Tower Hamlets’ Core Strategy sets out the ambitious long-term spatial vision for our borough. The Managing Development Document provides the planning policies and site allocations we need to achieve this vision and get the best from future development proposals.

By building on the Core Strategy’s policies and objectives, the Managing Development Document is the planning tool help meet the Mayor’s priorities and to support delivery of affordable and family housing, jobs, new parks, schools and other important services. It also provides guidance on how the places within the borough will be shaped to accommodate change whilst enhancing local identity.

Tower Hamlets needs to respond positively to the challenging economic climate and take advantage of the once in a generation opportunity of the Olympic Games legacy. It is more important than ever to ensure the Council has a robust, yet flexible, local planning framework to support economic growth and meet the needs of local people whether they live, work or visit our borough.

The Managing Development Document, has emerged through extensive consultation and engagement with our local communities, local businesses and landowners. I offer my sincerest thanks to everyone who contributed towards the development of this document to help us build a better, more sustainable Tower Hamlets.
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The Managing Development Document (MDD) should be used alongside national planning policy guidance, the London Plan, the borough’s Core Strategy, Neighbourhood Plans and supplementary guidance.

The MDD provides guidance for managing development across the borough and strategic guidance for key sites. The chapters follow the same structure of the Core Strategy based on the five spatial themes:

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This chapter outlines the story so far, describes the document’s development process and sets out its role.

This chapter sets out the development management policies to help manage development across the borough.

The development management chapter consists of policies and supplementary information for the implementation, justification and definition of the policies. Graphics and diagrams have been used where it has been viewed as appropriate to help explain the policy.

The site allocations chapter is structured by the places of the borough. Each site allocation is shown within the context of its place, as depicted on the separate Adopted Policies Map, which is followed by strategic guidance specific to individual sites.

The site allocation maps show indicative proposals for the site and where appropriate surrounding areas.
This chapter provides information for strategic housing sites and/or sites for social, community and green infrastructure. The site allocations are presented within the context of the places as stated within the Core Strategy.

This chapter sets out how the Managing Development Document will be delivered and monitored.

Provides additional and background information to the the development management and site allocations chapters.
1. Setting the scene
Development within Tower Hamlets is managed by the following guidance.

**National Planning Policy Framework**

S.2 The National Planning Policy Framework (NPPF) sets out the nationwide strategic policies for development and growth within England.

**London Plan**

S.3 The London Plan is the strategic spatial plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. It is produced by the Mayor of London.

**Local Plan**

S.4 The Local Plan contains the Core Strategy and Managing Development Document (shown in figure 1). These two documents provide locally specific guidance to assist in the regeneration and sustainable development of the borough. The Local Plan contains the borough’s Strategic Policies in the form of Spatial Policies, Development Management Policies and site allocations.

**Neighbourhood Plans**

S.5 A Neighbourhood Plan is a planning policy document developed by a Neighbourhood Planning Forum and forms part of the borough’s Development Plan. Its content needs to be in general conformity with the Local Plan, London Plan and NPPF.

**Supplementary guidance**

S.6 Supplementary guidance provides further thematic or location specific guidance to supplement the Strategic Policies in the Local Plan. This may take the form of Supplementary Planning Documents (SPDs) or any other relevant form of documentation.

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**What forms Tower Hamlets’ planning guidance?**

**What is the Development Plan?**

S.7 The borough’s Development Plan is the formal set of documents used to determine planning applications. It is comprised of the London Plan, the Local Plan (Core Strategy and Managing Development Document) and Neighbourhood Plans. It is...
guided by national guidance and supported by supplementary guidance.

Managing Development Document

S.8 The MDD is a Development Plan Document that provides the detail which the Core Strategy is not able to deliver (e.g. paragraph 1.2 of the Core Strategy). It helps to manage development across the borough through development management policies and provides strategic guidance for key development sites within site allocations.

S.9 The Core Strategy (2010) refers to a Development Management DPD and a Sites and Placemaking DPD, these have been combined to form the Managing Development Document (MDD) to help streamline local planning guidance (figure 2).

S.10 The development management policies are required to help ensure the delivery of sustainable development, in terms of sustainable communities, supporting the local and regional economy and protecting and enhancing the borough’s environment.

S.11 Site allocations have been identified to plan for strategic housing developments (i.e. sites that can provide over 500 new net-additional homes) which will help the borough meet its housing targets and for key regeneration sites. They have also been identified to ensure the borough has the adequate space and capacity for physical, social and green infrastructure to meet the needs of existing and new communities.

S.12 The MDD has been prepared using a proportionate evidence base to ensure it plans positively to meet the development and infrastructure needs of communities, as set out in the Core Strategy.
Spatial scales
S.13 The borough’s planning guidance operates at different spatial scales, ranging from individual guidance for individual buildings and flats to strategic guidance covering the whole of London.

S.14 Figure 3 aims to provide an illustration of which documents could provide guidance for different scales.

London Legacy Development Corporation
S.15 The London Legacy Development Corporation (LLDC) is the local planning authority for the place of Fish Island and parts of Bromley-by-Bow (east of the A12 and north of the railway line) within the borough.

S.16 Planning guidance adopted by the Council before the LLDC took over plan making powers will continue to help manage development within the LLDC area until the LLDC has adopted its own Local Plan or the LLDC decides otherwise. This includes the Fish Island Area Action Plan (2012) and the Bromley-by-Bow Masterplan SPD (2012).

S.17 The MDD was adopted after the LLDC took over plan making powers, therefore the MDD does not have development plan status their area within Tower Hamlets. As such, site allocation 7 (Bromley-by-Bow North East Quadrant) does not have development plan status.
Producing the Managing Development Document

Document stages
S.18 The Managing Development Document has been informed by:

- Engaging with local people and stakeholders
- Sustainability Appraisal
- Equalities Analysis
- Habitat Regulation Assessment
- National and regional legislation and guidance
- Using appropriate and proportionate evidence base

Engaging with local people and stakeholders
S.19 The MDD is being produced using information from extensive stakeholder and community engagement, adhering to the principles set out in the Council’s Statement of Community Involvement. Information provided for Core Strategy consultations has been used in addition to five specific periods of consultation and engagement have been carried out and are defined in figure 4.

S.20 The engagement versions of the DPDs provided information for comments relating to the potential approach to developing the development management policies and suggestions for sites and potential uses on those sites.

National legislation and regional guidance
S.21 The Managing Development Document has been prepared in accordance with:

- National Planning Policy Framework (2012);
- Local Planning Regulations (2012);
- Localism Act (2011);
- London Plan (2011);
- Planning Act (2008); and

| Call for sites consultation (March to April 2010) | Asked local people and stakeholders to identify sites they wanted to see developed |
| Sustainability Appraisal scoping report consultation (Aug to Sept 2010) | Asked local people and stakeholders to comment on the structure to be used in the Sustainability Appraisal to assess the DPDs |
| Consulting on engagement (Nov to Dec 2010) | Asked local people in targeted workshops about how they would like to be engaged with the DPDs during the April to June engagement period |
| Consultation on DPD Engagement Documents (April to June 2011) | Asked local people and stakeholders to comment on the DPD Engagement Documents regarding the policy approach, suggested sites and boundaries |
| Call for Representations (January to March 2012) | The period for local people and stakeholders to provide formal comments on the Proposed Submission Version regarding soundness and meeting legal requirements |
| Submission to Secretary of State (May 2012) | Submitted the MDD and associated documents to the Secretary of State for the independent Examination in Public. |

Figure 4: Consultation and engagement stages
S.22 The document seeks to interpret this guidance and legislation locally, shaping it to the particular needs and characteristics of Tower Hamlets and the people who live, work and visit the borough.

**Using appropriate and proportionate evidence base**

S.23 The MDD has been informed by a number of specific evidence base documents produced by and for the Council. For a full list, please see appendix 5.
D.1 Development management (DM) is the term used to include the range of activities and interactions that together transform the control of development and use of land into a more positive and proactive process which fits better with the ethos of spatial planning and better supports local authorities in their role as place shapers. The Council has long been embedding these principles to best manage challenges and opportunities arising from development.

D.2 The Council has already changed the way we approach the assessment of development proposals, focussing on resolving issues at the pre-application stage and through use of Masterplans and development briefs to guide future development.

D.3 The DM policies are an important part of implementing this positive and proactive approach. The MDD aims to set out the DM policies in a way that ensures pro-active engagement with less of a focus on prescriptive development control policy.

D.4 The DM policies provide guidance to help inform a development proposal as well as help to assess and support decisions on planning applications. They aim to help ensure that change within each of the Places within Tower Hamlets is positively and sustainably managed and that it contributes positively to placemaking. This includes elements that relate to land use, design and access but also gives consideration to matters of management (from housing letting to licensing), social issues (health and well-being) and investment (both public and private). These are new to the realm of planning’s material considerations but are critical to placemaking.

D.5 The DM policies should be applied alongside the strategic guidance of Spatial Policies (SP) set out in the Core Strategy, policies set out in the London Plan, the site allocations in chapter 3 of this document and national guidance.

D.6 Although there will be cross-referencing of other policies and corporate strategies in the supporting text, all DM policies are interdependent and need to be considered together. The DM policies will ensure individual development proposals positively contribute to implementing and delivering the Core Strategy Big Spatial Vision and Strategic Objectives.

D.7 The DM policies have been prepared to reflect and address the specific challenges and opportunities of Tower Hamlets as well as ensure that development responds appropriately to its immediate surroundings. They are set out to follow the spatial theme sections of the Core Strategy and help ensure easy linkages are made:

- Refocusing on our Town Centres;
- Strengthening Neighbourhood Well-Being;
- Enabling Prosperous Communities; and
- Designing a High-Quality City.

D.8 The DM policies are structured so that they address and provide more detailed guidance on each part of the Spatial Policies of the Core Strategy where it is considered appropriate and relevant. The accompanying supporting text provides further explanation and guidance where necessary, specifically with regard to terminology and implementation of the policy.

D.9 There are a number of key differences between the DM policies and Council’s previous planning policies in the Unitary Development Plan (1998):

- there are fewer policies;
- policies are based on desired outcomes rather than setting rigid and detailed assessment criteria;
- there is no repetition of policies that are already set out in national guidance, the London Plan or the Core Strategy unless guidance needs to be reinforced or respond to local circumstances; and
- policies are more consistent with the aim to resolve issues at pre-application stage.
How this will be managed

1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.

3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

   a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

   b. Specific policies in that Framework indicate that development should be restricted.
Development within the town centre hierarchy

How this will be managed

1. The continued enhancement and promotion of the Central Activity Zone (CAZ) will be supported, including the potential for residential development on upper floors, subject to the Preferred Office Locations (POL) within the CAZ and Canary Wharf.

2. Within the Tower Hamlets Activity Areas (THAA), a mix of uses will be supported. Development in these areas should provide a transition between the scale, activity and character of the CAZ and Canary Wharf major centre and their surrounding places. Development proposals should be mixed use schemes with active uses at ground floor level with residential or office space on upper floors. Key anchor uses, such as supermarkets and civic uses, will only be allowed within the town centre boundaries of the Activity Areas.

3. The vitality and viability of the borough’s major, district and neighbourhood centres will be promoted by:

a. protecting A1 uses as a priority, unless it can be demonstrated that:
   i. the loss of A1 would not undermine the town centre’s position within the town centre hierarchy;
   ii. the loss of A1 would not result in the overall level of A1 falling below 50% within the town centre;
   iii. 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 over that period at an appropriate rent (providing three comparable shop unit rents within the town centre); and
   iv. the new use supports the function of the town centre.
b. ensuring development does not result in the overconcentration of non-A1 uses; and

c. supporting development that strengthens the mix and diversity of town centre uses (including employment and social / community uses).

4. To further support the vitality and viability of town centres, restaurants, public houses and hot food takeaways (Use Class A3, A4 and A5) will be directed to the CAZ, THAA and town centres provided that:

a. they do not result in an overconcentration of such uses; and

b. in all town centres there are at least two non-A3, A4 and A5 units between every new A3, A4 and A5 unit.

5. Furthermore where A5 uses are supported in town centres:

a. in district centres, the total percentage of A5 uses must not exceed 5% of the total number of units; and

b. the proximity of an existing (or proposed) school and/or local authority leisure centre will be taken into consideration.

6. In recognising the distinct roles and functions of Canary Wharf and Brick Lane town centres:

a. A3, A4 and A5 uses in Canary Wharf major centre will be considered on the merits of individual applications; and

b. A3, A4 and A5 uses in Brick Lane district centre will be supported where they do not exceed 25% of the total number of units.

7. Development within a town centre will be supported where it does not have an adverse impact upon the function of a town centre use. Town centre development will need to demonstrate

that:

a. adequate width and depth of floorspace has been provided for the town centre uses;

b. a shop front has been implemented in the first phase of development; and

c. appropriate servicing arrangements have been provided.

Figure 6: Diagrammatic illustration of a town centre and distribution of A3, A4 & A5 uses (DM1 (4b)
1.1 The Core Strategy Spatial Policy 01 defines the town centre hierarchy within the borough and provides guidance on the type, scale and intensity of uses in different centres. Policy DM1 provides further guidance to support the town centre hierarchy by seeking to maintain an appropriate balance of shops and other town centre uses such as banks, offices, cafes and takeaways. This balance reflects the role of town centres within the hierarchy as well as the needs of the community. The policy will be applied to proposals for town centre uses, whether they are located within, at the edge of, or outside of a town centre.

1.2 National planning policy guidance states that proposals for main town centres uses should, as far as is possible, be located in existing town centres as a priority, then edge of centre and lastly out of centre locations. The boundaries of these designations have been developed through the “Tower Hamlets Town Centre Town Policy Development” (2011) document and are depicted on the Adopted Policies Map.

1.3 Town centre uses include shops and markets (A1), financial and professional services (A2), cafes and restaurants (A3), drinking establishments (including public houses) (A4), hot food takeaways (A5), offices (B1a), community and leisure uses (D1 and D2) and certain others uses not within a Use Class, such as theatres and laundrettes.

