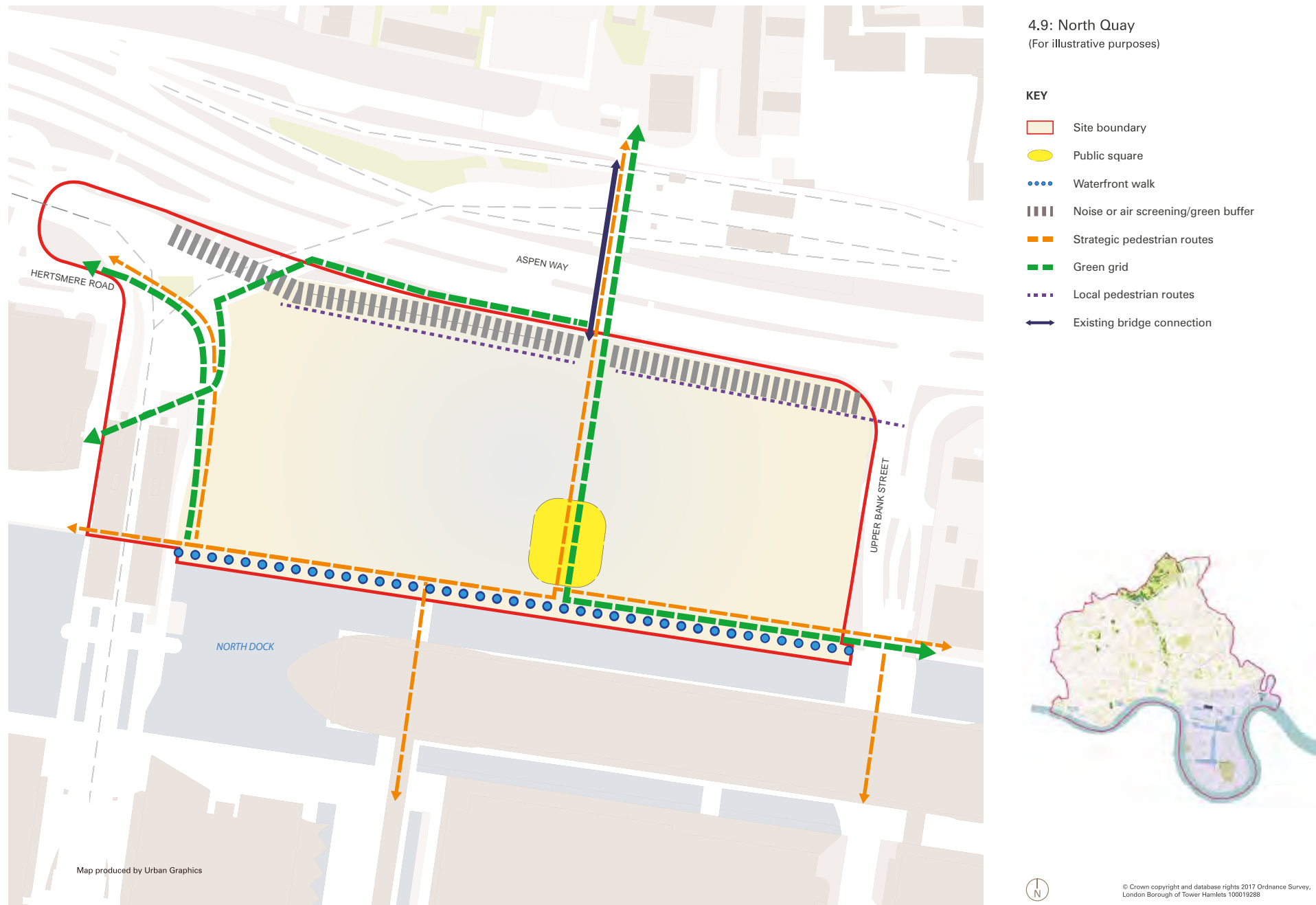
Delivery considerations

- a. Development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.
- b. Landowners within the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally through a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.
- 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 of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf.

Address	Upper Bank Street
Size (hectares)	3.27
Public transport accessibility levels	5-6a (2021)*, 6a (by 2031)
Flood zone(s)	2-3a
Land use requirements	<ul style="list-style-type: none">● Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail.● Housing
Infrastructure requirements	<ul style="list-style-type: none">● Small open space (minimum of 0.4 hectares)● Improvement and enhancement of existing pedestrian bridge over Aspen Way and routes to it

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

Figure 47: North Quay



4.10: Reuters Ltd

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 and its dockside location. Specifically, buildings should step down from the neighbourhood centre towards the river and enable visual permeability between Blackwall Way and the River Thames
- b. retain, reuse or enhance the existing heritage assets, including the grade II listed dock and adjacent grade II listed northern ventilation shaft
- c. provide green buffer and/or alternative mitigation measures along Aspen Way or Blackwall Way to mitigate the noise and air pollution impacts
- d. integrate buildings with improved public realm and ensure development is stepped back from the riverside with fully accessible active frontages
- e. improve walking and cycling connections to, from and within the site, specifically to address the connections to adjacent sites. A continuous pedestrian and cycle link along the Thames Path should be provided
- f. improve movement through the area and repair fragmented urban form by reinforcing the route with active uses from East India DLR station and Blackwall Way towards the Thames Path and the Blackwall Yard Graving Dock
- g. create a positive sense of place with an arrival point in the form of an active public square at the corner of Blackwall Way, through Blackwall Yard to the Thames waterfront

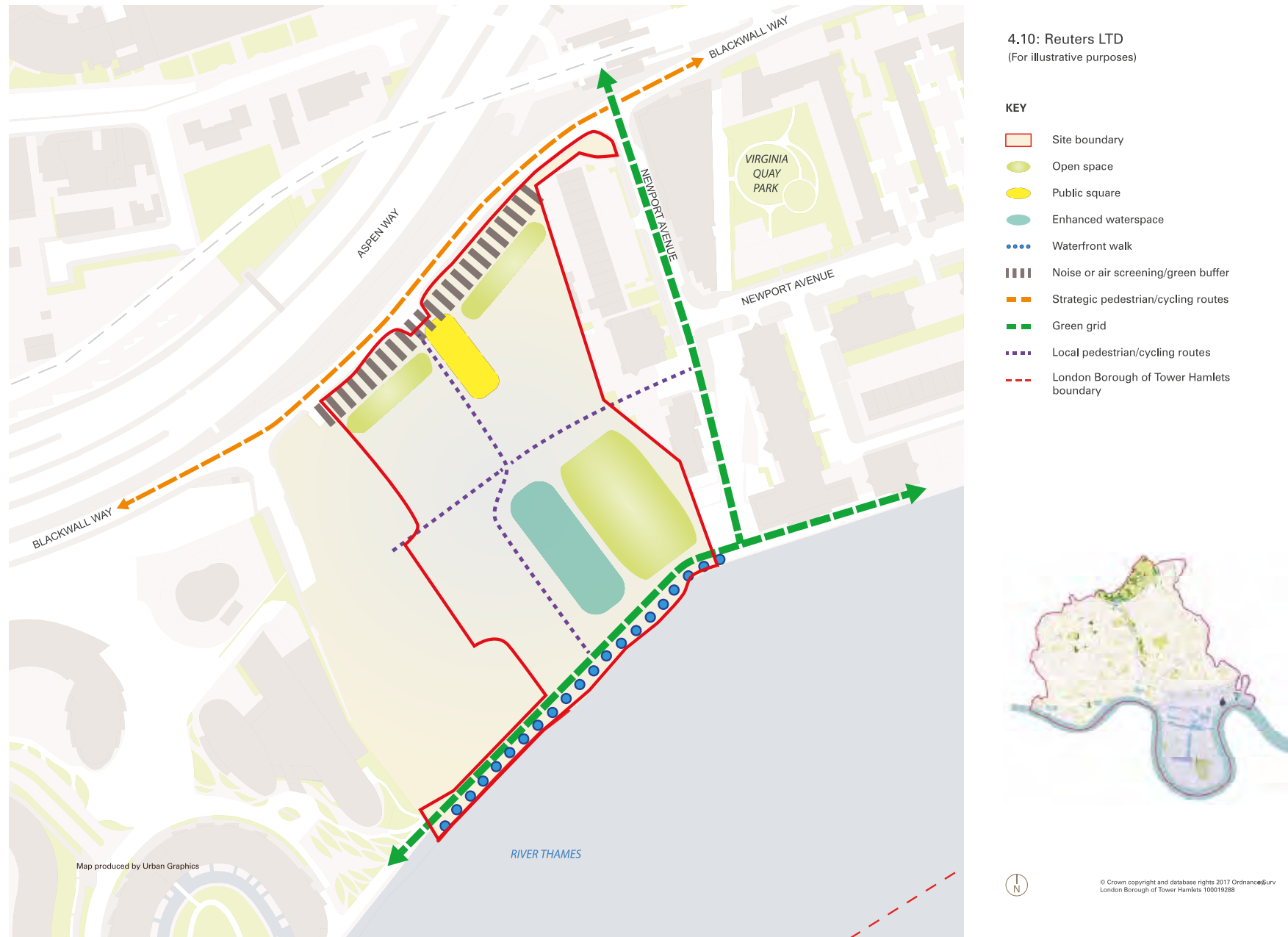
- h. reinforce and complement local distinctiveness with the re-provision of the existing waterspace on site and integrate its function with the open space to maximise amenity provision, and
- i. improve biodiversity and ecology along the water edges and within open spaces.

Delivery considerations

- a. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.

Address	Paul Julius Close
Size (hectares)	2.71
Public transport accessibility levels	2-4 (2015), 2-4 (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none">● Housing● Employment: re-provision of existing employment by way of intensifying employment job numbers
Infrastructure requirements	<ul style="list-style-type: none">● Small open space (minimum of 0.4 hectares)● Primary school

Figure 48: Reuters Ltd



4.11: Riverside South

Design principles

Development will be expected to:

- a. respond positively to the existing character of the surrounding built environment and enable visual permeability between Westferry Road and the River Thames
- b. retain, reuse or enhance the existing heritage assets, including a listed lock wall that forms the eastern boundary of the site
- c. integrate buildings with improved public realm and ensure development is stepped back from the riverside with fully accessible active frontages
- d. protect or enhance the waterside setting, ensuring easy public access along the entire waterfront with active retail and commercial uses
- e. improve walking and cycling connections to, from and within the site - specifically to address connections to Westferry Circus, Westferry Road and the River Thames
- f. reinstate the active street frontage and pedestrian route along Westferry Circus and Westferry Road, with strong visual and activity links to the riverside amenity
- g. improve biodiversity and ecology along the water edges and within open spaces
- h. provide green open space along the River Thames which is activated with commercial uses and expands on the leisure activity hub at Westferry Circus, and
- i. create a new route with a strong visual connection from Bank Street/ Westferry Road to the Thames Riverside and integrate it a new riverside walk and public square.

