

Ref	Part / section	Chapter / theme	Paragraph / figure	Policy	Amendment (Deleted text shown as struck through and additional text shown in red)	Reason for change (Please note that references to representations refer to those received in response to the amendments to the proposed submission version of the Tower Hamlets Local Plan unless otherwise stated).
MM1	All chapters				Chapters to be reordered in chronological/numerical order: chapter 1,2,3,4,5 etc	For consistency and clarification
MM2	All sections				Parts 1 to 6 Rename: Sections 1 to 6	To aid ease of document use
MM3	List of figures				List of <del>F</del> figures	For consistency and clarification
MM4	List of figures				Insert a list of policies after the list of figures	To aid ease of document use
MM5	Consultation information				Delete this section	The consultation has now ended and is no longer applicable.
MM6	Part 1: Setting the scene	Chapter 1: Introduction			Insert the following paragraph between paragraphs 1.7 and 1.8 in section 1:  <b>Part of the borough falls within the boundary of the London Legacy Development Corporation (as shown on figures 2 and 3). The Local Plan does not cover this area with the exception of waste matters, as detailed in chapter 10 in section 3. Local Plan designations within this area are shown on the Policies Map and key diagram and are identified in the London Legacy Development Corporation Local Plan which applies in this area.</b>	To respond to a representation from a statutory consultee (LP486, LP487)
MM7	Part 1: Setting the scene	Chapter 2: Borough portrait			Chapter 2: Borough <del>P</del> portrait	For consistency and clarification
MM8	Part 1: Setting the scene	Chapter 2	2.20		Steeped in a rich and varied history, Tower Hamlets is blessed with substantial areas of historic and architectural interest, including 58 conservation areas (which cover around 30% of its total area) and over 2000 listed buildings, with great variation in character and size. Some of these buildings are landmarks of <b>national and</b> international importance, including the Tower of London (a UNESCO world heritage site) <b>and Christ Church, Spitalfields, and 1 Canada Square in Canary Wharf.</b> Other notable historic buildings include the medieval parish church of St Dunstan (which predates the Tower of London) and the high-tech, former Financial Times Print Works (constructed in the late 1980s). <b>One Canada Square, whilst not formally listed, has been a symbol of modern, progressive London for over a quarter of a century and forms the backdrop to the dramatic skyline of Canary Wharf, which is visible over a wide area.</b>	Respond to a representation from a developer/landowner (LP500)
MM9	Part 1: Setting the scene	Chapter 2: Borough portrait	2.23		However, the overall provision of publicly accessible open space <del>in the borough</del> is low compared to other inner London boroughs with similar characteristics, as well as being far below national standards.	For consistency and clarification
MM10	Part 1: Setting the scene	Chapter 3: Trends	3.1: Our Infrastructure		Multiple projects are <b>also</b> underway or planned to improve the public transport network across the borough, including the new Elizabeth line, improvements to the London Underground (e.g. Central and Jubilee lines) and Docklands Light Railway, improved river services and additional river crossings. <b>However, Even with these capacity increases, future demand is forecast to outstrip supply over the plan period. Consequently, a and further investment significant step change in future capacity is will be required above that already planned.</b> <del>Tower Hamlets is expected to experience continued job gains and strong employment growth over the period to 2031 (in excess of London and national averages).</del>	Respond to a representation from a statutory consultee (LP732)
MM11	Part 2: Vision and objectives	Chapter 1: Our vision for Tower Hamlets	Vision box		Neighbourhoods will be transformed with high quality buildings and well-designed spaces, while the character of the borough's 24 places that make Tower Hamlets unique, <b>including its cultural heritage</b> , will be protected and enhanced: ensuring a sensitive balance between, and integration of, old and new	Respond to a representation from a statutory consultee (LP618)
MM12	Part 2: Vision and objectives	Chapter 2: Key objectives and principles	Key objective 1:		Growth must be delivered alongside <b>appropriate</b> social and transport infrastructure, recognising that without provision of adequate infrastructure growth cannot be supported. <b>When taken as a whole</b> , growth must be balanced, containing a range of employment, retail and community facilities, alongside increasing residential development.	Respond to a representation from developers / landowners (LP462, LP472, LP641, LP814, LP857, LP942)
MM13	Part 2: Vision and objectives	Chapter 2: Key objectives and principles	Key objective 2:		6. making the best use of our available land (through encouraging the co-location of uses, shared facilities, <b>intensification</b> , integrated infrastructure and the delivery of pocket parks) and ensuring improved connectivity between places. 7. maximising the benefits of the new Elizabeth line (including the stations at Whitechapel and Canary Wharf) <b>and other transport schemes</b> , acting as a catalyst for investment;	Respond to a representation from developers / landowners (LP462, LP472, LP641, LP814, LP857, LP942)

MM14	Part 2: Vision and objectives	Figure 5: Key diagram	Figure 5		Change the key to figure 5 as follows. Delete " <del>New pedestrian/cycle bridge – proposed</del> " and replace with " <b>New pedestrian/cycle river crossing - proposed</b> "	Typographical error
MM15	Part 3: Policies	All chapters			D.DH7 8: Amenity	Typographical error
MM16	Part 3: Policies	Chapter 2: Achieving sustainable growth		S.SG1: Areas of growth and opportunity within Tower Hamlets	2. Development is required to demonstrate how it will address the priorities and principles within these opportunity areas as well as the Central sub-area-. Development <b>that is</b> within or part of a site allocation is required to deliver the identified land uses, infrastructure requirements and the design and delivery principles.	For consistency and clarification
MM17	Part 3: Policies	Chapter 2: Achieving sustainable growth		S.SG1: Areas of growth and opportunity within Tower Hamlets	3. The majority of new housing and employment provision within the borough will be focussed within the Isle of Dogs and South Poplar opportunity area, principally within Canary Wharf and <b>the area in the</b> north of the Isle of Dogs. Significant amounts of new housing will also be delivered in the City Fringe and Lower Lea Valley (including the Poplar Riverside Housing Zone) opportunity areas.	To respond to a representation (LP100)
MM18	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.9		Each sub area (as shown on the <del>p</del> <b>Policies m</b> Map is distinctive and new development will need to respond to their individual characteristics to facilitate distinct neighbourhoods and healthy and liveable places where people want to live, work and enjoy leisure.	For consistency and clarification
MM19	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.10		The Local Plan also seeks to protect and enhance the character and distinctiveness of the borough's 24 places that make up each of the four sub-areas (see figure 4). Development within the sub-areas will be expected to have regard to the distinct characteristics of the borough's 24 places, as defined within the Tower Hamlets Urban Structure and Characterisation Study and other relevant guidance, such as conservation area appraisals, design guides, <del>and</del> supplementary planning documents <b>and the Tower Hamlets Conservation Strategy.</b>	To respond to a representation from a statutory consultee (LP440)
MM20	Part 3: Policies	Chapter 2: Achieving sustainable growth			Add new paragraph after 2.11 and the numbering for subsequent paragraphs:  <b>While the majority of the borough's future housing and employment supply is expected to come forward on allocated sites, significant opportunities exist to bring forward development within other locations, such as small-scale infill sites within existing neighbourhoods and the intensification of existing brownfield sites. These sites (known as windfalls) have the potential to make a significant contribution to the supply of housing and employment land in the borough.</b>	Respond to a representation from a statutory consultee (LP288, LP886)
MM21	Part 3: Policies	Chapter 2: Achieving sustainable growth		D.SG3: Health impact assessments	1. The following developments are required to complete and submit a <b>rapid</b> health impact assessment as part of the planning application.  a. Major developments. b. <b>New</b> development within an area of sub-standard air quality (as shown on the Policies Map). c. Developments which contain any of the following uses:  i. Education facilities. ii. Health facilities. iii. Leisure or community facilities. iv. A5 uses (hot-food-takeaways). v. Betting shops. vi. Publicly accessible open space.	To respond to multiple representations (LP382, LP87, LP504, LP303, LP606)
MM22	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.19		Improving health and wellbeing in the borough is a key priority in our Community Plan, reflecting the borough's significantly high levels of poor health outcomes. This policy seeks to address high levels of poor health in the borough, which environmental improvements, <b>including the principles of active travel, active design and healthy streets,</b> can help to reduce".  *New footnote: <b>Further details on the borough's health profile and priorities and the links between health and the built environment can be found in the Tower Hamlets Joint Strategic Needs Assessment: Planning and Health (2016) and the Tower Hamlets Health and Wellbeing Strategy (2017).</b>	To respond to a representation from a developer / landowner (LP503, LP835)
MM23	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.22		Health impact assessments should be undertaken using the recommended guidance from our public health service. ( <del>f</del> <b>F</b> or example, the latest Healthy Urban Planning Checklist, <b>which also provides a rapid health impact assessment tool (Healthy Urban Development Unit).</b> )	To respond to multiple representations (LP382, LP87, LP504, LP303, LP606)
MM24	Part 3: Policies	Chapter 2: Achieving sustainable growth	2.31		Cumulative impacts arising from <b>the construction phase</b> of other major developments <del>building works</del> within one kilometre radius of the proposal site should be assessed and mitigation actions identified (see part 2).	To respond to a representation from a developer / landowner (LP383)

MM25	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Delivering high quality design	1. c. ensure the architectural language, design details, elements and materials applied on elevations, roof forms and landscapes (including boundary treatment) <del>reflects</del> <b>have regard</b> to their immediate and wider surroundings;	To respond to a representation from a developer/landowner (LP507, LP692, LP959, LP482)
MM26	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Delivering high quality design	<del>1. d. reuse existing buildings with better quality design where feasible and where it would not compromise the quality of the development;</del> and re-name 1e-j accordingly in policy and supporting paragraphs	To respond to a representation from a developer/landowner (LP41, LP232, LP692, LP959, LP949, LP482)
MM27	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Delivering high quality design	1. f. use high quality design, materials and finishes to ensure buildings are robust, efficient and fit for the life of the development, <del>including residential development and social housing;</del>	Respond to a representation from a local resident/community group (LP550)
MM28	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Delivering high quality design	1. g. create well-connected, <b>inclusive</b> and integrated spaces and buildings which can be easily adaptable to different uses and the changing needs of users;	Respond to a representation from a local resident/community group (LP550)
MM29	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH1: Delivering high quality design	1. j. provide a mix and range of publicly accessible open spaces <b>and water spaces</b> that promote biodiversity, health and well-being.	For clarification, accuracy and consistency.
MM30	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.4		<del>Delivering H</del> <b>Delivering H</b> high quality design lies at the heart of our plans to grow and expand Tower Hamlets, helping to ensure it <del>will help to ensure that</del> <b>will help to ensure that</b> Tower Hamlets remains one of the most attractive and dynamic parts of London. We are seeking to achieve excellence in the quality of our buildings and spaces which benefit Tower Hamlets' location within the heart of London and its world-class environment.	For clarification, accuracy and consistency.
MM31	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.4		The purpose of this policy is to outline the key elements of high quality design so that we create buildings, spaces and places that are sustainable, accessible, attractive, durable and well-integrated into their surroundings and <del>that</del> <b>that</b> are sensitive to the character of the area, <del>thus contributing to a better high quality of life and well-being.</del>	For clarification, accuracy and consistency.
MM32	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.12		Part j seeks to promote the provision of open spaces <b>and water spaces</b> in the borough and recognises their importance for the health and well-being of the local community as well as their contribution to biodiversity and landscape (as set out in part h).	For clarification, accuracy and consistency.
MM33	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH2: Attractive streets, spaces and public realm	1. a. improving connectivity to public transport hubs, town centres, open spaces, <b>water spaces</b> , social and community facilities and surrounding areas;	For clarification, accuracy and consistency.
MM34	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.17		• main streets - focusing on movement and prioritising the safe and convenient flow of buses, <del>and</del> cyclists <b>and pedestrians</b> ;	Respond to a representation from a statutory consultee (LP728) and a local resident/community group (LP536)
MM35	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.20		Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm, through continuous building lines and active frontages. Development should avoid creating concealment points and external lighting should be an integral <del>development</del> component in ensuring safety and security within the public realm in line with the principles of secured by design.	Typographical or graphical error
MM36	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.21		Proposals should also use complementary elements - such as materials, finishes, furniture, landscaping, signage, <del>and</del> lighting <b>and public art</b> - to ensure that development and the public realm is at a human scale and puts people at the heart of the design process, so that the importance of how people view and feel about their environment is recognised.	Respond to a representation from a developer/landowner (LP385)
MM37	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.24		Balconies overhanging <del>on</del> the public footway or highway or neighbouring properties have the potential to harm the safety and amenity of local occupiers, residents and the public highway as well as cause overlooking into neighbouring properties or on to the highway, especially at the ground floor level.	Typographical or graphical error
MM38	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Policy links	D.DH2: Attractive streets, spaces and public realm	Policy S.OWS1: Creating a network of open spaces	Typographical or graphical error

MM39	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Policy links	D.DH2: Attractive streets, spaces and public realm	Insert policy link: <b>Policy D.OWS4: Water spaces</b>	Respond to a representation from a statutory consultee (LP314)
MM40	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Heritage and the historic environment	1. Proposals must <del>preserve</del> <b>conserve</b> or where appropriate enhance the borough's historic designated and non-designated <b>heritage</b> assets in a manner appropriate to their significance as key and distinctive elements of the borough's 24 places.	Respond to a representation from a statutory consultee (LP443)
MM41	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Heritage and the historic environment	2. Proposals to alter, extend or change the use of an <del>historic</del> <b>heritage</b> asset or proposals that would affect the setting of a heritage asset will only be permitted where:	Respond to a representation from a statutory consultee (LP443)
MM42	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Heritage and the historic environment	2. d. they preserve strategic and locally important views <b>and landmarks</b> , as defined in policy D.DH4; and	For clarification, accuracy and consistency
MM43	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Heritage and the historic environment	2. e. in the case of a change of use from a use for which the building was originally designed, a thorough assessment of the practicability of retaining its existing use has been carried out -outlining the wider public benefits of the proposed alternative use.	Typographical or graphical error
MM44	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH3: Heritage and the historic environment	9. Development that lies in or adjacent to archaeological priority areas (as shown on the Policies Map) will be required to include an archaeological evaluation report and will require any nationally important remains to be <del>preserved</del> <b>conserved</b> permanently <del>at the site</del> <b>in situ</b> .	Respond to a representation from a statutory consultee (LP443)
MM45	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.27		Our heritage assets are exceptionally important - they are our most recognisable landmarks and most cherished places, and they contribute to reinforcing the unique character and distinctiveness of the borough (including its 24 places) as well as London as a whole <b>through their individual and group value</b> .	Respond to a representation from a statutory consultee (LP351)
MM46	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.29		In order to satisfy the criteria set out in parts 2-9, developments will need to demonstrate an understanding of the significance of the relevant asset <del>or its setting</del> , <b>including the contribution setting makes to its significance</b> , as part of the planning application process. <b>It should also include an assessment of group value, as well as the individual significance of heritage assets</b> . As a minimum, this should include both desktop analysis and on-site investigation, with reference to the Greater London Historic Environment Record and other relevant documentation.	Respond to representations from developer/landowners (LP351, LP187)
MM47	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.30		Detailed plans to an appropriate level will need to be submitted with applications as part of design and access statements/heritage statements to demonstrate how the heritage assets and its setting will be impacted and to ensure that its significance is protected or enhanced.	Typographical or graphical error
MM48	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.36		We have prepared a series of conservation area appraisals and management plans that assess and evaluate the character and appearance of each of our conservation areas and set out how we consider they can be <del>preserved</del> <b>conserved</b> or enhanced	Respond to a representation from a statutory consultee (LP443)
MM49	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH4: Shaping and managing views	1. Development is required to positively contribute to views and skylines that are components of the character of the 24 places in Tower Hamlets. Intrusive elements in the foreground, middle ground and backdrop of such -views will be resisted. 1. b. positively contributes to the skyline of strategic importance, forming from the silhouettes of tall building clusters around Canary Wharf (as defined <del>as</del> <b>on</b> the Policies Map);	Typographical or graphical error
MM50	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.44		Part a refers to strategic views identified in the <b>latest versions of</b> the London Views Management Framework and Tower Hill of London and <del>Maritime Greenwich Maritime</del> <b>World Heritage Site</b> Management Plans which have impacts on developments within Tower Hamlets.	Respond to a representation from a statutory consultee (LP634)
MM51	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.47		Intrusive development (as defined in the glossary) that competes with the prominence of borough-designated landmarks in the backdrop of the borough-designated views or obscures them at the mid or foreground will be resisted. <b>New developments are expected to make a positive contribution to the skyline, including in their use of palette and texture, in particular where these buildings will have an impact on long-distance views</b> .	Respond to a representation from a statutory consultee (LP638)