1.4 Parts (1) and (2) of the policy provide guidance for the designations of the CAZ and Tower Hamlets Activity Area (THAA), at the top of the hierarchy, to consolidate their London-wide importance as locations for a vibrant mix of uses, including retail. With the major centre of Canary Wharf, they will be enhanced and maintained with appropriate levels of retail and other town centre uses directed to them. Within the POL, the delivery of larger floorplate offices will be sought.

1.5 Part (3) of the policy aims to ensure the vitality and viability of our major, district and neighbourhood centres. As part of this, it provides strong protection of A1 uses to support and secure their retail func-
tions within the hierarchy. The Annual Monitoring Report 2010/2011 (2011) identifies the mix of uses within our town centres, including the level of A1 uses. This has helped to inform the policy’s position that A1 uses should not fall below approximately 50% of town centre uses.

1.6 Furthermore, to ensure the local shopping needs of communities are met, town centres should provide a mix and balance of uses; a component being that there is no overconcentration of non-A1 use. An overconcentration of uses is defined as being where more than three of the same uses exist adjacent to each other.

1.7 A survey of town centre uses in Tower Hamlets has demonstrated that concentrations of A1 uses and other town centre uses, are equally present in both primary and secondary frontages. Accessibility levels of primary and secondary frontages are also similar. As such, it is not considered relevant to define primary and secondary frontages for the borough’s town centres.

1.8 Part (4) of the policy provides guidance for the location of A3, A4 and A5 uses within the town centre hierarchy. This policy recognises the role that these uses have in the CAZ and THAA and town centres, where a dynamic mix of uses is beneficial to the character of these areas.

1.9 Part (5) provides further guidance for the management of A5 uses. The “Tackling the Takeaways” report (2011) demonstrates the need for the Council to provide this guidance. Without part (5) there may be too many, or an ‘over-concentration’, of uses in one location, which may have impacts such as litter, noise and detrimental affects on health and well-being. These are concerns the local community raised during consultation and engagement.

1.10 In part (6) the Council acknowledges the contribution that the evening and night-time economy (A3, A4 and A5 uses) can make to ensure a vibrant and economically viable town centre. It also recog-
Local shops

How this will be managed

1. To ensure the existing level of local shop provision throughout the borough is maintained and complements the town centre network, development resulting in the loss of A1 shops outside designated town centres will only be supported where:

   a. the shop is within a 300m walking distance of the nearest alternative local shops (as illustrated in figure 7);
   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 3 comparable shop unit rents within the vicinity);
   c. there is no viable prospect of a retail use on the site taking into consideration projected residential growth in the vicinity and future need for provision of local shops as part of a sustainable neighbourhood.

2. Development of local shops outside of town centres will only be supported where:

   a. there is demonstrable local need that cannot be met within an existing town centre;
   b. they are of an appropriate scale to their locality;
   c. they do not affect amenity or detract from the character of the area; and
   d. they do not form part of, or encourage, a concentration of uses that would undermine nearby town centres.

Figure 7: Local shops in relation to town centres
2.1 Core Strategy Spatial Policy 01 sets out the policy framework for the town centre hierarchy. Further guidance is required for local shops which are not located within a town centre. These shops serve a local retail need and are especially important for people with mobility issues. They play an important social role in the community as well as contributing to the character and function of the local area.

2.2 Part (1) seeks to manage the amount of local shops to ensure they are not replaced by other uses which would result in the need to travel further for basic goods and services. Development resulting in the loss of local shops will be required to provide robust evidence, in the form of a marketing exercise, in support of their proposal, demonstrating that the loss will not have a detrimental impact on the ability of local people to access basic goods and services. The distance of 300m represents a walk of less than 5 minutes and is considered the maximum distance a person would reasonably expect to walk to access a local shop in an inner London borough such as Tower Hamlets.

2.3 Part (2) seeks to manage the risk of larger retail shops coming forward outside of designated centres. This could not only threaten the vitality and viability of the borough’s town centres but could also have a negative impact on existing local shops (often local independent businesses) which are serving the needs of the local community. The introduction of larger shops may also be unsuitable to the local area in terms of size and the activity they may generate, for example with regards to congestion, parking and noise. For the purposes of part (2) of this policy, a shop which is local in nature is considered to have a gross floorspace of no more than 100 sqm (which is the equivalent of two small shop units). In assessing the need for new local shops the Council will take into consideration vacancy rates in nearby town centres.

Key policy links
SP01 Refocusing on our town centres
DM1 Development within the town centre hierarchy
DM24 Place-sensitive design

Key evidence base
LBTH Town Centre Policy Development Report (2011)
Delivering homes

How this will be managed

1. Development will be required to maximise affordable housing in accordance with the Council’s tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in the Core Strategy.

2. Affordable housing should be built to the same standards and should share the same level of amenities as private housing.

3. Development should maximise the delivery of affordable housing on-site.

   a. Any off-site affordable housing will only be considered in circumstances where it can be demonstrated that:

      i. it is not practical to provide affordable housing on-site;
      ii. to ensure mixed and balanced communities it does not result in too much of any one type of housing in one local area;
      iii. it can provide a minimum of 50% affordable housing overall;
      iv. it can provide a better outcome for all of the sites including a higher level of Social Rent family homes; and
      v. future residents living on all sites use and benefit from the same level and quality of local services.

   b. If a suitable site cannot be found, as stated in parts i to v, in exceptional circumstances the Council will consider payments in-lieu ring fenced for additional affordable housing output.

4. Affordable housing provision will be calculated:

   a. by using habitable rooms as a primary measure to allow for the most suitable mix of affordable housing; and
   b. based on the total housing existing or permitted as part of a development, where a scheme proposes additional housing.
5. Development that would involve a net loss of residential floor-space, residential units or any family housing will be resisted. Except if it accords with part 6 below.

6. Estate regeneration development that proposes a net loss of affordable housing will only be allowed in exceptional circumstances where:

   a. development demonstrates that a limited loss of affordable housing is required to improve the tenure mix on site; or
   b. public open space or a non-residential use will benefit the overall estate regeneration scheme.

7. Development should provide a balance of housing types, including family homes, in accordance with the breakdown of unit types set out within the most up-to-date housing needs assessment, as shown in table 1:

<table>
<thead>
<tr>
<th>Tenure</th>
<th>1-bed %</th>
<th>2-bed %</th>
<th>3-bed %</th>
<th>4+ bed %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market Sector</td>
<td>50</td>
<td>30</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Intermediate</td>
<td>25</td>
<td>50</td>
<td>25</td>
<td>0</td>
</tr>
<tr>
<td>Social/Affordable Rented</td>
<td>30</td>
<td>25</td>
<td>30</td>
<td>15</td>
</tr>
</tbody>
</table>

Table 1 (SHMA (2009), based on table 13-2 “Future Delivery by Tenure”)

3.1 Core Strategy Spatial Policy 02 (1), (3) and (5) sets out the borough’s overall target for new homes, including affordable housing, and provides guidance for how new housing can be provided. Policy DM3 provides further detailed guidance for how development can help to deliver new homes to meet the full range of needs of existing and future residents of the borough.

3.2 A key component of this policy is to provide guidance for development to help maximise the delivery of affordable homes. The definition of affordable homes has been amended following alterations to the National Planning Policy Framework (2012) to include Affordable Rent.

3.3 The Council recognises the new financial arrangements put in place by the Homes & Communities Agency that Registered Providers need to work within. The Council is committed to working with Registered Providers to maximise the delivery of new affordable homes in the borough. The Council will give favourable consideration to proposals which exceed its strategic target of 50% affordable housing. The Council will also explore other mechanisms to assist with the delivery of new affordable housing.

3.4 Part (2) provides guidance regarding the design of all new homes, such that affordable housing should be designed to the same high standards of private housing. Different tenures should be mixed throughout a development, although it is recognised that separate cores may be required to enable effective management arrangements. The standards referred to are provided within policy DM4 and the London Plan (2011).

3.5 In some circumstances, site constraints may lead to development proposing to provide affordable housing off-site or through payments in-lieu in order to be able to contribute to the delivery of affordable housing and in particular Social Rent family housing. Part (3) of this policy provides guidance for such proposals.

3.6 The Council considers that in the majority of cases, it is feasible for affordable housing to be delivered on-site. This is important in promoting
mixed and balanced communities. If affordable housing is proposed to be provided off-site there should be no over-concentration of one type of housing in any one place both off-site and on-site and a minimum of 50% affordable housing must be provided overall (subject to viability). Furthermore, the design of the off-site development, the living environment for residents and other elements of the scheme, must all be demonstrably better than if affordable housing was provided on-site. All residents must be able to access the same level of local services such as local shops, public transport interchanges and public open space.

3.7 If no suitable sites are available for off-site affordable housing and payment in-lieu is to be acceptable then the developer must demonstrate that the payment will result in the equivalent of a minimum of 50% affordable housing. The Council may use these resources to enable the provision of new affordable housing or to support regeneration on existing housing estates.

3.8 Affordable housing is calculated using habitable rooms as it ensures the provision of a range of housing sizes more likely to achieve the requirements as identified within the latest housing needs assessment. Part (4) is also needed to ensure that a housing development taking place on different sites and/or within different phases contributes and delivers its appropriate level of affordable housing. In applying Part 4, where a housing development has been permitted and the permission is subsequently amended (e.g. by means of a variation of the extant planning permission or a new planning application) to the extent that the development would provide 10 new units or more, affordable housing policies will be applied to the whole development and not restricted to the additional number of dwellings in the amended or new proposal.

3.9 Given the high targets for the provision of new housing in the borough, part (5) is a critical development management tool, ensuring housing is not lost through development, thereby having a detrimental impact on reaching these targets. To manage the current shortage of family homes, the Council will resist proposals to convert family homes into
smaller self contained flats. This includes residential uses identified as hostels or other forms of shared accommodation. Delivery of new family homes is a priority of the Core Strategy.

3.10 Part (6) seeks to ensure a better overall outcome for development within estate regeneration schemes, which leads to the net loss of affordable housing. Specifically, it looks to secure mixed and sustainable communities and high-quality housing, public open space, community infrastructure and services. Within estate regeneration schemes, the level of affordable housing provided within a new development may be varied to facilitate the delivery of market housing where this is demonstrated to be necessary to cross-subsidise improvements to the quality of existing affordable housing.

3.11 Part (7) provides additional detail on the breakdown of required property sizes across different tenures, including the need for larger family homes (4+ beds). This is to ensure development reflects the needs of the borough as set out in the most up to date housing needs assessment. The Social Rent and Affordable Rent homes considered together should provide 45% family housing.

Key policy links
SP02 Urban living for everyone
DM4 Housing standards and amenity space
DM24 Place-sensitive design
DM25 Amenity

Key evidence base
LBTH Affordable Housing Viability Assessment (2011)
LBTH Strategic Housing Market Assessment (2009)
Housing standards and amenity space

How this will be managed

1. All housing developments should have adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet the most up-to-date internal space standards as stated in table 2.

<table>
<thead>
<tr>
<th>Dwelling type</th>
<th>GIA (sq m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flats</td>
<td></td>
</tr>
<tr>
<td>1p</td>
<td>37</td>
</tr>
<tr>
<td>1b2p</td>
<td>50</td>
</tr>
<tr>
<td>2b3p</td>
<td>61</td>
</tr>
<tr>
<td>2b4p</td>
<td>70</td>
</tr>
<tr>
<td>3b4p</td>
<td>74</td>
</tr>
<tr>
<td>3b5p</td>
<td>86</td>
</tr>
<tr>
<td>3b6p</td>
<td>95</td>
</tr>
<tr>
<td>4b5p</td>
<td>90</td>
</tr>
<tr>
<td>4b6p</td>
<td>99</td>
</tr>
<tr>
<td>2 storey houses</td>
<td></td>
</tr>
<tr>
<td>2b4p</td>
<td>83</td>
</tr>
<tr>
<td>3b4p</td>
<td>87</td>
</tr>
<tr>
<td>3b5p</td>
<td>96</td>
</tr>
<tr>
<td>4b5p</td>
<td>100</td>
</tr>
<tr>
<td>4b6p</td>
<td>107</td>
</tr>
<tr>
<td>3 storey houses</td>
<td></td>
</tr>
<tr>
<td>3b5p</td>
<td>102</td>
</tr>
<tr>
<td>4b5p</td>
<td>106</td>
</tr>
<tr>
<td>4b6p</td>
<td>113</td>
</tr>
</tbody>
</table>

Table 2: Minimum space standards for new development (London Plan (2011), Policy 3.5)

NB: b = bedroom
p = person

2. Amenity space and child play space will be protected and any new provision should be provided in accordance with the standards set in table 3 below:

**Minimum private amenity space provision**
(e.g. gardens, balconies and winter gardens)

Apply the London Plan Housing SPG, Standard 4.10.1 (1) and (3) which specify:
- a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant.
- balconies and other private external spaces should have a minimum width of 1500mm.

**Minimum communal amenity space provision**
(does not include circulation areas, access routes, waste or bike storage)

All developments with 10 or more residential dwellings.

- 50 sq m for the first 10 units, plus a further 1 sq m for every additional unit thereafter.

**Child play space**

Apply LB Tower Hamlets child yields and the London Plan ‘Shaping Neighbourhoods: Play & Informal Recreation SPG’, which specifies 10 sq m of playspace should be provided for each child.

Table 3: Amenity space and child play space standards
4.1 Core Strategy Spatial Policy 02 provides the basis to support the delivery of high quality and well designed housing within the borough which meets the needs of residents. Policy DM4 provides guidance regarding setting housing design standards and the provision of housing amenity space for new homes. This policy aims to ensure that the provision for indoor and outdoor space is carefully planned for.

4.2 The aim of part (1) of this policy is to provide homes that are suitable for residents in terms of their specific needs. For example, we know that local families need sufficient space for their children to play, for drying clothes and many prefer separate rooms for preparing meals.

4.3 To meet the specific needs of residents and accord with Core Strategy SP02, development will be required to comply with the most up to date standards set out in the ‘Lifetime Homes design criteria’ and GLA’s ‘Wheelchair Accessible Housing Best Practice Guidance’. The London Plan requires that 10% of new housing is designed to be accessible or ‘easily adaptable’ (see appendix 1 Glossary of Key terms) for residents who are wheelchair users. Tower Hamlets has a particular need for wheelchair accessible family sized homes in the affordable tenures.

