



SECTION 5

Monitoring and delivering

22. Managing development

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23. Partnership working

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

23.2 We have prepared a statement of how we intend to involve local community groups, residents, businesses and other stakeholders in the preparation and implementation of our planning policy documents and in the consideration of planning applications⁸⁵.

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

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

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

24. Neighbourhood planning

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

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

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

24.4 There are a number of designated neighbourhood areas in Tower Hamlets with active neighbourhood forums. In some parts of the borough, neighbourhood forums are preparing neighbourhood plans which will provide additional area-specific policies alongside the Local Plan⁸⁶.

24.5 Neighbourhood plans must be in general conformity with the strategic policies of the development plan, and can allocate sites to deliver housing and other uses and provide additional guidance to address specific neighbourhood issues or identify opportunities for regeneration and priority projects within the neighbourhood area. Appendix 5 sets out which policies within the Local Plan are considered to be strategic for the purposes of neighbourhood planning.

⁸⁶ Further information on the areas in the borough where neighbourhood planning is taking place can be found from our website at www.towerhamlets.co.uk.

⁸⁷ For further details about the Mayor of London's community infrastructure levy and the Crossrail Funding Supplementary Planning Guidance, please visit the Greater London Authority's website.

25. Infrastructure delivery

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

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

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

25.4 The Mayor of London's community infrastructure levy will be used to raise funds towards major infrastructure projects of strategic importance such as Crossrail 2⁸⁷.

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

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

26. Development viability

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

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

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

27. Monitoring and review

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

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

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

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

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

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

- producing supplementary planning documents and other relevant guidance to provide more detail of how policies should be implemented
- reviewing the mechanisms through which developers fund or contribute towards infrastructure and mitigate the effects arising from development.
- developing further working relationships with various partners across public, private and voluntary sectors to look at ways to facilitate implementation, including potential alternative forms of funding
- continuing to work with adjoining local authorities and agencies to address cross-boundary development needs
- extending of existing contracts to ensure waste from our black bins is managed effectively throughout the plan period
- reviewing capacity forecasts to make sure they reflect up-to-date guidance and any future changes to population and household growth
- holding discussions with developers and landowners to identify barriers to delivery, and
- reviewing site allocations to make sure there is an adequate supply of new homes, jobs and waste facilities to meet future needs.

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

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

Table 6: Monitoring and delivery framework

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

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

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
Meeting housing needs	S.H1: Delivering housing D.H2: Affordable housing and housing mix	Key objective 1: Principles 1, 2, 11, 12 Key objective 2: Principles 3, 6	KMI 10: Net additional homes in the monitoring year and previous years	3,931 new homes per year
	D.H3: Housing standards and quality D.H4: Specialist housing		KMI 11: Five-year housing land supply and fifteen-year housing trajectory	To demonstrate a five-year supply for housing (on a rolling basis) and fifteen-year housing trajectory
	D.H5: Gypsies and travellers accommodation D.H6: Student housing		KMI 12: Percentage of new homes that are affordable, measured by habitable room	50% of all new homes to be affordable ⁸⁸
	D.H7: Housing with shared facilities (houses of multiple occupation)		KMI 13: Percentage breakdown of all housing tenures	<ul style="list-style-type: none"> ● Of the affordable housing delivered, 70% will be rented housing and 30% will be intermediate housing ● Of all market homes delivered, 20% will be family housing (3 or more beds) ● Of all affordable homes delivered, 45% will be family housing (3 or more beds)
			KMI 14: Net additional non-conventional homes (outlining numbers of student beds and specialist housing)	70 units of specialist housing for older people per year
			KMI 15: Delivery of wheelchair accessible/adaptable homes	10% of all homes delivered
			KMI 16: Gypsy and traveller pitches	No net loss in the number of suitable gypsy and traveller pitches (safeguarded site at Old Willow Close)

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

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

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
Revitalising our town centres	S.TC1: Supporting the network and hierarchy of centres	Key objective 1: Principles 1, 5, 6, 7, 9 Key objective 2: Principles 4, 6, 8	KMI 22: Proportion and number of town centre uses (A1/2/3/4/5, B1, D1 and D2) within all town centres (including within primary and secondary frontages)	<ul style="list-style-type: none"> ● Not less than 60% A1 within Primary Frontage and Columbia Road/ Redchurch Street Neighbourhood Centres ● Not less than 40% A1 within Secondary Frontages and all other Neighbourhood Centres
	D.TC2: Retail in our town centres		KMI 23: Town centre vacancy rates	Decrease from baseline level (2016)
	D.TC3: Retail outside our town centres		KMI 24: Approvals and completions of additional short-stay accommodation	N/A
	D.TC4: Financial and professional services		KMI 25: Pitches and vacancy in council-owned public street markets	Increase (or no net loss) in the number of pitches
	D.TC5: Food, drink, entertainment and the night-time economy		KMI 26: Proportion of A5 uses within Major, District and Neighbourhood Centres and the number of existing and permitted A5 uses within 200 metres walking distance of an existing or proposed school. Monitoring will be supplemented by an annual public health analysis of childhood obesity in Tower Hamlets	<ul style="list-style-type: none"> ● In Major, District and Neighbourhood Centres, not more than 5% of all town centre uses to be A5 uses ● No new A5 uses permitted within 200 metres walking distance of an existing or proposed school and/or a local authority leisure centre
	D.TC6: Short-stay accommodation			
	D.TC7: Markets			

