



City Fringe

Opportunity Area Planning Framework

Adopted December 2015

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MAYOR OF LONDON



Foreword



Boris Johnson

Mayor of London

I am delighted to introduce the City Fringe Opportunity Area Planning Framework which has been the product of some excellent joint work between the GLA, TfL, The City of London Corporation and the London borough councils of Islington, Hackney and Tower Hamlets.

The City Fringe is among London's most significant areas for economic growth, whilst also containing some of the capital's most deprived neighbourhoods. The growth of Tech City represents a massive opportunity for London to consolidate its position as the unchallenged tech capital of Europe, whilst fuelling a growth engine that can drive regeneration in East London.

Financial businesses and services expanding from the City into the City Fringe and the high values commanded by residential development are creating significant challenges. Rising rents, a lack of space and a dwindling supply of affordable workspace are problems which, if not tackled, threaten the vision of Tech City being the hub driving innovation and growth the UK's digital economy.

This document sets out the strategies that will, alongside the policies of the London boroughs of Islington, Hackney and Tower Hamlets, address these issues and allow this key part of London to fulfil its considerable economic potential.

A handwritten signature in black ink, appearing to read 'Boris Johnson', with a long horizontal line extending to the right.

Executive summary

A CHANGING BOUNDARY

The City Fringe was historically regarded as the area around the north and eastern edges of the City of London's financial district. Despite the Global Financial Crisis, the core office market has continued to expand and is now well established in these areas. As a result, much of what was considered fringe in the early 2000s is now considered core, whilst the City Fringe has moved north and east into areas such as Dalston, Hackney, Haggerston and Whitechapel. The functional relationship and strong links with the City itself remain of key importance, as does the role played by the City's markets and expertise in supporting growth in the City Fringe.

THE GROWTH OPPORTUNITY AND THE THREATS

The City Fringe Opportunity Area (OA) contains significant development capacity in relatively central areas and there is particular scope not only to support London's critical mass of financial and business services but also the diverse cluster of digital-creative businesses in an expanding "Tech City". The expansion of Tech City and continued business growth in the City Fringe OA are recognised by both the Mayor and the Prime Minister as strategically important to the economy of London and the UK. This latest draft City Fringe has been re-focused to look at the key areas that planning can influence, that will maximise this growth and continue to drive the regeneration of East London.

The City Fringe is increasingly the home of new and emerging sectors of the economy with particular clustering and accommodation requirements. This hasn't happened randomly, and there are particular conditions that have encouraged clustering in the City Fringe, as they have in other places such as New York, San Francisco and Berlin. Some of these conditions are related to planning, whereas others (such as those associated with wider economic structural changes and cycles) are not.

The key growth conditions that planning can affect in the City Fringe are:

- Available, affordable, suitable business stock.
- Location and "creative vibe".
- Dense, urban, collaborative environment
- Connectivity.
- Mix of uses.

The availability of plentiful cheap business space associated with the industrial legacy of the City Fringe has been one of the most significant factors in the rise of Tech City. Many of the old warehouses and printworks have now either been redeveloped or refurbished and competition for leases is increasing, as the core office market expands and more "traditional" City businesses look to locate in the area. Furthermore the increasing attractiveness of the City Fringe and the arrival of Crossrail mean that higher value residential can often outbid and displace lower value office and light industrial uses when new sites become available. Over time this could contribute to the weakening and dissipation of the digital-creative cluster. This would be detrimental to London's wider knowledge economy and the ambition to create a world leading digital-creative business hub based around Tech City. The parallel growth in other sectors fuelled by the presence of new residents, workers and visitors with relatively high incomes is also subsequently threatened.

AFFORDABLE SPACE

Whilst all of the issues addressed in this document are important, the role played by affordable employment space and the importance this will have in future are particularly recognised. Coworking spaces will continue to play a role, and the market has shown that provision of some affordable space within larger developments can be an attractive lure for prestigious anchor tenant. Historic buildings, either individually or within conservation areas, continue to provide a valuable source of affordable and flexible space well suited to creative and other small businesses. It is still likely, however, to be a role for securing affordable space through mechanisms such as section 106 legal agreements. Local policy is recognised as the most appropriate way of responding to local need and delivering such space. This document is intended to address the issue at a strategic level and provide a suitable framework within which the policies of the London Boroughs of Islington, Hackney and Tower Hamlets can best secure affordable employment space.

VISION

Tech City UK and London & Partners have complementary remits and together they address nonplanning issues. The Mayor sets out in this document what the planning system can do to assist. The vision is:

“Enabling the business cluster to continue to grow as a mix of large corporations, SMEs, micro businesses and start-ups and become the innovation hub driving growth in London and the UK’s the digital economy, while delivering housing and other supporting uses such as retail and leisure. ”

There are five objectives in order to achieve this vision:

- Ensuring there is the space for continued business growth in City Fringe
- Striking the appropriate balance between residential and commercial development
- Supporting the mix of uses that makes City Fringe special
- Identifying the key strategic development sites
- Connecting the City Fringe

ENSURING THERE IS THE SPACE FOR CONTINUED BUSINESS GROWTH IN CITY FRINGE

Building on the exemption from changes to Permitted Development rights, the City Fringe OA is broken down into a “Core Growth Area” and a largely residential “hinterland”. It is more important to ensure an ongoing supply of employment floorspace and some older, affordable stock in the Core Growth Area. It is, however, accepted that there is a finite supply of older stock and that affordable employment floorspace must come forward in new developments especially where there will be demolition of existing affordable workspace. Developers should engage potential end-users using the London Open Workspace website, at an early stage to inform design and provide assurance that the space will be managed post construction and not converted to another use.