4.4 The measure of 10% of new housing will normally be 10% of all new units, but on individual schemes where a better outcome is provided in terms of provision of larger units, it may be agreed to measure this as 10% of habitable rooms. Wheelchair accessible units above the ground floor must be provided with access to a second lift for use when the primary lift is not functioning.

4.5 Through implementing part (2) of this policy the Council aims to ensure that all existing amenity space is protected. It will also seek the provision of new outdoor amenity space to be well-located, well-designed and functional, including private amenity space, communal amenity space and child play space to provide opportunities for residents to lead healthy and active lifestyles.

4.6 In considering the design of private amenity space it is important that the space meets the minimum standards set out in table 3 in order to ensure that residents have sufficient space to carry out activities such as enjoying a meal outside and drying clothes. Private outdoor space provides an important opportunity for people to enjoy their homes and this should be designed to provide sufficient privacy.

4.7 In considering the design and layout of communal space it is important that this space is integrated into the overall design of the development and the wider public realm. Communal space should be overlooked and support a range of activities including space for relaxation, gardening, urban agriculture and opportunities to promote biodiversity and ecology.

4.8 In considering the design and layout of child play space it is important to ensure that this responds to the needs of local children within the development taking consideration of existing provision in the area. As a requirement, playspace for children under 5 should always be on site. This space should be well-integrated into development as well as a consideration in the design of the communal space provision. However, it is important to note that the standard for play provision is in addition to other quantitative standards such as open space provision and communal space provision.

4.9 Variations to the provision of adequate communal amenity space will be considered where the Council accepts that the provision of high quality, useable and publicly accessible open space within 300 metres of the site (including as a provision on site) would justify a reduction of communal amenity space. In this instance, the Council will seek contributions towards the improvements of open space through planning obligations.

**Key evidence base**
- GLA Shaping Neighbourhoods: Play & Informal Recreation SPG (2012)
- GLA Housing SPG (2012)

**Key policy links**
- SP02 Urban living for everyone
- DM24 Place-sensitive design
- DM25 Amenity
Specialist housing

How this will be managed

1. Existing specialist and supported housing, including sheltered housing and care homes will be protected where it is considered suitable for its use and meets relevant standards for this form of accommodation.

2. The redevelopment of any site which includes specialist and supported housing should re-provide the existing specialist and supported housing as part of the redevelopment unless it can be demonstrated that there is no longer an identified need for its retention in the current format.

3. New specialist and supported housing will be supported where it meets relevant guidance for this form of accommodation and it can be demonstrated that there is a need for its use.
5.1 Core Strategy Spatial Policy 02 provides guidance about the provision of specialist and supported housing to cater for the homeless, disabled, vulnerable, the elderly and staff accommodation ancillary to a relevant use. DM5 sets out how the Council will protect existing accommodation and support new provision where necessary.

5.2 Specialist and supported housing provides accommodation for many different vulnerable groups within the borough in differing forms including hostels, sheltered housing, gypsies and traveller sites and care homes and it is important to ensure we can help meet the range of specialist housing needs. The relevant guidance referred to in part (1) includes the HAPPI Report (2009) and National Minimum Standards for Care Homes for Older People (2003).

5.3 In implementing the above, development will need to demonstrate an assessment relating to need for any new accommodation or conversely lack of need for the loss of accommodation.

5.4 All proposals for specialist and supported housing will be referred to the Council’s Adults Health and Well Being Directorate to consider the approach to safeguarding and to ensure that a good quality service can be provided to vulnerable people.

5.5 Core Strategy SP02 safeguards existing Gypsies & Travellers accommodation. The site allocations chapter does not identify new sites for Gypsies and Travellers accommodation following the process stated within the Council’s Managing Travellers Accommodation Report (2011). Any proposals for new accommodation will be assessed against the criteria within the Core Strategy SP02 and other policies within the Core Strategy and Managing Development Document.

Key policy links
- SP02 Urban living for everyone
- DM4 Housing standards and amenity space
- DM24 Place-sensitive design
- DM25 Amenity

Key evidence base
- LBTH Managing Travellers Accommodation Report (2011)
- HAPPI Report (2009)
- National Minimum Standards for Care Homes for Older People (2003)
Student accommodation

How this will be managed

1. The provision of purpose-built student accommodation will only be supported in locations identified within the Core Strategy and where:

   a. it does not compromise the supply of land for new homes and the Council’s ability to meet its housing targets;
   b. it contributes to the provision of affordable housing if not providing accommodation specifically for accredited colleges and universities;
   c. it does not create an over-concentration of student accommodation in the local area or cause harm to residential amenity; and
   d. it does not place excessive pressure on existing social and physical infrastructure.

6.1 Core Strategy Spatial Policy 02 (7) sets out how the Council will work with the borough’s universities to enable the appropriate provision of student accommodation that meets identified need. Policy DM6 seeks to ensure the supply of student housing is managed to meet identified need without compromising the delivery of other important uses, in particular housing.

6.2 According to the London Development Database, between 2008 and 2011 approximately 2800 bed spaces have been approved in the borough. During the same period approximately 2000 bed spaces were completed. At this rate of delivery, the target of 2700 bed spaces, to be achieved by 2014, (LBTH Student Accommodation Report, 2009) will be reached earlier than expected. This level of delivery could compromise the Council’s ability to achieve other priorities, specifically delivering affordable housing and community infrastructure. In light of this, the delivery of student housing adopts a more managed approach.

6.3 Meeting the needs of students should not compromise the ability to provide housing (Use Class C3) for our local community. Part (a) of the Policy seeks to ensure that sites that are more appropriate for meeting the general and affordable housing needs of the borough are protected.

6.4 Following this, in implementing part (b) new student housing developments will be required to contribute to the provision of affordable housing, whether through off-site provision or a payment in lieu, if they are not providing accommodation exclusively for accredited colleges or universities. This will be calculated taking into consideration Core Strategy SP06, policy DM3 and the Planning Obligations SPD.

6.5 The Core Strategy seeks to locate purpose built student housing adjacent to existing university campuses and in areas of good public transport accessibility. These areas are traditionally of a dense urban grain where the introduction of student housing could potentially complement the existing mix of uses and are well catered by local services. Nevertheless, there are still concerns of the ‘studentification’ (an over-concentration of student housing) of these areas which may have an impact on the amenity of existing residents. Parts (c) and (d) of the policy seek to address these concerns.

Key policy links
SP02 Urban living for everyone
DM3 Delivering homes
DM8 Community infrastructure
DM24 Place-sensitive design
DM25 Amenity

Key evidence base
LBTH Student Accommodation Report (2009)
How this will be managed

1. Development of visitor accommodation will be supported in the locations identified in the Core Strategy and where:
   a. the size is proportionate to its location within the town centre hierarchy;
   b. there is a need for such accommodation to serve visitors and the borough’s economy;
   c. it does not compromise the supply of land for new homes and the Council’s ability to meet its housing targets;
   d. it does not create an over-concentration of such accommodation or cause harm to residential amenity; and
   e. there is adequate road access and servicing for coaches and other vehicles undertaking setting down and picking up movements.

2. Applications for serviced apartments must demonstrate that they meet the criteria stated in part (1) and will be managed appropriately as short-term accommodation (up to 90 days).

3. The loss of hotels or serviced apartments to non-employment uses within Preferred Office Locations will not be supported.

7.1 Core Strategy Spatial Policy 06 (4) seeks to concentrate hotels and serviced apartments in town centre locations to attract visitors and support tourism. DM7 provides additional guidance to ensure these uses, including hostels, are appropriately located and managed.

7.2 In recent years there has been an increase in the number of applications for hotels and serviced apartments within the borough as stated in the Council’s Annual Monitoring Reports. The Council does not want to miss out on the opportunities that are presented by such uses in terms of the creation of jobs, supporting local businesses and encouraging tourism and related activity. However, these opportunities need to be balanced with providing space for homes to meet the borough’s housing requirements and ensuring they do not have a negative impact on residential amenity and highway safety.

7.3 Development of short stay accommodation should be of a size that reflects the function of the town centres in which it is located within. For example a large-scale hotel that is appropriate in the major centre of Canary Wharf may not be suitable for a smaller district centre.

7.4 For serviced apartments, in order to comply with part (2), development will be required to provide the following details:

- management will ensure rooms will not be occupied for periods of 90 days or more;
- management will provide twenty-four hour servicing;
- telephone lines will be provided in the rooms with no opportunity for personal lines installed by the occupier;
- management will ensure rooms will be charged out at a maximum at weekly rates;
- the use will be secured in the form of a licence, not a lease;
- the occupants of the room will not have exclusive possession of the room; and
- management will have access to the room for the provision of substantial services, including room cleaning.

7.5 Through applying part (3), we would seek to prevent any undermining of the long-term economic potential of Preferred Office Locations where residential uses are not supported.

Key policy links
- SP01 Refocusing on our town centres
- SP06 Delivering successful employment hubs
- DM3 Delivering homes
- DM20 Supporting a sustainable transport network
- DM24 Place-sensitive design
- DM25 Amenity
Community infrastructure

How this will be managed

1. Health, leisure and social and community facilities will be protected where they meet an identified local need and the buildings are considered suitable for their use.

2. Where development proposals are likely to adversely impact on existing health, leisure and social and community facilities, the re-provision of the existing facility will be required as part of the redevelopment unless it can be demonstrated that a new off site location would better meet the needs of existing users and complies with part (3) of this policy.

3. The loss of a facility will only be considered if it can be demonstrated that there is no longer a need for the facility within the local community and the building is no longer suitable, or the facility is being adequately reprovided elsewhere in the borough.

4. New health, leisure and social and community facilities should be located in or at the edge of town centres. The provision of new health, leisure and social and community facilities or extensions to existing facilities located outside of town centres will only be supported where they are local in nature and scale and where a local need can be demonstrated.

8.1 Core Strategy Spatial Policy 03 sets the framework for delivering healthy and liveable neighbourhoods across the borough through protecting existing and managing the location of new health, leisure, and social and community facilities. DM8 sets out how new development will be required to contribute to delivering such a network of facilities.

8.2 For the purposes of this policy, health facilities can include:

- hospitals;
- walk in health centres;
- local health centres;
- doctors surgeries;
- health and wellbeing centres; and
- community health services.

8.3 For the purposes of this policy, leisure facilities can include:

- leisure centres;
- indoor and outdoor sports facilities; and
- swimming pools.

8.4 For the purposes of this policy, social and community facilities can include:

- policing facilities;
- public houses;
- libraries;
- youth facilities;
- community halls;
- meeting places;
- places of worship;
- public conveniences; and
- other uses in Use Class D1 that provide a service to the local community.
8.5 Through applying part (1) of the policy, the Council will seek to ensure the re-provision of existing facilities as part of the redevelopment of the site. If as part of redeveloping a site it is necessary to relocate existing facilities, in order to comply with part (2) of the policy, it is important to ensure there is no unacceptable disadvantage to existing users in terms of access (within the catchment area) and that the quality and quantity of such facilities is improved. Part (3) refers to the loss of a facility, this will only be considered where evidence is provided to demonstrate there is no longer a need for the facility in the local community.

8.6 Through applying part (4) of the policy, the Council considers that social and community facilities should be located within or at the edge of town centres. These locations are the most accessible and such uses contribute to the vitality and viability of town centres. The Council will only consider the location of such facilities outside of town centres in exceptional circumstances where evidence has been provided to demonstrate that there is a local need not being met elsewhere in the neighbourhood. Facilities provided in these locations need to ensure that their scale respects the surrounding area in terms of design. Furthermore, they will need to demonstrate there is no impact on the amenity of surrounding residents. This includes the impact of people coming and going to the facility and the impact of users within the facility when it is in use. Finally, it will need to be demonstrated that there will be no impact on the surrounding highway network.

Key policy links
SP01 Refocusing on our town centres
SP03 Creating healthy and liveable neighbourhoods
SP07 Improving education and skills
DM1 Development within the town centre hierarchy
DM10 Delivering open space
DM24 Place-sensitive design
DM25 Amenity

Key evidence base
LBTH Leisure Facilities Strategy (Sporting Places) (2009)
LBTH Idea Store Strategy (2009)
Improving air quality

How this will be managed

1. Major development will be required to submit an Air Quality Assessment demonstrating how it will prevent or reduce associated air pollution during construction or demolition. Minor development will be required to submit details outlining practices to prevent or reduce associated air pollution during construction or demolition.

2. Development located in the Tower Hamlets Clear Zone will need to demonstrate consideration of the Clear Zone objectives.
9.1 The London Plan recognises the importance of tackling air pollution and improving air quality and sets out a policy requirement to seek reductions in levels of air pollutants. Core Strategy Spatial Policy 03 sets out further direction to achieve improved air quality.

9.2 Air quality testing has identified that the whole of the London Borough of Tower Hamlets qualifies to be an air quality control zone. As such part (1) needs to ensure development does not contribute to and helps to address poor air quality. To do this minor and major development will need to demonstrate how it will mitigate and tackle pollution caused by its construction and operation. Specifically development will need to consider any potential effects on ‘European Sites’ and measures for mitigating these if necessary.

9.3 The Council will expect development proposals to consider measures including, but not exclusively, reduction of vehicle traffic levels, how construction is carried out, measures to reduce emissions throughout the life time use of the building, reducing emissions from associated plant equipment, improving/greening the public realm, ensuring decentralised energy facilities do not contribute to poor air quality and encouraging sustainable movement patterns.

9.4 Given that emissions from combustion engine vehicles are a significant contributor to poor air quality, development should seek to reduce the number of associated combustion engine vehicle movements and would be encouraged to use alternative vehicles that do not emit, or emit fewer, harmful products, for example, electric vehicles.

9.5 The developer will also be required to minimise air pollution from any associated construction activities. Developers should seek to adopt careful work practices aimed at preventing and reducing emissions. This would be expected to include the use of barge transport where feasible, the latest specifications of particulate filters and catalytic converters on construction equipment and practices for preventing dust emissions. The Air Quality Assessment and construction management plan should contain details of compliance with European Emissions Standards. This is one way that emissions can be checked and monitored.