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
Supporting community facilities	S.CF1: Supporting community facilities D.CF2: Existing community facilities D.CF3: New and enhanced community facilities D.CF4: Public houses	Key objective 1: Principles 3, 5, 6, 7, 8, 10 Key objective 2: Principles 4, 6	KMI 27: Applications and permissions for new/loss of D1 and D2 community uses.	Prevent the loss of community facilities and ensure net gain over whole plan period
	KMI 28: Gain/loss of A4 floorspace	No further loss of A4 floorspace		
Enhancing open and water spaces	S.OWS1: Creating a network of open spaces S.OWS2: Creating a network of water spaces D.OWS3: Open space and green grid networks D.OWS4: Water spaces	Key objective 1: Principles 3, 6, 8, 9, 10 Key objective 2: Principles 1, 2, 6, 8	KMI 29: Area of land designated as open space (loss or gain from previous year)	No loss of public open space sites
	KMI 304: Number of eligible open spaces that have been awarded the Green Flag standard		Increase in the number of parks/open space with Green Flag Award	
	KMI 31: Loss of water space		No further loss of water space	
	KMI 32: Biological quality of the Lower Lea river		'Good' status or better	

Topic area	Policies	Objectives and principles	Key monitoring indicator	Target (if applicable)
Protecting and managing our environment	S.ES1: Protecting and enhancing our environment D.ES2: Air quality	Key objective 1: Principles 3, 12, 13, 14 Key objective 2: Principles 2, 8	KMI 33: Area of open and designated as a Site of Nature Conservation Interest	No net loss of land designated as a Site of Nature Conservation Interest
	D.ES3: Urban greening and biodiversity D.ES4: Flood risk		KMI 34: Number of developments approved against Environment Agency advice in relation to flood risk and water quality grounds	No unresolved Environment Agency objection to development
	D.ES5: Sustainable drainage D.ES6: Sustainable water and waste water management		KMI 35: Carbon dioxide emission reduction	Reduce carbon emissions by 60% from the 1990 baseline by 2025 ⁸⁹
	D.ES7: A zero carbon borough D.ES8: Contaminated land and storage of hazardous substances		KMI 36: Concentration of each pollutant at each monitoring station	To meet the limit values for nitrogen dioxide and concentration of PM10 particulate matter
	D.ES9: Noise and vibration D.ES10: Overheating		KMI 37: The number of developments that meet or exceed the air quality neutral standards	All development to meet or exceed the air quality neutral standards
			KMI 38: Percentage of new developments meeting zero carbon requirement (or 45% reduction target for non-residential up to 2019)	100% of new developments
			KMI 39: Percentage of residential development meeting the Home Quality Mark	100% of new residential developments
			KMI 40: Percentage of non-residential development meeting BREEAM excellent standard	100% of new non-residential developments

⁸⁹ London Plan target (GLA, 2016)

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

90 London Plan target (GLA, 2016)



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28. Appendix 1: Glossary and acronyms

Term	Abbreviation	Explanation
Active frontages		A building front that promotes activity and encourages cross-movement between the building at ground level and the adjacent public realm by the way the building is designed or orientated. A building provides active frontage if the ground floor avoids blank walls or obscured frontages, includes windows and openings, and provides a variety of uses all of which also contribute to natural surveillance and support the visual and physical relationship between the building and ground level.
Affordable housing		Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and our (the council) housing allocation policy. Affordable housing should include provisions to remain at an affordable price for future households or for the subsidy to be recycled for alternative affordable housing provision.
Affordable workspace		<p>Flexible workspace which is let to a workspace manager, and which will allow for occupation by the end users in one or more sectors on terms:</p> <ul style="list-style-type: none"> ● accessible to a wide range of users including but not limited to local residents, start-up entrepreneurs, SMEs ● substantially below market levels of rents and charges when compared with an equivalent letting of the space and facilities on the open market ● at a rate comparable with similar facilities available in Tower Hamlets or (if sufficient comparator premises do not exist in the borough) across London as a whole, and ● at rates which mean that occupation is feasible to a large number of small/start-up businesses in the relevant sector(s).
Amenity space		An area within the curtilage of a residential development that is used for recreation and provides visual amenity, e.g. gardens or landscaped space. This includes both 'private' and 'communal' amenity space.
Annual monitoring report	AMR	Assesses the effectiveness of our policies and proposals.