MM52	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.51		Part f seeks to shape and manage the impact that development would have on townscape and local views that are important to the identity of Tower Hamlets and its unique places. <b>These will be identified on a case by case basis through the townscape analysis in relation to a particular development.</b> Due to relatively flat topography, tall buildings located in the borough can be seen from a number of remote locations. It is important that tall buildings positively contribute to the legibility, character and spatial structure of the borough's 24 places (see policy D.DH6).	Respond to representations from developer/landowners (LP508, LP884)
MM53	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links		Amend the following where relevant: London View Management Framework (Mayor of London, 2012)	For clarification, accuracy and consistency.
MM54	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	Policy D.DH4: Shaping and managing views	Maritime Greenwich <b>World Heritage</b> Site Management Plan	Respond to a representation from a statutory consultee (LP636)
MM55	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	Policy D.DH4: Shaping and managing views	<b>Tower Hamlets Water Spaces Study (2017)</b>	Insert reference to relevant evidence base
MM56	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Figure 7		St Paul's Cathedral is a strategically important landmark (not a borough designated landmark) Map: purple star Legend: <del>Tower of London</del> : Sstrategically important landmarks	Typographical or graphical error
MM57	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Figure 7		<b>Update policies map to reflect numbering and labels in Figure 7 of borough designated views</b>	Respond to a representation from a developer/landowner (LP185)
MM58	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		S.DH5: World heritage sites	2. Proposals affecting the wider setting of the Tower of London and Maritime Greenwich or <b>those would impinging</b> upon strategic or other significant views to or from these sites (particularly around Tower Hill and Aldgate and within the buffer zone around Island Gardens) will be required to demonstrate how they will conserve and enhance the outstanding universal value of the world heritage sites.	For clarification, accuracy and consistency
MM59	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.55		Maritime Greenwich lies immediately south of the borough and comprises an ensemble of buildings (including the <b>Queen's House, Royal Palace, Royal Hospital and the Royal Observatory and the Old Royal Naval College</b> ) set in landscaped parkland (part of the buffer area lies within the borough at Island Gardens on the Isle of Dogs, as shown on figure 7).	Respond to a representation from a statutory consultee (LP637)
MM60	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.58		Full stop at end of paragraph	Typographical or graphical error
MM61	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Footnote 15 (p48)		United Nations Education, Scientific and Cultural Organisation (UNESCO). Please note: attributes of the outstanding universal value are usually physical, but can also be processes or practices (such as traditions; or management regimes) that have an impact on physical qualities.	Typographical or graphical error
MM62	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	S.DH5: World heritage sites	<b>Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS, January 2011)</b>	Respond to a representation from a statutory consultee (LP633)
MM63	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	1. Developments with tall buildings <del>are required to</del> <b>must be of exceptional architectural quality. To achieve this, proposals must:</b>	Respond to representations from developers/landowners (LP308, LP691, LP907, LP434, LP104, LP480, LP154)
MM64	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	1. a. be of a height and scale, mass and volume that are proportionate to their role, function and importance of the location in the local, borough-wide and London context; and <del>in keeping with</del> <b>take account of</b> the character of the immediate context and of their surroundings;	Respond to representations from developers/landowners (LP509, LP691, LP957, LP945, LP603, LP480)
MM65	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6 Tall buildings	1. b. <del>achieve exceptional architectural quality and use</del> <b>robust and durable materials integrated at all angles of</b> <del>throughout</del> the building;	Respond to representations from developers/landowners (LP509, LP603, LP480)
MM66	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	1. j. demonstrate that the development does not adversely impact on the microclimate and amenity of the <del>proposal site and the surrounding</del> area	For clarification, accuracy and consistency
MM67	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	1. l. comply with Civil Aviation requirements and not interfere to an unacceptable degree with telecommunications, television and radio transmission networks <b>and river radar equipment.</b>	Respond to a representation from a statutory consultee (LP316)

MM68	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	Aldgate principles: <del>Tall buildings should actively increase the quality and extent of the public realm in this area.</del>	For clarification, accuracy and consistency
MM69	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	Canary Wharf (Isle of Dogs) principles: <ul style="list-style-type: none"> <li>• Development within this location will be expected to safeguard the skyline and preserve the iconic image and character of Canary Wharf as a world financial and business centre. <del>Individual buildings should be integrated into urban super blocks set in the public realm. Building heights within the Canary Wharf cluster should drop away from the central location at 1 Canada Square.</del></li> <li>• Building heights within the Canary Wharf cluster should drop away from the central location at 4 <b>One</b> Canada Square.</li> </ul>	For clarification, accuracy and consistency
MM70	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	Millwall Inner Dock (Isle of Dogs) principles: <ul style="list-style-type: none"> <li>• Insert space between first and second bullet points.</li> <li>• <del>Building heights should step down away from the centre of the cluster and</del> <b>Proposals must</b> ensure that the integrity of the Canary Wharf cluster is retained in the skyline when seen from places and bridges along the River Thames across Greater London, particularly in views identified in the London Views Management Framework.</li> </ul>	Typographical error/respond to a representation from a landowner / developer (LP921)
MM71	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	Blackwall principles: <ul style="list-style-type: none"> <li>• Development heights should step down towards the edge of this <b>zone cluster</b>. <del>The cluster must be subservient and separate from the nearby Canary Wharf cluster and buildings should be of varying heights allowing sky views between them when viewed from the river or the Greenwich Peninsula.</del></li> <li>• The cluster must be subservient and separate from the nearby Canary <b>W</b>wharf cluster and buildings should be of varying heights allowing sky views between them when viewed from the river or the Greenwich <b>P</b>peninsula.</li> </ul>	Typographical error/for clarification
MM72	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH6: Tall buildings	c. unlock significant infrastructure constraints; <del>and/or</del> d. <del>deliver significant additional publicly accessible open space.</del>	Respond to representations from developers / landowners (LP190, LP603, LP179, LP205)
MM73	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.65		Part 1 of the policy sets out the criteria against which all development involving tall buildings will be assessed. The criteria will guide the visual and contextual development of tall buildings in the borough. In order to enable assessment against the criteria, we will require an accurate visual representation to be submitted alongside the design and access statement as part of the planning application. This model should show the proposal in near, middle and distant views, including the public realm and its appearance at street level. It should include a 360-degree view analysis and a study of relative heights of buildings in the surrounding area. An architectural model may be required depending on the scale and nature of the proposal, <b>including an assessment of the cumulative impact of nearby proposals with valid planning permission.</b>	Respond to a representation from a developer / landowner (LP508)
MM74	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.66		Proposals involving tall buildings will need to demonstrate how any adverse impacts on the microclimate will be mitigated in relation to win, overshadowing, day lighting, solar glare, light pollution, <del>privacy and sense of ownership.</del>	For clarification (not related to assessment of impacts on microclimate)
MM75	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.67		Proposals involving tall buildings (90 metres in height or greater) must be referred to the Civil Aviation Authority and London City Airport to ensure they will not be a potential hazard to aviation safety and navigation, in view of the proximity to London City Airport.	Respond to a representation from a developer/landowner (LP42)
MM76	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Figure 9		CLUSTER PRINCIPLE TWO: Tall buildings outside <b>but within the vicinity</b> of the cluster are not desirable CLUSTER PRINCIPLE FOUR: Tall buildings in the foreground of the clusters should not break the silhouette of this cluster when seen from the <b>southern bank of the</b> Thames riverfront	For clarification, accuracy and consistency/respond to a representation from a developer/landowner (LP509)
MM77	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.72		Insert at end of paragraph 3.72: <b>Proposals for tall buildings on the edge or within the vicinity of tall building zones will be expected to follow the step down approach from the cluster to avoid the merging of clusters.</b>	For clarification, accuracy and consistency
MM78	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.74		In relation to part 3 (b-c), tall building proposals outside of the zones will be subject to additional criteria to ensure they do not have an adverse impact on the setting or character of the borough. In such locations, tall buildings will be expected to serve as landmarks and unlock <b>significant strategic</b> infrastructure provision (in particular <del>the provision of publicly accessible open space and social and community facilities,</del> <b>new transport interchanges, river crossings and educational and health facilities serving more than the immediate local area</b> ) to address <b>existing</b> deficiencies <del>within the area and future needs</del> (as identified in the Infrastructure Delivery Plan, the Regulation 123 List and other relevant strategies) and address the requirements set out in section 4.	Respond to representations from developers/landowners (LP42, LP190, LP603, LP179, LP205)

MM79	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.75		Insert at the end of paragraph 3.75: <b>This includes proposals involving tall buildings located within site allocations where these are considered to be appropriate and in line with relevant policies.</b>	Respond to representations from developers/landowners (LP319, LP400, LP323)
MM80	Part 3: Policies	Chapter 3: Creating attractive and distinctive places			Insert references to the Tower Hamlets Conservation Strategy under the "Evidence links" box in relation to policies D.DH4 (Shaping and managing views), D.DH5 (World heritage sites) and D.DH6 (Tall buildings).	Typographical or graphical error
MM81	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH6: Tall buildings	<b>London Borough of Tower Hamlets: Conservation Area Character Appraisals and Management Guidelines</b>	For clarification, accuracy and consistency.
MM82	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH6: Tall buildings	<b>London View Management Framework (Mayor of London)</b>	For clarification, accuracy and consistency.
MM83	Part 3: Policies	Chapter 3: Creating attractive and distinctive places		D.DH7: Density	1. Residential development should be consistent with the guidelines set out in the London Plan. Where higher density development is proposed, it must demonstrate that: a. the cumulative impacts of the proposed development have been considered, <b>it does and do</b> not result in over-development <b>er and</b> that suitable mitigation measures in relation to design and infrastructure have been identified; and	For clarification, accuracy and consistency
MM84	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.76		Many proposed developments in the borough are seeking to exceed the highest density levels <b>currently</b> set out in the London Plan's density range.	For clarification, accuracy and consistency
MM85	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.77		Exceptional densities in the borough should not be the norm but should remain as exceptions. In order to manage this, the policy requires that developments in excess of the London Plan density <b>range</b> <b>guidelines</b> should consider the cumulative effects from development and should not result in over-development of the site or impact on the development potential or neighbouring sites.	Respond to representations from developers/landowners (LP221, LP463, LP921, LP887)
MM86	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.78		For the purposes of this policy, over-development refers to a quantum of development that is excessive in terms of demand on infrastructure and services, or impact on local amenity and character. <b>For instance, this may be where a development necessitates a change in the management of existing infrastructure, or where it requires substantial capital investment to address additional demand created by the development.</b>	Respond to representations from developers/landowners (LP908, LP463)
MM87	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.79		Where the London Plan density <b>ranges</b> <b>guidelines</b> are exceeded, schemes must be of exemplary design quality and must address the <b>issues cumulative impacts</b> that can be associated with high density development, such as noise, disturbance, <b>highways implications, loss of outlook</b> and overlooking. In addition, developers should consider the capacity of infrastructure and services to accommodate the development including potential mitigation measures to <b>provide additional capacity and</b> unlock any identified constraints.	Respond to representations from developers/landowners (LP221, LP463, LP921, LP887)
MM88	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.80		Where residential density guidelines are applied to mixed-use developments, the density figures should be based on the net residential area. Developers are expected to <b>include reference</b> in their planning application the relevant London Plan density <b>range guidance</b> for their site and the actual net residential density proposed.	Respond to representations from developers/landowners (LP221, LP463, LP921, LP887)
MM89	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.91		Odour and fumes from commercial development can also have an adverse impact on the amenity of surrounding residents. Best practice guidance should be followed: development should refer to the most-recent <del>version of the government's</del> <b>up-to-date</b> guidance <b>and/or best practice</b> on the control of odour and noise from commercial kitchen exhaust systems.	For clarification, accuracy and consistency
MM90	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	Evidence links	D.DH8: Amenity	<del>Control of odour and noise from commercial kitchen exhaust systems (Department for Environment, Food and Rural Affairs, 2011).</del>	For clarification, accuracy and consistency.
MM91	Part 3: Policies	Chapter 3: Creating attractive and distinctive places	3.94		Shopfront design should be an integral part of the design process with consideration given to how security measures are incorporated <b>to maintain active frontages at all times.</b>	Respond to a representation from a developer/landowner (LP157)
MM92	Part 3: Policies	Chapter 4: Meeting housing needs	Footnote 18 (p62)		Please note: <b>figure 10 is a spatial representation of the Local Plan housing supply outlined in table 1 and provided in greater detail in appendix 7. Due to how the data is available</b> the distribution of growth is based around ward boundaries <b>and is therefore indicative.</b>	To respond to multiple representations (LP521, LP664, LP38, LP560, LP621)

MM93	Part 3: Policies	Chapter 4: Meeting housing needs	4.8		While there <del>is will be</del> a <b>currently identified</b> shortfall towards the end of the plan period, we are committed to working with our partners (including the Greater London Authority) to maximise housing supply within the parameters of sustainable development and address this unmet need <sup>(19)</sup> .	Typographical error
MM94	Part 3:Policies	Chapter 4: Meeting housing needs	Evidence links	S.H1: Meeting housing needs	<ul style="list-style-type: none"> <li>• Planning Obligations Supplementary Planning Document (Tower Hamlets)</li> <li>• Tower Hamlets Housing Strategy (2016)</li> <li>• Good Practice Guide to Estate Regeneration (GLA, 2016)</li> <li>• <b>Development Viability Supplementary Planning Document (Tower Hamlets)</b></li> </ul>	To respond to multiple representations (LP334, LP514, LP465, LP402, LP267, LP402, LP673, LP403)
MM95	Part 3: Policies	Chapter 4: Meeting housing needs	4.10		If our targets are not being met, we will undertake a review of the Local Plan to explore ways of addressing this unmet need, taking into account the outcomes of future revisions to the London Plan and opportunities to increase the supply of <b>housing</b> as detailed in <b>section 5</b> below .	Typographical error
MM96	Part 3:Policies	Chapter 4: Meeting housing needs	4.14		Housing growth will be primarily delivered in the locations specified in part 1 (a) via a number of different mechanisms: the regeneration of previously developed land, intensification of the built form in opportunity areas, <b>highly accessible locations along transport corridors</b> , and the delivery of site allocations. A smaller proportion of housing will be delivered through town centre intensification, estate regeneration and infill development, bringing back long term vacant properties into residential use and windfall sites. Further details can be found in sections 4 and 5 .	To respond to a representation from a statutory consultee (LP290)
MM97	Part 3:Policies	Chapter 4: Meeting housing needs	4.18		Insert at the end of the paragraph:  <b>Further guidance is provided in the Development Viability Supplementary Planning Document.</b>	To respond to multiple representations (LP334, LP514, LP465, LP402, LP267, LP402, LP673, LP403)
MM98	Part 3:Policies	Chapter 4: Meeting housing needs	4.21		Part 2 (c d) seeks ...	Typographical error and to address representations (LP334, LP514, LP290, LP402)
MM99	Part 3:Policies	Chapter 4: Meeting housing needs	4.21		All residential developments, <b>excluding student and specialist housing (which are addressed in policies D.H6 and D.H4 respectively)</b> , must meet the requirements outlined in policies D.H2 and D.H3, including unit size mix, affordable housing and space standards. In addressing these requirements, consideration will be given to the size of the development. We also support the delivery of residential moorings in suitable locations (further guidance is provided in policy D.OWS2).	To respond to multiple representations : (LP514, LP665)
MM100	Part 3:Policies	Chapter 4: Meeting housing needs	4.22		Part 2 (d e) demonstrates ...	Typographical error and to respond to multiple representations (LP334, LP514, LP290, LP402)
MM101	Part 3:Policies (and throughout document wherever referenced)	Chapter 4: Meeting housing needs		D.H2: Affordable housing	Change policy name: Policy D.H2: <b>Mixed and balanced communities Affordable housing</b>	To clarify policy focus and address representations (LP106, LP467)
MM102	Part 3:Policies	Chapter 4: Meeting housing needs	4.28		The policy seeks to ensure new housing maintains mixed, balanced and stable communities across the borough and delivers the right range of housing products to meet locally assessed needs. <b>As outlined in part 2 (a), affordable housing calculations including the percentage of affordable homes delivered in a scheme, the percentage of intermediate and affordable rented homes and any calculation undertaken in relation to assessing part 2 (b) will be calculated using habitable rooms.</b>	To respond to multiple representations (LP478, LP645, LP948, LP954, LP867)
MM103	Part 3: Policies	Chapter 4: Meeting housing needs		D.H2: Affordable housing	5. Estate regeneration development schemes are required to:  a. protect and enhance existing open space and community facilities; a. <b>b.</b> protect the existing quantum of affordable and family units, with affordable units re-provided with the same or equivalent rent levels.;; b. <b>c.</b> provide an uplift in the number of affordable homes; and e. <b>d.</b> bring existing homes up to the latest decent homes standard.	Typographical error and to address representations (LP552, LP658)
MM104	Part 3: Policies	Chapter 4: Meeting housing needs	4.38		Housing estates in the borough provide a large number of affordable homes, as well as much valued open space and community facilities. Part 5 recognises the importance of retaining these facilities and the existing quantum of affordable housing. Where it would result in an improvement in quantity and quality of open space or community facilities, re-provision will be allowed. Affordable units must be re-provided with the same or equivalent rent levels. This policy also recognises that additional homes may be provided through estate regeneration schemes and seeks to secure that any net additional homes are also subject to the affordable housing requirements in policies S.H1 (see part 2) and D.H2 (see parts 1 and 2). Part <b>e d</b> ensures that any estate regeneration scheme provides higher quality homes which meet the latest decent homes standards.	Typographical error in policy resulted in wrong reference in supporting text.