9.6 Part (2) requires development to take account of the following objectives for the Clear Zone in order to assist in the implementation and achievement of the Clear Zone Plan (2010). These objectives seek to implement a phased package of sustainable transport interventions to improve the environment within the Clear Zone:

1. Reduce air pollution from transport sources to improve air quality in the Aldgate area and across the Clear Zone;
2. Improve the urban realm and management of the road network to ensure better connections and increased accessibility within the Clear Zone;
3. Reduce noise pollution from transport sources;
4. Reduce greenhouse gas emissions from transport sources to help tackle climate change; and
5. Ensure future development within the Clear Zone contributes to achieving the Council’s Clear Zone objectives.

Key policy links
SP03 Creating healthy and liveable neighbourhoods
DM20 Integrating development with a sustainable transport network
DM21 Sustainable transportation of freight

Key evidence base
LBTH Clear Zone Plan 2010-2025 (2010)
Delivering open space

How this will be managed

1. Development will be required to provide or contribute to the delivery of an improved network of open spaces in accordance with the Council’s Green Grid Strategy and Open Space Strategy.

2. Development on areas of open space will only be allowed in exceptional circumstances where:
   a. it provides essential facilities to ensure the function, use and enjoyment of the open space; or
   b. as part of a wider development proposal there is an increase of open space and a higher quality open space outcome is achieved.

3. Development should not adversely impact on the public enjoyment of the Lee Valley Regional Park, its openness, ecological and heritage value. Development which affects the Park will be required to enhance recreational value, water based habitats and pedestrian and cycle routes into and through the Park, especially where these aid connectivity between existing and new open spaces.

10.1 Core Strategy Spatial Policy 04 provides the basis to deliver a network of open spaces across the borough through protecting and improving existing open space, creating new open space and improving access to and between open spaces. DM10 sets out how new development will be required to contribute to delivering such a network of open spaces.

10.2 For the purposes of this policy, open space consists of Metropolitan Open Land; major and local parks as well as squares; playgrounds; ecological spaces; housing amenity land; outdoor sports facilities; allotments; and burial grounds. It does not include private amenity space and areas of communal residential amenity space which are not publicly accessible.

10.3 The open spaces, waterways and recreational facilities of the Lee Valley Regional Park form an important part of the borough’s green and blue grid networks and connect the borough with the wider Regional Park. The Park is a valuable resource for the borough with potential to contribute to creating healthy and liveable communities, particularly where links into this network can be enhanced and complemented by new open space delivered as part of development. The Regional Park Authority has a statutory duty to either provide directly or work with partners to provide facilities for sport, recreation, leisure, entertainment and nature conservation throughout the Park. The Council will support and work with the Authority to deliver proposals set out in the Park Plan 2000 and Park Development Framework where they relate to the borough.

10.4 The level and form of contribution the Council will require under (1) will depend on the nature, scale and location of the development. The site allocations chapter of the MDD identifies those sites which will be required to provide new local parks. Wherever possible, developments will be required to provide publicly accessible open space on-site, particularly where sites are of sufficient size and are located adjacent to the Green Grid. Where public open space cannot be provided on-site, then a contribution will be sought to deliver the Council’s Open Space and Green Grid Strategies through a planning obligation or as part of the Council’s Community Infrastructure Levy.

10.5 The types of development the Council will consider under (2a) include facilities such as changing rooms, play equipment and seating. They should be of a scale and function proportionate to the open space in which they are to be located and should be purely ancillary to it.

10.6 Through applying (2b), the Council recognises there may be instances, for example in housing estate regeneration schemes, where building on fragmented areas of poor quality open space enables the provision of a larger consolidated area of open space, which is more usable for the local community. In all cases the Council will seek an increase in open space. The Council will seek a further increased requirement from any development resulting in an increase in population.

Key policy links
- SP04 Creating a green and blue grid
- DM11 Living buildings and biodiversity
- DM24 Place-sensitive design

Key evidence base
- LBTH Open Space Strategy (Mid-term update) (2011)
- LBTH Green Grid Strategy (2010)
Living buildings & biodiversity

How this will be managed

1. Development will be required to provide elements of a ‘living building’.

2. Existing elements of biodiversity value should be protected or replaced within the development and additional habitat provision made to increase biodiversity value.

3. Developments which will cause damage to a Site of Importance for Nature Conservation, or significantly harm the population or conservation status of a protected or priority species, will not be supported unless the social or economic benefits of the development clearly outweigh the loss of biodiversity.

4. Major development will need to submit an Ecology Assessment demonstrating biodiversity enhancement in accordance with the Council’s Local Biodiversity Action Plan.

11.1 The London Plan (2011) and Core Strategy Spatial Policy 04 (3) requires the protection and enhancement of biodiversity value in the design of open space and buildings. Tower Hamlets has a diverse range of sites of biodiversity value, including areas of open space, waterways and formally designated Sites of Importance for Nature Conservation (SINCs). DM11 sets out how development will be required to protect and enhance these areas and also provide new opportunities for biodiversity.

11.2 The types of ‘living building’ techniques the Council will consider under (1) include living roofs, walls, terraces and other building greening techniques. Provision of living building features add much needed green spaces to urban areas, increasing habitats and biodiversity, improve the quality of surface water run off and reducing the risk of surface water flooding. Where possible access should be provided to the living building and nature elements for the users of the building, where they do not adversely impact on amenity. Development within the borough’s Green Grid network will be expected to demonstrate how it contributes to the principles of the Council’s Green Grid Strategy.

11.3 When assessing whether a development meets part (2) of the policy, consideration will be given to the size and scale of the development and whether relative provision has been made. Even minor developments, such as rear extensions, have the ability to provide biodiversity measures through provisions such as living roofs, walls, and habitat and structures such as bat/bird boxes.

11.4 In implementing part (3), protected species are those identified by European and national legislation while priority species are those identified in the UK, London, or Tower Hamlets Biodiversity Action Plans. Development should not have an adverse effect on the integrity of any designated ‘European site’. The social and economic benefits that would be considered as part of the development will be assessed against Strategic Objective 3 in the Core Strategy.

11.5 In order to show compliance with part (4), major developments would be expected to provide an Ecology Assessment to demonstrate accordance with the Council’s Local Biodiversity Action Plan. This should include information assessing the situation of the existing site and outlining proposals for the protection, replacement and enhancement of existing biodiversity on the proposed site, including measures for wildlife habitats and features aimed at particular species. Applications should also detail how recommendations are being included in the development proposals.

Key policy links
- SP04 Creating a green and blue grid
- DM10 Delivering open space
- DM24 Place-sensitive design

Key evidence base
- LBTH Green Grid Strategy (2010)
- LBTH Local Biodiversity Action Plan (2009)
How this will be managed

1. Development within or adjacent to the Blue Ribbon Network will be required to demonstrate that there is no adverse impact on the Blue Ribbon Network, including navigability, habitat quality, hydrology and water quality.

2. Development will need to provide suitable setbacks, where appropriate, from water space edges. Where appropriate, development will be required to contribute to the restoration of the water space edge.

3. Development within or adjacent to the Blue Ribbon Network will need to identify how it will improve the quality of the water space and provide increased opportunities for access, public use and interaction with the water space.

4. Developments within the Thames Policy Area should consider the guidance provided within the most up to date supplementary guidance for the Thames Policy Area.

12.1 The London Plan (2011) recognises the value and importance of the Blue Ribbon Network and promotes its use for passenger, recreational, tourism and freight uses, as well as requiring consideration of the natural environment, water quality and restoration of water spaces.

12.2 The Core Strategy Spatial Policy 04 (4) seeks to deliver a network of high quality, usable and accessible water spaces throughout the borough and requires the safeguarding of all existing water spaces from inappropriate development. DM12 sets out how development will meet these requirements.

12.3 Water spaces play an important role within the urban area, supporting ecosystems, providing open space, residential moorings and providing transport networks. This Policy requires the provision of detail of how the Blue Ribbon Network is protected and thereby how the various functions that the Blue Ribbon Network offers is maintained.

12.4 The edges of water spaces are an extremely important part of the functioning of water spaces as ecosystems, open space and transport networks. To ensure the protection of this area, development should provide setbacks, where appropriate, from the edges of the water space and where appropriate contribute to its restoration. How this should be undertaken will need to be considered against the functions of the water space and an appropriate balance sought between uses on the water space, access to, interaction with the water space and ecological enhancements. Where appropriate, development should seek to meet the requirements stated within the relevant River Basin Management Plan.

12.5 The Blue Ribbon Network has potential to provide significant opportunities for improvements to the boroughs’ recreational facilities, ecology, transport networks, and quality of open space. As such, the permanent mooring of vessels, particularly where it may inhibit access to and use of waterspaces will need to be given careful consideration in the context of other guidance. Development proposals will therefore be required to incorporate provisions seeking to maximise the use, access and quality of the Blue Ribbon Network.

12.6 While still part of the Blue Ribbon Network, the Thames River provides important additional opportunities to that of other water spaces within the borough. The Thames is a transport link of strategic and historical importance and provides significant economic opportunities for the borough. Development in the Thames Policy Area, as identified on the Adopted Policies Map, will be required to take account of the importance of this area and should also address the most up to date guidance on development within the Thames Policy Area, at the time of writing the Thames Strategy East (2008).

Key policy links
- SP04 Creating a green and blue grid
- DM13 Sustainable drainage
- DM24 Place-sensitive design

Key evidence base
Sustainable drainage

How this will be managed

1. Development will be required to show how it reduces the amount of water usage, runoff and discharge from the site, through the use of appropriate water reuse and Sustainable Urban Drainage (SUD) techniques.

DM13

13.1 The London Plan and Core Strategy Spatial Policy 04 (5) seek to reduce the risk of flooding within the borough through identifying areas at risk of flooding and ensuring that development does not impact on the existing flood protection measures. DM13 sets out how development will ensure these risks are minimised.

13.2 Urbanisation and development have significantly changed how natural systems work, particularly in relation to water. The increased density of population and development that comes from the creation of cities has led to an increased risk of damage to property and life from events such as flooding. Water from rainfall events cannot infiltrate through hard surfaces that are created by development and has traditionally been channelled directly to waterways. Increased water use has led to larger amounts of water being discharged from sites. As a result of increased development, and recent climatic changes, the traditional drainage of water runoff and waste water into water bodies can no longer be sustained and is leading to a greater risk of flooding.

13.3 In order to reduce the amount of water being discharged from sites, this policy requires development to both reduce the amount of water being used (an approach may be to measure the reduction in comparison with the London average rates of water consumption of different land uses) and reduce the run-off from hard surfacing. In order to achieve this, development should in the first instance seek to maximise the reuse of water through onsite grey water recycling and reduce the amount of water use through low flow water technologies. Sustainable Urban Drainage (SUD) techniques, which reduce the amount of water run-off from the site, such as permeable paving, should also be installed within developments to reduce the level of water discharged from the site. Development should demonstrate that surface water will be controlled as near to its source as possible.

13.4 All development should provide details of these provisions and how they will be incorporated. Specifically a Water and Drainage Strategy should be provided for major development.

Key policy links
SP04 Creating a green and blue grid
DM12 Water spaces
DM24 Place-sensitive design

Key evidence base
Managing waste

How this will be managed

1. The waste apportionment targets set out in the London Plan will be met by:
   a. safeguarding the capacity of existing waste sites, identified on the Adopted Policies Map, unless it can be demonstrated this capacity can be more efficiently re-provided within London by supporting development which seeks to maximise their operational efficiency;
   b. supporting other waste management facilities within Strategic Industrial Locations and Local Industrial Locations; and
   c. working with partners outside of the borough.

2. Development should demonstrate how it will provide appropriate storage facilities for residual waste and recycling as a component element to implement the waste management hierarchy of reduce, reuse and recycle.

3. Major development should provide a Waste Reduction Management Plan for the construction and operation stages.

14.1 To meet London Plan requirements and implement Core Strategy Spatial Policy 05 the Council needs to identify how it will meet its waste apportionment targets and how development will manage the waste it generates.

14.2 Core Strategy Spatial Policy 05 sets out a framework for how we will ensure the borough manages its waste in a sustainable manner; part (1) updates this information by providing further guidance for how we will meet our waste apportionment targets by identifying a prioritised four stage process:

14.3 Part (a) seeks the use of safeguarded waste management sites. There are currently six licensed waste management facilities (table 4) within the borough (Waste Evidence Base Report, 2009) which are required to be safeguarded by the London Plan and Core Strategy:

<table>
<thead>
<tr>
<th>Licensed waste facility</th>
<th>Size (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clifford Devlin Ltd (80616)</td>
<td>0.37</td>
</tr>
<tr>
<td>Fish Island Mid (80134)</td>
<td>0.025</td>
</tr>
<tr>
<td>Ailsa Street (80132)</td>
<td>0.89</td>
</tr>
<tr>
<td>Northumberland Wharf (80133)</td>
<td>0.62</td>
</tr>
<tr>
<td>Fish Island South (80137)</td>
<td>0.41</td>
</tr>
<tr>
<td>McGrath (80614)</td>
<td>2.68</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4.995</strong></td>
</tr>
</tbody>
</table>

Table 4: Licensed waste management facilities

14.4 These sites provide 4.99 hectares of land to meet our waste apportionment which requires a range of between approximately 3.6 and 7.3 ha (determined through the comparison of the land required within the Waste Evidence Base Report (2009) and the reduced London Plan waste apportionment target). However, these sites may not be the best long term solution for the sustainable management of waste. The Council is therefore looking to allocate new waste management sites.
14.5 Part (b) guides windfall waste sites to industrial areas. Other non-allocated waste management facilities may be proposed which will also contribute to the apportionment target. Guiding these to Strategic Industrial Locations (Fish Island South and Empson Street) and Local Industrial Locations (Fish Island, Poplar Business Park, The Highway and Gillender Street) will ensure they are in the most appropriate locations for their activities.

14.6 As a final solution, part (c) seeks to manage waste outside of the borough with partners. If the borough’s apportionment is unable to be managed within the borough in the long term, the Council will seek to work with partners to manage any residual apportionment in a highly sustainable manner.