Delivery considerations

- a. Development should not prejudice the potential delivery of a River crossing across the Thames.
- 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	Westferry Circus
Size (hectares)	2.17
Public transport accessibility levels	5 (2015), 5-6a (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none">● Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail● Housing
Infrastructure requirements	<ul style="list-style-type: none">● Small open space (minimum of 0.4 hectares)

Figure 49: Riverside South

4.12: Westferry Printworks

Design principles

Development will be expected to:

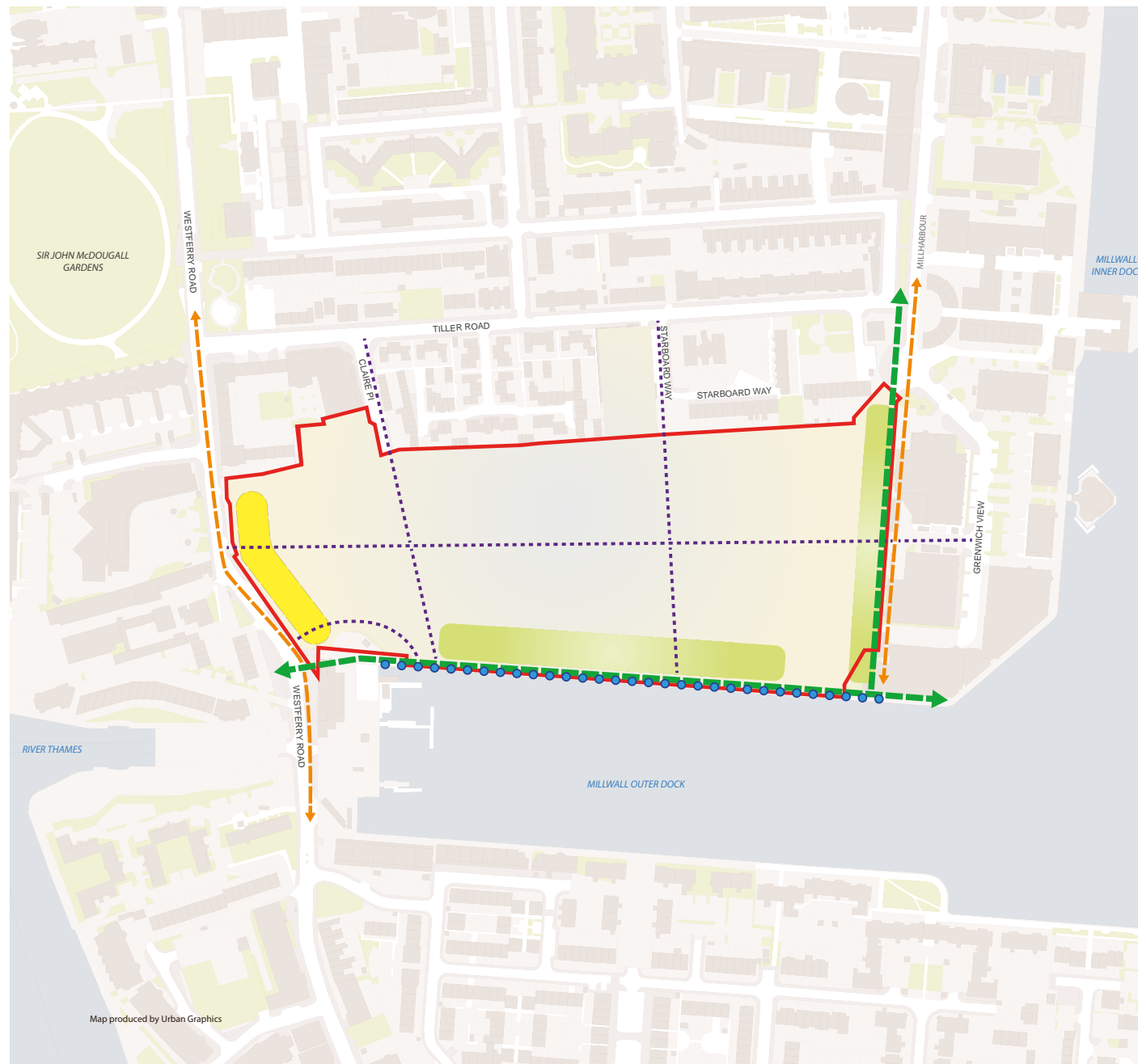
- a. respond positively to the existing character of the surrounding built environment and its dockside location. Specifically, buildings should step down from Marsh Wall to the smaller scale residential properties within the southern part of the Isle of Dogs and to the west of Millharbour. Development 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
- b. protect or enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets
- c. respect the waterside setting, ensuring public accessibility to the waterfront and active frontages provided with buildings stepped back
- d. maximise the provision of family homes
- e. improve biodiversity and ecology along the water edges and within open spaces
- f. improve walking and cycling connections to, from and within the site - specifically to improve connections to Millwall Outer Dock and to Barkantine Estate centre, Westferry Road centre and Crossharbour centre. These routes should align with the existing urban grain to support permeability and legibility. Public open space should be located adjacent to the Millwall Outer Dock and designed to facilitate sport and recreation activities, and
- g. improve public realm with active site edges, specifically along Westferry Road and Millharbour.

Delivery considerations

- a. New development should be well connected to the existing leisure centre at Tiller Road.
- b. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.
- c. An assessment should be carried out to understand the potential contamination on site prior to any development taking place.

Address	Westferry Road
Size (hectares)	6.16
Public transport accessibility levels	1b-2 (2015), 1b-2 (by 2031)
Flood zone(s)	3a
Land use requirements	<ul style="list-style-type: none">● Housing● Employment: A range of employment space sizes, including small-to-medium enterprises
Infrastructure requirements	<ul style="list-style-type: none">● Strategic open space (minimum of 1 hectare)● Secondary school

Figure 50: Westferry Printworks



4.12: Westferry Printworks (For illustrative purposes)

KEY

- Site boundary
- Open space
- Public square
- Waterfront walk
- - - - Strategic pedestrian/cycling routes
- - - - Green grid
- - - - Local pedestrian/cycling routes



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4.13: Wood Wharf

Design principles

Development will be expected to:

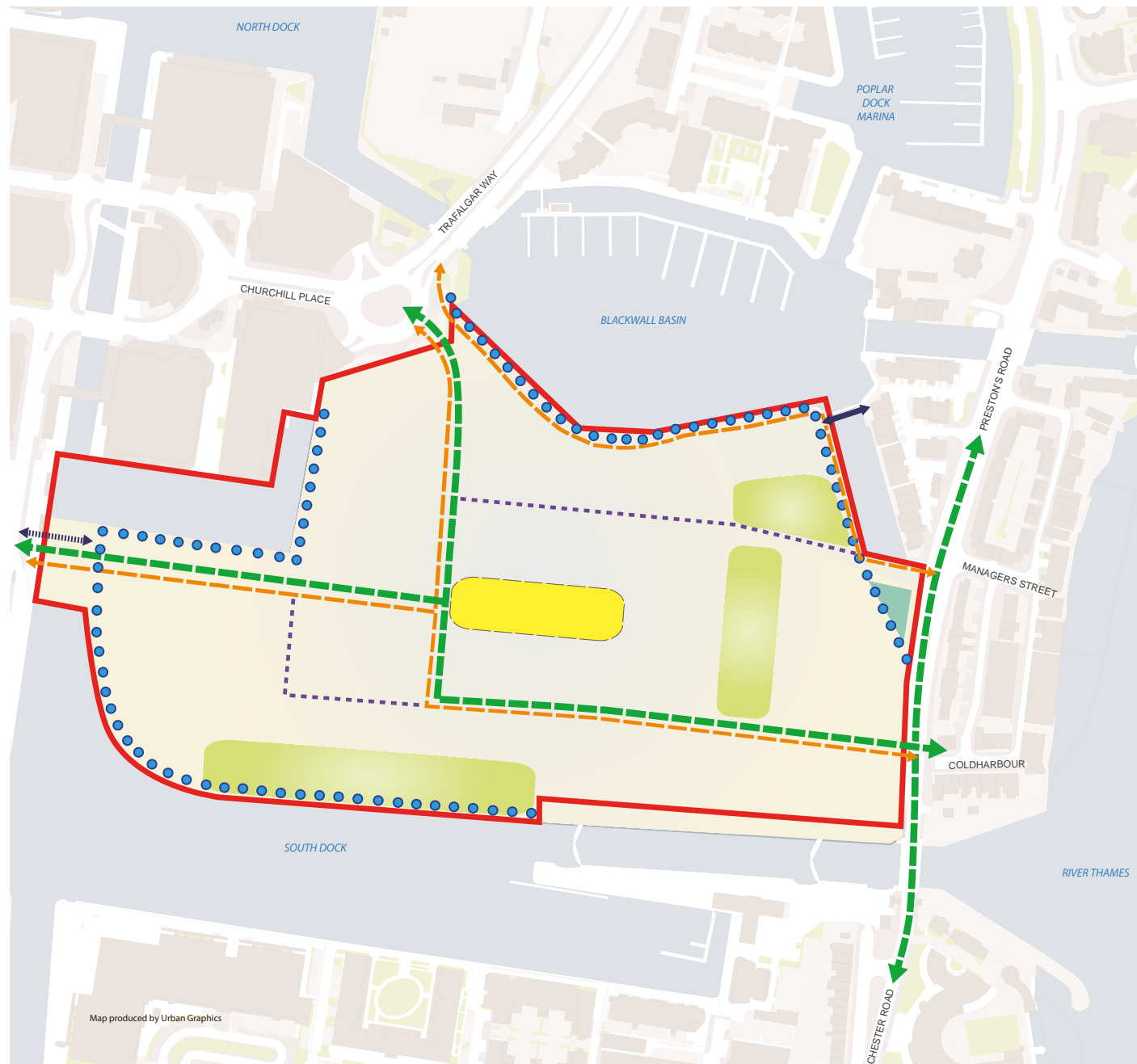
- a. incorporate appropriate building heights, while respecting and being informed by the character of the surrounding built environment and its dockside location
- b. buildings should generally step down from One Canada Square in the west to the existing lower rise environment in Cubitt Town to the east
- c. protect or enhance the Blackwall Basin and former West India Dock walls and other surrounding heritage assets
- d. maximise the creation of family homes
- e. create new east-west and north-south walking and cycling routes. These should align with the existing grid geometry of Canary Wharf to support permeability and legibility, specifically connecting to Canary Wharf and Marsh Wall East
- f. provide a range of new publicly accessible open spaces
- g. integrate the site with the green grid route along Preston’s Road, and
- h. prevent excessive overshadowing and enable activation of the riverside by ensuring buildings are stepped back from the water edge.