MM105	Part 3: Policies	Chapter 4: Meeting housing needs		D.H2: Affordable housing	<p>2. Development is required to maximise the delivery of affordable housing on-site.</p> <p>a. Affordable housing calculations will be based on habitable rooms.</p> <p>b. Off-site affordable housing will only be considered in circumstances where it:</p> <p>i. is not practical to provide affordable housing on-site;</p> <p>ii. does not result in an over-concentration of one type of housing in any one local area to ensure mixed and balanced communities;</p> <p>iii. can provide a minimum of 50% affordable housing overall, subject to viability; and</p> <p>iv. can provide a better outcome for all of the sites, including a higher level of <b>affordable</b> rented family homes.</p>	Clarification and to respond to representations from developers/landowners (LP645, LP948, LP954)
MM106	Part 3: Policies	Chapter 4: Meeting housing needs		D.H3: Housing standards and quality	<p>1. Development is required to demonstrate that, <b>a as a minimum, it meets with the most up-to-date London Plan space and accessibility standards; in particular:</b></p> <p><del>b a.</del> it provides a minimum of 2.5 metres floor-to-ceiling heights; and</p> <p><del>c b.</del> at least 10% of <del>new homes are designed to be suitable for occupation by a wheelchair user or could easily be adapted for occupation by a wheelchair user.</del> <b>dwelling are built to the 'wheelchair user dwellings' accessible housing standard M4(3) and the remainder of dwellings are built to the 'accessible and adaptable dwellings' accessible housing standard M4(2) both contained within part M (volume 1) of the building regulations.</b></p> <p>i. Where <del>wheelchair accessible</del> <b>units which meet the wheelchair user dwellings standards M4 (3) (2) (b)</b> are to be delivered above the ground floor, access to a second lift must be provided.</p> <p>ii. In exceptional circumstances, where <del>units which meet the user dwellings standards M4(3) (2) (b) wheelchair units</del> cannot be accommodated on site, contributions in-lieu will be accepted.</p>	To respond to multiple representations, including from a statutory consultee (LP160, LP 675, LP676)
MM107	Part 3: Policies	Chapter 4: Meeting housing needs	4.41 and 4.42		<p>4.41 Part 1 (a and b) seeks to ensure all housing development provides adequate internal space to meet relevant space, accessibility and amenity standards and provide an appropriate living environment. It requires development to comply, as a minimum, with the space and accessibility standards set out in the London Plan (GLA, 2016) and the Housing Supplementary Planning Guidance (GLA, 2016), whilst having regard to the particular needs of residents in the borough as well as the increasingly dense character of the built form. If the GLA's space and accessibility standards are updated, we may seek to implement these changes, so long as they are locally suitable. We strongly urge developers/applicants to provide evidence of how the scheme will achieve high quality design in line with the Home Quality Mark standards.</p> <p>4.42 In order to implement part 1 (e b) and meet standards in the Housing Supplementary Planning Guidance (GLA, 2016), 10% of all new units across all tenures should be wheelchair <del>user dwellings accessible or wheelchair adaptable</del>, but this may be varied to at least 10% of habitable rooms where a better outcome is provided in terms of delivery of larger units. <del>All wheelchair units in the affordable tenure should be wheelchair accessible (not adaptable).</del> <b>All 'wheelchair user dwellings' (the M4(3) standard) in the affordable rented tenure should meet the M4(3) (2) (b) standard which meets the needs of occupants who use wheelchairs.</b> It is expected that <del>units which meet the wheelchair accessible user dwellings standards M4(3) (2) (b) units</del> <b>units which meet the wheelchair accessible user dwellings standards M4(3) (2) (b) units</b> above the ground floor will be provided with access to a second lift for use when the primary lift is not functioning. We have a preference that <del>units which meet the wheelchair-accessible user dwellings standards M4(3) will be provided below the fifth floor due to difficulties allocating wheelchair accessible units on higher floors.</del> <b>units which meet the wheelchair accessible user dwellings standards M4(3) (2) (b) units</b> above the ground floor will be provided with access to a second lift for use when the primary lift is not functioning. In some circumstances, site constraints (such as the inability to secure sufficient accessible parking, lack of lift circulation space and restrictions on ground floor residential uses) could lead to applicants arguing that <del>units which meet the wheelchair accessible user dwellings standards M4(3) (2) (b) may not be able to be delivered on site.</del> <b>units which meet the wheelchair accessible user dwellings standards M4(3) (2) (b) units</b> may not be able to be delivered on site. In these circumstances, we may accept payments in lieu of the provision of <del>units which meet the wheelchair accessible user dwellings standards M4(3) (2) (b) through the 'Project-120' scheme.</del> <b>units which meet the wheelchair accessible user dwellings standards M4(3) (2) (b) units</b> through the 'Project-120' scheme.</p>	To respond to multiple representations, including from a statutory consultee (LP160, LP675, LP676)
MM108	Part 3: Policies	Chapter 4: Meeting housing needs	Footnote 32 (p72)		<del>Tower Hamlets Accessible Housing Register Categories – A Wheelchair Standard (2010)</del> <b>Accessible Housing Assessment (2018)</b>	Following completion of the Accessible Housing Assessment
MM109	Part 3: Policies	Chapter 4: Meeting housing needs	Footnote 33 (p72)		We are working with the borough's development partners to ensure that new homes for wheelchair users are designed to meet the specific needs of families on the <del>affordable</del> <b>accessible</b> housing register and thereby reduce the number of tenants requiring specifically adapted wheelchair accessible homes and the length of time they have been waiting to secure a suitable home.	Typographical error

MM110	Part 3: Policies	Chapter 4: Meeting housing needs	4.43 and 4.44		<p>4.43 Part 2 provides guidance that private and affordable housing should not be distinguishable. Different tenures should be mixed throughout a development, although it is recognised that separate cores may be required to enable effective management <b>and minimise service charges for affordable units. Where separate cores result in separate entrances for market and affordable units, these entrances must also not be externally distinguishable and must be located so that they are of equivalent access and amenity value.</b></p> <p><b>Part 3 recognises that due to higher occupancy rates and child yields, affordable housing is likely to be subject to more wear and tear than other housing tenures. In order for these homes to be fully fit for purpose, developers must use hard-wearing, durable materials to ensure the development remains of high quality throughout its lifetime and requires minimal service charges to clean and maintain.</b> This should be evidenced in the design and access statement. In addition, all family-sized affordable homes should have separate kitchens and living rooms, due to local needs. For further guidance, please contact our affordable housing service and/or refer to the Tower Hamlets Housing Forum's Section 106 Design Guide.</p>	To respond to representations from a developer / landowner and local residents / community group and statutory consultee (LP516, LP652, LP673)
MM111	Part 3: Policies	Chapter 4: Meeting housing needs	4.46		<p>In considering the design and layout of private amenity space, it is important that the space meets the minimum standards set out in the policy (see part 5) to ensure that residents have sufficient space to carry out activities such as drying clothes or eating a meal outside. <b>In relevant areas, developments should also be guided by policy D.ES2 (air quality) in relation to the layout and design of amenity space.</b></p>	To respond to a representation from a developer / landowner (LP516)
MM112	Part 3: Policies	Chapter 4: Meeting housing needs		D.H4: Specialist housing	Policy D.H4: Specialist housing	For clarification, accuracy and consistency
MM113	Part 3: Policies	Chapter 4: Meeting housing needs		D.H6: Student housing	1. Proposals involving new purpose-built student accommodation should be directed to locations which are within close proximity to the borough's higher education institutions <b>and or</b> in highly accessible locations and must:	To respond to representations from developers/ landowners (LP97, LP677, LP565, LP113, LP111)
MM114	Part 3: Policies	Chapter 4: Meeting housing needs	4.65		This includes, for example, accommodation modelled on student housing but available for a wider range of occupants <b>or accommodation described as 'co-living'.</b>	To respond to representations from developers/ landowners (LP294, LP825)
MM115	Part 3: Policies	Chapter 5: Delivering economic growth		S.EMP1: Creating investment and jobs	Policy S.EMP1: Creating <del>investment and jobs</del> Designated <del>E</del> mployment <del>L</del> ocations	For clarification, accuracy and consistency
MM116	Part 3: Policies	Chapter 5: Delivering economic growth		S.EMP1: Creating investment and jobs	Canary Wharf <b>(as illustrated on the Policies Map)</b>	For clarification, accuracy and consistency
MM117	Part 3: Policies	Chapter 5: Delivering economic growth		S.EMP1: Creating investment and jobs	<p><b>Primary Preferred Office Location (POL)</b> This predominantly consists of offices and is most suitable for buildings with large floor-plates which can provide significant numbers of jobs. It is unsuitable for housing or any other <b>non-strategic Central Activities Zone (CAZ)</b> use which could undermine its <b>strategic</b> function and prevent the delivery of sufficient land for employment use.</p> <p><b>Secondary Preferred Office Location (POL)</b> These contain, or could provide, significant office floorspace to support the role and function of the Primary POL and the City of London. <b>Significant Greater</b> weight is given to office and other strategic <b>CAZ Central Activities Zone</b> uses as a first priority. Although residential uses can be accommodated, these <b>must should</b> not exceed 25% of the <b>site-area floorspace provided</b>, and <b>must robustly demonstrate that the supply of sufficient employment capacity to meet future need is not being compromised.</b></p> <p><b>Central Activities Zone (Zone tertiary area)</b> This zone contains areas of the CAZ outside of the <del>POL-Primary Cores and Secondary Zones</del> <b>POLs</b>. They are relatively peripheral compared to the <del>Primary and Secondary Cores</del> <b>Primary and Secondary Cores</b> but also provide significant existing employment floorspace and capacity to accommodate future growth. There are opportunities for <del>some larger purpose-built office buildings and significant provision of office and other strategic CAZ uses</del> <b>employment uses</b> as part of <b>employment-led or mixed-use schemes. Equal weight is given to proposals for residential and employment or other strategic-CAZ functions in these locations. Residential uses are supported as part of mixed use schemes although the proportion of residential floorspace should generally not exceed 50% of the total floorspace.</b></p> <p><b>Tower Hamlets Activity Areas (THAA) &amp; designated town centres</b> The Tower Hamlets Activity Areas, District Centres and larger Neighbourhood Centres also provide opportunities for purpose-built office buildings with ground-floor retail and leisure uses. The activity areas in particular have the potential to accommodate substantial employment growth to support the strategic role of the <del>neighbouring CAZ and Primary and Secondary POLs</del> <b>neighbouring CAZ and Primary and Secondary POLs and other parts of the CAZ.</b></p>	Clarification and to respond to representations from developers/ landowners (LP229, LP244, LP280, LP284, LP332, LP517, LP528, LP796, LP798, LP799, LP827, LP875, LP901, LP917, LP944, LP947, LP952)

MM118	Part 3: Policies	Chapter 5: Delivering economic growth		S.EMP1: Creating investment and jobs	Insert the following new criterion after 1.  2. Where floorspace thresholds set out in part 1 are exceeded, applicants must robustly demonstrate that the targets cannot be achieved and that the supply of sufficient employment capacity to meet future need is not being compromised.	Clarification and to respond to representations from developers/landowners (LP229, LP244, LP280, LP284, LP332, LP517, LP528, LP796, LP798, LP799, LP827, LP875, LP901, LP917, LP944, LP947, LP952)
MM119	Part 3: Policies	Chapter 5: Delivering economic growth		S.EMP1: Creating investment and jobs	Change parts 2 and 3 to 3 and 4 - given addition of new part above.	For clarification, accuracy and consistency
MM120	Part 3: Policies	Chapter 5: Delivering economic growth	5.11		The Central Activities Zone (CAZ) and the north of the Isle of Dogs (including Canary Wharf) has been subdivided into three distinct areas (41). Commercial core areas (zone-A Primary POL) are deemed to be unsuitable locations for housing or other uses which would undermine the strategic functions of the CAZ and the north of Isle of Dogs (42). Employment and defined strategic functions/uses must be given greater weight than residential (zone-B Secondary POL) or equal weight to residential use (tertiary areas within the CAZ zone-C which only applies within the CAZ).	For clarification, accuracy and consistency
MM121	Part 3: Policies	Chapter 5: Delivering economic growth	5.12		Part 1 of the policy identifies the borough's Primary POL (zone-A) which corresponds with the "commercial core area" of the north of the Isle of Dogs.	For clarification, accuracy and consistency
MM122	Part 3: Policies	Chapter 5: Delivering economic growth	5.13		The Secondary POL (zone-B) covers parts of the City Fringe and north of the Isle of Dogs. These areas are also key existing or potential employment locations with offices and other strategic functions as the dominant land use. However, in contrast to the Primary POL, residential uses will be acceptable so long as they do not undermine the supply of offices and other strategic uses, and do not utilise more than 25% of the proposed site area. This approach seeks to ensure residential development does not prejudice the future intensification of employment floorspace or undermine the predominant employment function of these areas. This will help to achieve a sensitive transition between the Primary POL and surrounding areas.	For clarification, accuracy and consistency
MM123	Part 3: Policies	Chapter 5: Delivering economic growth	5.14		The remainder of the CAZ which is outside of the Secondary POL (the CAZ tertiary area zone-G) contains a more diverse range of uses and is more peripheral to the 'commercial core areas'. Within this zone, proposals should consist of or provide a significant quantum of employment floorspace or other strategic CAZ uses relative to the surrounding context of the site, although (a split of approximately 50% employment and other strategic CAZ uses and 50% other uses which may include residential will be encouraged). The proportion of uses will be negotiated on a site by site basis in accordance with parts 1 and 2, with the objective of maximising office and CAZ uses in line with the London Plan and the evidence set out in the Preferred Office Locations Boundary Review.	Clarification and to respond to representations from developers/landowners (LP229, LP244, LP280, LP284, LP332, LP517, LP528, LP796, LP798, LP799, LP827, LP875, LP901, LP917, LP944, LP947, LP952)
MM124	Part 3: Policies	Chapter 5: Delivering economic growth	5.19 and 5.20		Change part 2 and part 3 to part 3 and part 4 as a result of an additional part being added to this policy.	For clarification, accuracy and consistency
MM125	Part 3: Policies	Chapter 5: Delivering economic growth	Figure 11		Key update: Central Activities Zone (Zone-C) tertiary area Town / District / Neighbourhood Centres  Map update: Add South Quay Neighbourhood Centre to the map.	Typographical or graphical error
MM126	Part 3: Policies	Chapter 5: Delivering economic growth		D.EMP2: New employment space	1. New or intensified employment floorspace will be supported within designated employment areas locations, and the Tower Hamlets Activity Areas, as set out in policy S.EMP1 and identified site allocations.  2. Outside of these locations cited in part 1 designated employment areas and Tower Hamlets Activity Areas, new employment space will be directed to designated town centres and accessible locations along major transport routes.	Clarification and to respond to representations from developer/landowner (LP928)
MM127	Part 3: Policies	Chapter 5: Delivering economic growth	5.21		Part 1 of the policy encourages the provision of additional employment floorspace to meet demand and the needs of different business types. Where new provision is proposed, it must be located in the most viable locations to support the role and function of the borough's designated employment areas and to proactively avoid long-term vacancy or subsequent conversion to other uses. This policy seeks to direct new provision to the designated employment areas, activity areas and site allocations which include employment space as a first priority, then to locations of highest activity, accessibility and visibility (see part 2) and finally to other locations (see part 3) where it meets strict criteria.	Clarification and to respond to representations from developer/landowner (LP928)