14.7 By asking development to demonstrate how it will implement the waste management hierarchy in part (2), we are ensuring it takes into account waste that will be produced by the development and provide the necessary provisions for occupiers to manage their waste. This applies to storage of waste within the building and outside for collection. Further information will be provided within supplementary guidance.

14.8 Part (3) is required to ensure major development demonstrates in detail how it will implement the waste management hierarchy within a Waste Reduction Management Plan. These measures should be localised, providing information relevant to the development and the provisions in the surrounding area. Specifically this information should:

- Identify that waste is expected to be produced by occupants and how this will be managed, stored and collected appropriately; and
- Identify monitoring provisions to ensure compliance with the Waste Reduction Management Plan.
Local job creation and investment

How this will be managed

1. The upgrading and redevelopment of employment sites outside of spatial policy areas will be supported. Development should not result in the loss of active and viable employment uses, unless it can be shown, through a marketing exercise, that the site has been actively marketed (for approximately 12 months) or that the site is unsuitable for continued employment use due to its location, viability, accessibility, size and condition.

2. Development which is likely to adversely impact on or displace an existing business must find a suitable replacement accommodation within the borough unless it can be shown that the needs of the business are better met elsewhere.

3. Development of new employment floor space will need to provide a range of flexible units including units less than 250 square metres and less than 100 square metres to meet the needs of Small and Medium Enterprise (SMEs).

4. Development of employment and residential use in the same self-contained unit (i.e. live-work and work-live) will not be supported.
15.1 Core Strategy Spatial Policy 06 provides the basis to support the growth of existing and future businesses across the borough through maximising and delivering investment and job creation. DM15 sets out how new development will contribute to delivering growth in locations outside designated employment policy areas.

15.2 For the purposes of this policy, spatial policy areas refers to designated employment areas including Preferred Office Locations (POL) and Local Office Locations (LOL), Strategic Industrial Locations (SIL) and Local Industrial Locations (LIL). Part (1), (2) and (3) of this policy provides guidance for the development of land outside of these designations. Part (4) of this policy provides guidance for development anywhere in the borough. Employment uses include all uses within the B Use Classes.

15.3 The provision of employment floor space across the borough is supported in suitable locations. In order to demonstrate that sites are no longer suitable for employment use outside of spatial policy areas the Council will require under part (1) of the policy, evidence that the accessibility and location of the site render it unviable for continued employment use. This evidence would need to include how the site has been actively marketed, information as to why the site no longer suits this type of business and evidence that other types of employment uses have been considered for the site and why they would not be viable. Finally, consideration should also be given to the size and condition of the buildings on the site. Reports demonstrating that the buildings are no longer fit for purpose and that the cost of bringing them up to current standards of accommodation would not be viable should also be provided.

15.4 The Council seeks to support employment floor space in suitable locations; however a specific approach is required to help deliver site allocations and their component strategic infrastructure uses. The Council recognises that the nature of uses proposed on site allocations requires a change from the existing uses. As such part (1) of the policy does not apply to site allocations.

15.5 Through applying part (2) of the policy the Council will require information about how existing business which would be displaced as a result of development would be accommodated elsewhere in the borough. If the business is to be located in an out of borough location it would be necessary to demonstrate that this is the best option for the business, ensure there is no disadvantage to existing employees in terms of access, that the quality and quantity of such facilities is improved and that a suitable site within the borough could not be found.

15.6 Within the borough there is a need for smaller unit sizes which allow local businesses to grow and generate employment. The Council will require, under part (3) of the policy, that all new employment floor space created outside of the spatial policy areas will provide a range of flexible unit sizes including units less than 250 square metres and 100 square metres to provide for SMEs (including micro-businesses).

15.7 The Council will not support the provision of residential and commercial accommodation within one unit. This is also known as live-work units or work-live units depending on the ratio of residential to commercial accommodation. Through applying part (4) of the policy the Council considers that live-work uses compromise existing employment uses and ultimately result in the loss of the employment use. However, it is important to note that this does not prevent working from home where the employment activity is ancillary to the main residential use of the property and would not result in adverse amenity impacts.

Key evidence base
LBTH Spatial Economic Study (2011)
Office locations

How this will be managed

DM16

1. Development resulting in the net loss of office floor space in Preferred Office Locations (POLs) will not be supported.

2. The redevelopment of Local Office Locations (LOLs) to include residential uses will be supported if the existing office floor space is re-provided on-site and where it:
   a. provides separate access and servicing for commercial uses and residential uses;
   b. ensures the provision of residential uses does not jeopardise the function and viability of the office uses;
   c. provides high quality flexible working space which is usable; and
   d. provides a range of flexible units including units less than 250 square metres and less than 100 square metres to meet the needs of Small and Medium Enterprise (SMEs).

3. Where sites in Local Office Locations are vacant, development resulting in the loss of office floor space will only be considered where there is evidence, in a marketing exercise, that:
   a. for approximately 12-months, active marketing (at a reasonable value for that area) has been carried out;
   b. the site is unsuitable (in terms of size and condition) for ongoing employment use;
   c. other employment uses have been considered for the site; and
   d. the loss of office floorspace does not compromise the operation and viability of the wider Local Office Location.
16.1 Core Strategy Spatial Policy 06 provides the basis to support the growth of existing and future businesses across the borough through maximising and delivering investment and job creation. DM16 sets out how new development will be required to contribute to delivering the growth of office space in POLs and LOLs.

16.2 For the purposes of this policy, POLs and LOLs are depicted on the Adopted Policies Map.

16.3 There are four POLs located at Canary Wharf, Bishopsgate Road Corridor, Aldgate and Tower Gateway with major office development as the focus, with supporting uses such as gyms, hotels, restaurants and retail uses helping to achieve a sustainable office environment. Within POLs, large floor plate offices are to be expected and in order to ensure the continued growth of these areas, the Council requires, under part (1) of the policy, that existing office floor space will be protected. Any development of sites currently used for office floor space will need to re-provide office floor space to meet the demand for offices within these areas.

16.4 There are three LOLs within the borough located at Whitechapel, Mile End and Blackwall. The role of LOLs is to provide secondary office floor space. Within LOLs, sites are suitable for the provision of smaller floor plate offices including units suitable for SMEs, including micro-businesses requiring less than 100 square metres. Through applying part (2) of the policy, the Council requires any redevelopment of sites currently in office use to ensure that the re-provision of a mixed use scheme does not compromise the quality or quantity of the office accommodation. It would be necessary to demonstrate how the development meets all the criteria listed in part (2) and demonstrate that the end user of the commercial space has been fully considered in order to ensure its success.

16.5 Part (3) recognises that there may be occasions where sites last used for office floor space are no longer suitable for office uses. In these cases, a marketing exercise will be required to demonstrate:

- how long the site has been vacant;
- who has marketed the site;
- what the marketing exercise entailed including evidence that it was carried out; and
- a summary and analysis of the response to the marketing exercise.

16.6 Part (3b) of the policy requires development to demonstrate why the buildings are no longer suitable for continued employment use; depending on the scale of the application a structural report may be required.

16.7 Part (3c) requires development to demonstrate that other employment uses have been considered for the site and to demonstrate why they would not be viable. The level of detail required will depend on the scale of the application, context of the site and how long the buildings have been vacant. Early discussion with planning officers is suggested in order to establish what level of detail is required.
Local Industrial Locations

How this will be managed

1. Development resulting in the net loss of industrial B Use Class floor space in Local Industrial Locations (LILs) will not be supported.

2. The redevelopment of sites with industrial B Use Class floor space in LILs, to include residential uses, will only be supported if the existing industrial B Use Class floor space is re-provided on-site and where it:

   a. provides separate access and servicing for commercial uses and residential uses;
   b. ensures the provision of residential uses does not jeopardise the function and viability of the industrial B Use Class on the site and within the wider LIL;
   c. provides high quality flexible working space which is usable; and
   d. provides a range of flexible units including units less than 250 square metres and less than 100 square metres to meet the needs of Small and Medium Enterprise (SMEs).
17.1 Core Strategy Spatial Policy 06 provides the basis for managing industrial land within the borough. DM17 sets out how the Council will safeguard existing LILs and manage their growth and development in order to ensure there is no loss of industrial employment floor space. It is important to remember that the term ‘industrial’ refers to a wide range of uses, not just traditional heavy industry. For example, in a LIL creative and cultural industries, green industries, transport depots, business parks and research and development are all suitable uses. Industrial use classes are those defined in the most up to date Use Class Order (currently B1c, B2 and B8).

17.2 Given there has been a managed release of 140 ha of protected industrial land since 1998 in Tower Hamlets, it is important that policies protect and support the remaining industrial land in the borough. Strategic Industrial Locations (SILs) and Local Industrial Locations (LILs) have been identified to ensure the remaining industrial land is appropriately located and receives strong protection. Industrial land is required to support the service sector and undertake important functions for everyone in the borough. For example Canary Wharf and local businesses both need packages delivered as well as their commercial and residential rubbish processed. These functions form part of the industrial role and specifically relate to manufacturing and maintenance, waste management and recycling, wholesale and logistics, all of which are an important part of how our businesses and day-to-day lives work. It is also important to ensure that there is sufficient space to accommodate demand for workspace suitable for SMEs and for new and emerging industries within the borough to provide employment for local people.

17.3 Through applying part (1) of this policy, the Council seeks to safeguard the industrial character of the LIL by protecting sites currently providing industrial employment floor space (B1c, B2 and B8 Use Classes).

17.4 Part (2) of this policy provides guidance for the redevelopment of LILs. Full consideration needs to be given to the end users at the design stage in order to ensure the design and layout of the commercial floor space meets the needs of future users. If a mixed use development is suitable within the LIL, this will be an industrial-led scheme to ensure that the future function of industrial employment uses is protected and is not jeopardised by reverse sensitivity issues.

17.5 Reverse sensitivity refers to the impacts new uses (such as residential) have on existing commercial uses. For example new residents moving into a LIL may complain about noise from the traditional uses which have historically occurred. In order to avoid such issues, careful consideration will be required in designing the layout of redeveloped sites which include residential elements in order to ensure separate access for commercial and residential uses. Furthermore, to prevent future conflicts between different users full consideration of all amenity impacts will need to be considered at an early stage. The aim of this policy is to preserve the industrial character of these areas and only allow residential uses on sites where it would not prejudice the continuation of industrial uses.

Key evidence base
LBTH Spatial Economic Study (2011)
Delivering schools and early learning

1. The Council will deliver a network of schools and Children’s Centres by:

a. protecting schools and Children’s Centres where they are considered suitable for their use and meet relevant standards;
b. safeguarding the potential for schools in accordance with site allocations;
c. only supporting the redevelopment of an existing school or Children’s Centre where there is adequate re-provision on site or in accordance with any site allocation, unless it can be demonstrated that there is no need to retain the school or Children’s Centre; and
d. supporting the development of schools or Children’s Centres or extensions to existing schools or Children’s Centres where:

i. a site has been identified for this use or a need for this use has been demonstrated;
ii. the design and layout take into account the relevant guidance;
iii. for existing schools, there is no net loss of school play space; and
iv. the location of schools outside of site allocations ensure accessibility and an appropriate location within their catchments.

18.1 London Plan policy 3.18 provides the framework to ensure access to adequate, affordable and high quality education from early year’s provision, through to primary and secondary education, higher and further education. Core Strategy Spatial Policy 07 provides the framework through which education, skills and training in the borough will be improved. This will be achieved by increasing the provision of primary and secondary education within the borough. DM18 sets out where new schools and Children’s Centres should be located in order to achieve this vision.

18.2 Children’s Centres provide early years education from birth to five years. They are places that provide links to childcare and nursery education, family support and health services for children from birth to five years and for their families. For the purposes of this policy schools include both primary and secondary education provided by public and private education providers.

18.3 This policy adds detail to Core Strategy Spatial Policy 07 by providing further guidance for how we will deliver a network of schools and Children’s Centres by identifying a prioritised four stage process:

18.4 Part (a) protects schools and Children’s Centres in order to ensure adequate provision of education facilities to support lifelong learning. For the purposes of this policy the relevant standards will be defined by the most up to date standards from the Department for Education which are currently the Department for Education’s Building Bulletins 98 and 99. Both documents include guidance on minimum recommended areas for indoor and outdoor space for the development of new schools and the extension of existing schools.

18.5 The borough’s existing schools are not able to meet identified future educational demands. The Council is therefore looking to allocate new sites for schools. Part (b) adds to the Core Strategy Spatial Policy 07 which identified seven areas of search for new primary and secondary schools. These seven areas of search were used to focus a borough
wide search for suitable sites for schools in light of standards, population growth and public transport accessibility. This resulted in the sites in table 5 being allocated for primary, secondary and special educational needs schools:

<table>
<thead>
<tr>
<th>Primary school</th>
<th>Secondary school</th>
<th>Special Educational Needs school</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fish Island</td>
<td>Fish Island</td>
<td>Southern Grove</td>
</tr>
<tr>
<td>Bromley-by-Bow North East Quadrant</td>
<td>Bow Locks</td>
<td></td>
</tr>
<tr>
<td>7 Bromley-by-Bow North East Quadrant for further information</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ailsa Street</td>
<td>Westferry Printworks</td>
<td></td>
</tr>
<tr>
<td>Leven Road Gas Works</td>
<td>London Dock</td>
<td></td>
</tr>
<tr>
<td>Bow Common Lane Gas Works</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 5: New schools

18.6 Through applying part (c) of the policy, the Council would expect to see any sites in educational use to be re-provided with educational uses on the site or if the facility is to be moved, the new site will be in accordance with the sites allocated in the Sites chapter of this document or the locational criteria of Core Strategy Spatial Policy 07. The Council will only consider the loss of a school or Children’s Centre if it can be demonstrated that there is no longer the need for the educational facility. Similarly, the Council will only consider the development of an allocated site for a use which did not include an education facility if it could be demonstrated there was no longer a need for additional capacity. For the purposes of this policy, need will be considered in light of evidence from the Council’s Pupil Place Planning process and the Council’s Planning for Population Growth and Change Model.