Delivery considerations

- a. The need for the delivery of an idea store will be kept under review alongside the development of the Crossharbour District Centre site allocation and the existing operations of the idea store at Churchill Place to ensure the needs of communities are met in the most appropriate manner and in the most suitable location.
- 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	Preston’s Road
Size (hectares)	7.26
Public transport accessibility levels	3-5 (2015), 3-6a (by 2021)
Flood zone(s)	2-3a
Land use requirements	<ul style="list-style-type: none">● Housing● Employment: comprehensive mixed use development within the preferred office location (secondary) to provide town centre uses including small-to-medium enterprises and large floorplate offices
Infrastructure requirements	<ul style="list-style-type: none">● Strategic open space (minimum of 1 hectares)● Primary school● Idea store● Health facility

Figure 51: Wood Wharf

4.13: Wood Wharf
(For illustrative purposes)

KEY

- Site boundary
- Open space
- Public square
- Enhanced waterspace
- Waterfront walk
- - - - - Strategic pedestrian/cycling routes
- - - - - Green grid
- Local pedestrian/cycling routes
- <==> Existing bridge connection
- <==> - - - - - Proposed bridge connection



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SECTION 5

Monitoring and delivering

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 applications⁸⁵.

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.

⁸⁵ Tower Hamlets Statement of Community Involvement
Tower Hamlets Plan 2031 Managing Growth and Sharing Benefits

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 Plan⁸⁶.

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.

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. 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 2⁸⁷.

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:

- 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.
- 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.

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: <ul style="list-style-type: none"> ● 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

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
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

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
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	<ul style="list-style-type: none"> ● 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)

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.

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
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

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
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)	<ul style="list-style-type: none"> ● 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	<ul style="list-style-type: none"> ● In Major, 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

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
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

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
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

⁸⁹ London Plan target (GLA, 2016)

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
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)



SECTION 6

Appendices

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28. Appendix 1: Glossary and acronyms

Term	Abbreviation	Explanation
Active frontages		A building front that promotes activity and encourages cross-movement between the building at ground level and the adjacent public realm by the way the building is designed or orientated. A building provides active frontage if the ground floor avoids blank walls or obscured frontages, includes windows and openings, and provides a variety of uses all of which also contribute to natural surveillance and support the visual and physical relationship between the building and ground level.
Affordable housing		Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and our (the council) housing allocation policy. Affordable housing should include provisions to remain at an affordable price for future households or for the subsidy to be recycled for alternative affordable housing provision.
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: <ul style="list-style-type: none"> ● 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).
Amenity space		An area within the curtilage of a residential development that is used for recreation and provides visual amenity, e.g. gardens or landscaped space. This includes both 'private' and 'communal' amenity space.
Annual monitoring report	AMR	Assesses the effectiveness of our policies and proposals.

Term	Abbreviation	Explanation
Archaeological Priority Area		<p>A defined area where there is significant known archaeological interest which might be affected by development. These areas have been categorised into one of the following tiers according to their relative archaeological significance and potential.</p> <ul style="list-style-type: none"> ● Tier 1: Area which is known or strongly suspected to contain a heritage asset of national importance (e.g. scheduled monument) ● Tier 2: Area where there is known presence or likely presence of heritage assets of archaeological interest ● Tier 3: Area with archaeological potential
Building Research Establishment Environmental Assessment Method	BREEAM	A widely used method to assess the sustainability of non-residential developments.
Car-free development		Car-free developments do not provide parking for cars on-site and there is no entitlement to on-street parking permits for residents. The exception to this is parking for accessible properties.
Central Activities Zone	CAZ	This zone forms London's "vibrant centre and one of the world's most attractive and competitive business locations" (London Plan, 2016). It contains key areas for employment, retail, leisure, culture, tourism as well as housing.
Clear zone		An integrated area initiative comprising an incremental package of measures to improve air quality and reduce carbon dioxide emissions through lowering motor traffic levels, improving the public realm, together with encouraging a shift to walking, cycling and public transport to make our streets and spaces better and more liveable places.
Community facilities		For the purposes of this Local Plan, community facilities can include: public houses, libraries, youth facilities, meeting places, places of worship, public conveniences and other uses in use class D1 that provide a service to the local community.
Community infrastructure levy	CIL	A tariff on development which creates net additional floor space, where the gross internal area of new build exceeds 100 square metres, to help fund new infrastructure required to support the development.
Comparison shopping		Retail goods not bought on a frequent basis, such as televisions, fridges and dishwashers etc.

Term	Abbreviation	Explanation
Connectivity		This refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from A to B, by foot, bicycle and vehicle.
Construction logistics and community safety standard	CLOCS	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.
Convenience shopping		The provision of everyday, essential items, such as food, drink and newspapers.
Crossrail 2		A proposed new north-south central spinal railway running through London.
Development management		Development management is the term used to include the range of activities and interactions that together transform the 'control of development and the use of land' into a more positive and proactive process in keeping with the ethos of spatial planning and supports local authorities in their role as place shapers.
Development management policies		These policies set out detailed criteria to carefully manage and control development through the planning application process.
Development plan		<p>The borough's development plan is comprised of:</p> <ul style="list-style-type: none"> the London Plan (produced on behalf of the Mayor of London) the Local Plan (this document), and any Neighbourhood Plans which may come forward. <p>The development plan sets out specific policies to guide the use of land and buildings. These policies will be the starting point for assessing planning applications.</p>
District centre		These designations form part of the borough's network of town centres, providing commercial and retail services to predominately serve local communities. They typically have at least one supermarket and a variety of non-retail functions (including community facilities) and are close to the strategic transport network.
District heating facility (also known as a decentralised heating network)		A district heating facility provides a supply of heat - generated via sustainable energy sources - to a number of buildings within an area through a system of pre-insulated underground pipes.

Term	Abbreviation	Explanation
Docklands Light Railway	DLR	An automated, driverless light metro system serving the redeveloped docklands area, including large parts of the borough and adjoining authorities
Dwelling		A self-contained unit of residential accommodation; also referred to as a 'residential unit'.
Early years		Facilities and services for children of pre-school age (0-4), which include childcare providers, children centres and nurseries.
Easily adaptable		Easily adaptable requires adjustable level kitchen units to be installed to replace the standard units provided; that a level access shower is provided in one bathroom with "wet-room" drainage and that all parts of the dwelling must be suitably sized and that walls are strengthened for the installation of additional mobility aids, as required in the GLA's Housing Supplementary Planning Guidance.
Elizabeth line		A new east-west spinal rail route through central London and beyond
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.
Enclosure		Enclosure refers to the design and scale of buildings to create a sense of defined space. Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm.
Energy opportunity areas		Areas of new development where more energy efficient solutions can be applied by considering potential sites together. It is in these areas that the principles of the Mayor of London's Energy Action Areas will be best applied.
Evening and night-time economy		Uses and activities including bars, cafes, nightclubs, restaurants and leisure activities which provide opportunities for people to enjoy and socialise in the evening and night time.
Family housing		Houses and flats which contain three or more bedrooms.
Fleet Operator Recognition Scheme Silver accreditation	FORS	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.
Flood risk zone		Areas within the borough which are at risk from flooding. The flood risk zones consist of zones 1, 2 and 3a and 3b (the higher the number the greater the risk of flooding) and are based on the Environment Agency's flood map for England and Wales.

Term	Abbreviation	Explanation
Gated communities		Walled or fenced housing developments to which public access is restricted, often guarded using CCTV and/or security personnel.
Greater London Authority	GLA	A top-tier administrative body covering the Greater London area. It is comprised of two parts: the London Assembly and the Mayor of London as defined under legislation. The London Assembly scrutinises the activities of the Mayor of London in the public interest.
Green grid		A network of inter-linked high quality and multi-functional open spaces, waterways and other corridors.
Hamlets		This refers to the 24 places (see Figure 4) consisting of historic as well as more recently established places within Tower Hamlets
Health facilities		For the purposes of the Local Plan, health facilities can include hospitals, walk-in-centres, doctors surgeries, health and wellbeing centres and community health services.
Historic Environment Record		Information services which provide access to details on historic assets and landscapes covering a defined geographic area held in an on-line database.
Home Quality Mark		The Home Quality Mark is a design and construction standard that house builders can apply to demonstrate the quality of their homes in the absence of the Code for Sustainable Homes.
Housing strategy		This sets out our approach to delivering the housing aspects of the Community Plan.
Housing zone		Mayor of London funding programme and initiative to accelerate new housing development in specific areas of London, including Poplar Riverside in Tower Hamlets.
Human scale		The size and scale of buildings and structures which relate well in size to an individual human being and are arranged in a way which makes people feel comfortable rather than overwhelmed.
Idea stores		These provide traditional library services as well as additional services including IT facilities and places for socialising as well as access to lifelong learning courses.
Infill development		Development that takes place on vacant or undeveloped sites between other developments and/or built form.
Infrastructure Delivery Plan	IDP	An assessment of the existing and future infrastructure needs and requirements to support new development and the borough's growing population.