MM128	Part 3: Policies	Chapter 5: Delivering economic growth	5.24		Part 4 seeks to ensure that major development (i.e. <del>W</del> hich comprises of at least 1,000 square metres of <b>gross</b> commercial floorspace relating to B1, B2 and B8 uses) provides sufficient affordable workspace to meet the needs of more local businesses as well as start-ups (44). In such cases, applicants should provide evidence of agreement to let the workspace at an affordable tenancy rate, at least 10% below the indicative market rate for the relevant location, for a period of not less than ten years. Applicants should work with <b>our employment and enterprise team and recognised affordable workspace providers</b> (for which we hold an approved list) <b>to determine the scale and nature of the affordable workspace provision on a case by case basis, subject to scheme viability providing details of management arrangements.</b> As an alternative, an applicant may wish to manage the space either themselves or in association with a provider not included on an approved list, provided we can agree on these terms. In all cases, the applicant will be required to provide details of management arrangements as part of the planning application.	To respond to multiple representations, including from developers/landowners (LP192, LP226, LP263, LP335, LP357, LP526, LP609, LP625, LP710, LP900)
MM129	Part 3: Policies	Chapter 5: Delivering economic growth	5.25		For example, development should provide sufficient cycle spaces, appropriate levels of natural light and a range of shared services and facilities appropriate to the size and scale of the unit (such as communal breakout spaces, kitchen areas, showers and childcare facilities) <b>which do not</b> detract from the visual appearance of the development or its surroundings.	For clarification, accuracy and consistency
MM130	Part 3: Policies	Chapter 5: Delivering economic growth		D.EMP3: Loss of employment space	1. Development resulting in the net loss of <del>existing</del> employment floorspace <del>or potential sites</del> within Preferred Office Locations, Local Industrial Locations and the Strategic Industrial Location will not be supported.  Development should not result in the <b>net</b> loss of viable employment floorspace outside of the designated employment areas cited in part 1 above or Local Employment Locations (LELs), except where they:	To respond to representations, including from developers/ landowners (LP526)
MM131	Part 3: Policies	Chapter 5: Delivering economic growth	5.27		This policy describes the criteria that will be used to address the potential loss of employment space within the borough in line with the vision and objectives of the plan (see section 2). To ensure the supply of employment land to meet identified demand is maintained, proposals which result in the loss of employment floorspace within the POLs, SILs and LILs (as shown on the Policies Map and figure 11) will not be supported. Consequently, we will be seeking to implement an article 4 direction removing permitted development rights from offices to residential uses covering designated employment areas and other key locations. Within the Primary and Secondary POLs, the expectation is that development proposals are employment-led in line with the policies and principles set out in policy S.EMP.1. <b>The loss of such sites to non-employment uses will not be supported.</b> Proposals involving the loss of industrial land that is located outside the SIL or LILs will be considered on a site-by-site basis in accordance with part 2 above.	For clarification, accuracy and consistency
MM132	Part 3: Policies	Chapter 5: Delivering economic growth	5.30		It is recognised that, in some cases, requiring 24 months marketing evidence may be counterproductive to enhancing local character if the condition of the property is such that attempting to let it would be unrealistic. In such cases, the applicant should submit a detailed report on the history and condition of the property to robustly justify why marketing evidence should not be required and that reprovided employment space as part of redevelopment would not be viable. It should <b>also</b> be demonstrated that the proposed development would not prejudice wider land-use objectives or the delivery of site allocations, and that reverse-sensitivity issues would not arise through conflict with surrounding existing uses, particularly where it lies within a cluster of other employment uses. <b>The report should also demonstrate that the benefits of an alternative use would outweigh the benefits of the employment use to meet other local plan objectives, such as the need for complimentary town centres uses or to maintain active frontages within town centres.</b>	To respond to representations, including from developers/ landowners (LP285, LP171)
MM133	Part 3: Policies	Chapter 5: Delivering economic growth		D.EMP4: Redevelopment within designated employment area	2. Redevelopment within the Secondary POL must be employment-led and deliver the maximum viable level of office floorspace, or other non-residential strategic functions within the Central Activities Zone (CAZ). Where residential uses are proposed these should not exceed the proportion set out in policy S.EMP 1.  3. Redevelopment within the CAZ ( <del>zone G</del> <b>tertiary area</b> ) should be <b>employment-led or mixed-use</b> to include office or other non-residential floorspace that supports the strategic function of the CAZ. <b>Residential uses are supported as part of mixed used schemes although t</b> <del>The proportion of residential floorspace should not exceed that set out in policy S.EMP 1. 50% of the total floorspace within the development proposal.</del>	For consistency with policy S.EMP1
MM134	Part 3: Policies	Chapter 5: Delivering economic growth	5.33		Parts 2 and 3 seek to strike an appropriate balance between offices, CAZ strategic uses and housing to meet future growth needs and the place-making objectives of mixed-use development. <b>Any redevelopment proposals within the Secondary POL and CAZ <del>tertiary area (zone C); any redevelopment proposals should result in an overall increase in employment floorspace and should meet the office floorspace proportions requirements set out in parts 1 and 2 of policy S.EMP1. (see paragraphs 5.13 and 5.14). Where development seeks to deviate from these policy requirements, applicants must provide robust justification demonstrating why these levels of office floorspace cannot be achieved and how the overall target can be achieved across the wider designation.</del></b>	For consistency with policy S.EMP1.

MM135	Part 3: Policies	Chapter 5: Delivering economic growth	5.34		Parts 2 and 3 seek to strike an appropriate balance between the protection of existing and provision of new office and CAZ strategic uses to meet future growth within with demand for new housing and place making objectives of delivering mixed-use development. Within the Secondary POL and CAZ (zone C), there should be an overall increase in employment floorspace as a result of any redevelopment proposal. Where there is deviation below the 75% and 50% proportions of office floorspace, applicants must provide robust justification demonstrating why these levels of office floorspace cannot be achieved and how the overall target can be achieved across the wider designation.	Typographical or graphical error
MM136	Part 3: Policies	Chapter 5: Delivering economic growth	5.35-5.38		Update paragraphs 5.35 - 5.38 due to deleted paragraph.	For clarification, accuracy and consistency
MM137	Part 3: Policies	Chapter 6: Revitalising our town centres	6.2		They also underpin Council our Strategic Mission as set out in the Tower Hamlets Town Centre Strategy (2017 – to 2022) to "create places that are at the heart of the community, celebrate local heritage and improve health and well being" and to "improve the attractiveness, appeal and ease of use to make each of our Town Centres more in tune with the shopping and leisure needs of local residents and visiting consumers".	For clarification, accuracy and consistency
MM138	Part 3: Policies	Chapter 6: Revitalising our town centres		S.TC1: Supporting the network and hierarchy of centres	4. c. promoting mixed-use and multi-purpose town centres (which include new residential uses where appropriate) with a mix of unit sizes and types to assist in the creation of vibrant centres that offer a diversity of choice, and meet the needs of local communities;	To respond to representations, including from developers/landowners (LP679)
MM139	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC2: Protecting retail in our town centres	4. Outside of the Primary and Secondary Frontages within the District Centres, uses that do not require high levels of footfall (e.g. offices) and supporting town centre functions will be supported alongside retail uses. 6. Where the loss of A1 retail units is proposed within the boundary of a town centre, it must demonstrate that: a. the loss of the A1 units would not result in the overall level of A1 units falling below the proportions set out within policy D.TC2 (see parts 1, 23 and 45) (unless there is robust evidence confirming that the proportions of A1 floorspace cannot be maintained at the current level); and	To respond to multiple representations, including from developers/landowners (LP337, LP612, LP627, LP713)
MM140	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC3: Retail outside our town centres	Policy D.TC3: Retail outside our town centres	For clarification, accuracy and consistency
MM141	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC3: Retail outside our town centres	1. Development of new A1 retail floorspace outside of the borough's town centres will be directed to designated employment locations, transport interchanges and accessible locations along major routes and only supported where: <b>1. Outside of the borough's town centres hierarchy, new retail development will be subject to:</b> <b>a. a sequential test; and</b> <b>b. an impact assessment where individual units or extensions exceed 200 square metres gross floorspace.</b> <del>a. individual units do not exceed 200 square metres.</del> <del>b. shop fronts are well integrated into their surroundings and are implemented upon completion of the development; and c. the role of nearby town centres is not undermined.</del> 2. New A1 retail floorspace will only be supported at other locations to those specified in part 1 where it meets the same criteria and additionally: a. demonstrates local need that cannot be met within an existing designated centre; and b. does not affect amenity or detract from the character of the area. 2. Development resulting in the loss of A1 shops retail outside of the town centre hierarchy will only be supported where: a. the shop is within a 300 metres walking distance of the nearest alternative A1 shops; or b. the shop has been vacant for a period of more than 12 months and robust evidence is provided of efforts made to market the shop unit over that period at an appropriate rent (providing examples of three comparable shop unit rents within the vicinity); or c. the site is unsuitable for continued retail use due to its accessibility, size or condition and there is no viable prospect of a retail use on the site, taking account of the projected residential growth in the vicinity and future need for provision of local shops as part of a sustainable neighbourhood.	To respond to multiple representations, including from developers/ landowners (LP45, LP77, LP81, LP85, LP236, LP412, LP929, LP930)
MM142	Part 3: Policies	Chapter 6: Revitalising our town centres	6.31		New retail development will continue to be directed towards existing centres in accordance with the sequential approach set out in the National Planning Policy Framework (NPPF) which assesses the suitability of alternative sites in the following order of priority: town centres, edge-of-centre sites and other out-of-centre locations which are well connected to existing centres. However, subject to meeting the requirements set out in part 1, we recognise that demand for retail exists in locations outside of the Central Activities Zone, Tower Hamlets Activity Areas and designated town centres to meet the immediate convenience needs of local people and/or support the function of designated employment areas. (see part 1).	To respond to multiple representations, including from developers/ landowners (LP45, LP77, LP81, LP85, LP236, LP412, LP929, LP930).

MM143	Part 3: Policies	Chapter 6: Revitalising our town centres	6.32		Part 1 outlines the preferred locations for retail development outside of the borough's town centres, designated employment locations (as defined in policy S.TC1) and main routes (i.e. A roads and other roads along the strategic transport network (where it can be demonstrated that there is a high level of footfall, accessibility and visibility)).	For clarification, accuracy and consistency
MM144	Part 3: Policies	Chapter 6: Revitalising our town centres	6.33		In other locations, development proposals will also be expected to demonstrate there is a lack of capacity within the designated town centres (for example, showing low levels of vacancy within nearby designated town centres) and there will be no detrimental impact on the character of the area (see part 2).	For clarification, accuracy and consistency
MM145	Part 3: Policies	Chapter 6: Revitalising our town centres	6.34		Size limits on New retail units or extensions outside of the town centres hierarchy have been defined should not exceed 200 square metres of gross floorpace to ensure that they are local in nature and do not harm the vitality and viability of existing centres. A1 retail uses, such as larger convenience supermarkets, are directed towards existing town centre boundaries (as defined on the Policies Map), in line with the 'town centre first' approach set out in government guidance. Where individual retail units exceed the size limit set out in part 1, applicants will be required to submit an impact assessment in accordance with the NPPF.	To respond to multiple representations, including from developers/ landowners (LP45, LP77, LP81, LP85, LP236, LP412, LP929, LP930)
MM146	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC4: Financial and professional services	Policy D.TC4: Financial and Professional Services	For clarification, accuracy and consistency
MM147	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC5: Food, drink, entertainment and the night-time economy	5. a. directed to the Central Activities Zone, Tower Hamlets Activity Areas, Canary Wharf Major Centre and the other designated town centres (except Neighbourhood Parades) where they are compatible with other uses within the town centre; and	Typographical or graphical error
MM148	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC5: Food, drink, entertainment and the night-time economy	3. b. The percentage of A5 units would not exceed 5% of the total number of units within Major, District and Neighbourhood Centres.	For clarification, accuracy and consistency
MM149	Part 3: Policies	Chapter 6: Revitalising our town centres	6.43		In order to satisfy part 3, planning applications will be expected to include information (including town centre surveys) in order to ensure that any provision of new hot food takeaways would not exceed the levels set out in parts a-b-c.	For clarification, accuracy and consistency
MM150	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC6: Short-stay accommodation	1. c. it does not compromise the supply of land for new homes (as per the housing trajectory set out in appendix 7) or jobs and our ability to meet the borough's housing and employment targets; and	To respond to representations, including from developers/ landowners (LP90, LP890)
MM151	Part 3: Policies	Chapter 6: Revitalising our town centres	6.46		For the purposes of this policy, visitor accommodation refers to provision within the C1 use class, such as hotels, bed and breakfasts, traveller hostels, serviced apartments and self-catering apartments. It also refers to serviced apartments limited to 90 day occupancy which may fall under sui generis use. This policy seeks to steer visitor accommodation towards the Central Activities Zone, Tower Hamlets Activity Areas and the borough's district town centres, or along primary routes (e.g. A-roads) where they are adjacent to transport interchanges (such as Docklands Light Railway/railway/underground/bus stations).	For clarification, accuracy and consistency.
MM152	Part 3: Policies	Chapter 6: Revitalising our town centres		D.TC7: Markets	1. Unless specific site allocations state otherwise, development proposals impacting existing markets will only be supported where: a. they demonstrate that the overall quality of the market and public realm will be improved; b. the capacity for existing numbers of pitches is maintained; and c. they protect or re-provide appropriate storage and servicing facilities.	For clarification, accuracy and consistency
MM153	Part 3: Policies	Chapter 7: Supporting community facilities	Evidence links		Insert the following bullet point on the end of the list: Active Design (Sport England, 2015).	Typographical error
MM154	Part 3: Policies	Chapter 7: Supporting community facilities	7.7		Playing fields and outdoor sport facilities, such as multi-use games areas and tennis courts, are also important community facilities. These are addressed within (see policies S.OWS1 and D.OWS3).	For clarification, accuracy and consistency.