18.7 The location of new schools and Children’s Centres will be guided by the criteria listed under part (d) of the policy and Core Strategy Spatial Policy 06 (3). This provides a positive approach to the development of state-funded schools including free schools and academies, ensuring they are located where they can be easily accessed and that they provide a high quality teaching environment. All new buildings and extensions should aim to achieve BREEAM excellent standard as well as all current applicable standards published by the Department for Education, including Building Bulletins 98 and 99, and Independent Schools Standards and regulations

18.8 Through applying part (diii) of the policy, the Council will ensure that there is no net loss of child play space as a result of redevelopment of the site or expansion of the school. It is recognised that this can be a difficult task however there are innovative design solutions and ideas which can ensure that this can be achieved.

Key policy links
SP07 Improving education and skills
DM19 Further and higher education
DM24 Place-sensitive design

Key evidence base
Further and higher education

How this will be managed

DM19

1. The expansion of existing further and higher education facilities within the borough will be supported where they are located in accessible locations.

2. New further and higher education facilities will be supported where:

   a. they are in or at the edge of town centres;
   b. they will not result in an over-concentration of education facilities within the town centre;
   c. there is a local need for the facility; and
   d. additional information to ensure the quality of the facility, such as certification and registration details, are provided by the applicant.
19.1 London Plan policy 3.18 provides the framework to ensure access to adequate, affordable and high quality education from early years provision, through to primary and secondary education, and including higher and further education. Core Strategy Spatial Policy 07 provides the framework through which education, skills and training in the borough will be improved. This will be achieved by supporting the growth and expansion of further and higher education facilities in the borough. DM19 sets out where new higher and further education development should be located in order to achieve this vision.

19.2 Further and higher education for the most part refers to the stage of education after secondary school and includes a wide range of institutions including universities, colleges and Idea Stores which provide lifelong learning. It is noted that some further education colleges do include sixth form provision.

19.3 Through applying part (1) of the policy, the Council understands that there will be a need to expand existing further and higher educational facilities. The Council will only consider the expansion of institutions located in accessible locations to ensure that expansions enable easy access to sustainable transport modes and would not have an adverse impact on the surrounding highway network. For the purposes of this policy, accessible locations is defined as sites easily accessed on foot and integrated into the public transport network.

19.4 When considering applications for new further and higher education facilities, the Council will require all of the criteria listed under part (2) of the policy to be satisfied. For the purposes of part (2a), new facilities will be supported within or at the edge of town centres (those defined within the town centre hierarchy).

19.5 In applying part (2b), the Council will manage the number and location of further and higher education facilities within town centres. This will ensure there would not be an adverse impact in respect of amenity and highways. In order to satisfy part (2c) of the policy it will be necessary to demonstrate that the new facility is addressing a local need for life-long learning for the local community.

19.6 Finally, through applying part (2d), it will be necessary to provide evidence of the relevant certification from the Department for Education as well as details regarding student and staff numbers, details of enrolment and curriculum details to demonstrate that the courses provided are Level 4 and above. The aim of this policy is to ensure the provision of high quality further and higher education facilities within the borough to ensure the delivery of life long learning for local residents.

**Key policy links**
- SP07 Improving education and skills
- DM18 Delivering schools and early learning
- DM24 Place-sensitive design
How this will be managed

1. Development should be located appropriately depending on its type and scale, with developments generating a higher number of trips to be located in town centres and/or other areas well served by public transport.

2. Development will need to demonstrate it is properly integrated with the transport network and has no unacceptable impacts on the capacity and safety of the transport network or on any planned improvements and/or amendments to the transport network.

3. Transport Assessments will be required for all major developments and developments that have a significant impact on the transport network.

4. Where significant transport impacts have been identified in the Transport Assessment, development will be required to provide a Travel Plan.

5. The Council will require the delivery of transport infrastructure and/or improvements identified as necessary through the Transport Assessment.

DM20

20.1 A key objective of the London Plan is to ensure everyone has safe and convenient access to jobs, services and facilities. Core Strategy Spatial Policy 08 provides the overarching policy to realise this objective by seeking to create a hierarchy of transport interchanges across the borough, ensuring capacity of public transport networks meets current and future demand and improving public transport in identified growth areas. DM20 requires new development to demonstrate that it is integrated with the transport network and to contribute towards new transport infrastructure and improvements where necessary.

20.2 The Council will expect Transport Assessments for all major development applications, however the level of detail required will be dependent on the type and scale of the development. For smaller scale development the Council may ask for a Transport Statement. Early discussions with planning officers should be carried out.

20.3 A significant impact may be caused by a development on its own or cumulatively with other developments in the local area.

20.4 A Transport Assessment is required to set out the measures to avoid, remedy or mitigate identified impacts of the development. Such measures should:

- prioritise movement by walking, cycling and public transport;
- ensure road user safety on both the public highway and on the development-site;
- set out how pedestrian and cycle networks will be improved;
- identify how safe and secure transport interchanges will be delivered; and
- confirm how the need for road transport has been minimised through the design of the development.

20.5 Transport Assessments should include a Construction Management and Logistics Plan, and a Delivery and Servicing Plan. They may also be
required to include a Car Parking Management Plan. Transport Assessments must also take into account:

- anticipated movements to, from and within the site and measures to ensure the highest achievable levels of accessibility and connectivity to the public transport network, road network and walking and cycling networks;
- stress on the local transport network and requirements for additional transport capacity where existing or proposed levels of transport infrastructure would be rendered insufficient as a result of the development and measures to increase deficiencies in capacity;
- highway safety, community and security considerations associated with the development, including safe pick-up and drop-off zones and waiting areas; and
- servicing demand and respective servicing vehicle arrangement including loading bay provision where appropriate.

20.6 A Transport Statement (TS) will be required to demonstrate how minor developments have taken account of any impact on the transport network. A TS will need to detail the mode, type and frequency of all trips associated with the development and how these can be accommodated by walking, cycling and public transport as well as provide an overview of the servicing requirements of the development and the provisions made to accommodate this.

20.7 Travel Plans should give a long term strategy to meet sustainable transport objectives at a development and should contain a package of measures that aid in minimising the number of trips taken by car, encourage use of sustainable transport and reduce the need to travel to and from the development. Travel Plans should set targets, objectives and detail how the Travel Plan will be implemented, funded and monitored.

20.8 Transport Assessments and Transport Plans will need to be prepared in accordance with the most up-to-date guidance provided by Transport for London and the Council.

20.9 Mitigation measures proposed for new developments must comply with the borough’s transport objectives contained in the Council’s Local Implementation Plan (LIP) and should have regard to the actions set out in the Council’s transport planning documents.

Key evidence base
LBTH Cycling Connections (2009)
LBTH Walking Connections (2011)
LBTH Road Safety Plan (2009)

Key policy links
SP08 Making connected places
DM21 Sustainable transportation of freight
DM22 Parking
Sustainable transportation of freight

How this will be managed

DM21

1. Development that generates a significant number of vehicle trips for goods or materials during its construction and operational phases will need to demonstrate how:

   a. the impacts on the transport network and on amenity will be avoided, remedied or mitigated through Transport Assessments, Construction Management and Logistics plans, Travel Plans and Delivery and Servicing plans;
   b. movement by water and/or rail, the use of low emission vehicles, electric vehicles and bicycles has been prioritised; and
   c. goods vehicles are accommodated on site.

2. Development adjacent to protected wharfs and rail depots will need to ensure it does not prejudice their operation.

3. The provision of new wharfs or other facilities for freight transfer, or passenger interchange, between road, rail or water, will be supported where these minimise impacts on the environment and neighbouring amenity.
21.1 Core Strategy Spatial Policy 08 promotes the sustainable transportation of freight (including waste). This policy sets out how this will be achieved through development proposals.

21.2 Development that generates a significant number of vehicle trips for goods or materials will be assessed according to its likely impact and with reference to the most up to date guidance set out in the Transport for London’s London Freight Plan (2007).

21.3 The Council recognises that the promotion of sustainable freight transport needs to acknowledge and mitigate any potential negative impact on the surrounding environment and road and public transport networks. To enable this, development needs to demonstrate that transport of its construction and operational material and waste is carried out in a sustainable manner.

21.4 The capability of freight movement to be delivered by sustainable modes of transport can be enhanced by provision of facilities for freight such as wharves and consolidation centres.

21.5 Setting up freight consolidation centres can help to reduce the number of vehicle trips and should be considered where feasible. Freight consolidation centres are distribution warehouses, situated close to town centres or construction sites, at which part loads are consolidated and delivered to the target area resulting in fewer lorry journeys.

21.6 The operations of protected wharfs and rail depots are sensitive to their surrounding uses. As such, adjacent development needs to recognise their role without negatively impacting on their functions. Conversely, new wharfs or other freight transport facilities may also have an impact on adjacent uses which need to be addressed and minimised.
1. Development will be required to comply with the parking standards set out in appendix two.

2. Where development is located in areas of good public transport accessibility and/or areas of existing on-street parking stress, the Council will require it to be permit-free.

3. Development will be required to prioritise sustainable approaches to any off-street parking by:
   a. requiring space for on-site car clubs and pool car schemes;
   b. securing the provision of electric charging points and parking bays for electric vehicles as part of any car parking provision; and
   c. ensuring an appropriate allocation of parking spaces for affordable family homes.

4. In order to ensure suitable provision for cyclists, development will be required to:
   a. meet, and preferably exceed, the minimum standards for cycle parking set out in appendix two; and
   b. provide, where suitable, land for and/or contributions towards new publicly accessible shared cycle hire scheme docking station(s).
22.1 The London Plan seeks an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. This approach is reiterated in the Core Strategy Spatial Policy 09(4), which promotes car-free development to minimise on-site and off-site car parking provision and help address issues of congestion and air pollution.

22.2 As set out in part (1) of the policy, standards in appendix two are given for the provision of parking for different types of development. The parking standards have taken into account Public Transport Accessibility Levels (PTAL) as well as development of proposed family homes (as stated within the LBTH Review of Car and Cycle Parking Standards (2011)). Locations of Clear Zones, areas of highway congestion and on street parking stress will also be taken into account when considering maximum parking levels.

22.3 With regard to part (2) of the policy, areas of good public transport accessibility are considered to be of level 4 and above on the Public Transport Accessibility Level as per the London Plan (2011).

22.4 Parts (3)(a&b) of the policy provides guidance for sustainable approaches to off-street parking. This includes guidance for car clubs and pool car schemes, which are particularly effective as part of larger developments but may also be an option for smaller developments, as well as the provision of electric charging points and bays. A Car Parking Management Plan may be required in order to demonstrate operation and management of this parking as well as allocation of other off-street parking.

22.5 The Council recognises that residents in affordable housing do not always have a great degree of choice over where they live and this can be especially difficult for families accessing shops and services. Part (3c) of the policy seeks to assign a proportion of off-street parking spaces provided within a new development, to be specifically allocated to affordable family homes. The Council will require a proportionate allocation of spaces to be made to affordable family homes and the operation and allocation of these spaces will need to be agreed with the relevant registered provider.

22.6 The provision of cycle facilities is a crucial factor in encouraging more sustainable travel to and from the development. Part (4) of the policy seeks to ensure that a sufficient amount of cycle parking should be provided to accommodate current demand and to encourage further use over time. They should be designed and located to be fully accessible, secure, undercover (where possible) and convenient to use. This includes having access to shared cycle-hire schemes and associated facilities such as showers and changing rooms.

Key evidence base
LBTH Parking Stress Study (2011)
LBTH Review of Car and Cycle Parking Standards (2011)

Key policy links
SP09 Making connected places
DM20 Supporting a sustainable transport network
DM21 Sustainable transportation of freight
How this will be managed

1. Development should be well-connected with the surrounding area and should be easily accessible for all people by:
   a. improving permeability and legibility, particularly to public transport, town centres, open spaces and social and community facilities;
   b. ensuring design of the public realm is integral to development proposals and takes into consideration the design of the surrounding public realm;
   c. ensuring development and the public realm are designed at a human scale;
   d. providing clear definitions and an appropriate degree of enclosure of the public realm;
   e. incorporating the principles of inclusive design; and
   f. ensuring development and the public realm are comfortable and useable.

2. Public realm improvements will be sought in Transport Interchange Areas to ensure easy access between different transport modes.

3. Development will be required to improve safety and security without compromising good design and inclusive environments by:
   a. locating entrances in visible, safe and accessible locations;
   b. creating opportunities for natural surveillance;
   c. avoiding the creation of concealment points;
   d. making clear distinctions between public, semi-public and private spaces; and
   e. creating clear sightlines and improving legibility of the surrounding area.

4. To improve and maintain the quality of the public realm, it will be necessary for:
   a. shopfronts to be of a high-quality design, taking into consideration:
      i. the maintenance of active shopfronts at all times;
      ii. the relationship between the shopfront and the upper floors;
      iii. the relationship with surrounding shopfronts and buildings; and
      iv. the use of materials which are appropriate to and enhance the local character.
   b. advertisements and hoardings in the public realm to demonstrate that:
      i. they do not harm the character, appearance and visual amenity of the site and the surrounding area;
      ii. they do not intrude into the outlook of nearby residents;
      iii. they do not have an adverse impact on public or highway safety; and
      iv. they enhance the visual amenity of vacant sites and building sites and the surrounding area.
   c. telecommunication development to mitigate any impacts on the surrounding area and communities by:
      i. demonstrating that it considers any alternative sites, mast sharing and the use of existing buildings; and
      ii. including details of frequency modulation, power output and evidence of how the proposal meets the International Commission on Non-Ionising Radiation Protection.
23.1 Core Strategy Spatial Policy 09 provides the basis for delivering a well-designed, high-quality and durable public realm. DM23 sets out how development can positively contribute to the borough’s streets and public realm. It specifically provides guidance for:

- improving connectivity;
- improving safety and security; and
- specific elements which contribute to the public realm.

23.2 Part (1a) seeks to secure good connectivity by improving permeability and legibility within the development and its surrounding areas (including in adjacent boroughs). Connectivity refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from one point to another, while permeability refers to the variety of pleasant, convenient and safe routes through an area and the capacity of those routes to carry the movement of people (as shown in figure 8). Legibility is the degree to which a place can be easily understood and moved around in and can be called ‘wayfinding’.