Term	Abbreviation	Explanation
Integrated Impact Assessment	IIA	As part of developing Tower Hamlet's Local Plan all policies have been subject to an IIA. The IIA comprises: Sustainability Appraisal, Health Impact Assessment, Equalities Impact Assessment and Habitat Regulation Assessment.
Intrusive elements		Elements harmful for the designated view for example through: obscuring the landmark or protected skyline, adversely affecting the prominence of the landmark by scale and/or proximity including coalescence and visual dominance.
Intermediate housing		Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent.
Landmarks		A well-known and recognised building or structure that stands out from its background by virtue of height, size or some other aspect of design.
Legibility		The degree to which a place can be easily understood and moved around in.
Leisure facilities		For the purposes of the Local Plan, leisure facilities can include leisure centres, indoor and outdoor sports facilities and swimming pools.
Life sciences		The sciences concerned with the study of living organisms, including biology, botany, zoology, microbiology, physiology, biochemistry, and related subjects.
Local Development Scheme	LDS	A project plan setting out how the Local Plan and other relevant documents (e.g. supplementary planning documents) will be prepared and when.
Local Employment Location	LEL	LELs have unique individual characteristics. They are areas of high accessibility that provide or could provide significant capacity for employment accommodation meeting secondary, more local or specialist employment needs, and to support the needs of start-ups, small-and-medium enterprises and creative and digital industries.
Local Industrial Location	LIL	An area or site identified as being important to local employment and required for the reservoir of industrial employment land, to be safeguarded for industrial employment uses.
Local presence facility		An accessible and integrated facility merging services currently provided within one-stop-shops and idea stores providing customers with the ability to access and interact with council services in different ways alongside a range of complementary activities, such as arts, leisure and learning/information services.
Local shop		Local shops are not located within a town centre. They serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.

Term	Abbreviation	Explanation
Local views		A local line of sight from a particular point to an important local landmark, view or skyline.
Locally listed buildings		These are buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.
London Legacy Development Corporation	LLDC	The LLDC became the planning authority for the Olympic Legacy area following the Olympic Games in 2012. The north-east area of Tower Hamlets (Hackney Wick/Fish Island and Bromley-by-Bow) was transferred to LLDC in terms of planning responsibilities. Nevertheless, Tower Hamlets continues to provide other services and responsibilities, such as the allocation of affordable housing and provision of school places.
London Plan		The London Plan is the spatial development strategy for all of London. It is prepared by the Greater London Authority. In London, Local Plans must be in general conformity with the London Plan.
Major centre		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.
Major developments		<p>In the context of the Local Plan, major developments are defined as:</p> <ul style="list-style-type: none"> ● 10 to 100 residential units ● 1,000 to 10,000 square metres floorspace, and ● development on a site of more than 0.5 hectare. <p>Please note: any policy requirement referring to major development applies to all development above these thresholds, unless otherwise stated.</p>
Metropolitan Centre		Metropolitan Centres are designated through the London Plan. Canary Wharf has been identified as already fulfilling the role of a Metropolitan Centre because it serves a wide catchment which extends over several boroughs and into parts of the wider south-east region. It contains at least 100,000 square metres of retail, leisure and service floorspace with a significant proportion of higher-order comparison goods relative to convenience goods. Canary Wharf has very good accessibility and significant employment, service and leisure functions.
Metropolitan Open Land		Strategic open land within the urban area that contributes to the structure of London and has the same protection as the Green Belt.
Movement hierarchy		The hierarchy of roads, streets and other movement routes that shape how people move around.
National Planning Policy Framework	NPPF	The National Planning Policy Framework sets out the government's planning policies for England.

Term	Abbreviation	Explanation
National Planning Practice Guidance	NPPG	An online resource giving up-to-date government planning guidance and requirements.
Neighbourhood Centre		Neighbourhood centres contain a number of shops including a range of essential uses such as a pharmacy, post office or 'corner shop'. They serve a very local catchment (in the region of a ten minute walking radius) and are located within walking distance to public transport facilities and a strategic road network.
Neighbourhood Plan		Neighbourhood plans give neighbourhood forums direct power to plan for the areas in which they live. These must be in general conformity with the strategic priorities of the development plan, and have regard to national policy and guidance and should not promote less development than set out in the Local Plan. An adopted plan will form a part of the statutory development plan and will be used to inform planning applications within this area.
Neighbourhood planning		Neighbourhood planning gives communities the ability to create planning documents and development orders: Neighbourhood Plans and Neighbourhood Development Orders.
Open space (consolidated)		A process of combining open space into a single more effective or coherent whole. The way in which these spaces will function will be assessed on a site-by-site basis and agreed through the development management process. At sites with multiple-ownership, this will mean that each site has to deliver their proportion of open space adjoining the open space which the adjoining landowner will deliver, or deliver it in such a way that the open space would still form a coherent whole over the entire site allocation. We strongly encourage landowners to work jointly to develop masterplans covering the entire site allocation to ensure consolidation can be achieved whilst balancing the impact on the landowners. Consolidation should also avoid fragmentation of open space and ensure that it fulfils the qualities and function of open space set out in the Open Space Strategy.
Open space (wider definition of open space)		All land that offers opportunity for play, recreation and sport or is of amenity value, whether in public or private ownership, where public access is unrestricted, partially-restricted or restricted. This includes all open areas consisting of: major parks (e.g. Victoria Park and Mile End Park), local parks, gardens, local parks, squares, playgrounds, ecological spaces, housing amenity land, playing fields (including playing pitches), allotments and burial grounds, whether or not they are accessible to the public. This definition does not include water bodies.
Open space (publicly accessible)		Open space will be considered to be publicly accessible, where access for the public is secured by virtue of legal agreements and formal arrangement; whether it is in public or private ownership. Publicly accessible open space will not include areas of water such as rivers, canals, lakes, docks or incidental spaces.

Term	Abbreviation	Explanation
Opportunity areas		The London Plan identifies a number of opportunity areas; this includes the City Fringe/Tech City, Isle of Dogs and South Poplar and Lower Lea Valley in Tower Hamlets. These areas have the ability to accommodate high levels of growth, focusing on housing.
Parking stress		The availability of parking spaces in an area.
Permeability		The degree to which an area has a variety of pleasant, convenient and safe routes through it and the capacity to which those routes can enable the movement of pedestrians, cyclists and vehicles.
Permit-free		Permit-free development may contain some parking on-site, in accordance with the parking standards set out in Appendix 3. However, residents are not entitled to on-street parking permits: permit-free developments will need to provide some spaces for disabled residents and for servicing in line with the parking standards.
Place-making		A process which promotes bringing all those involved in shaping the quality of their place together in an inclusive and multi-dimensional manner, in order to create sustainable communities and great places. Place-making capitalises on a local community's assets, inspiration, and potential, ultimately creating places that people feel proud of and have a stake in.
Planning obligation		A legal agreement between the developer, local authority and other interested parties primarily intended to make acceptable those developments that would otherwise be unacceptable in planning terms.
Planning Policy for Traveller Sites		This sets out the government's planning policy for traveller sites.
Policies Map		A part of the Local Plan illustrating the policies and showing the location of proposals on an Ordnance Survey base map.
Preferred Office Location	POL	Area with major office development as the focus, with supporting uses such as gyms, hotels, restaurants and retail uses helping to achieve a sustainable office environment.
Primary and Secondary Frontages		Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Private rented sector		All non-owner occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).
Public art		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.

Term	Abbreviation	Explanation
Public square		A consolidated area of open space primarily used by pedestrians, which should include well-defined edges and active frontages. It should be multifunctional and suitable for gatherings and should be well integrated with the wider movement network. The precise shape/form of the public square will be determined through the development management process.
Public Transport Accessibility Level	PTAL	A measure which rates locations by distance from frequent public transport services (from 0 to 6a, where a score of 0 is very poor and 6a is excellent).
Public realm		The space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages.
Referable development		Planning applications of strategic importance to London are referred to the Mayor of London. In Tower Hamlets, this applies to: <ul style="list-style-type: none"> ● developments of 150 residential units or more ● developments over 30 metres in height, and ● development on Metropolitan Open Land.
Regulation 123 List		A list of the types of infrastructure that will be funded in whole or in part through the community infrastructure levy.
Short stay accommodation		Short stay accommodation is defined as hotels, apart-hotels, serviced apartments and hostels.
Site allocation		A parcel of land which has been set aside in the plan to accommodate strategic housing developments (i.e. sites that can provide over 500 new net-additional homes) and other uses such as employment and retail space. These sites are expected to deliver significant infrastructure with capacity to accommodate future growth and development.
Sites of Importance for Nature Conservation	SINC	Locally defined non-statutory sites of wildlife and geological importance.
Small-and-medium enterprises	SME	A category of businesses that employs overall a total of no more than 250 people.
Spatial policies		High-level, overarching policies to help guide development and the use of land throughout the borough.

Term	Abbreviation	Explanation
Specialist housing		Specialist housing refers to supported housing such as sheltered housing, residential care homes, nursing homes and dual-registered care homes.
Statement of Community Involvement	SCI	This sets out how and when we will consult with local and statutory stakeholders in preparing, altering and updating development plan documents and supplementary planning documents.
Strategic development		Proposals involving over 100 homes or 10,000 square metres of floorspace.
Strategic Industrial Location	SIL	This designation seeks to ensure that there are sufficient sites, in appropriate locations, to meet the needs of the general business, industrial, warehousing, waste management and some utilities and transport sectors.
Strategic Housing Land Availability Assessment	SHLAA	An assessment which identifies a future supply of land that is suitable, available and achievable for housing and economic development uses over the plan period.
Strategic Housing Market Assessment	SHMA	This sets out estimates of the borough's current and future housing requirements.
Strategic objective		These objectives define the Local Plan's aspirations to deliver the overall vision set out in Section 2.
Streetscape		The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages.
Supplementary Planning Document	SPD	A document which helps explain how policies and proposals in the plan will be applied and implemented.
Supplementary Planning Guidance	SPG	A document which the Mayor of London produces to provide further detail on the policies set out in the London Plan.
Sustainability Appraisal	SA	A legal assessment of the social, economic and environmental effects of relevant plans and programmes. This tool is used alongside the Strategic Environmental Assessment, Health Impact Assessment, Habitats Regulations Assessment and Equalities Impact Assessment to appraise impacts on specific groups or characteristics.