MM155	Part 3: Policies	Chapter 7: Supporting community facilities	7.9		Part 2 promotes opportunities to <del>create new community facilities and</del> expand or improve the capacity and accessibility of existing facilities, taking account of future projected community needs (as set out in the Infrastructure Delivery Plan). <del>This will be achieved through the use of planning contributions and working together with partners to ensure adequate community facilities are in place to support the sustainable growth of the borough. Improvements to community facilities may also be funded through the community infrastructure levy where this is identified on the Regulation 123 List.</del>	For clarification, accuracy and consistency
MM156	Part 3: Policies	Chapter 7: Supporting community facilities	7.10		Part 3 seeks to encourage the provision of multi-purpose and shared services which provide opportunities to co-locate or integrate a range of community uses and functions, such as community halls and sport facilities. Consideration should be given to promoting community facilities which can be easily accessed and support a wide range of users in line with the principles of active and inclusive design. <b>This will be achieved through the use of planning contributions and working together with partners to ensure adequate community facilities are in place to support the sustainable growth of the borough. Improvements to community facilities may also be funded through the community infrastructure levy where this is identified on the Regulation 123 List.</b>	For clarification, accuracy and consistency.
MM157	Part 3: Policies	Chapter 7: Supporting community facilities	7.14		Part 1 seeks to resist the loss of the borough's valuable community facilities, except in certain circumstances (see a and b). Statements from relevant providers confirming that the existing or alternative community uses would not be needed or possible in the premises will be required. Where the loss of a community facility is justified, the applicant will need to explore the opportunity to accommodate an alternative community use which would better meet local needs, in accordance with relevant strategies, including the Indoor Sports Facilities Strategy, Open Space Strategy and Infrastructure Delivery Plan. <b>Loss of sports facilities will only be justified where an applicant can provide a robust assessment demonstrating surplus provision or where the proposal includes a replacement of the facility with at least an equivalent function, quality and quantity of sport provision that better meets the needs of the community.</b>	Respond to a representation from a statutory consultee (LP837, LP844)
MM158	Part 3: Policies	Chapter 7: Supporting community facilities	7.17		Part 3 seeks to ensure that any extension to an existing school results in an increase of existing child play space to accommodate the additional needs arising from the development, with a view to promoting shared community use in line with Sport England's guidance. <b>Proposals to replace indoor sport facilities must be of at least equivalent function, quality and quantity and in a suitable location.</b>	Respond to a representation from a statutory consultee (LP837, LP844)
MM159	Part 3: Policies	Chapter 7: Supporting community facilities		D.CF3: New and enhanced community facilities	1. New community facilities located outside the borough's town centres will <del>only</del> be permitted where an up-to-date and robust local need can be demonstrated.	Respond to a representation from a statutory consultee (LP587)
MM160	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	7.24		Further and higher education (see part 5) refers to the stage of education after secondary school and includes a wide range of institutions including universities and colleges (as defined in the glossary in appendix 1) which provide lifelong learning. It is noted that some further education colleges do include sixth form provision. In order to meet these requirements, the applicant will need to provide evidence of the relevant certification from the Department for Education as well as details of student and staff numbers, enrolment criteria and curriculum details. Sport and recreation facilities within schools should also reflect <del>the principles set out in</del> Sport England and other relevant national governing body guidance.	Respond to a representation from a statutory consultee (LP849)
MM161	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.1		Tower Hamlets has a number of valued open spaces and water spaces which offer many important social, environmental and economic benefits, including: <ul style="list-style-type: none"> <li>• enhancing amenity;</li> <li>• contributing to healthy lifestyles through providing opportunities for active travel and leisure;</li> <li>• <b>providing sport</b> and recreation opportunities;</li> <li>• providing meeting places for community activities and cultural events;</li> <li>• helping to manage flood risk and mitigating the risks of climate change;</li> <li>• enhancing biodiversity; and</li> <li>• providing a cooling effect to reduce elevated urban air temperature.</li> </ul>	Respond to a representation from a statutory consultee (LP851)
MM162	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	Figure 13		The positioning of the new footbridge on the map will be amended to show the proposed new pedestrian foot bridge linking Billingsgate Market and Aspen Way site allocations.	Respond to a representation from a developer / landowner (LP532)
MM163	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces		S.OWS1: Creating a network of open spaces	<del>Vernal</del> Bethnal Green	Typographical or graphical error

MM164	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.11		The Open Space Strategy sets out where strategic open space (i.e. one hectare or above) will be provided across the borough. This includes the requirements relating to the provision of playing pitches and a detailed action plan on how our open space priorities will be addressed. <b>Further details on the specific needs and priorities for the provision of playing pitches and outdoor sport facilities are outlined in the Infrastructure Delivery Plan.</b> The Green Grid Strategy identifies opportunities on how to better connect existing open spaces and create smaller scale open spaces in areas of need.	Respond to a representation from a statutory consultee (LP858)
MM165	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.16		Part c promotes the delivery of a well-connected and high quality network of publicly accessible open spaces through new and improved green grid connections, <b>in accordance with the Transport for London's healthy streets initiative.</b> This can be achieved through new planting in the public realm (including streets, trees and vegetation) and maximising opportunities to create access to nature, natural play and educational elements along the green grid as well as improved signage and posting to enhance way-finding. The Green Grid Strategy has identified a series of strategic green grid projects (as shown on figure 13) to improve cross-borough connections and help address deficiencies across the borough as well as other parts of London.	Respond to a representation from a statutory consultee (LP730)
MM166	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.18		Whitechapel (including the delivery of <b>the Green Spine - a new north-south pedestrian route linking Whitechapel Road with Commercial Road along with a series of open spaces known as the Green Spine - from the town centre to a new civic square at the site of St Andrews Hospital featuring new public squares behind the proposed civic centre and next to St Augustine with St Philip's Church).</b>	For clarification, accuracy and consistency
MM167	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.18		The provision of new or improved publically accessible open space and green grid linkages will be promoted throughout the borough in accordance with the Green Grid Strategy and Mayor of London's All London Green Grid Supplementary Planning Guidance, notably at the following locations:  • <b>Thames Path (i.e. maintaining and expanding the Thames Path to provide continuous public access to the river).</b>	Respond to a representation from a local resident/community group (LP132)
MM168	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.24		For the purposes of the Local Plan, water space means an area of water (permanently or intermittently) <del>and the adjacent land</del> , and includes rivers, canals, docks, basins, ponds, marshland and other water bodies.	Respond to a representation from a developer / landowner (LP442, LP446)
MM169	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces		D.OWS3: Open space and green grid networks	1. Development on areas of open space <del>and the loss of playing fields arising from development</del> will only be supported in exceptional circumstances where:  a. it provides essential facilities that enhance the function, use and enjoyment of the open space (e.g. ancillary sport facilities to the playing field use); or  b. <del>it is a sports facility, the sporting and recreational benefits of which would outweigh the harm resulting from the loss of playing field;</del>  c. <del>as part of a wider development proposal, both an increase of open space and a higher quality of open space can be achieved; and</del>  d. <del>in any of the circumstances described in parts 2a and 2b, it is demonstrated that it will not result in any adverse impacts on the existing ecological, heritage or recreational value of the open space and the flood risk levels within and beyond the boundaries of the site; and</del>  d. <b>it is an outdoor sport and recreational space or facility, the sporting and recreational benefits of which would outweigh the harm resulting from its loss.</b>	Respond to a representation from a statutory consultee (LP858)
MM170	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces		D.OWS4: Water spaces	1. b. it does not result in loss or covering of the water space, unless it is a water-related <b>or water-dependant</b> use at appropriate locations;	Respond to a representation from a developer / landowner (LP533)
MM171	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.34		Add a new paragraph 8.35 and amend subsequent paragraph numbering:  <b>Part 1(d) seeks to ensure that outdoor sport and recreation facilities are protected against unjustified loss in line with the requirements set out in the National Planning Policy Framework.</b>	Respond to a representation from a statutory consultee (LP858, LP860)
MM172	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.40		In accordance with part 4, development will be expected to demonstrate that it will enhance and not negatively affect the borough's publicly accessible open space, including the Lee Valley Regional Park (consisting of East India Dock Basin and linear towpaths along the River Lea Navigation, Hertford Union Canal and Limehouse Cut), <del>and the Lea River Park (including the Leaway) and the Transport for London's Lea Valley Walk initiative.</del>	Respond to a representation from a statutory consultee (LP731)

MM173	Part 3: Policies	Chapter 8: Enhancing our open spaces and water spaces	8.48		Safety and public use of the borough's water spaces will be improved through development design which provides good pedestrian access, <del>and</del> active frontages to improve surveillance <del>and riparian lifesaving equipment, where appropriate</del> . Increased appeal through active frontages will be particularly important for the docks in Canary Wharf as well as areas around Trinity Buoy Wharf, Limehouse Basin and along the River Lea which can have significant potential to attract visitors.	Respond to a representation from a statutory consultee (LP318, LP321, LP322, LP330)
MM174	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.2		Delete "9.2" at the beginning of the sentence.	Typographical error
MM175	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.5		The whole of the borough falls within an Air Quality Management Area, parts of which exceed the World Health Organisation guideline limits and European Union safe legal limits on harmful pollutants.	For clarification, accuracy and consistency
MM176	Part 3: Policies	Chapter 9: Protecting and managing our environment		S.ES1: Protecting and enhancing our environment	1. d. reducing <del>clean and waste</del> water use;	To respond to a representation from a statutory consultee (LP778)
MM177	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.11		Development must also address London's water stress by reducing <del>clean and waste</del> water use.	To respond to a representation from a statutory consultee (LP778)
MM178	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.23		Even minor development, such as rear extensions, have the ability to provide biodiversity measures through items such as living roofs, walls and habitat structures (e.g. <del>such as</del> bat and bird boxes).	For clarification, accuracy and consistency
MM179	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.23 - 9.24		Insert new paragraph after second sentence to paragraph 9.23: <del>Under parts 1 and 2, t</del> The latest Tower Hamlets Local Biodiversity Action Plan should give details of priority habitats and/or features for priority species (see parts 1 and 2).	For clarification, accuracy and consistency
MM180	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.30		Delete empty footnote ()	For clarification, accuracy and consistency
MM181	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.42 - 9.43		9.42 In order to satisfy the requirements within parts 1 and 2, all major developments will be required to submit a drainage strategy alongside the original planning application. All other relevant developments will also be strongly encouraged to do so.  9.43 <del>Surface water reduction and the required run-off rates should be achieved by following the sustainable urban drainage systems hierarchy, which is</del> The sustainable urban drainage systems hierarchy is outlined in more detail in the London Plan.  9.44 Infiltration sustainable urban drainage systems techniques should only dispose of clean roof water into clean, uncontaminated ground. They should not be used for foul discharges or trade effluent, and may not be suitable within source protection zone 1 .	To respond to a representation from a developer / landowner (LP162)
MM182	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.42 - 9.43		Change policy name: Sustainable water <del>management</del> <b>use and infrastructure</b>	To respond to a representation from a statutory consultee (LP780)
MM183	Part 3: Policies	Chapter 9: Protecting and managing our environment		D.ES7: A zero carbon borough	Delete table numbers	Typographical error
MM184	Part 3: Policies	Chapter 9: Protecting and managing our environment		D.ES7: A zero carbon borough	2. Development is required to maximise energy efficiency based on the following standards:  a. All new non-residential development and non-self-contained residential accommodation over 500 square metres floorspace (gross) <del>must</del> <b>are expected to</b> meet or exceed BREEAM 'excellent' rating. b. All major non-residential refurbishment of existing buildings and conversions over 500 square metres floorspace (gross) <del>must</del> <b>are expected to meet at least or exceed</b> BREEAM non-domestic refurbishment 'excellent' rating. c. As a minimum, all self-contained residential proposals will be strongly encouraged to meet the Home Quality Mark.	To respond to a representation from a developer / landowner (LP535)

MM185	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.53		<p>In addition, developments are expected to meet <del>should implement</del> at least the minimum standards set out in BREEAM (Building Research Establishment Environmental Assessment Method) which applies to non-residential developments, residential development arising from conversions and changes of use. This method provides a holistic assessment of the environmental sustainability of a development. The Home Quality Mark is one way of demonstrating the standard of a new residential dwelling, which includes measures for low carbon dioxide, sustainable materials, good air quality and natural daylight. We strongly encourage schemes to use the Home Quality Mark. <b>Developments which are unable to meet these standards must provide evidence demonstrating the constraints and provide an alternative assessment against the requirements in the GLA's Sustainable Design and Construction Supplementary Planning Guidance. If BREEAM/Home Quality Mark/ Sustainable Design and Construction Supplementary Planning Guidance is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied, subject to discussion with our sustainability service.</b></p> <p>Add to the evidence links box:</p> <p><a href="#">Sustainable Design and Construction Supplementary Planning Guidance (GLA, 2014)</a></p>	To respond to a representation from a developer / landowner (LP535)
MM186	Part 3: Policies	Chapter 9: Protecting and managing our environment		D.ES9: Noise and vibration	<p>2. Where new noise-sensitive land uses are proposed in proximity to existing noise-generating uses, <del>such as cultural and entertainment venues</del>, development is required to robustly demonstrate how conflict with existing uses will be avoided, through mitigation measures.</p>	To respond to a representation from a statutory consultee (LP343)
MM187	Part 3: Policies	Chapter 9: Protecting and managing our environment	9.69		<p>There have been a number of examples across London of long-standing entertainment venues closing or becoming at risk of closure due to a combination of factors, including noise complaints from new residents and venues being purchased for redevelopment (particularly for housing). This has implications for the long-term future of London's creative and cultural sector which has an impact not just on residents but also its tourism potential. Part 2 uses the agent of change principle to seek to reduce this phenomenon. <b>This principle may also apply to other noise-generating uses, such as industrial uses.</b> 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.</p>	To respond to a representation from a statutory consultee (LP343)
MM188	Part 3: Policies	Chapter 10: Managing our waste	10.5		<p>We will continue to monitor the <del>amount</del> provision of <b>land capable of providing</b> new waste capacity over the course of the <b>Local Plan</b> period. <del>Where loss of capacity occurs with the delivery of and monitoring framework set out in table 17 in section 5-</del></p>	To address representations (LP689, LP6)
MM189	Part 3: Policies	Chapter 10: Managing our waste	10.16		<p>The London Legacy Development Corporation (<b>LLDC</b>) is the planning authority for those sites and areas of search within its boundary (as shown in schedules 2 and 4). The <del>LDDC London Legacy Development Corporation</del> 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 <del>LLDC London Legacy Development Corporation</del> agree that the area of search listed in schedule 4 above is potentially suitable for waste management use. Acceptability of proposals for waste management uses in those locations will be determined with reference to policies within the <del>LLDC London Legacy Corporation</del> 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 <del>LLDC London Legacy Development Corporation</del> as the local planning authority governing the area that apply to that proposal.</p>	For clarification and consistency
MM190	Part 3: Policies	Chapter 10: Managing our waste	Footnote 75 (p159)		<p>The McGrath site at Hepscott Road in Fish Island is also a site allocation within the LLDC Local Plan for mixed-use development. <b>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.</b> Ailsa Street is located within the Poplar Riverside Housing Zone.</p>	For clarification and context
MM191	Part 3: Policies	Chapter 10: Managing our waste		D.MW3: Waste collection facilities in new development	<p>1. All new development must include sufficient <b>accessible</b> space to separate and store dry recyclables, organics and residual waste for collection, both within individual units and for the building as a whole.</p>	Respond to a representation from a local resident / community group.
MM192	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.8		<p>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 <b>strategic walk network</b> and cycling network in accordance with the borough's adopted cycle strategy, particularly strategic cycle routes, as well as <b>the need to improve</b> access to river transport (see figure 189), where possible.</p>	Respond to a representation from a statutory consultee (LP735)