23.3 As such, development that restricts public access and movement, for example gated communities, are not considered to contribute to a well-connected and permeable public realm. They may also have a negative impact on sustainable communities and social cohesion.

23.4 Part (1b) seeks public realm to be a central component to the design of a development to ensure it is well integrated with the surrounding areas. This will help to produce a coordinated public realm using complementary elements such as materials, finishes, furniture, landscaping, signage and lighting. Part (1c) ensures that development and the public realm is at a human scale. This seeks to put people at the heart of the design process by recognising the importance of how people view and feel about their environment.

23.5 Through part (1d) providing an appropriate sense of enclosure is a key element of delivering development and places at a human scale. It refers to the design and scale of buildings to create a sense of defined space. Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm. It generates natural surveillance which helps to ensure an area is well-used and safe. Enclosure also helps people to navigate an area, supporting wayfinding and legibility. Defining different areas of the public realm also supports wayfinding and encourages different spaces to be used for different functions.

23.6 Part (1e) also establishes the need to incorporate the principles of inclusive design. These seek to:

- improve access to, from and within the site and buildings for all users without undue effort, separation or special treatment;
- prevent the creation of barriers to movement;
- improve way-finding legibility, signage and evacuation routes;
- ensure the layouts create ease of movement and direct pedestrian links; and
- consider aspects such as internal layout and room size to ensure ease of movement within buildings.

23.7 More detailed guidance is provided in the Council’s Inclusive Design Guidance Notes.

23.8 Part (1f) recognises the importance of ensuring the public realm is comfortable to use and functional to support the delivery of a successful
Part (2) aims to ensure that the connections between different transport modes are improved and supported. This may include clear signage, step-free access and defined routes in accordance with the Legible London approach.

Part (3) seeks to embed the principles of Secured by Design within developments and surrounding areas. Specifically it acknowledges the role that the built form including building lines and desire lines play in the legibility of an area. With regard to avoiding the creation of concealment points, lighting should be an integral component in ensuring safety and security of the public realm.

Part (4) provides guidance for specific elements that directly contribute to the quality of the public realm. Part (4a) refers to the high-quality design of shopfronts and their contribution to creating successful places through their design, provision of natural surveillance and supporting the vitality of an area. Shopfront design should be an integral part of the design process with consideration given to how security measures are incorporated. These should include the use of security glass and internal retractable grills rather than the use of closed external roller shutters which result in unwelcoming environments.

Part (4a) also provides guidance on the relationship of shopfronts with upper floors and adjacent buildings. As such shopfronts should incorporate a well-defined frame, stallriser, door and window units which sit in a defined architectural surround, use appropriate high quality materials and be of a scale which relates to the upper floors of the building and complements the quality and character of surrounding buildings. Shopfront fascias should be within the width of a single building and should not extend above the first floor or obscure architectural features of value.

Shopfronts which form part of a group of original shopfronts and/or are designated heritage assets should be of a traditional design and incorporate traditional features, character and use traditional materials.

Figure 8: Illustration showing different levels of permeability with connectivity remaining the same.
The height of the fascia should be no more than one fifth the overall height of the shopfront or a maximum of 500mm.

23.14 Part (4b) relates to advertisements such as fascia and hanging shop signs, poster panels and free standing advertisements. It recognises that these can make a positive contribution to the public realm and can play an important role in providing local information.

23.15 This policy aims to ensure the appropriate design and location of advertisements so they do not detract from the public realm, or character of a local area and they do not create a safety hazard. In ensuring that advertisements do not adversely impact on the public realm, features of historic, architectural, cultural or scenic importance should be taken into consideration.

23.16 In order to ensure that a proliferation of advertisements does not result in visual clutter, the number, scale and siting of advertisements is important. Advertisements should not obscure historic and architectural features, they should not be located above ground floor level (this includes adverts as part of screens for vacant sites or building sites) and there should be no more than one hanging sign per building.

23.17 In reflecting the character and type of development, advertisements will not be supported on residential buildings above ground floor level or extended outside of the building envelope.

23.18 Illumination is an important consideration in respect of adverts. They should be in keeping with the character of the area and should not negatively affect amenity of surrounding residents or highway safety. One way to enable this is to ensure they are static.

23.19 Part (4c) provides guidance about the siting and design of telecommunications development which include antennae and cabinets. It is important to ensure that any equipment shares existing infrastructure and is of a suitable design taking into consideration heritage assets, height, scale and materials of the site and local area.

23.20 Part (4d) provides guidance for the location of street furniture and structures which include bins, bollards, telephone exchanges and cycle stands. When introducing street furniture and structures an opportunity may exist to de-clutter the existing streetscape. All furniture and structures should be of a high quality design using materials and colours appropriate to the place.

23.21 Part (4e) refers to the importance of street markets which are in areas of good pedestrian access, such as town centres. As such these have a large impact on people’s day-to-day activities and require specific guidance to ensure they provide a positive contribution to the public realm.

23.22 Part (4f) is required as public art is an important component in supporting local character, identity and legibility. It can include functional art, such as signage and street furniture. It also enables local artists to showcase their work and can make art more accessible to the community. Public art should be integrated into the design process at the earliest possible stage with input from the local community.

23.23 Major development will be expected to include an urban design analysis as part of their Design & Access Statement to demonstrate how relevant elements of this policy have been taken into account. Urban design analyses should address all relevant urban design issues in the public realm including paving materials, street illumination design and luminosity type and level, street furniture, trees and planting to absorb CO₂ emissions, provide shade and retain moisture in the atmosphere and ground. They will also be expected to address de-cluttering of existing streetscape as part of an assessment of provision of new public realm improvements, particularly for major development in the vicinity of transport nodes/major transport links and within town centres.

Key policy links
SP10 Creating distinct and durable places
DM24 Place-sensitive design
DM25 Amenity
LBTH Inclusive Design Guidance Notes
Place-sensitive design

How this will be managed

1. Development will be required to be designed to the highest quality standards, incorporating principles of good design, including:

   a. ensuring design is sensitive to and enhances the local character and setting of the development, taking into account the surrounding:

      i. scale, height, mass, bulk and form of development;
      ii. building plot sizes, plot coverage and street patterns;
      iii. building lines and setbacks, roof lines, streetscape rhythm and other streetscape elements;
      iv. design details and elements; and
      v. natural environment.

   b. ensuring the use of high quality building materials and finishes;
   c. ensuring the internal design and layout of development maximises comfort and usability for occupants and maximises sustainability of the development;
   d. ensuring development is designed to be easily adaptable to different uses and the changing needs of users;
   e. protecting features of positive value within the site; and
   f. taking into account impacts on microclimate.
24.1 Core Strategy Spatial Policy 10 sets out the basis for ensuring that buildings promote good design principles to create buildings, spaces and places that are of high quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.

24.2 DM24 provides further details on key elements of good design that should be considered at all scales of development ranging from major development schemes to minor residential extensions.

24.3 Part (1a) recognises the importance of how the design of the development relates to the surrounding character and identity of an area. Development should accord with the Core Strategy Spatial Policy 12 and Annex which provides guidance for each of the twenty-four places. The component parts (i to v) of part (a) provide detailed guidance to ensure all aspects of design are considered in the wider context.

24.4 Parts (b) to (f) relate to the specific design of the development. Features of positive value can include those relating to those of the natural environment, such as biodiversity assets, and the built environment. Development should provide detailed technical information regarding materials and finishes to demonstrate their longevity, quality and relationship to the local context.

24.5 To ensure the long-term sustainability and beneficial re-use of development, development should demonstrate its potential for adapting to different uses. Linked to this, the internal design of development plays a key role in the successful functioning of a building and should provide adequately sized rooms and spaces.

24.6 Development should also ensure the use of climate change mitigation and adaptation design elements, such as the use of passive solar design where appropriate.

24.7 Development will be required to provide a Design & Access Statement to demonstrate how relevant elements of this policy have been taken into account.

Key policy links
SP10 Creating distinct and durable places
DM23 Streets and the public realm
DM25 Amenity
DM26 Building heights
LBTH Inclusive Design Guidance Notes
Amenity

25.1 Core Strategy Spatial Policy 10 sets out the basis for ensuring developments are of high design quality and do not impact on residents' amenity. DM25 provides further details on the amenity requirements that developments need to comply with.

25.2 A habitable room is defined as a room within a dwelling, the primary use of which is for living, sleeping or dining. This definition includes living rooms, dining rooms, bedrooms, studies, home offices and conservatories but excludes halls, corridors, bathrooms and lavatories. For the purposes of this policy, kitchens which provide space for dining and have windows will be considered habitable rooms and should be fully consid-
25.6 In addition to having regard to this guidance, the Council will also take account of the sense of enclosure created by the new development. It is important that layout and massing are considered carefully in order to ensure that they do not create an oppressive sense of enclosure for adjoining development.

25.7 For the purposes of this policy light pollution is defined as the adverse effect of artificial lighting and includes glare, light spillage and sky glow. In applying part (1e) of this policy the Council will seek to limit the impact of artificial lighting by ensuring well-designed artificial lighting. Badly designed lighting schemes can be damaging to the environment and result in visual nuisance to residents.

25.8 Odour and fumes from commercial development can have an adverse impact on the amenity of surrounding residents. In particular the siting of flues needs to consider the impact on amenity and design. Best practice guidance should be followed; the current best practice guidance is DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (2005).

25.9 Dust pollution can often be a particular problem during the construction phase of the development. The Council will use conditions to secure Construction Management Plans where necessary and dust pollution should be fully considered along with the impacts on highways.

25.10 The Council will also seek to limit the impact of existing noise and vibration sources on new development and limit the noise and vibration emissions from new developments. The effect of noise and vibration can be minimised by separating uses sensitive to noise from development that generates noise and by taking measures to reduce any impact. For the purposes of this policy, developers should comply with the current best practice standards (British Standards). Where necessary, Acoustic Reports to demonstrate compliance will be required. In respect of evening and night time uses it is important to remember that while acoustic reports can ensure noise is contained while the venue is operating it does not address noise caused by patrons entering and leaving the premises and patrons smoking outside. Where appropriate the Council will use conditions to control the hours of operation of premises.

25.11 In applying part (1e) of the policy, consideration needs to be given to impacts of new development on microclimate. If this is not carefully considered adverse impacts could include wind turbulence at ground level.
Building heights

How this will be managed

1. Building heights will be considered in accordance with the town centre hierarchy (as illustrated in Figure 9) and the criteria stated in part 2.

2. Proposals for tall buildings will be required to satisfy the criteria listed below:
   
a. Be of a height and scale that is proportionate to its location within the town centre hierarchy and sensitive to the context of its surroundings;

b. Within the Tower Hamlets Activity Area, development will be required to demonstrate how it responds to the difference in scale of buildings between the CAZ/Canary Wharf Major Centre and the surrounding residential areas.

c. Achieve high architectural quality and innovation in the design of the building, including a demonstrated consideration of its scale, form, massing, footprint, proportion and silhouette, facing materials, relationship to other buildings and structures, the street network, public and private open spaces, watercourses and waterbodies, or other townscape elements;

d. Provide a positive contribution to the skyline, when perceived from all angles during both the day and night, assisting to consolidate clusters within the skyline;

e. Not adversely impact on heritage assets or strategic and local views, including their settings and backdrops;

f. Present a human scale of development at the street level;

g. Where residential uses are proposed, include high quality and useable private and communal amenity space and ensure an innovative approach to the provision of open space;

h. Not adversely impact on the microclimate of the surrounding area, including the proposal site and public spaces;

i. Not adversely impact on biodiversity or open spaces, including watercourses and waterbodies and their hydrology, as well as

Figure 9: Illustration showing building heights for the Preferred Office Locations and the town centre hierarchy.
their settings and views to and from them;

j. Provide positive social and economic benefits and contribute to socially balanced and inclusive communities;

k. Comply with Civil Aviation requirements and not interfere, to an unacceptable degree, with telecommunication, television and radio transmission networks; and

l. Demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes.

3. Proposals to replace existing tall buildings will need to be in accordance with part (1).
26.1 Core Strategy Spatial Policy 10 identifies Canary Wharf and Aldgate as appropriate locations for tall buildings. Following the criteria stated in Core Strategy SP10(5), these tall building locations are defined to be the Aldgate and Canary Wharf Preferred Office Locations. The English Heritage/CABE “Guidance on Tall Buildings” (2007) is used to provide the definition of tall buildings. Given the level of housing and employment growth in Tower Hamlets there is pressure for tall buildings in other parts of the borough. This policy provides the basis to manage this pressure by considering tall buildings within the wider Core Strategy objective of refocusing on our town centres and providing detailed criteria to ensure all tall buildings are designed to the highest standards with any negative impacts appropriately mitigated. This is supported by existing supplementary planning guidance; future supplementary planning guidance may also be developed by the Council to provide additional detail.

26.2 Tall buildings are likely to have greater impacts on their surroundings than other building types, due to impacts such as their significant visual impact, their impacts on the transport network, microclimate and surrounding occupants’ access to daylight and sunlight. Town centres generally have a greater intensity of uses and density of development and are better able to sustain these impacts. Tall buildings also offer the potential to regenerate our town centres and contribute to civic functions and identity.

26.3 Canary Wharf and Aldgate are at the top end of the town centre hierarchy, containing Preferred Office Locations which can accommodate large floorplate office developments. The scale of tall buildings will progressively decrease moving down the hierarchy to major, district and neighbourhood town centres. Not all town centres will be appropriate locations for tall buildings. Heritage assets or the scale of existing development may mean that a proposal is unable to meet the criteria set out under (2).

26.4 The criteria under (2) compliment and should be read in conjunction with those set out in London Plan Policy 7.7 and the London View Man-
agement Framework. They provide additional detail which is important for Tower Hamlets’ local context. In order to enable assessment against the criteria under (2), the Council will require an Accurate Visual Representation to be submitted, in addition to a Design and Access Statement. This should show the proposal in near, middle and distant views, including the public realm and its appearance at street level. This 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 to be submitted depending on the scale of the proposal.