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

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

Term	Abbreviation	Explanation
Docklands Light Railway	DLR	An automated, driverless light metro system serving the redeveloped docklands area, including large parts of the borough and adjoining authorities
Dwelling		A self-contained unit of residential accommodation; also referred to as a 'residential unit'.
Early years		Facilities and services for children of pre-school age (0-4), which include childcare providers, children centres and nurseries.
Easily adaptable		Easily adaptable requires adjustable level kitchen units to be installed to replace the standard units provided; that a level access shower is provided in one bathroom with "wet-room" drainage and that all parts of the dwelling must be suitably sized and that walls are strengthened for the installation of additional mobility aids, as required in the GLA's Housing Supplementary Planning Guidance.
Elizabeth line		A new east-west spinal rail route through central London and beyond
Employment uses		Offices, industrial and storage and distribution facilities which fall under B1, B2 and B8 of the use classes order, as well as other sui generis uses with industrial functions.
Enclosure		Enclosure refers to the design and scale of buildings to create a sense of defined space. Development should create streets and spaces with a degree of enclosure by assisting in defining the edges of the public realm.
Energy opportunity areas		Areas of new development where more energy efficient solutions can be applied by considering potential sites together. It is in these areas that the principles of the Mayor of London's Energy Action Areas will be best applied.
Evening and night-time economy		Uses and activities including bars, cafes, nightclubs, restaurants and leisure activities which provide opportunities for people to enjoy and socialise in the evening and night time.
Family housing		Houses and flats which contain three or more bedrooms.
Fleet Operator Recognition Scheme Silver accreditation	FORS	The FORS scheme is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. The FORS silver accreditation is awarded to operators who maintain their bronze accreditation and are able to demonstrate they meet the FORS silver accreditation requirements.
Flood risk zone		Areas within the borough which are at risk from flooding. The flood risk zones consist of zones 1, 2 and 3a and 3b (the higher the number the greater the risk of flooding) and are based on the Environment Agency's flood map for England and Wales.

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

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

Term	Abbreviation	Explanation
Local views		A local line of sight from a particular point to an important local landmark, view or skyline.
Locally listed buildings		These are buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.
London Legacy Development Corporation	LLDC	The LLDC became the planning authority for the Olympic Legacy area following the Olympic Games in 2012. The north-east area of Tower Hamlets (Hackney Wick/Fish Island and Bromley-by-Bow) was transferred to LLDC in terms of planning responsibilities. Nevertheless, Tower Hamlets continues to provide other services and responsibilities, such as the allocation of affordable housing and provision of school places.
London Plan		The London Plan is the spatial development strategy for all of London. It is prepared by the Greater London Authority. In London, Local Plans must be in general conformity with the London Plan.
Major centre		A major centre has over 50,000 square metres of retail space, serves a borough-wide catchment, has a combined residential and employment density (in its catchment) in excess of other centres in the borough and contains a variety of functions and services, including a growing leisure economy.
Major developments		In the context of the Local Plan, major developments are defined as: <ul style="list-style-type: none"> ● 10 to 100 residential units ● 1,000 to 10,000 square metres floorspace, and ● development on a site of more than 0.5 hectare. Please note: any policy requirement referring to major development applies to all development above these thresholds, unless otherwise stated.
Metropolitan Centre		Metropolitan Centres are designated through the London Plan. Canary Wharf has been identified as already fulfilling the role of a Metropolitan Centre because it serves a wide catchment which extends over several boroughs and into parts of the wider south-east region. It contains at least 100,000 square metres of retail, leisure and service floorspace with a significant proportion of higher-order comparison goods relative to convenience goods. Canary Wharf has very good accessibility and significant employment, service and leisure functions.
Metropolitan Open Land		Strategic open land within the urban area that contributes to the structure of London and has the same protection as the Green Belt.
Movement hierarchy		The hierarchy of roads, streets and other movement routes that shape how people move around.
National Planning Policy Framework	NPPF	The National Planning Policy Framework sets out the government's planning policies for England.