MM193	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.11		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:  • compromise the safety of the highway user and/or the ability of public transport providers to safely operate services; <b>which includes consideration of adequate driver welfare facilities and bus stands;</b>	Respond to a representation from a statutory consultee (LP733)
MM194	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.14		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. <b>The list below sets out a number of planned interventions (see figure 18) that are required to support the borough's transport network, including (79):</b>  <del>the</del> <b>Delivery of the Elizabeth line;</b> <b>Enhancements to bus services and the Dockland Light Railway;</b> <b>Improved river services and potential new piers at Wapping, Canary Wharf East and Trinity Buoy Wharf;</b> <b>New cycle infrastructure, including the Mayor of London's cycle hire network;</b> <del>and</del> <b>New pedestrian and cycle connections, including a new pedestrian and cycle river crossing between Canary Wharf and Rotherhithe and other river crossings.</b>	Respond to a representation from a statutory consultee (LP732)
MM195	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.16		This policy seeks to address the impact that development has <b>(both individually and cumulatively)</b> on the transport network, particularly issues of congestion, air quality, severance, safety and/or accessibility for cyclists and pedestrians.	Respond to a representation from a local resident / community group. (LP145)
MM196	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.17		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 <b>vehicle</b> trips and/or is in a sensitive location). Given the significant capacity constraints on the public transport and highway network, any development <b>that generates a net increase in vehicle trips</b> has the potential to <b>have create</b> a severe impact on <b>the safety and operation of</b> the network within Tower Hamlets.	For consistency and clarification
MM197	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.22		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 used <del>(in accordance with policy D.SG5)</del> <b>sought through section 106 monies</b> to secure mitigation measures required to make a development acceptable in transport terms. <b>This is in addition to community infrastructure levy contributions which fund transport infrastructure improvements on a borough-wide scale. The required infrastructure and/or improvement measures should not be in conflict with the Regulation 123 List. All contributions towards new transport infrastructure improvements must be in accordance with policy D.SG5 and the Planning Obligations Supplementary Planning Document (SPD).</b>	Respond to a representation from a statutory consultee (LP734)
MM198	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.23		Areas in the borough anticipated to accommodate higher levels of population and economic growth such as the Isle of Dogs and City Fringe, are where existing highway and/or public transport demand is already close to or exceeding supply <b>during peak travel times</b> . Other areas of the borough also experience local highway or public transport stress <b>during these</b> at specific times. Development that increases demand without appropriate mitigation (including infrastructure contributions to service improvements and/or delivering effective modal shift) will not be supported.	Respond to a representation from a statutory consultee (LP736)
MM199	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.33		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. <del>The current standard requires 20% active and 20% passive electrical charging points for electric vehicle charging.</del>	Respond to a representation from a local resident / community group (LP124)
MM200	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.36		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). <del>Where this is not possible, a contribution will be sought from the developer towards publicly-accessible shared cycle-hire scheme docking station(s) in other locations close to the identified need.</del>	Respond to a representation from a statutory consultee (LP737)
MM201	Part 3: Policies	Chapter 11: Improving connectivity and travel choice	11.42		Part 1 ensures that development generating a significant number of vehicle trips for goods and materials will be assessed in relation to its likely impact on the transport network and with reference to the most up-to-date Transport for London guidance relating to deliveries, servicing and construction logistics. <del>In particular, development will need to plan and manage its freight movements through the construction and operational phases of the development, based on the wide range of existing guidance from Transport for London.</del> <b>Construction management plans and/or delivery and servicing plans are required to show how the CLOCS standard has been incorporated and that fleets serving the site have FORS silver accreditation.</b>	Respond to a representation from a statutory consultee (LP702)

MM202	Part 4: Delivering sustainable places	All site allocations			Insert site reference numbers before each table: 1.1,1.2 etc.	For clarification and consistency
MM203	Part 4: Delivering sustainable places	All relevant site allocations			Insert a paragraph break/space after "Development will be expected to:  This change applies to the following sites: -  Limeharbour - Marsh Wall East - Millharbour Marian Place Gas Works and The Oval London Dock	For clarification and consistency
MM204	Part 4: Delivering sustainable places	All site allocations			State the following under each site allocation diagram:  <b>For illustrative purposes</b>	For clarification and consistency and also respond to representations (LP73, LP109, LP146, LP194, LP195, LP228, LP291, LP347, LP543, LP545, LP642, LP923, LP931)
MM205	Part 4: Delivering sustainable places	All site allocation figures			Remove active ground floor uses and plots	For clarification, accuracy and consistency
MM206	Part 4: Delivering sustainable places	All relevant site allocations			Amend the date of the Public Transport Accessibility Levels from 2017 to 2015.	Respond to a representation from a statutory consultee (LP738)
MM207	Part 4: Delivering sustainable places	All tables outlining site specific requirements			Delete references to maximum floorspace of 25% residential within the site allocations in the Isle of Dogs and South Poplar	For clarification, accuracy and consistency
MM208	Part 4: Delivering sustainable places	All relevant site allocations			<del>Flood zones(s) –</del> <del>Flood zone(s)</del>	For clarification and consistency
MM209	Part 4: Delivering sustainable places	All figures showing individual site allocations			Delete the following text from each diagram (as an example):" <del>Site Allocation 3.4: Ailsa Street</del> "	For clarification, accuracy and consistency
MM210	Part 4: Delivering sustainable places	All relevant site allocations			Include site allocation reference after the name:  Example:  Bishopsgate Goods Yard: <b>1.1</b>	For clarification, accuracy and consistency
MM211	Part 4: Delivering sustainable places	All site allocations			Amend key and diagrams to distinguish which bridges are existing and which are proposed.	Respond to a representation from a statutory consultee (LP753)
MM212	Part 4: Delivering sustainable places	All site allocations			In the infrastructure requirements state that a <u>minimum</u> of 0.4 hectares or a <u>minimum</u> 1 hectare is required  For example:  Infrastructure requirements:  - Strategic open space ( <b>minimum of 1 hectare</b> ) - Secondary school	For clarification, accuracy and consistency
MM213	Part 4: Delivering sustainable places	All sub-area infographics			Include details of the amount of open space (hectares) that will be provided within each sub-area	Respond to a representation from a local resident / community group (LP138)

MM214	Part 4: Delivering sustainable places	All sub-area infographics			Amend/increase resolution on infographic images to ensure that they are clear	Respond to a representation from a statutory consultee (LP748)
MM215	Part 4: Delivering sustainable places	Chapter 1: Introduction			Insert a new paragraph (to be paragraph 1.9) :  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.	For clarification, accuracy and consistency
MM216	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe			Preserve or enhance the fine urban grain and traditional street pattern and respect the integrity, rhythm and visual amenity of the street scene that characterises the area. (full stop at the end of the sentence)	For clarification, accuracy and consistency
MM217	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe	Figure 21		Make it clear that the Med City Campus Green Link is the Green Spine by amending the key as follows:  "6. Med City Campus Green Link (the Green Spine)"	Respond to a representation from a developer / landowner (LP55)
MM218	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe			Point 16:  Improving air quality and reducing exposure to poor air quality. (full stop at the end of the sentence)	For clarification, accuracy and consistency
MM219	Part 4: Delivering sustainable places	Chapter 2: Sub-area 1: City Fringe			Point 17:  Deliver a network of new or improved connected open spaces and encourage the greening of the public realm, including Swedenborg Gardens and a linear open space (known as the Green Spine), from Commercial Road up along Philpot Street to the new civic square.	For clarification, accuracy and consistency
MM220	Part 4: Delivering sustainable places	Bishopsgate Goods Yard site allocation	Figure 23		Show strategic cycling route going diagonally across the site	For clarification, accuracy and consistency
MM221	Part 4: Delivering sustainable places	Bishopsgate Goods Yard	Infrastructure requirements		Strategic open space (minimum of 1 hectare) Community/local presence facility Leisure centre facility	For clarification, accuracy and consistency
MM222	Part 4: Delivering sustainable places	Bishopsgate Goods Yard	Design principles		• 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;	Respond to a representation from a statutory consultee (LP472)
MM223	Part 4: Delivering sustainable places	London Dock	Figure 24		Amend the plans so that the location of the public square is located in the central part of the western portion of the site	For accuracy, consistency and clarification and to respond to representation (LP66)
MM224	Part 4: Delivering sustainable places	London Dock	Figure 24		Show the location of the new green grid link along the eastern boundary which runs along eastern portion of the northern boundary and goes up Artichoke Hill connecting to Swedenborg Gardens.	For accuracy, consistency and clarification
MM225	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Delivery considerations		An assessment should be carried out to understand the potential contamination on site prior to any development taking place.	Respond to a representation from a statutory consultee (LP258)
MM226	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Design principles		• retain, reuse and enhance the existing heritage assets, including the <del>gas-holders and associated structures</del> gas-holders no.2 and no.5, Victorian buildings adjacent to Regents Canal, and Georgian cottages, including the associated <del>settled pebbled</del> street and railings;	To respond to multiple representations (LP73, LP146, LP194, LP198, LP293, LP590, LP642, LP800)
MM227	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Land use requirements		• Employment: a range of new floorspace sizes, including suitable units suitable for the needs of small-medium enterprises, start-ups and creative and tech industries	Respond to a representation from a developer / landowner (LP194, LP198)

MM228	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Delivery considerations		<ul style="list-style-type: none"> <li>Development should <del>acknowledge</del> <del>address</del> the associated costs of decommissioning the gasworks and the temporary relocation of any significant equipment and address any environmental pollution and on site decontamination requirements <del>and land contamination</del> caused by the gas works.</li> </ul>	Respond to a representation from a developer / landowner (LP194)
MM229	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Delivery considerations		<p>Additional delivery considerations to be added :</p> <ul style="list-style-type: none"> <li>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.</li> <li>An assessment should be carried out to understand the potential contamination on site prior to any development taking place.</li> </ul>	Respond to a representation from a statutory consultee. LP258
MM230	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Design principles		<ul style="list-style-type: none"> <li>Respond positively to the <del>existing</del> special character of the Regents Canal conservation area and its setting, scale, height, massing and fine urban grain of the surrounding built environment, and specifically integrate heritage assets on site <del>and in the surrounding areas</del>.</li> </ul>	Respond to a representation from a statutory consultee. LP451
MM231	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Figure 25		<ul style="list-style-type: none"> <li>Include correctly sized circles to represent the gasholders</li> </ul>	Respond to multiple representations (LP73, LP146, LP590, LP642, LP800, LP923)
MM232	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Figure 25		<p>Amend size of the site to:</p> <p>Size (ha) <del>3.75</del> 4.4</p>	Respond to a representation from a developer / landowner (LP198)
MM233	Part 4: Delivering sustainable places	Marian Place gas works and The Oval	Figure 25		<ul style="list-style-type: none"> <li>Remove the local pedestrian/cycling route that extends from the public square adjacent to Hackney Road, through the green grid link in the western section of the site ending at the strategic pedestrian/cycling route intersecting the north-western section of the site.</li> <li>Remove the local pedestrian/cycling route extending from the public square in the eastern section of the site into the central open space.</li> <li>Extend the existing strategic pedestrian/cycling route connecting from the public square in the eastern section of the site to Hare Row to run through the site from Hare Row in the east to Pritchards Road in the west.</li> <li>Amend the plans so that the strategic and local pedestrian/cycle routes do not pass through the gasholders that will also be shown on the map.</li> </ul>	Respond to a representation from a local resident / community group (LP923)
MM234	Part 4: Delivering sustainable places	Part 4: Delivering sustainable places	Figure 25		<ul style="list-style-type: none"> <li>Show the location of the existing gas holders inserted to highlight important existing structures.</li> <li>Label the public square located in the eastern section of the site 'The Oval'.</li> <li>Remove the strategic pedestrian/cycling route through the southern section of the site from the Oval to Coate Street and replace with a local pedestrian/cycling route as the existing route does not link through to strategic roads.</li> <li>Re-align the local pedestrian/cycling route running from the public square adjacent to Hackney Road in the south of the site through to the green grid link running parallel to Regents Canal in the northern section of the site to improve site permeability for these users.</li> </ul>	For accuracy, consistency and clarification
MM235	Part 4: Delivering sustainable places	Whitechapel South	Public transport accessibility levels		<p>6a <del>(2017)</del> 6b (2021)* 6b (by 2031)</p> <p>Insert footnote at the bottom of the page:</p> <p>*the year 2021 has been used due to the arrival of Crossrail at Whitechapel</p>	Respond to a representation from a developer / landowner (LP245)
MM236	Part 4: Delivering sustainable places	Whitechapel South	Land use requirements		<ul style="list-style-type: none"> <li>Housing</li> <li>Employment-led (within the Local Employment Location) providing suitable units for the needs of life science, medical, <del>and</del> research <del>and</del> educational uses associated with the Med City</li> <li>Civic centre</li> </ul>	Respond to a representation from a developer / landowner (LP669)

MM237	Part 4: Delivering sustainable places	Whitechapel South	Design principles		<ul style="list-style-type: none"> <li>respond positively to the heritage assets and existing character, scale, height, massing and fine urban grain of the surrounding built environment, <b>including the setting of the London Hospital conservation area</b>;</li> <li>create a sense of place and increase recreational opportunities, access to, and enjoyment of the <b>Green Spine open space</b> to promote healthy living;</li> <li>walking and cycling routes and spaces which are accessible to cyclists should be supported through the <b>Green Spine linear open space</b>, but should not jeopardise its role and function as a <b>publicly accessible</b> green open space;</li> <li>facilitate the delivery of consolidated interconnected open spaces <b>to form the Green Spine</b>, which <b>will</b> link Whitechapel <b>district town</b> centre to Commercial Road through the following: <ul style="list-style-type: none"> <li>Provision of new and improved <b>green</b> open space (<b>the Green Spine</b>) <del>should stretch</del> <b>stretching</b> from Philpot Street to the new civic centre. It should be linear in nature and provide a direct visual link across its length.</li> <li>Buildings <b>adjacent to in alignment with</b> the <b>Green-linear open space Spine</b> should make a positive contribution to reinforce north-south legibility with permeable routes and visual links through the new development.</li> <li>Existing consented open space which has yet to be implemented on site is an integral element to the provision of 1 hectare of strategic open space <b>and</b> should be re-provided. Where opportunities exist, development will be expected to consolidate and integrate the consented open space with the new <b>Green Spine linear open space (known as the green spine)</b> to maximise its multi-functional use.</li> </ul> </li> </ul>	For accuracy, consistency and clarification
MM238	Part 4: Delivering sustainable places	Whitechapel South	Delivery considerations		<ul style="list-style-type: none"> <li>Delivery of a health facility should be <b>an NHS-funded</b> primary care <b>facility</b> and re-provide the existing sexual health facility.</li> </ul>	Respond to a representation from a developer / landowner (LP245)
MM239	Part 4: Delivering sustainable places	Whitechapel South	Figure 26		<ul style="list-style-type: none"> <li>Remove green grid that is shown between the two public squares connecting to Whitechapel Road and instead it should run along the southern boundary of the public square to the south of the Civic Centre and connect to the green link on Cavell Street</li> <li>Remove section of the green grid that runs south of Fieldgate Street to Commercial Road.</li> </ul>	For accuracy, consistency and clarification
MM240	Part 4: Delivering sustainable places	Whitechapel South	Figure 26		Amend the map to show the location of St. Augustine's church and St. Philip's church and their associated open spaces.	For accuracy, consistency and clarification
MM241	Part 4: Delivering sustainable places	Whitechapel South	Land use requirements		<ul style="list-style-type: none"> <li>Employment-led (within the Local Employment Location) providing suitable units for the needs of life science, medical, <del>and</del> <b>research and educational uses associated with the Med City</b>.</li> </ul>	Respond to a representation from a developer / landowner (LP669)
MM242	Part 4: Delivering sustainable places	Chapter 3: Sub-area 2: Central	Figure 27		<p>Amend the map so that the green grid runs through Tredegar Square Gardens and is consistent with the green grid on the Policies Map and the Green Grid strategy.</p> <p>Amend the colour of the cycle superhighway so that it is clearly distinguishable from the green grid.</p>	For clarification, consistency and accuracy and to respond to representations (LP10, LP11, LP18, LP25, LP28, LP29, LP30, LP31, LP34, LP36, LP116, LP117)
MM243	Part 4: Delivering sustainable places	Bow Common Gas Works	Delivery considerations		<p>Additional bullet point:</p> <p><b>An assessment should be carried out to understand the potential contamination on site prior to any development taking place.</b></p>	Respond to a representation from a statutory consultee (LP250)
MM244	Part 4: Delivering sustainable places	Bow Common Gas Works	Design principles		<ul style="list-style-type: none"> <li>respond positively to the <del>existing</del> <b>setting of the two conservation areas: Tower Hamlets Cemetery and Swaton Road and the local nature reserve, including as well as</b> the scale height, massing and fine urban grain of the surrounding built environment.</li> </ul>	Respond to a representation from a statutory consultee (LP210)
MM245	Part 4: Delivering sustainable places		Paragraphs 3.6, 4.8 and 5.8		Add colon between the site reference number and the site name (e.g. 2.1: Bow Common Gas Works etc)	For clarification, accuracy and consistency
MM246	Part 4: Delivering sustainable places	Chrip Street	Address		Chrip Street/East India <del>Dock</del> Road/Kerbey Street	For accuracy, consistency and clarification