26.5 Proposed buildings 90 metres tall and greater must be referred to the Civil Aviation Authority and the London City Airport to ensure the proposal will not be a potential hazard to aviation safety, which is a critical issue to consider in Tower Hamlets, due to the proximity of the London City Airport.

26.6 Where feasible tall buildings should provide publicly accessible areas within the building, including the ground floor, and where there are opportunities to provide viewing platforms at the top floor.

26.7 This policy applies to proposals for tall buildings on existing tall building sites. The presence of an existing tall building on the site will not in itself be regarded by the Council as justification for replacement with another tall building or the commencement of a building cluster.

Key policy links
SP01 Refocusing on our town centres
SP10 Creating distinct and durable places
DM23 Streets and the public realm
DM24 Place-sensitive design
DM25 Amenity
DM27 Heritage and the historic environment
DM28 World Heritage Sites

Key evidence base
LBTH Building Heights Note (2011)
LBTH Conservation Strategy (2010)
LBTH Town Centre Spatial Strategy Spatial Baseline (2009)
LBTH Urban Structure and Characterisation Study (2009)
Heritage and the historic environment

How this will be managed

DM27

1. Development will be required to protect and enhance the borough’s heritage assets, their setting and their significance as key elements of developing the sense of place of the borough’s distinctive ‘Places’.

2. Applications for the alteration, extension, change of use, or development within a heritage asset will only be approved where:
   a. it does not result in an adverse impact on the character, fabric or identity of the heritage asset or its setting;
   b. it is appropriate in terms of design, scale, form, detailing and materials in its local context;
   c. it enhances or better reveals the significance of the asset or its setting;
   d. opportunities to mitigate or adapt to climate change through the re-use or adaptation are maximised; and
   e. in the case of a change of use, a thorough assessment should be carried out of the practicability of retaining its existing use and the wider benefits of the proposed use.

3. Proposals for the demolition of a designated heritage asset will only be considered under exceptional circumstances where the public benefit of demolition outweighs the case for retention. Where exceptional circumstances require demolition to be considered, applications will be assessed on:
   a. the significance of the asset, architecturally, historically and contextually;
   b. the condition of the asset and estimated costs of its repair and maintenance in relation to its significance and demolition, and to the value derived from its continued use;
   c. the adequacy of efforts made to retain the asset in use; and
   d. the merits of any alternative proposal for the site.

4. For proposed development that lies in or adjacent to Archaeological Priority Areas, the Council will require the proposal to include an Archaeological Evaluation Report and will require any nationally important remains to be preserved permanently in site, subject to consultation with English Heritage.

27.1 Core Strategy Spatial Policy 10 identifies the range of Heritage Assets that exist in the borough and their contribution to the character, history and heritage of Tower Hamlets. This policy provides more detailed assessment criteria to ensure that these assets are protected and enhanced by any development proposal that directly impacts on these or their setting.

27.2 The Council is taking a proactive approach through its Conservation Strategy to protect and enhance Tower Hamlets’ heritage resources to ensure that it can be appreciated and enjoyed by current and future generations. Decisions will be based on the nature, extent and level of significance of the heritage asset. To help conserve heritage assets, an appropriate and viable use must be consistent with their conservation. Restrictions on development in the historic environment should not be used to hinder otherwise satisfactory development and the Council is committed to working with applicants and developers to find creative development solutions.

27.3 An application will be required to demonstrate an understanding of the significance of the relevant asset or its setting. As a minimum this should be through reference to the Greater London Historic Environment Record (HER) or by a desk top analysis and reference to other documentation. As part of its Conservation Strategy, the Council is continuing to improve the level of heritage information available on its website. The Adopted Policies Map identifies Conservation Areas and Archaeological Priority Areas.

27.4 Any other research undertaken of the heritage asset affected should describe the significance of the heritage asset in sufficient detail to determine its historic, archaeological, architectural or artistic interest to a level proportionate to its importance.

27.5 Detailed plans will be required to be submitted with applications
as part of Design and Access and Heritage Statements to enable the Council to assess the effect of the proposed development on the heritage asset.

27.6 The Council will use the relevant Conservation Area Character Appraisals and Management Guidelines as the basis to assess any application within a Conservation Area or its setting. Not all elements of a Conservation Area will necessarily contribute to its significance. When considering proposals the Council will take into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

27.7 In implementing Part (2) within Conservation Areas, the Council may allow:

- additional roof storeys to buildings, but not where they would harm the significance, specifically the appearance and character, of terraces or groups of buildings where the existing roof line is of predominantly uniform character.
- a rear extension, provided it does not harm the significance, specifically that it does not extend beyond the general rear building line of the terrace or group; it does not rise above the general height of extensions in the terrace or group; and it does not destroy the uniformity or rhythm of the terrace or group.

27.8 Through applying part (3) of this policy consideration will be given to the significance of the heritage asset and whether a viable use can be found. For example, the demolition of a listed building would only be considered acceptable in exceptional circumstances whereas there are instances where the loss of a building within a conservation area may be considered acceptable when the public benefits of the scheme are considered. An appropriate marketing exercise will be required to demonstrate that a viable use cannot be found in the medium term in proportion to the significance of the asset.

27.9 Where, as a result of implementing a consent, a new heritage asset is discovered, or the significance of an existing asset is increased in a way that could not reasonably have been foreseen at the application stage, the developer will be expected to work with the Council to seek a solution that protects the significance of the new discovery, so far as is practical, within the existing scheme. Depending on the importance of the discovery, modifications to the scheme being implemented may be required.

27.10 The Council encourages development and inclusive design solutions that enable disabled people to access the historic environment. The Equalities Act 2010 seeks to address the discrimination that many disabled people face. All service providers, including owners and tenants of Listed Buildings and scheduled monuments open to the public, churches and employers, are required to provide information and assistance for disabled persons. These service providers are also required to carry out ‘reasonable adjustments’ to physical features of their buildings to enable access for disabled people.

27.11 In addition to planning permission, Listed Building Consent may also be required for works that will affect the special character of a Listed Building.

Key evidence base
LBTH Conservation Strategy (2010)
English Heritage The Setting of Heritage Assets Consultation draft (2010)
WHS Tower of London World Heritage Site Local Setting Study (2010)
LBTH Conservation Area Character Appraisals and Management Guidelines (various)

Key policy links
SP10 Creating distinct and durable places
DM24 Place-sensitive design
DM26 Building heights
DM28 World Heritage Sites
World Heritage Sites

How this will be managed

1. Development will need to ensure it does not negatively affect the UNESCO World Heritage Site status of the Tower of London or Maritime Greenwich. Development must be tested for its impact on the sites’ Outstanding Universal Value (OUV) ensuring and illustrating that the proposal sustains and enhances the OUV of the World Heritage Sites. This also applies to development that would affect the setting of the Tower or Maritime Greenwich, particularly in the environs of Tower Hill and the Isle of Dogs, or would impinge upon strategic or other significant views to or from the sites.

2. Development proposals within the vicinity of the Tower of London will be expected to demonstrate how they will improve local access routes, including signage and way-finding, to the Tower from the development site.
28.1 Core Strategy Spatial Policy 10 sets out the Council’s overarching approach to protecting, managing and enhancing heritage assets including World Heritage Sites. This policy provides additional detail to ensure development proposals enhance the World Heritage Sites, their settings and views to and from them.

28.2 United Nations Education, Scientific and Cultural Organisation (UNESCO) World Heritage Sites are both natural features and manmade structures that have been listed by UNESCO as of special cultural or physical significance.

28.3 Proposals in close proximity to the Tower of London or those that are likely to impact on the setting and views of the Tower or Maritime Greenwich need to ensure they comply with all guidance prepared to manage the impacts of developments in and around World Heritage Sites (as stated in the key evidence base box).
Achieving a zero carbon borough and addressing climate change

How this will be managed

1. Development will be required to be accompanied by an Energy Assessment to demonstrate its compliance with the following:

<table>
<thead>
<tr>
<th>Year</th>
<th>Improvement on 2010 Building Regulations</th>
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<tbody>
<tr>
<td>Residential development</td>
<td></td>
</tr>
<tr>
<td>2011-2013</td>
<td>35% CO₂ emissions reduction</td>
</tr>
<tr>
<td>2013-2016</td>
<td>50% CO₂ emissions reduction</td>
</tr>
<tr>
<td>2016-2031</td>
<td>Zero Carbon</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Improvement on 2010 Building Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-residential development</td>
<td></td>
</tr>
<tr>
<td>2011-2013</td>
<td>35% CO₂ emissions reduction</td>
</tr>
<tr>
<td>2013-2016</td>
<td>50% CO₂ emissions reduction</td>
</tr>
<tr>
<td>2016-2019</td>
<td>As per building regulations</td>
</tr>
<tr>
<td>2019-2031</td>
<td>Zero Carbon</td>
</tr>
</tbody>
</table>

2. Development will be required to connect to or demonstrate a potential connection to a decentralised energy system unless it can be demonstrated that this is not feasible or viable.

3. The sustainable retrofitting of existing development with provisions for the reduction of carbon emissions will be supported.

4. Sustainable design assessment tools will be used to ensure climate change mitigation measures are maximised within development.

29.1 Core Strategy Spatial Policy 11 sets out a requirement to implement a borough wide carbon reduction target of 60% below the 1990 levels by 2025 and ensure that all new developments are built to be zero carbon (in accordance with Government guidance for residential development to be zero carbon by 2016 and non-residential development to be zero-carbon by 2019). This supports the London Plan (2011) policies which seek to reduce the human influence on climate change. The London Plan also presents the energy hierarchy which states that in order of importance we need to be “lean, clean and green”.

29.2 LBTH needs to reduce CO₂ emissions per person significantly more than most of London, as per person LBTH is currently the second worst performing borough within the capital (DECC Local and Regional CO₂ Emissions Estimates for 2005-2009).

29.3 Policy DM29 includes a policy shift away from setting a specific target for renewable energy generation and instead focuses on cumulative steps of the energy hierarchy to deliver CO₂ emission reductions above Building Regulations 2010. However, London Borough of Tower Hamlets Core Strategy Spatial Policy 11 requires all development to provide a reduction of CO₂ emissions through on-site renewable energy generation. Therefore the integration of renewable energy technologies should be maximised on-site to provide the highest achievable CO₂ savings where feasible.

29.4 In order to show compliance with part (1) of the policy, proposals for major developments are expected to submit an Energy Assessment for the development detailing measures integrated and the CO₂ emission savings achieved, at the time of implementing the planning permission. To ensure the Council achieves its sustainability objectives, Energy Assessments for non-major development will be sought. Energy Assessments should demonstrate how the proposals achieve the minimum CO₂ emission reductions above the Building Regulations 2010 through the cumulative steps of the energy hierarchy. Where development demonstrates that it cannot achieve these reductions, other mitigation
measures may be sought to be delivered in accordance with the most up
to date supplementary guidance, including those relating to planning ob-
ligations and the London Plan having regard to viability and site specific
considerations.

29.5 Under part (2), development will need to demonstrate how it will
help to deliver a decentralised energy system within the borough by
connecting to an existing energy source or network to help lower carbon
emissions and ensure a secure supply of power. Where there is current-
ly no decentralised energy system in place the development will need
to demonstrate that it has made sufficient provision for any potential
future connection. For the purposes of this policy, a decentralised energy
facility refers to any local facility used to provide local heat and/or power
to a specific site and/or area within the borough. It may be powered by
different fuels but with a preference for those taken from a sustainable
source (such as renewable or low carbon energy sources which do not
contribute to poor air quality.

29.6 The implementation of part (3) will play a major role in contributing
to lowering the borough’s carbon emissions from existing buildings and
will be expected to be demonstrated within an Energy Assessment.

29.7 Part (4) of the policy will ensure that sustainable design assess-
ment tools, such as the Code for Sustainable Homes and BREEAM, are
used to ensure the development achieves the highest levels of sustain-
able design and construction (at the time of writing, this policy will seek
to achieve Code for Sustainable Homes Level 4 and an Excellent rating
for BREEAM Assessments).

29.8 The Health and Wellbeing credits within the assessment tools
should be targeted to demonstrate consideration of health and wellbe-
ing in development to deliver benefits to future occupants. Development
will only be acceptable where assessments show that the sustainability
measures within the development meet the highest levels.
Contaminated land and development and storage of hazardous substances

How this will be managed

1. Where development is proposed on contaminated land or potentially contaminated land, a site investigation will be required and remediation proposals agreed to deal with the contamination before planning permission is granted.

2. Development will not be supported which involves the storage or use of hazardous substances or new developments in close proximity to hazardous installations where it would cause a significant hazard to health and the environment.

30.1 To add further guidance to London Plan policy 5.21 and 5.22, regarding contaminated land and hazardous substances this policy provides additional guidance around protecting residents’ health and the environment from contaminants and hazardous substances.

30.2 For the purposes of this policy contaminated land is land that has been polluted with harmful substances to the point where it now poses an unacceptable risk to health and the environment. Tower Hamlets has a strong industrial heritage, and through the application of part (1) of this policy, the Council wants to ensure the impacts of these past land uses and current land uses do not affect the health of people and the environment. The Council keeps a Contaminated Land Register and any site included in the register or any site which is potentially contaminated will be required to carry out a site investigation and agree a scheme of mitigation with the Council in order to ensure that contaminated land issues are considered at the planning application stage.

30.3 Part (2) relates to the management of hazardous substances. There are a small number of listed hazardous installations in or near to the borough. Hazardous substances are also controlled by the need for a separate Hazardous Substances Consent. Through applying this policy, it will be necessary to demonstrate that any developments which involve hazardous substances would not cause a significant hazard to the health and wellbeing of local residents or to the local environment.

With regard to parts (1) and (2) of the policy, development should refer to guidance set out in:


30.4 The Council will apply the Health and Safety Executive’s PADHI methodology in the event of a proposal being located near to a hazardous installation. In combination with advice provided by the Health and Safety Executive, consideration will also be given to site specific circumstances and any proposed mitigation measures. If the HSE advise against development, planning permission will only be granted in circumstances where it can be demonstrated that the benefits that would be brought by the proposed development would significantly outweigh the potential risks to health and the local environment.

Key evidence base

Health and Safety Executive PADHI Land Use Planning Methodology (2011)