Term	Abbreviation	Explanation
Sustainable community		A place or neighbourhood where people have a decent and affordable home to live in and have good access to jobs and services, such as schools, open space and shops, in a safe, inclusive and attractive environment, with opportunities to engage in social and community-based activities, preferably without the need to use a car.
Tall buildings		Any building that is significantly taller than its local context and/or has a significant impact on the skyline. Within the borough, buildings of more than 30 metres, or those which are more than twice the prevailing height of surrounding buildings (whichever is less) will be considered to be a tall building.
Tall Building Zone		Areas identified as being suitable for tall building clusters.
Tower Hamlets Community Plan		This sets out the long-term vision for the borough, articulating local aspirations, needs and priorities.
Town centre hierarchy		This sets out what role and function different centres in the borough perform in relation to each other and across London. In Tower Hamlets it includes: the Central Activities Zone, Tower Hamlets Activity Areas, Canary Wharf Major Centre and a series of District Centres, Neighbourhood Centres and Neighbourhood Parades.
Transport interchange		A place where passengers are exchanged between vehicles or different transport modes.
Urban super block		An urban block created by one large building surrounded by streets.
Vertical and horizontal stacking		Arrangement of a building's floor space and land use either horizontally or vertically, where the building is arranged in a number of levels.
Waste apportionment		The amount of London's waste that each borough is required to manage to ensure London is self-sufficient in managing its municipal, commercial and industrial waste that it produces. This requires an amount of land to be safeguarded within the borough.
Water space		An area of water (permanently or intermittently), and includes rivers, canals, docks, basins, ponds, marshland and other water bodies.
Windfall site		Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available. In the housing trajectory set out in Appendix 7, we include a 'small sites windfall allowance'. In Tower Hamlets, we define small sites as sites that contain fewer than 10 housing units.

29. Appendix 2: Links to the Core Strategy and Managing Development Document

29.1 The table below explains how the policies from the Core Strategy (2010) and Managing Development Document (2013) have been replaced in this Local Plan.

Core Strategy policy reference	Core Strategy policy title	Local Plan policy reference	Local Plan title
SP01	Refocusing on our town centres	S.TC1	Supporting the network and hierarchy of centres
SP02	Urban living for everyone	S.H1	Meeting housing needs
		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
SP03	Creating healthy and liveable neighbourhoods	D.TC5	Food, drink, entertainment and the night-time economy
		S.OWS1	Creating a network of open spaces
		S.CF1	Supporting community facilities
		D.ES2	Air quality
		D.ES9	Noise and vibration
SP04	Creating a green and blue grid	S.OWS1	Creating a network of open spaces
		S.OWS2	Enhancing the network of water spaces
		D.ES3	Urban greening and biodiversity
		D.ES5	Sustainable drainage
		D.ES4	Flood risk
SP05	Dealing with waste	S.MW1	Managing our waste
		D.MW2	New and enhanced waste facilities
		D.MW3	Waste collection facilities in new development

Core Strategy policy reference	Core Strategy policy title	Local Plan policy reference	Local Plan title
SP06	Delivering successful employment hubs	S.EMP1	Creating investment and jobs
		D.EMP2	New employment space
		D.TC6	Short-stay accommodation
SP07	Improving education and skills	S.CF1	Supporting community facilities
		D.CF2	Existing community facilities
		D.CF3	New and enhanced community facilities
SP08	Making connected places	S.TR1	Sustainable travel
		D.TR4	Sustainable delivery and servicing
SP09	Creating attractive and safe streets and spaces	D.DH2	Attractive streets, spaces and public realm
		D.TR3	Parking and permit-free
SP10	Creating distinct and durable places	S.DH3	Heritage and the historic environment
		S.DH1	Delivering high quality design
SP11	Working towards a zero-carbon borough	S.ES1 or D.ES6	Protecting and enhancing our environment
SP12	Delivering placemaking	S.SG1	Areas of growth and opportunity within Tower Hamlets
SP13	Delivery and monitoring	D.SG5	Developer contributions

Managing Development Document reference	Managing Development Document title	Local Plan policy reference	Local Plan title
DM0	Delivering sustainable development	S.SG1	Areas of growth and opportunity within Tower Hamlets
		S.SG2	Delivering sustainable growth in Tower Hamlets
DM1	Development within the town centre hierarchy	S.TC1	Supporting the network and hierarchy of centres
		D.TC2	Retail in our town centres
		D.TC5	Food, drink, entertainment and the night-time economy
DM2	Protecting local shops	D.TC3	Retail outside of our town centres
DM3	Delivering homes	D.H2	Affordable housing and housing mix
DM4	Housing standards and amenity space	D.H3	Housing standards and quality
DM5	Specialist housing	D.H4	Specialist housing
DM6	Student accommodation	D.H6	Student housing
DM7	Short-stay accommodation	D.TC6	Short-stay accommodation
DM8	Community infrastructure	S.CF1	Supporting community facilities
		D.CF2	Existing community facilities
DM9	Improving air quality	D.ES2	Air quality
DM10	Delivering open space	D.OWS3	Open space and green grid networks
		D.OWS4	Water spaces
DM11	Living buildings and biodiversity	D.ES3	Urban greening and biodiversity
DM12	Water spaces	D.OWS4	Water space
DM13	Sustainable drainage	D.ES5	Sustainable drainage
DM14	Managing waste	S.MW1	Managing waste
		D.MW3	Waste collection facilities in new development
DM15	Local job creation and investment	S.EMP1	Creating investment and jobs
		D.EMP2	New employment space
		D.EMP3	Loss of employment space
		D.EMP4	Redevelopment within designated employment locations
DM16	Office locations	S.EMP1	Creating investment and jobs
		D.EMP3	Loss of employment space
		D.EMP4	Redevelopment within designated employment locations

Managing Development Document reference	Managing Development Document title	Local Plan policy reference	Local Plan title
DM17	Local Industrial Locations	S.EMP1	Creating investment and jobs
		D.EMP3	Loss of employment space
		D.EMP4	Redevelopment within designated employment locations
DM18	Delivering schools and early learning	D.CF1	Supporting community facilities
DM19	Further and higher education	D.CF3	New and enhanced community facilities
DM20	Supporting a sustainable transport network	S.TR1	Sustainable travel
		D.TR2	Impacts on the transport network
DM21	Sustainable transportation of freight	D.TR4	Sustainable delivery and servicing
DM22	Parking	D.TR3	Parking and permit-free
DM23	Streets and the public realm	D.DH2	Attractive streets, spaces and public realm
		D.DH9	Shopfronts
		D.DH10	Advertisements, hoardings and signage
		D.DH11	Telecommunications
DM24	Place-sensitive design	S.DH1	Delivering high quality design
DM25	Amenity	D.DH8	Amenity
DM26	Building heights	D.DH6	Tall buildings
DM27	Heritage and the historic environment	S.DH3	Heritage and the historic environment
DM28	World heritage sites	S.DH5	World heritage sites
DM29	Achieving a zero carbon borough and addressing climate change	D.ES7	Zero carbon borough
DM30	Contaminated land	D.ES8	Contaminated land and storage of hazardous substances

30. Appendix 3: Parking standards

Use class (gfa stands for gross floor area and sqm stands for square metres)	Maximum car* / motorcycle parking**	Minimum long-stay cycle parking (minimum 2 spaces)	Minimum short-stay cycle parking	Other parking
A1: Retail uses				
Shops (non-food/ non-warehouse)	No car parking	From a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	From a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm	
Smaller food store (up to 500sq m gfa)	No car parking	From a threshold of 100 sqm: 1 space per 175 sqm	From a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm; thereafter: 1 space per 300 sqm	
Food supermarket (over 500 sq m)	No car parking unless a transport assessment can demonstrate that walking, cycling, public transport and home delivery cannot cater for demand, that there are not unacceptable impacts on the highway network and a travel plan can be secured.	From a threshold of 100 sqm: 1 space per 175 sqm	From a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm; thereafter: 1 space per 300 sqm	Service parking is required above 1000 sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.
A2: Financial and professional services				
Financial and professional services	No parking	From a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm	Service parking is required above 1000sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.

Use class (gfa stands for gross floor area and sqm stands for square metres)	Maximum car* / motorcycle parking**	Minimum long-stay cycle parking (minimum 2 spaces)	Minimum short-stay cycle parking	Other parking
A3- A5: Restaurants, cafes and drinking establishments				
Restaurants and cafes (A3)	No parking	From a threshold of 100 sqm: 1 space per 175 sqm	From a threshold of 100 sqm: 1 space per 40 sqm	Service parking is required above 1000sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.
Drinking establishments (A4)				
Hot-food-takeaways (A5)				
B1: Business uses				
Business offices (B1a)	1/1500 sq m	1/90 sqm	First 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm	Service parking is required above 1250 sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.
B1b (research and development), B1c (light industry)	1 space per 1250 sq m gfa (commercial vehicles only)	1/250 sqm	1/1,000 sqm	Service parking is required above 1250 sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.
B2: General industrial				
Industrial	1 space per 1250 sqm gfa (commercial vehicles only)	1/250 sqm	1/1000 sqm	Service parking is required above 1250 sqm and a servicing agreement must be agreed as part of a deliveries and servicing plan.

Use class (gfa stands for gross floor area and sqm stands for square metres)	Maximum car* / motorcycle parking**	Minimum long-stay cycle parking (minimum 2 spaces)	Minimum short-stay cycle parking	Other parking
B2: General industrial				
B8: storage and distribution	1 space per 1250 (commercial vehicles only) sqm gfa	1/250 sqm	1/1000 sqm	1 lorry/ HGV space per 1250sqm gfa with additional lorry/ HGV spaces based on a transport assessment.
C1: Hotels				
Hotels/hotel suites	On-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/ servicing.	1/20 bedrooms	1/50 bedrooms	1 coach space/50 bedrooms
C2: Residential institutions				
Hospitals	Spaces will be considered provided they are supported by a transport assessment and the need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered.	1/5 staff	1/30 staff	Transport assessment is required to justify the need of other parking, i.e. service vehicles taxi pick-up/ set-down bay adequate for two vehicles required for hospitals.
Cares home / secure accommodation	As above	1/250 sqm	1/20 bedrooms	Taxi pick-up/ set down bay adequate for 2 taxis required for accommodation over 100 beds.
Student housing	No parking	1/1 student	1/40 beds	
Residential education/ training centre	No parking	1/5 staff	1/10 staff	