MM247	Part 4: Delivering sustainable places	Chrisp Street	Figure 31		<ul style="list-style-type: none"> <li>Kerbey Street should be shown/labelled on the map as it is referred to in the address.</li> <li>Amend the green grid so that there is a kink in the public square at the centre of the site and it goes straight up in to the centre of the northern section of the site rather than to the north-west corner.</li> </ul>	For accuracy, consistency and clarification
MM248	Part 4: Delivering sustainable places	Chrisp Street	Design principles		<ul style="list-style-type: none"> <li>protect and enhance heritage assets on site and in the surrounding areas, including the Lansbury Estate conservation area <del>to the west</del> and Poplar Baths <del>to the south</del>;</li> </ul>	Respond to a representation from a statutory consultee (LP454)
MM249	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley	4.7		Remove reference to the Bromley-by-Bow Masterplan Supplementary Planning Document	For accuracy, consistency and clarification
MM250	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley	Figure 33		<ul style="list-style-type: none"> <li>Include the location of the all movements junction at Bow on the map and the proposed bridges at Bow, Leven Road and Ailsa Street.</li> <li>Include the bridge links shown on the Ailsa Street and Leven Road Gas Works site allocations.</li> </ul>	For accuracy, consistency and clarification
MM251	Part 4: Delivering sustainable places	Sub-area 3: Lower Lea Valley	Sub-area principles		2. <del>Respect and</del> positively respond to the historic industrial character of the area (including heritage assets) and reinforce its local distinctiveness.	Respond to a representation from a statutory consultee (LP454)
MM252	Part 4: Delivering sustainable places	Ailsa Street	Figure 35		Amend the key: Safeguarded <del>W</del> aste <del>S</del> ite	Typographical error
MM253	Part 4: Delivering sustainable places	Leven Road Gas Works	Figure 36		Amend the existing strategic pedestrian/cycle route running through the centre of the site towards Oban Street in the east to a Local pedestrian/cycle route.	For accuracy, consistency and clarification
MM254	Part 4: Delivering sustainable places	Leven Road Gas Works	Design principles		<ul style="list-style-type: none"> <li><del>strongly encourage the retention, reuse and enhancement of the existing non-designated heritage asset, Casholder No.1, which is located in the south-west corner of the site, due to its local character and landmark merit;</del></li> <li>Retain and reuse parts of the dismantled gas holder no. 1 within the future development.</li> </ul>	Respond to a representation from a developer / landowner (LP197, LP215)
MM255	Part 4: Delivering sustainable places	Leven Road Gas Works	Delivery considerations		<ul style="list-style-type: none"> <li>Development should accord with flood mitigation and adaptation measures in the borough's SFRA Strategic Flood Risk Assessment and sequential test and the Thames Estuary 2100 Plan.</li> </ul>	For accuracy, consistency and clarification and to respond to representation (LP257)
MM256	Part 4: Delivering sustainable places	Leven Road Gas Works	Delivery considerations		<p>Additional bullet point:</p> <p>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.</p>	Respond to a representation from a statutory consultee (LP257)
MM257	Part 4: Delivering sustainable places	Leven Road Gas Works	Delivery considerations		<p>Additional bullet point:</p> <p>An assessment should be carried out to understand the potential contamination on site prior to any development taking place.</p>	Respond to a representation from a developer / landowner (LP253)
MM258	Part 4: Delivering sustainable places	Leven Road Gas Works	Land use requirements		<ul style="list-style-type: none"> <li>Employment: Provision of new employment floorspace numbers through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail.</li> </ul>	Respond to a representation from a developer / landowner (LP215, LP197)
MM259		Leven Road Gas Works	Design principles		<ul style="list-style-type: none"> <li>respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its riverside location. It will require active street frontages that fit well with the existing 2-storey terraced houses facing the site and sensitive to the scale of the adjacent 2-storey residential area, and the amenity of rear gardens backing on to the site. In particular, it should deliver an appropriate transition in scale, sensitive to the amenity of adjoining residential properties and buildings in close proximity. The new streets should complement the existing network and deliver active frontages.</li> <li>facilitate a new or extended bus route to serve through the site to enhance access to public transport.</li> </ul>	Respond to a representation from a developer / landowner (LP215)

MM260		Leven Road Gas Works	Design principles / Delivery considerations		<ul style="list-style-type: none"> <li>• <del>provide and secure the necessary safeguard land within the site</del> to facilitate the delivery of a new crossings bridge over the River Lea to improve access to the major transport interchange at Canning Town and ensure continuity of a green link to Cody Dock; and ensure that the safeguarded land is carefully incorporated into the future development and the Leaway</li> <li>• 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".</li> <li>• Access to public transport and pedestrian and cycle connectivity <del>delivery of walking and cycling bridge</del> across the River Lea will need to be improved in line with the phasing of development and in coordination with London Borough of Newham.</li> </ul>	Respond to a representation from a developer / landowner (LP215, LP197)
MM261	Part 4: Delivering sustainable places	Vision for Isle of Dogs and South Poplar			Development will be exemplar high 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.	For clarification, accuracy and consistency
MM262	Part 4: Delivering sustainable places	Isle of Dogs & South Poplar	Figure 38		Insert "National Cycle Network" in the key	Respond to a representation from a developer/landowner (LP385)
MM263	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and south Poplar			Point 16: Facilitate the delivery of useable, high quality new and improved publicly accessible open space that is well integrated into the green grid network, <del>including a new park at Millwall Slipway</del> including improvements to Millwall Outer Dock Slipway to increase the usability of this existing open space.	Respond to a representation from a statutory consultee (LP387)
MM264	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and south Poplar			Point 20: Ensure a continuous and vibrant publicly accessible riverside walkway along the Thames Path, linking Greenwich to the River Lea Park.	Respond to a representation from a statutory consultee (LP747)
MM265	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and south Poplar	Figure 38		<ul style="list-style-type: none"> <li>• Illustrate the broad locations where the new neighbourhood centres (South Quay &amp; Fish Island) will be focussed</li> <li>• Show the open spaces</li> </ul>	For accuracy, consistency and clarification
MM266	Part 4: Delivering sustainable places	Isle of Dogs & South Poplar	5.7		Delete wording: Table 9	To respond to a representation from a developer / landowner (LP442)
MM267	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and south Poplar	Figure 38		<ul style="list-style-type: none"> <li>• Show location of south dock bridges</li> <li>• Show location of pier at Greenwich Peninsula</li> <li>• Amend colour of cycle superhighway so that it is clearly distinct from other designations</li> </ul>	For accuracy, consistency and clarification
MM268	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and South Poplar	5.7		Remove reference to the Isle of Dogs and South Poplar Opportunity Area Planning Framework as a relevant evidence link: <del>Isle of Dogs and South Poplar Opportunity Area Planning Framework Supplementary Planning Document (emerging)</del>	Respond to a representation from a statutory consultee (LP455)
MM269	Part 4: Delivering sustainable places	Sub-area 4: Isle of Dogs and South Poplar			Increase resolution on infographic icons	For accuracy, consistency and clarification
MM270	Part 4: Delivering sustainable places	Aspen Way	Design principles		• 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;	For accuracy, consistency and clarification
MM271	Part 4: Delivering sustainable places	Aspen Way	Design principles		• respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment, including the St. Matthias Church conservation area. The setting of adjacent housing should also be protected through appropriate screening and landscaping;	Respond to a representation from a statutory consultee (LP752)

MM272	Part 4: Delivering sustainable places	Aspen Way	Figure 40		<ul style="list-style-type: none"> <li>Remove the most western local pedestrian/cycle route that is adjacent to the strategic pedestrian/cycle route.</li> <li>Re-align the strategic pedestrian/cycle route to connect with the proposed bridge connection over Aspen Way (i.e. replace the existing local route with the strategic route).</li> <li>Straighten the western strategic pedestrian cycling route.</li> <li>Extend the local pedestrian/cycling link that goes along the southern boundary so that it continues to the west boundary of the site just outside of the site allocation.</li> <li>Show the 'noise or air screening/green buffer' in the key.</li> <li>Extend the 'noise or air screening/green buffer' along the entire southern boundary.</li> </ul>	For clarification, accuracy and consistency
MM273	Part 4: Delivering sustainable places	Billingsgate Market	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the Canary Wharf tall building zone (as set out in policy D.DH6), where tall buildings are proposed;</li> <li>respond positively to the existing character <del>scale, height, massing and urban grain</del> of the surrounding built environment, particularly the dockside <del>adjacent buildings</del> and <del>along the existing residential developments on the eastern side of</del> Trafalgar Way;</li> </ul>	Respond to a representation from a statutory consultee (LP753)
MM274	Part 4: Delivering sustainable places	Billingsgate Market	Design principles		<ul style="list-style-type: none"> <li>improve public realm (<del>specifically along Upper Bank Street</del>) to address the severance caused by Trafalgar Way;</li> </ul>	For accuracy, consistency and clarification
MM275	Part 4: Delivering sustainable places	Billingsgate Market	Delivery considerations		<ul style="list-style-type: none"> <li>The operations of <del>the</del> Billingsgate Market should be appropriately re-provided <del>in</del> at a suitable location within London.</li> </ul>	Respond to a representation from a statutory consultee
MM276	Part 4: Delivering sustainable places	Billingsgate Market	Figure 41		Amend key and icon to show that the bridge connections are proposed.	For accuracy, consistency and clarification
MM277	Part 4: Delivering sustainable places	Billingsgate Market	Figure 41		<ul style="list-style-type: none"> <li>Remove the eastern local pedestrian/cycling routes into North Dock from the site.</li> <li>Re-align the westernmost strategic pedestrian/cycling route to the westernmost bridge over Aspen Way.</li> <li>Re-align the strategic pedestrian/cycling route through the centre of the site to the central bridge connection over Aspen Way to the north of the site.</li> <li>Amend the strategic pedestrian/cycling route from the site to Blackwall Basin to a local pedestrian/cycling route.</li> </ul>	For accuracy, consistency and clarification
MM278	Part 4: Delivering sustainable places	Billingsgate Market	Delivery considerations		<p>Additional bullet point:</p> <ul style="list-style-type: none"> <li>An assessment should be carried out to understand the potential contamination on site prior to any development taking place.</li> </ul>	For clarification, accuracy and consistency
MM279	Part 4: Delivering sustainable places	Crossharbour Town Centre	Figure 42		<ul style="list-style-type: none"> <li>Insert "Rail viaduct" into the key.</li> <li>Remove the strategic pedestrian/cycling route along the southern boundary of the site through Mudchute Park.</li> <li>Remove the northern section of the central local pedestrian/cycling route so that it ends where it intersects with the central public square.</li> <li>Remove the northernmost section of the westernmost local pedestrian/cycling route where it intersects with the central green grid route towards the sites red line boundary.</li> </ul>	For accuracy, consistency and clarification
MM280	Part 4: Delivering sustainable places	Crossharbour Town Centre	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed</li> <li>respond positively to the existing character, <del>scale, height, massing and fine urban grain</del> of the surrounding built environment, <del>and Mudchute Park. Specifically, it should acknowledge</del> 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, <del>and address the setting of the local nature reserve and Mudchute Park.</del></li> </ul>	For accuracy, consistency and clarification
MM281	Part 4: Delivering sustainable places	Crossharbour Town Centre	Infrastructure requirements		<p>Primary school Community/local presence facility Health centre <del>facility</del> (re-provision and expansion)</p>	For clarification, accuracy and consistency

MM282	Part 4: Delivering sustainable places	Limeharbour	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed complement the tall building cluster in Canary Wharf through appropriate-</li> <li>provide an appropriate transition in taller building heights and generous spacing between buildings, whilst in order to respect and being informed by the existing character, specifically scale, height, massing, views and urban grain of its dockside location and the surrounding low to mid-rise built environment of , particularly the lower rise buildings of Cubit Town to the south-east;</li> </ul>	For clarification, accuracy and consistency
MM283	Part 4: Delivering sustainable places	Marsh Wall East	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed complement the tall building cluster in Canary Wharf through appropriate-</li> <li>maintain the existing block structure building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly .In particular provide a transition in scale in relation to the lower rise buildings of Cubitt Town to the south-east and ensure appropriate spacing between buildings to enable visual permeability between Marsh Wall and South Dock;</li> </ul>	For clarification, accuracy and consistency
MM284	Part 4: Delivering sustainable places	Marsh Wall East	Infrastructure requirements		Small open space (minimum of 0.4 hectares) Primary school Health centre facility	For clarification, accuracy and consistency
MM285	Part 4: Delivering sustainable places	Marsh Wall East	Address		Marshwall Marsh Wall East	For accuracy, consistency and clarification
MM286	Part 4: Delivering sustainable places	Marsh Wall West	Infrastructure requirements		Small open space (minimum of 0.4 hectares) Primary school Health centre facility	For accuracy, consistency and clarification
MM287	Part 4: Delivering sustainable places	Marsh Wall West	Address		Marshwall Marsh Wall West	For accuracy, consistency and clarification
MM288	Part 4: Delivering sustainable places	Marsh Wall West	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the two tall building zones, Canary Wharf and Millwall Inner Dock designations (as set out in policy D.DH6) that the site is situated in, where tall buildings are proposed;</li> <li>complement the tall building cluster in Canary Wharf through provide appropriate taller building heights, whilst respecting positively complementing and being informed by the existing character, scale, height, massing, views and urban grain of specifically its dockside location and surrounding built environment, particularly the lower rise buildings of Millwall to the south-west;</li> </ul>	For clarification, accuracy and consistency
MM289	Part 4: Delivering sustainable places	Marsh Wall West	Figure 45		<ul style="list-style-type: none"> <li>Include green link in the south west corner of the site linking to Millwall Inner Dock.</li> <li>Include green grid linking from the existing green grid on Manchester Road to Marsh Wall.</li> <li>Include existing and proposed bridges, including south dock bridge. Ensure that they have different keys so that they can be distinguished.</li> <li>Insert the South Quay footbridge on the figure and show the bridge connection on the figure key.</li> </ul>	For clarification, accuracy and consistency
MM290	Part 4: Delivering sustainable places	Millharbour South	Design principles		<ul style="list-style-type: none"> <li>comply with the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed;</li> <li>respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf Marsh Wall to the smaller scale residential areas south of Millwall Dock and enable visual permeability between Millharbour and Millwall Inner Dock;</li> </ul>	For accuracy, consistency and clarification
MM291	Part 4: Delivering sustainable places	Millharbour South	Infrastructure requirements		Small open space (minimum of 0.4 hectares) Primary school Health centre facility	For accuracy, consistency and clarification
MM292	Part 4: Delivering sustainable places	Millharbour	Infrastructure requirements		Small open space (minimum of 0.4 hectares) Primary school Health centre facility	For accuracy, consistency and clarification