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

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

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

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

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

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

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

Core Strategy policy reference	Core Strategy policy title	Local Plan policy reference	Local Plan title
SP01	Refocusing on our town centres	S.TC1	Supporting the network and hierarchy of centres
SP02	Urban living for everyone	S.H1	Meeting housing needs
		D.H2	Affordable housing and housing mix
		D.H3	Housing standards and quality
		D.H4	Specialist housing
		D.H5	Gypsies and travellers accommodation
		D.H6	Student housing
SP03	Creating healthy and liveable neighbourhoods	D.TC5	Food, drink, entertainment and the night-time economy
		S.OWS1	Creating a network of open spaces
		S.CF1	Supporting community facilities
		D.ES2	Air quality
		D.ES9	Noise and vibration
SP04	Creating a green and blue grid	S.OWS1	Creating a network of open spaces
		S.OWS2	Enhancing the network of water spaces
		D.ES3	Urban greening and biodiversity
		D.ES5	Sustainable drainage
		D.ES4	Flood risk
SP05	Dealing with waste	S.MW1	Managing our waste
		D.MW2	New and enhanced waste facilities
		D.MW3	Waste collection facilities in new development

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

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

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

30. Appendix 3: Parking standards

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

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

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

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

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

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

** Motorcycle parking standard

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

Accessible car parking - minimum requirements for parking for disabled people

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

Residential parking standards

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

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

31. Appendix 4: Waste collection standards

Residential refuse and recycling provision

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

Waste capacity guidelines

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

Internal storage requirements

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

Waste collection systems for residential properties

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

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

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

Multi occupancy properties

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

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

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

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

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

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

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

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

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

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

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

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

Individual properties

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

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

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

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

Bulky waste collection

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

Commercial waste provision

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

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

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

Waste collection vehicles – specifications and guidance

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

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

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

Maintenance of waste containers and related facilities

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

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

systems, compactors and automated waste collection systems.

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

Non-traditional mass waste collection and storage systems

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

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

31.33 There are three main groups of waste collection systems and some are on-site waste processing systems, which could be considered to help us reduce the burden on waste collection services. These are as follows:

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

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

Underground container collection systems

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

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

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

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

Vacuum collection systems

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

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

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

On-site compaction and container collection systems

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

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

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

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

Food waste macerators

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

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

Introduction

32.1 The National Planning Policy Framework requires local planning authorities to clearly set out their strategic policies in order to support the requirement for neighbourhood plans to be in general conformity with the strategic policies of the development plan.

Strategic policies

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

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

33. Appendix 6: Noise

Noise thresholds

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

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

Aims

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

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

Approaches to managing noise

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

General principles

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

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

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

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

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

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

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

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

Further information and guidance

- Noise Policy Statement for England (Department for Environment, Food and Agriculture, 2010)
- Heating and Ventilation Contractor Association – DW/172 Specification for Kitchen Ventilation Systems (2005)
- British Standard 8233: Guidance on Sound insulation and noise reduction for buildings (2014)
- British Standard 4142: Methods for rating and assessing industrial and commercial sound (2014)
- British Standard 6472: Guide to evaluation of human exposure to vibration in buildings (2008)
- BB93: Acoustic design of schools: performance standards (2015)
- British Standard 5228:2009+A1:2014 Code of practice for noise and vibration on construction and open sites (2014)
- ProPG: Planning and Noise – New Residential Development (Institute of Acoustics and Chartered Institute of Environmental Health and the Association of Noise Consultants, 2017).

Design criteria

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

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

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

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

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

Proposed developments - sensitive to noise

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

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

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

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

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

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

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

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

Industrial and commercial noise sources

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

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

Noise insulation

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

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

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

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

Entertainment noise

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

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

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

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

Objectives

33.20 For premises where entertainment takes place more than once per week music and associated sources should not be audible inside noise-sensitive property at any time.

33.21 For premises where entertainment takes place less frequently than once per week, music and associated sources should not be audible inside noise-sensitive property between 23:00 and 07:00 hours.

33.22 For the purposes of this document, airborne noise may be considered not audible when it is at a low enough level such that it is not recognisable as emanating from the source in question and it does not alter the perception of the ambient noise environment that would prevail in the absence of the source in question

Design criteria

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

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

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

Vibration levels from uses such as railways, roads, leisure and entertainment premises and/or plant or machinery at which planning permission will not normally be granted or in line with the most current version of British Standard 6472

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

34. Appendix 7: Housing trajectory

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

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

34.3 Tower Hamlets has a sufficient supply of land to meet its objectively assessed housing need (46,458 homes) during the entire plan period. We will also be meeting and exceeding the London Plan (GLA, 2016) target to help meet city wide needs up to 2026.

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

Housing pipeline and trajectory against targets

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

Housing pipeline against development status

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

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

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

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

Housing pipeline across sub-areas

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

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

Figure 52: Housing pipeline against the London Plan target