Use class (gfa stands for gross floor area and sqm stands for square metres)	Maximum car* / motorcycle parking**	Minimum long-stay cycle parking (minimum 2 spaces)	Minimum short-stay cycle parking	Other parking
C3: Dwelling houses				
Residential	20% active provision plus 20% passive provision for electric vehicle charging facilities must be provided in accordance with the London Plan.	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1/40 units	No additional provision for visitor parking, which will be on-street pay and display, or by qualifying for resident visitor temporary permits. Developers will be encouraged to provide on-site car club bays where appropriate in place of individual car parking spaces.
D1: Non-residential institutions				
Clinics and health centres	Spaces will be considered provided they are supported by a transport assessment and a travel plan can be secured.	1/5 staff	1/3 staff	A transport assessment is required to justify the need of other parking i.e. service vehicles taxi pick-up/set-down bay adequate for two vehicles required for clinics or health centres over 2000 sqm. The need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered.
Art galleries and exhibition halls	No parking	1/8 staff	1/100 sqm	

Use class (gfa stands for gross floor area and sqm stands for square metres)	Maximum car* / motorcycle parking**	Minimum long-stay cycle parking (minimum 2 spaces)	Minimum short-stay cycle parking	Other parking
Schools	No parking	1/8 staff + 1/8 students	1/100 students	A transport assessment is required to justify the need of other parking, i.e. service vehicles
Further education colleges and universities	No parking	1/4 staff + 1/8 FTE students	1/7 FTE	A transport assessment is required to justify the need of other parking, i.e. service vehicles
Non-residential training centres	No parking	1/8 staff	1/100 sqm	
Creche and day nurseries	No parking	1/8 staff	1/100 students	
Museums	No parking	1/8 staff	1/100 sqm	
Public libraries	No parking	1/8 staff	1/100 sqm	
Places of worship	No parking	1/8 staff	1/100 sqm	
D2: Assembly and leisure				
Cinemas	No parking	1/8 staff	1/30 seats for visitors	
Bingo hall	No parking	1/8 staff	1/30 seats for visitors	
Leisure centres / sports facilities	No parking	1/8 staff	1/100 sqm	
Dance hall	No parking	1/8 staff	1/30 seats for visitors	
Skating rink	No parking	1/8 staff	1/30 seats for visitors	
Sui generis uses				
Parking provision for uses considered to be sui generis will be considered on a case-by-case basis.				

* 20% active provision plus 20% passive provision for electric vehicles charging facilities must be provided in accordance with the London Plan

** Motorcycle parking standard

30.1 We would welcome the provision of motorcycle parking as a substitute for car parking. Motorcycle parking may be provided within the space allowed by the maximum standards, at a guideline rate of five motorcycle spaces in place of each permitted car parking space. Where no car parking provision is allowed, motorcycle parking spaces will only be considered if supported and justified by a transport assessment.

Accessible car parking - minimum requirements for parking for disabled people

Parking for disabled people should comply with standards in the London Plan with necessary provision made on-site. Where site constraints mean provision is unfeasible or not safe, development will be required to demonstrate how a disabled person can park to use the development with ease.

Residential parking standards

Location	Less than 3 bedroom unit	3 bedroom plus units
Isle of Dogs	0	0.1
PTAL: 5-6	0	0.1
PTAL: 3 and 4	0.2	0.3
PTAL: 1 and 2	0.4	0.5

Further information on how to apply above residential parking standards can be found in the supporting text to Policy TR3: Parking and Permit-free.

31. Appendix 4: Waste collection standards

Residential refuse and recycling provision

31.1 Under the Environmental Protection Act (1990), we have a legal duty to collect waste from households. We currently provide a weekly collection of refuse, recyclables from all properties and a weekly collection of organics from street level properties. All dwellings, individual and multi-occupancy must have sufficient storage capacity to store all materials for a minimum of eight days-worth of waste as detailed in the table below.

Waste capacity guidelines

Number of bedrooms	Suggested capacity per week (litres)			
	Refuse	Dry recyclables	Without garden waste	With garden waste
1	70	60	23	100
2	120	90	23	100
3	165	120	23	200
4	215	150	23	200

Internal storage requirements

31.2 Residents will be responsible for providing their own internal containers. Developers are encouraged to install internal containers within individual units for future occupants. All new properties should have sufficient space (preferably in the kitchen area of each property) for residents to be able to separate out waste into three different containers (recyclable, non-recyclable and food waste).

Waste collection systems for residential properties

31.3 In exceptional circumstances where we consider that traditional wheeled and Euro bins are appropriate, the developer should contact the council's team that manages waste to obtain the latest bin specifications. We have no statutory duty to supply containers for the storage of waste. It is the responsibility of the managing agent/landlord to provide collection containers for all waste streams and ensure waste is stored in a suitable container away from the highway as it is not permitted for bins to be placed on the highway. All waste containers should conform to the most up to date British Standards.

31.4 Applicants should note that part H6 of the building regulations makes it a requirement for a resident not to carry waste for more than 30 metres from the front door of the development. It is recommended that residents have access to the waste collection area from within the block or development and not have to access the area via the public highway or any type of road even if the distance is less than 30 metres.

31.5 All waste collection systems and bin stores should have construction security, ventilation and cleansing provisions designed in accordance with the most up-to-date British Standard or equivalent replacement document. Similarly, suitable precautions should be provided to mitigate the fire risk (e.g. sprinklers, fire extinguishers and smoke detection equipment).

Multi occupancy properties

31.6 In the case of all multi-unit developments, we advise you to undertake pre-application consultation to explore alternative waste storage methods to help reduce the impact on the local environment. All proposals must be discussed on an individual basis and will be subject to agreement with our team that manages waste.

31.7 Where a bin storage area is considered appropriate it must be within 10 metres wheeling distance of the collection point. The paths between the storage facility and the collection point must be a minimum width of 1.5 metres, be free from obstructions and steps, have a solid foundation and be suitably paved with a smooth continuous finish. The ground should be level and not have a gradient more than 1:12, towards the vehicle. A dropped kerb is also required to wheel the bins. The bin stores must be designed so that the waste collection operatives are able to access the waste storage area without entering the building and there should only be one entry/exit to the bin store area. Enclosed bin stores must have internal lighting and there must be enough space and a wide enough doorway for an operative to easily manoeuvre the containers in and out. The dimensions (in metres and cubic metres) of the bins must be included with the application.

31.8 It is the responsibility of the managing agent/landlord to ensure that all bins are correctly presented and easily accessible for collection.

31.9 Bin stores must be fitted with standard FB1 or FB2 fire brigade locks or incorporate door codes, and the developer should liaise with our team that manage the collection of waste about the key or code arrangements. Once operational, the managing agent/landlord will be required to provide access for collection crews as required.

31.10 Where access is required across a public highway, suitable drop kerb crossovers should be provided. Where parking spaces are in existence, arrangements should be made with us to enable a bin with

dimensions of 1700 x 1200mm to be wheeled between the parked vehicles.

31.11 Doors to bin stores where collections are directly off the highway should either have sliding doors or doors opening inwards. This is to ensure that the highway is not obstructed. All doors should have stays or catches to avoid collection crews having to open the doors on multiple occasions.

31.12 We prefer collection of waste from ground floor level and any property that proposes storage elsewhere should make arrangements to present waste at ground floor level. Where this is not achievable, our team that manages waste should be consulted prior to submission of a full planning application.

31.13 Where compactors are planned at basement or ground level, it is preferred that provision for storage of organic waste/compostable materials is also made at the same level. If waste storage is at basement level, vehicle access should be provided at this level, or there should be adequate provision to move waste to the ground floor for collection.

31.14 Where chute systems are proposed, they must be designed in accordance with the most up to date British Standard or equivalent replacement document; also there must be provision for the collection of refuse, recyclable and compostable materials via this method. If used, chutes should not be spaced at more than 60 metres intervals, on the assumption that an occupier should not be required to carry waste a distance of more than 30 metres. The chute termination should be by a bifurcated baffle plate or by a swivel chute end.

31.15 Where underground systems are proposed, there must be provision for collecting refuse and recycling via this method. Provision for the storage and collection of compostable materials must be made at the same level and in the same area. Please refer to the supplementary guidance for more information on underground collection systems.

31.16 For mixed-use developments there must be segregation between residential and commercial waste storage areas. The locations of the waste containers should be clearly shown on the plans, including the dimensions and capacities proposed.

Individual properties

31.17 Proposals involving detached, semi-detached and mid-terrace houses and other property without side or rear access must include unobtrusive areas suitable for housing two wheelie bins (no more than 240 litres), a food waste caddy and a garden waste container. The container must not intrude on the street scene, and therefore must be contained within an appropriate front wall, fence or hedge for the garden, or alternatively within a dedicated and suitably designed structure within the boundary of the premises.

31.18 Such areas must be convenient for use by residents with easy access to the curtilage by the waste collection crews and steps should be avoided. If the area has a gradient, it should not exceed 1:12 towards the vehicle. If the storage area is within prominent view of the highway, a footpath or other public vantage point, then the bin area should be screened to avoid public usage. All waste containers should be stored not more than 10 metres from the collection point and should be unobstructed. If the collection point is in front of parking spaces, there should be adequate room for them to be wheeled to the collection vehicle. There must be at least 150mm clearance between each bin and the enclosure must have a minimum height of 1200mm.

31.19 All containers for individual properties should conform to British Standard BS EN 840 or the equivalent replacement document.

31.20 Developers are encouraged to install compost bins in all private gardens to encourage their use by residents.

Bulky waste collection

31.21 All multi-storey residential developments must have a separate space for the short-term storage of bulky items of furniture or electrical items, at ground level. It may be appropriate to provide covered accommodation for the storage of these items, as some may be re-usable. The number of stores depends on the number of blocks, size of homes and number of units. Where necessary, our team that manages waste and the fire brigade should be consulted to help with advice regarding size of bulky waste store and minimisation of arson risk.

Commercial waste provision

31.22 In mixed developments segregation of residential and commercial waste is required. Every commercial unit should have their own independent bin store areas. The residential development should follow guidance as detailed in the section on 'waste collection systems for residential properties – multi occupancy properties'.

31.23 It is difficult to anticipate the volume of refuse and recycling produced at commercial premises. Further guidance and recommendations can be found in BS5906:2005 Code of Practice or the equivalent replacement document for waste management in buildings. Developers can also contact our team that manages waste to discuss their requirements.

31.24 It should also be noted that the waste regulations require the separate collections of paper, metal, plastic and glass where technically, economically, and environmentally practicable. Developers should ensure that this requirement can be met, where necessary.

Waste collection vehicles – specifications and guidance

31.25 Developers should ensure that roads have suitable foundations and surfaces to withstand the maximum payload of vehicles. Manhole covers and gratings etc located on the highway must also be strong enough to withstand this weight.