MM293	Part 4: Delivering sustainable places	Millharbour	Design principles		<ul style="list-style-type: none"> <li>• comply with the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6) that the majority of the site is situated in, where tall buildings are proposed.</li> <li>• respond positively to the existing local character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf Marsh Wall to the smaller-scale residential areas south of Millwall Dock;</li> </ul>	For accuracy, consistency and clarification
MM294	Part 4: Delivering sustainable places	Millharbour	Figure 47		<ul style="list-style-type: none"> <li>• Remove the section of the green grid that runs from the junction of Bying Street and Mastmaker Road and from the west to the east of the site</li> <li>• Extend the green grid in a northern direction to Marsh Wall and join it to the green grid that runs along the northern boundary of the site.</li> </ul>	Respond to a representation from a developer / landowner (LP545)
MM295	Part 4: Delivering sustainable places	North Quay	Design principles		<ul style="list-style-type: none"> <li>• comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed;</li> <li>• respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location;</li> </ul>	Respond to a representation from a developer / landowner LP545.
MM296	Part 4: Delivering sustainable places	North Quay	Design principles		<ul style="list-style-type: none"> <li>• improve the quality and create a positive sense of place with an arrival points in the form through the delivery of an active public square at the northern corners of the site, which interconnects to a north-south linear square from the connecting the Canary Wharf Elizabeth line station and the dockside promenade (Elizabeth line) to the Poplar DLR station and Poplar High Street; and</li> </ul>	For accuracy, consistency and clarification
MM297	Part 4: Delivering sustainable places	North Quay	Design principles		<ul style="list-style-type: none"> <li>• improve or enhance walking and cycling connections to, from and within the site to:- <ul style="list-style-type: none"> <li>a. accommodate a new east-to-west pedestrian/cycle route through the site which facilitates connections to joins into the cycle-wider movement network and the DLR and underground stations adjoining the site; pedestrians movement to/from the DLR stations at Poplar and West India Quay and the Elizabeth line station;</li> <li>b. facilitate walking and cycling connections across Aspen Way between Canary Wharf and Poplar High Street and across and towards Trafalgar Way and towards Blackwall Basin, Poplar High Street and Canary Wharf, and to the wider area; and</li> <li>c. address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth line Crossrail station to the south west. These routes should align with the existing urban grain to support permeability and legibility.</li> </ul> </li> </ul>	For accuracy, consistency and clarification
MM298	Part 4: Delivering sustainable places	North Quay	Design principles		<ul style="list-style-type: none"> <li>• improve strategic links from Canary Wharf to Poplar High Street through the provision of new enhanced north-south links;</li> </ul>	For accuracy, consistency and clarification and respond to multiple representations (LP75, LP759)
MM299	Part 4: Delivering sustainable places	North Quay	Figure 48		<ul style="list-style-type: none"> <li>• Remove the section of the strategic/pedestrian cycling route on Upper Bank Street</li> <li>• Shorten the length of the strategic and pedestrian cycling route going over Aspen Way (remove the curved part of the arrow at the top)</li> <li>• Amend central north south strategic pedestrian/cycling route so that it aligns with the green grid from north to south.</li> <li>• Show the location of the existing bridge</li> <li>• Show the green grid running along the north west boundary of the site and along the north west section of the site.</li> <li>• Extend the green grid that runs through the centre of the site to the north so that it aligns with the strategic pedestrian and cycle route</li> <li>• Show the green grid adjacent/running parallel to the western strategic pedestrian/cycling route going from the northern section of the site down to the northern boundary of North Quay.</li> </ul>	For accuracy, consistency and clarification and respond to multiple representations (LP75, LP759).
MM300	Part 4: Delivering sustainable places	Reuters	Design principles		<ul style="list-style-type: none"> <li>• comply with the requirements of the Blackwall tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed;</li> <li>• respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment specifically addressing the transition of building heights, scale and massing from the tall buildings cluster at Blackwall roundabout to the medium-rise nature of East India, and its dockside location. Specifically, buildings should step down from Canary Wharf the neighbourhood centre towards the river and enable visual permeability between Blackwall Way and the River Thames;</li> </ul>	For accuracy, consistency and clarification

MM301	Part 4: Delivering sustainable places	Reuters	Design principles		Remove the following bullet point: <del>explore the opportunity to incorporate the existing jetting pier into the development.</del>	Respond to a representation from a statutory consultee (LP251)
MM302	Part 4: Delivering sustainable places	Reuters	Figure 49		Amend the boundary to exclude the pier/jetty	Respond to a representation from a developer / landowner (LP935)
MM303	Part 4: Delivering sustainable places	Riverside South	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed;</li> <li>respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and enable visual permeability between Westferry Road and the River Thames;</li> </ul>	For clarification, accuracy and consistency
MM304	Part 4: Delivering sustainable places	Westferry Print Works	Delivery considerations		Additional delivery consideration:  An assessment should be carried out to understand the potential contamination on site prior to any development taking place.	For clarification, accuracy and consistency
MM305	Part 4: Delivering sustainable places	Westferry Print Works	Land use requirements		Employment: <del>re-provision of existing employment by way of intensifying employment job numbers.</del> A range of employment space sizes, including small-to-medium enterprises	For accuracy, consistency and clarification
MM306	Part 4: Delivering sustainable places	Westferry Print Works	Infrastructure requirements		<ul style="list-style-type: none"> <li>Strategic open space (minimum of 1 hectare)</li> <li>Leisure centre facility (re-provision)</li> <li>Secondary school</li> </ul>	For accuracy, consistency and clarification
MM307	Part 4: Delivering sustainable places	Westferry Print Works			Change site allocation name: <del>Westferry Print Works</del> Printworks	For accuracy, consistency and clarification
MM308	Part 4: Delivering sustainable places	Westferry Print Works	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the Millwall Inner Dock tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed within this zone</li> <li>respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location. Specifically, buildings should step down from Canary Wharf Marsh Wall to the smaller scale residential properties to within the the north and southern part of the Isle of Dogs and to the west of Millharbour. Development should enable clear lines of sight between Millharbour and Millwall Outer Dock and ensure multiple visual and pedestrian permeability between Tiller Road and Millwall Outer Dock;</li> </ul>	For accuracy, consistency and clarification
MM309	Part 4: Delivering sustainable places	Westferry Print Works	Figure 51		<ul style="list-style-type: none"> <li>Amend the strategic pedestrian/cycling route through the site to a local pedestrian/cycling route and remove part of the strategic pedestrian/cycling route from Westferry Road to the River Thames</li> <li>Show the green grid route along the eastern boundary of the site</li> <li>Show the new route that joins the east and southern boundaries by going over the south east section of the site</li> </ul>	To respond to representation (LP760)
MM310	Part 4: Delivering sustainable places	Wood Wharf	Design principles		<ul style="list-style-type: none"> <li>comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed;</li> <li>complement the tall building cluster in Canary Wharf through incorporate appropriate taller building heights, while respecting and being informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location;</li> </ul>	Typographical error
MM311	Part 4: Delivering sustainable places	Wood Wharf	Figure 52		<ul style="list-style-type: none"> <li>Include section of green grid that is missing that connects the existing green grid to the south dock to the west</li> <li>Show location of bridges</li> </ul>	For clarity
MM312	Part 6: Appendices	Appendix 1: Glossary and acronyms			Neighbourhood plans must be in general conformity with the London Plan and the strategic policies of the development plan-Local Plan, although they can allocate sites to deliver housing and other uses and provide additional guidance to address specific neighbourhood issues or identify opportunities for regeneration and priority projects within the neighbourhood area. Appendix 5 sets out which policies within the Local Plan are considered to be strategic for the purposes of neighbourhood planning.	For clarification, accuracy and consistency

MM313	Part 6: Appendices	Appendix 1: Glossary and acronyms	NEW: <b>Public art</b>		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.	Multiple representations (LP480, LP509, LP691)
MM314	Part 6: Appendices	Appendix 1: Glossary and acronyms	Water space		Water space: An area of water (permanently or intermittently) and the adjacent land, and includes rivers, canals, docks, basins, ponds, marshland and other water bodies.	To respond to a representation from a developer / landowner (LP702)
MM315	Part 6: Appendices	Appendix 1: Glossary and acronyms	Tall buildings		Tall buildings: Any building that is significantly taller than their surroundings its local context and/or have has a significant impact on the skyline. Within the borough, buildings of more than 30 metres, or those which are more than twice the height of surrounding buildings (whichever is less) will be considered to be a tall building.	To respond to a representation from a developer / landowner (LP702)
MM316	Part 6: Appendices	Appendix 1: Glossary and acronyms	NEW: <b>Urban super block:</b>		Urban super block: An urban block created by one large building surrounded by streets.	For clarification – the tiers are identified on the key to the Policies Map
MM317	Part 6: Appendices	Appendix 1: Glossary and acronyms	NEW: <b>Fleet Operator Recognition Scheme Silver accreditation.</b>		Term: Fleet Operator Recognition Scheme Silver accreditation. Abbreviation: FORS Explanation: The FORS scheme is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. The FORS silver accreditation is awarded to operators who maintain their bronze accreditation and are able to demonstrate they meet the FORS silver accreditation requirements.	Typographical error.
MM318	Part 6: Appendices	Appendix 1: Glossary and acronyms	New: <b>Construction logistics and community safety standard</b>		Term: Construction logistics and community safety standard Abbreviation: CLOCS Explanation: The CLOCS standard is a common standard for use by the construction logistics industry to ensure that construction companies follow effective practice in the management of their operations, vehicles, drivers and construction sites. Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians.	For consistency
MM319	Part 6: Appendices	Appendix 1: Glossary and acronyms	Archaeological priority areas		A defined area where there is significant known archaeological interest or potential new discoveries 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.  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	For clarity
MM320	Part 6: Appendices	Appendix 1: Glossary and acronyms	Major Development and Referable Development		Insert missing bullet points	To respond to a representation from a developer / landowner (LP874)
MM321	Part 6: Appendices	Appendix 1: Glossary and acronyms	Major Centre		<del>Canary Wharf has been identified as the only major centre within the borough because it</del> 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.	
MM322	Part 6: Appendices	Appendix 1: Glossary and acronyms	Strategic development		Strategic development: Proposals involving more than 100 homes or 10,000 square metres of floorspace	To respond to a representation from a developer / landowner (LP476)
MM323	Part 6: Appendices	Appendix 1: Glossary and acronyms	NEW: <b>Employment uses</b>		Employment uses: Offices, industrial and storage and distribution facilities which fall under B1,B2 and B8 of the use classes order, as well as other sui generis uses with industrial functions.	To respond to representations from a developers / landowners (LP206, LP335, LP609, LP625, LP710)
MM324	Part 6: Appendices	Appendix 1: Glossary and acronyms	Referable development		PIPlanning	Typographical error
MM325	Part 6: Appendices	Appendix 1: Glossary and acronyms	NEW: <b>Life sciences</b>		Life sciences: the sciences concerned with the study of living organisms, including biology, botany, zoology, microbiology, physiology, biochemistry, and related subjects.	For clarification

MM326	Part 6: Appendices	Appendix 2: Links to the Core Strategy & Managing Development Document	NEW: Affordable workspace		Affordable workspace: "flexible workspace which is let to a workspace manager, and which will allow for occupation by the end users in one or more sectors on terms accessible to a wide range of users including but not limited to local residents, start-up entrepreneurs SMEs: <ul style="list-style-type: none"> <li>• substantially below market levels of rents and charges when compared with an equivalent letting of the space and facilities on the open market;</li> <li>• 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</li> <li>• at rates which mean that occupation is feasible to a large number of small/start-up businesses in the relevant sector(s)."</li> </ul>	For clarification
MM327	Part 6: Appendices	Appendix 3: Parking standards	Amend table		Unbold text Amend the first column of the table sub heading	For clarification
MM328	Part 6: Appendices	Appendix 3: Parking standards	Amend table		Use class (gfa stands for gross floor area and sqm stands for square metres)	Typographical error
MM329	Part 6: Appendices	Appendix 3: Parking standards	Amend table		Residential <del>See table A1</del>	Definitions / terms (clarify meaning)
MM330	Part 6: Appendices	Appendix 3: Parking standards	Amend table		B1b (research & development), & B1c (light industry)	Remove out of date references
MM331	Part 6: Appendices	Appendix 4: Waste collection standards	Amend table		There are three main groups of waste collection systems and some are on-site waste processing systems, which could be considered to help us reduce the burden on waste collection services. - These are as follows.; (remove semi-colon)	Typographical errors
MM332	Part 6: Appendices	Appendix 5: Strategic policies in the Local Plan for the purposes of neighbourhood planning	5.1		The National Planning Policy Framework requires local planning authorities to <del>set out</del> clearly <b>set out</b> their strategic policies in order to support the requirement for neighbourhood plans to be in general conformity with the strategic policies of the <del>Local Plan</del> <b>development plan</b> .	Remove out of date references
MM333	Part 6: Appendices	Appendix 6: Noise	Further information and guidance (after 6.9)		Further information and guidance <ul style="list-style-type: none"> <li>• Noise Policy Statement for England (Department for Environment, Food and Agriculture, 2010)</li> <li>• <del>Guidance on the control of odour and noise from commercial kitchen exhaust (Department for Environment, Food and Agriculture, 2011)</del></li> <li>• Heating and Ventilation Contractor Association – DW/172 Specification for Kitchen Ventilation Systems (2005)</li> <li>• British Standard 8233: Guidance on Sound insulation and noise reduction for buildings (2014)</li> <li>• British Standard 4142: Methods for rating and assessing industrial and commercial sound (2014)</li> <li>• British Standard 6472: Guide to evaluation of human exposure to vibration in buildings (2008)</li> <li>• BB93: Acoustic design of schools: performance standards (2015)</li> <li>• <del>British Standard 5228: Code of practice for noise and vibration on construction and open sites</del> <b>British Standard 5228:2009+A1:2014 Code of practice for noise and vibration on construction and open sites (2014)</b></li> </ul>	Remove out of date references
MM334	Part 6: Appendices	Appendix 6: Noise	Noise levels applicable to noise sensitive residential development proposed in areas of existing noise (TABLE)		Noise at 1 metre from noise sensitive façade/free field, Night, SOAEL (red) > <del>80</del> <b>45</b> dB Lafmax  Inside a bedroom, Night, LOAEL (Green), <del>70</del> <b>45</b> dB Lafmax  Inside a bedroom, Night, LOAEL (Amber), <del>80</del> <b>45</b> dB Lafmax  Inside a bedroom, Night, LOAEL (Red), <del>80</del> <b>45</b> dB Lafmax  Outdoor living space (free field), Day, LOAEL (Amber), 50dB to 55dBLAeq,16hr	To ensure alignment with policy D.ES8 Noise and vibration
MM335	Part 6: Appendices	Appendix 6: Noise	Noise insulation		Where the development falls within an area of high noise (amber and red), <del>the 'good' standard of British Standard 8233 should be met; the reasonable standard may only be allowed where other overriding factors have been agreed with our environmental health service.</del>	Typographical error.

MM336	Part 6: Appendices	Appendix 6: Noise	Noise levels applicable to proposed industrial and commercial developments (including plant and machinery) (TABLE)		Outside bedroom Window (façade), Night, LOAEL (Green), 'Rating level' 10dB* below background <del>and no events exceeding 57dBLA<sub>max</sub></del> Outside bedroom Window (façade), Night, LOAEL (Amber), 'Rating level' between 9dB below and 5dB above background <del>or noise events between 57dB</del> Outside bedroom Window (façade), Night, LOAEL (Red), 'Rating level' greater than 5dB above background <del>and/or events exceeding 88dBLA<sub>max</sub></del>	Numerical error
MM337	Part 6: Appendices	Appendix 6: Noise	Entertainment noise (6.21)		Assessments for noise from <b>proposed</b> entertainment and leisure premises <b>or from proposed sensitive uses in close proximity to existing entertainment and leisure premises</b> 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 LA <sub>eq</sub> and LA <sub>max</sub> metrics and appropriate frequency spectrum. Planning permission will not be granted in instances where it is not possible to achieve suitable and sufficient internal noise levels with reference to the most up to date and appropriate guidance within proposed noise sensitive receptors despite appropriate mitigation proposals due to the totality of noise from existing entertainment venues.	For clarification, accuracy and consistency
MM338	Part 6: Appendices	Appendix 6: Noise	Vibration levels from uses such as railways, roads, leisure and entertainment premises and/or plant or machinery at which planning permission will not normally be granted or in line with the most current version of British Standard 6472 (TABLE)		Vibration inside dwellings, Day, 07:00-23:00, <del>0.8</del> <b>0.2</b> VDV ms-1.75 Vibration inside dwellings, Night, 23:00-07:00, <del>0.4</del> <b>0.1</b> VDV ms-1.75 Vibration inside offices, Day, evening and night, 00:00-24:00, <b>0.4</b> VDV ms-1.75 Vibration inside workshops, Day, evening and night, 00:00-24:00, <del>0.4</del> <b>0.8</b> VDV ms-1.75	For clarification, accuracy and consistency
MM339	Part 6: Appendices	Appendix 7: Housing trajectory	First table in appendix, third column		Change -7,4 to <b>-7,475</b>	For clarification, accuracy and consistency
MM340	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		Add title: <b>Housing pipeline across sub-areas</b>	Numerical error
MM341	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		Amend table: Remove breakdown across conventional and non-conventional housing and instead show figures for 'all housing'.	For clarification
MM342	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		Remove both astrix from the table.	For clarification
MM343	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		Amend table (SHLAA without permission) to read: 58606	For clarification
MM344	Part 6: Appendices	Appendix 7: Housing trajectory	Third table in appendix		Amend colours so consistent with second table	For clarification
MM345	Part 6: Appendices	Appendix 7: Housing trajectory	Paragraph 7.3		Amend paragraph 7.3 as follows. 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 ( <b>GLA, 2016</b> ) target to help meet city wide needs up to 2026.	For clarification

MM346	Policies Map				Amend the colour of the cycle superhighway so that it is clearly distinguishable from other designations.	For clarification
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