31.26 Vehicles should not be expected to reverse. If this is unavoidable, then the maximum reversing distance should be 20 metres. A safe stopping bay or equivalent should be provided with a sufficient turning area and manoeuvring space for the collection vehicle (which may be a six-wheeled HGV) as specified within the Freight Transport Association's publication 'Designing for Deliveries' or the equivalent replacement document.

31.27 Developers should demonstrate with auto tracks that the collection vehicles (using our waste collection vehicle measurements) can manoeuvre around and within the site (where applicable) without undue impact on pedestrian safety or traffic flow. Developers should contact our team that manages waste for information on the vehicles currently in operation.

Maintenance of waste containers and related facilities

31.28 The maintenance of bin stores, chute systems, containers, underground systems, paths and roadways is the responsibility of the managing agent, landlord, residents' board or equivalent, with the exception of council-owned containers.

31.29 Managing organisations are responsible for the management and maintenance of bin stores, waste containers including underground

systems, compactors and automated waste collection systems.

31.30 We are not responsible for container maintenance or replacement. Managing organisations must ensure that the containers are cleaned regularly and properly maintained.

Non-traditional mass waste collection and storage systems

31.31 There are a number of non-traditional waste collection systems that can be incorporated into developments. All of the systems require land to be set aside to store collected waste materials.

31.32 While it is not our responsibility to prescribe the type of waste collection and storage facility developers should incorporate into a development, the facility must be compatible with our waste collection vehicles. It is therefore advised that applicants/developers contact the team that manages waste collection prior to the submission of a planning application to ascertain whether the system is compatible with our collection service.

31.33 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:

- Underground container systems
- Vacuum collection systems
- On-site compaction and container collection systems.

31.34 It should be noted that the above is not an exhaustive list of alternative waste collection and storage systems and developers/applicants can present other methods that are compatible with our waste collection service.

Underground container collection systems

31.35 Underground container collection systems are already in use within the borough and have proven to be a good solution to high-density developments and they can also be incorporated into developments of much lower densities. This system involves a large steel container set into a concrete hole underground, above which is a set of inlet containers to allow residents to deposit bagged waste materials. The design of the inlet containers can vary greatly and can be adjusted to suit the specific design requirements of the development or streetscape.

31.36 These systems are suitable for dry mixed recycling and residual waste. The container systems allow more waste to be stored in the centralised underground containers than traditional bins/bags, and therefore reduces vehicle movements. In instances where there is more than one building proposed as part of the development, the underground container system eliminates the need for a refuse collection from each building.

31.37 The flexibility of these systems is such that the inlet containers can be located outside of the building, in front courtyards allowing residents to deposit waste when they are leaving the building. Access to the containers can be restricted for residents only through the use of fobs that are operated by a sensor. Containers can also be fitted with sensors to measure their fill level.

31.38 It should be noted that these systems are not generally suitable for food waste and therefore additional space within the development is required to accommodate this fraction of waste.

Vacuum collection systems

31.39 Vacuum systems involve waste being conveyed through a network of underground pipes from residential blocks to a central bulking point or 'terminal building' where the materials are bulked up into containers. The system is capable of dealing with all three fractions of waste, residual, dry mixed recycling and food waste. Like the underground container system this one also allows more waste to be stored and therefore reduces vehicle movements.

31.40 Residents 'post' waste materials into the inlet containers, similar to the underground container systems. The system is operated automatically through a system of sensors and valves that are linked to a computer system located in the terminal building. It is possible to integrate the vacuum system within buildings, so that residents can place waste materials into chutes on each floor of their block for ease of use/ access.

31.41 The flexibility of these systems is such that the inlet container can be located inside or outside of the building to suit budget and design.

On-site compaction and container collection systems

31.42 On-site compaction and collection systems principally involve large roll on roll off containers for storing waste materials combined with an electrically powered hydraulic ram to reduce the volume of waste inside the containers and a hopper for depositing waste materials safely into the container.

31.43 Containers will be required to collect segregated fractions of waste.

31.44 If internal chutes are used the development must be designed to ensure that there is either one chute per waste stream, or there is a 'diverter' system attached to the end of the chute which directs materials into the correct hopper and container. Residents would control the system through selecting the correct button on a panel located at the chute door.

31.45 The flexibility of these systems is such that access can be restricted to residents through sensors.

Food waste macerators

31.46 Food waste disposal units within developments are also an option, subject to approval from Thames Water. They involve small macerators installed under domestic kitchen sinks used to grind food waste into slurry to allow for it to be disposed of through the normal wastewater system. The macerator is fitted just underneath the kitchen sink and once installed it mechanically chops and grinds food waste using blades. These systems can also reduce the need for traditional bin collection, as the materials are treated by water treatment companies and the sewerage system.

32. Appendix 5: Strategic policies in the Local Plan for the purposes of neighbourhood planning

Introduction

32.1 The National Planning Policy Framework requires local planning authorities to 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 development plan.

Strategic policies

32.2 Following an assessment against criteria in the National Planning Policy Framework, all policies and site allocations in the Local Plan are considered to be strategic in nature, with the exception of the following policies:

- D.SG3: Health impact assessments
- D.SG4: Planning and construction of new development
- D.DH8: Amenity
- D.DH9: Shopfronts
- D.DH10: Advertisements, hoardings and signage
- D.ES9: Noise and vibration

33. Appendix 6: Noise

Noise thresholds

33.1 Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. Noise can interfere with residential and community amenity and the utility of noise-sensitive land uses.

33.2 The significance of noise impact varies dependent on the different noise sources, receptors and times of operation presented for consideration within a planning application. Therefore, thresholds for noise and vibration evaluate noise impact in terms of various 'effect levels' as described in the National Planning Policy Framework.

Aims

33.3 Policy D.ES9 of the Local Plan (see Section 3) is seeking to effectively control and manage environmental, neighbour and neighbourhood noise within the context of government policy on sustainable development. It aims to:

1. avoid significant adverse impacts on health and quality of life
2. mitigate and minimise adverse impacts on health and quality of life, and
3. where possible, contribute to the improvement of health and quality of life.

Approaches to managing noise

1. Good design – Ensuring developments incorporate the concept of “good acoustic design”⁹¹, including through minimising the number of sensitive receptors exposed to noise; ensuring adequate distances between the noise source and sensitive receptors or areas, limiting conflict of use in the development both internally and externally; utilising where possible barriers, natural or otherwise, other buildings, or non-critical rooms in a building.
2. Engineering – reducing noise at source; improving the sound insulation internally and externally of exposed receptors; screening by purpose-built barriers.
3. Administrative – limiting operation time of source, restricting activities allowed on the site, specifying an acceptable noise limit. Several of these measures may be incorporated into the design of a development proposal. Where development is likely to be affected by, or give rise to, high noise levels, applicants are advised to seek the advice of environmental health officers or those with similar expertise.

General principles

33.4 When considering applications for development that will be exposed to an existing noise source, we will take into account the ambient noise level existing at the proposed location at the time of the application and any future likely increase in noise impact that may reasonably be anticipated to occur due to development in the foreseeable future. Much

⁹¹ For more detail see ProPG: Planning and Noise – New Residential Development (Institute of Acoustics and Chartered Institute of Environmental Health and the Association of Noise Consultants, 2017).

of the borough is subject to ambient noise levels during the day and at night from transportation, commercial, industrial and leisure sources that are higher than those at which the lowest adverse effects, as defined in policy and guidance, can occur. Development therefore should not make the noise circumstances worse and where possible should improve the situation by lowering noise levels and/or modifying the soundscape in a positive fashion.

33.5 In the case of applications involving noise sensitive developments, we will require an applicant to include information about the noise impact of development, or the assessed effect of an existing noise source and transport, industrial or commercial operation upon the development proposed.

33.6 A noise impact assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure as set out in policy D.ES9. Developers will be required to assess the impact of the proposal as a noise generator or receptor, as appropriate. It will also be required to demonstrate in full how the development will be designed, located and controlled to mitigate (as appropriate) the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

33.7 We recommend that you seek advice from our environmental health department in advance of any noise surveys on the methodology, duration and timing etc. of any surveys and advice regarding the nearest noise sensitive receptor.

33.8 In all cases, the best practical means of mitigation will be required to mitigate noise impact to an appropriate level, and in liaison with our environmental health service.

33.9 Where necessary, we will use planning conditions and enter into planning obligations under Section 106 of the Town and Country Planning Act 1990 (as modified by Section 12 of the Planning and Compensation Act 1991) to control noise levels.

Further information and guidance

- Noise Policy Statement for England (Department for Environment, Food and Agriculture, 2010)
- 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 5228:2009+A1:2014 Code of practice for noise and vibration on construction and open sites (2014)
- ProPG: Planning and Noise – New Residential Development (Institute of Acoustics and Chartered Institute of Environmental Health and the Association of Noise Consultants, 2017).

Design criteria

33.10 The design criteria given below are targets the borough wants to see achieved within the context of government policy on sustainable development. Where a variation from these standards is sought, a detailed submission of the reasons and noise effects must be provided as early as possible, preferably through the pre-application process. Any variation will be considered with respect to the context of the scheme (including its use, design and location) and any wider benefits, as directed by national policy and guidance.

33.11 Three basic criteria have been developed to inform the design and layout of proposed developments; these being aimed at guiding applicants as to the degree of detailed consideration needed to be given to noise in any planning application. The design criteria outlined below are defined in the corresponding noise tables.

- NOEL – No observed effect level
- LOAEL – Lowest observed adverse effect level
- SOAEL – Significant observed adverse effect level.

33.12 The values will vary depending on the context, type of noise and sensitivity of the receptor.

- **Green** – where noise is considered to be at an acceptable level. In this category development is likely to be granted.
- **Amber** – where noise is observed to have an adverse effect level, but which may be considered acceptable when assessed in the context of other merits of the development. In this category permission is likely to be refused unless a good acoustic design process is followed.
- **Red** – where noise is observed to have a significant adverse effect. In this category development is likely to be refused. Applicants should seek expert advice on possible noise mitigation measures.

Proposed developments - sensitive to noise

33.13 Special consideration will need to be given to noise-sensitive developments that are proposed in areas which are, or expected to become, subject to levels of noise which are likely to have an adverse effect. The threshold of acceptability of the noise will primarily depend on two factors: the intended use of the noise sensitive development and the source of the noise experienced, or likely to be experienced.

33.14 Applications for residential development should demonstrate a consideration of 'good acoustic design'⁹².

⁹² For more detail see ProPG: Planning and Noise – New Residential Development (Institute of Acoustics and Chartered Institute of Environmental Health and the Association of Noise Consultants, 2017).

Noise levels applicable to noise sensitive residential development proposed in areas of existing noise

Dominant noise source	Assessment location	Design period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Anonymous noise such as general environmental noise, road traffic and rail traffic	Noise at 1 metre from noise sensitive façade/free field	Day	<50dBLAeq, 16hr*	50dB to 69dBLAeq, 16hr*	>69dBLAeq, 16hr*
		Night	<45dBLAeq,8hr <40 dBLAeq,8hr**	Between 45dB and 60dB LAeq, 8hr.	>60dB LAeq,8hr >45 dB LAfmax
	Inside a bedroom	Day	<40dBLAeq,16hr	40dBLAeq, 16hr	>40dBLAeq,16hr
		Night	<30 dBLAeq,8hr <45dBLAmax,fast	30 to 35dB LAeq,8hr >45 to 60 dBLAmax, fast	>35 dBLAeq, 8hr >60dBLAmax
	Outdoor living space (free field)	Day	<50dBLAeq,16hr	50dB to 55dBLAeq,16hr	>55dBLAeq,16hr
Non-anonymous noise	See guidance note on non-anonymous noise				

*LAeq, T values specified for outside a bedroom window are façade levels

**Lnight values specified for outside a bedroom window are free field levels

33.15 The levels given above are for dwellings; however, levels are use specific and different levels will apply dependent on the noise sensitivity of the use of the premises. We will also take into account the likely times of occupation for types of development and will amend according to the times of operation of the establishment under consideration.

Noise insulation

33.18 Where the development falls within an area of high noise (amber and red), British Standard 8233 should be met.

Industrial and commercial noise sources

33.16 Relevant standard or guidance document should be referenced when determining values for LOAEL and SOAEL for noise. The standard or guidance should only be used within its intended scope.

33.17 Where appropriate, it is expected that British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' will be used. For such cases, a 'rating level' of 10dB below background should be considered as the design criterion.

Noise levels applicable to proposed industrial and commercial developments (including plant and machinery)

Existing noise sensitive receptor	Assessment location	Design period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Dwellings**	Garden used for main amenity (free field)	Day	< 50 dB LAeq, 16 hr	>50<55 dB LAeq, 16 hr	>55 dB LAeq, 16 hr
Dwellings**	Outside living or dining or bedroom window (façade)	Night	'Rating level' 10dB* below background	'Rating level' between 9dB below and 5dB above background	'Rating level' greater than 5dB above background
Dwellings**	Outside bedroom Window (façade)	Night	'Rating level' 10dB* below background	'Rating level' between 9dB below and 5dB above background	'Rating level' greater than 5dB above background

* Rating level as per BS 4142:2014**Levels given are for dwellings; however, levels are use specific and different levels will apply dependent on the noise sensitivity of the use of the premises.

Entertainment noise

33.19 Assessments for noise from proposed entertainment and leisure premises or from proposed sensitive uses in close proximity to existing entertainment and leisure premises must include consideration to amplified and unamplified music, human voices, footfall and vehicle movements and other general activity. Appropriate metrics must be used to measure and assess the noise impact including LAeq, and LAm_{ax}, LA10 and NR metrics and as appropriate along with consideration of the source frequency spectrum. The borough will resist development where it is not possible to achieve the levels for noise from proposed entertainment venues within existing noise sensitive receptors, or from existing entertainment venues within proposed noise sensitive receptors, given below.

Noise levels applicable to proposed entertainment premises and proposed sensitive uses in close proximity to existing entertainment and leisure premises (customer noise)

Noise sensitive receptor	Assessment location	Design period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAEL (Red)
Dwellings	Garden used for amenity (free field)	Day	The lower of 55dB LAeq,5min or 10dB below existing LAeq,5min Without entertainment noise	56dB to 60dB LAeq,5min or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The lower of 61dB LAeq,5min or 2dB below existing LAeq,5min Without entertainment noise
Dwellings	Garden used for amenity (free field)	Evening	The lower of 50dB LAeq,5min or 10dB below existing LAeq,5min Without entertainment noise	51dB to 55dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The lower of 56dB LAeq,5min Or 2dB below existing LAeq,5min Without entertainment noise
Dwellings	Garden used for amenity (free field)	Night	The lower of 45dB Aeq,5min Or 10dB below existing LAeq,5min Without entertainment noise	46dB to 50dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The lower of 51dB LAeq,5min Or 2dB below existing LAeq,5min Without entertainment noise

Noise levels applicable to proposed entertainment premises and for proposed residential premises near existing entertainment premises (entertainment noise)

Objectives

- 33.20 For premises where entertainment takes place more than once per week music and associated sources should not be audible inside noise-sensitive property at any time.
- 33.21 For premises where entertainment takes place less frequently than once per week, music and associated sources should not be audible inside noise-sensitive property between 23:00 and 07:00 hours.
- 33.22 For the purposes of this document, airborne noise may be considered not audible when it is at a low enough level such that it is not recognisable as emanating from the source in question and it does not alter the perception of the ambient noise environment that would prevail in the absence of the source in question

Design criteria

33.23 For the airborne transmission of entertainment noise the following noise rating curves (NR) measured as a 5 minute linear Leq are regarded as meeting the above objectives:

Room	Noise rating curve	Design period
Bedrooms	NR 10 Leq 5 mins	23:00-07:00hrs
All habitable rooms	NR 20 Leq 5 mins	07:00-23:00hrs

33.24 The above design criteria apply to the airborne transmission of entertainment noise. The structure borne transmission of noise is regarded as more problematic as the noise tends to take on much more low frequency bias as it propagates through the structure and the noise is often radiated simultaneously from multiple elements of the structure e.g. floors, walls and ceilings, leading to an all-encompassing surrounding sense of perception; in addition structure borne noise can often be perceived as vibration as well as sound, adding to the adverse effect. Consequently, where there is a risk of structure borne transmission of entertainment noise to sensitive premises we may seek more stringent criteria than for airborne entertainment noise. Developers are therefore encouraged to consult with our environmental health department at an early stage in the consideration of the scheme to address this issue and to submit proposals to mitigate the risk for review.

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

Vibration description and location of measurement	Period	Time	Vibration levels (Vibration dose values)
Vibration inside dwellings	Day	07:00-23:00	0.2 – 0.4 VDV ms ^{-1.75}
	Night	23:00-07:00	0.1 – 0.2 VDV msAktiv Grotesk
Vibration inside offices	Day, evening and night	00:00-24:00	0.4 – 0.8 VDV msAktiv Grotesk
Vibration inside workshops	Day, evening and night	00:00-24:00	0.8 – 1.6 VDV msAktiv Grotesk

34. Appendix 7: Housing trajectory

34.1 The tables below illustrate the borough's housing trajectory based on expected net additional housing delivery (both conventional and non-self-contained) over a 15-year period.

34.2 Tower Hamlets has a supply pipeline of approximately 554,000 additional homes over the plan period (2016-2031). Around 29,000 of these homes are from sites currently under development or with planning permission (as at August 2017).

34.3 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.

34.4 While there will be a shortfall towards the end of the plan period, we are committed to working with our partners (including the Greater London Authority) to maximise the supply and delivery of housing within the parameters of sustainable development and address this unmet need.

Housing pipeline and trajectory against targets

Timeframe	Net additional housing target	Projected housing supply – large sites and windfall sites	Number above or below the housing target
2016-21	19,655	22,515	2,860
2021-26	19,655	19,676	21
2026-31	19,655	12,697	-6,958
The plan period: 2016-31	58,965	54,889	-4,076

Housing pipeline against development status

Status	2016-21	2021-26	2026-31	The plan period: 2016-31
Completed	4,699	0	0	4,699
Under development	12,369	4,954	1,464	17,345
Prior approval	338	0	0	340
Full planning permission	4,014	5,145	691	7,302
Hybrid planning permission	0	0	0	1,779
Outline planning permission	203	546	258	1,007
Allocations (without permission)	0	5,398	6,759	13,546
'Strategic Housing Land Availability Assessment' (SHLAA) sites (without permission)	0	2,518	2,410	4,929
Windfall allowance	892	1,115	1,115	3,122
Total	22,515	19,676	12,697	54,889

The housing trajectory is based on the following assumptions unless specific evidence indicates otherwise:

- Site build out rate limited to 500 units over 5 year period (or 100 units a year), unless specific evidence indicates otherwise.
- The following unit delivery 'lag times' unless specific evidence indicates otherwise:
 - + 0 months for sites where works on site have commenced
 - + 24 months for sites with a current full planning permission
 - + 30 months for sites with prior approval for development or 'hybrid' permission
 - + 36 months for sites with a current outline planning permission
 - + 54 months for other "deliverable" sites, but without a current planning permission (i.e. maximum of 50 units in the deliverable supply from any one site).
- An annual windfall allowance (smaller sites providing less than 10 homes) of 223 units based on average windfall delivery over the past 5 years.

Further information on the housing trajectory methodology can be found in the supporting Five Year Housing Supply and Housing Trajectory Statement.

Housing pipeline across sub-areas

		Isle of Dogs & South Poplar	City Fringe	Lower Lea Valley	Central	Total
Conventional housing (self-contained housing)⁹³	Completed (2016/17)*	1,860	988	461	1,390	4,699
	Under development	13,020	3,223	1,400	732	18,375
	Prior approval	119	204	0	15	338
	Full planning permission	5,730	1,520	1,151	1,335	9,736
	Hybrid planning permission	0	0	0	0	0
	Outline planning permission	0	774	130	103	1,007
	Allocations (without permission)	9,169	441	1,401	1,146	12,157
	SHLAA (without permission)	501	2,392	424	1,618	4,929
Non-conventional housing (non-self-contained housing)	Under development	0	0	0	412	412
	Full planning permission	30	12	0	72	114
	Borough-wide windfall allowance**	781	781	781	781	3,122
	Minimum number of additional homes between 2016-31	31,209	10,334	5,748	7,597	54,889
	Percentages	57%	19%	10%	14%	100%

93 For further guidance on non-self-contained housing, please refer to Section 3, paragraph 9.13.

Figure 52: Housing pipeline against the London Plan target