STRIKING THE APPROPRIATE BALANCE BETWEEN RESIDENTIAL AND COMMERCIAL DEVELOPMENT

The stock of employment floorspace, and the future pattern of demand is unlikely to be even across the City Fringe as Tech City expands. Current and future demand mapping has been commissioned to inform a map that further breaks the City Fringe OA down into “Inner core”, “outer core” and “hinterland” areas. This broadly sets out the relative levels of employment and residential use that should come forward on sites in the respective parts of the OA. It is not prescriptive, but is intended as a starting point for pre-application discussions and the assessment of planning applications.

SUPPORTING THE MIX OF USES THAT MAKES CITY FRINGE SPECIAL

The pressure for new development should not erode the qualities that draw businesses and residents to the City Fringe attractive in the first place. Ongoing provision of the mix of supporting uses such as leisure, retail and night-time economy needs to be managed in a way that doesn't compromise the character of the area and ensures “critical mass” at key locations such as special policy areas, CAZ frontages and the town centre network. Support is given to small independent traders and temporary “pop-up” uses that provide vibrancy and activity as well as provide valuable opportunities for new businesses.

IDENTIFYING THE KEY STRATEGIC DEVELOPMENT SITES AND CONNECTING THE CITY FRINGE

The various transport proposals are brought together in one integrated strategy. This provides clarity on how the area will be increasingly well connected within itself and with wider London, particularly as Crossrail and Crossrail 2 develop. Levels of walking and cycling are already high and can go even higher as more people live and work in the OA. Developers should

go beyond the minimum standards of cycle parking provision in the London Plan. The Super Connected Cities programme is signposted as a way stimulating demand and encouraging businesses to apply for vouchers to improve their Broadband connectivity.

The areas containing the key development opportunities are identified. It is these areas where most change will occur and into which Tech City is already expanding. These areas also face significant urban design challenges such as severance, poor public realm, poor structure and legibility and lack of public open space. Key Strategic Principles set out how these issues can be addressed and which sites present the opportunity to do so. They also set out how these areas can be better connected to one another and become a more integrated part of the wider City Fringe.

IMPLEMENTATION

The OAPF will be delivered in partnership with the London boroughs of Islington, Hackney and Tower Hamlets and the implementation chapter sets out how this will be achieved. Mechanisms for cooperation, funding and monitoring and review of the OAPF are considered in detail.

A transport review has been undertaken by TfL, and a Property Market Appraisal by URS, JLL and Hatton Real Estate was commissioned in order to provide a supportive evidence base for the OAPF.



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Introduction

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1 Introduction

PURPOSE OF THE GUIDANCE

1.1 In March 2012 the Government published the National Planning Policy Framework (NPPF) with the aim of making the planning system less complex and more accessible and to promote sustainable growth. Since then the London Plan has undergone two reviews. Given the level of consistency between the current London Plan and the NPPF, the Mayor considers that the London Plan can be seen as the expression of national planning policy for London, tailored to meet local circumstances and to respond to the opportunities to achieve sustainable development here.

1.2 This document does not create policy but provides guidance that supplements the Mayor's London Plan and the relevant borough policies for the City Fringe. The purpose of the OAPF is to elaborate on the development plan policies and provide guidance on how the Mayor and boroughs wish to see the policy implemented in the City Fringe Opportunity Area. The OAPF should also be a specific consideration for those sites in very close proximity to the Opportunity Area boundary, given the potential for such sites to complement the overarching strategy for the City Fringe Opportunity Area. The OAPF will provide developers, investors and land owners with greater certainty in the planning process.

1.3 This Guidance is supported by a Property Appraisal Study that looks at the business needs of the City Fringe, possible threats and how planning might best respond to assist growth. The framework has also been influenced by meetings and discussions with key public and private landowners who form the wider stakeholder group. This has included a review of current and consented development proposals in the Opportunity Area (OA).

1.4 The OAPF sits under the broad strategic policies of the London Plan and the more detailed policies provided in the Local Plans and Development Management Local Plans. The OAPF is supplementary planning guidance (SPG) to the policies set out in the London Plan. As such it has been subject to formal public consultation and is therefore a material consideration in respect of planning decisions in the City Fringe area.

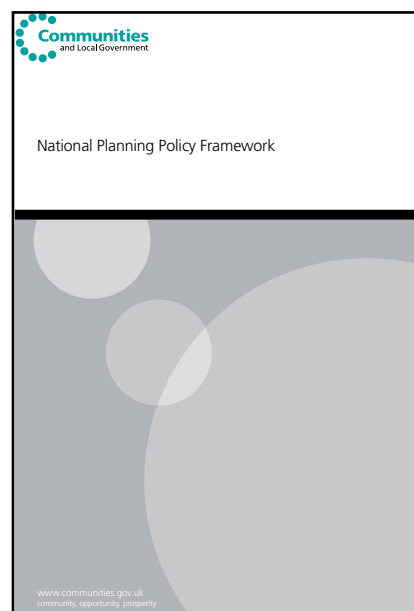


Figure 1.1 National Planning Policy Framework and the Draft Further Alterations to the London Plan

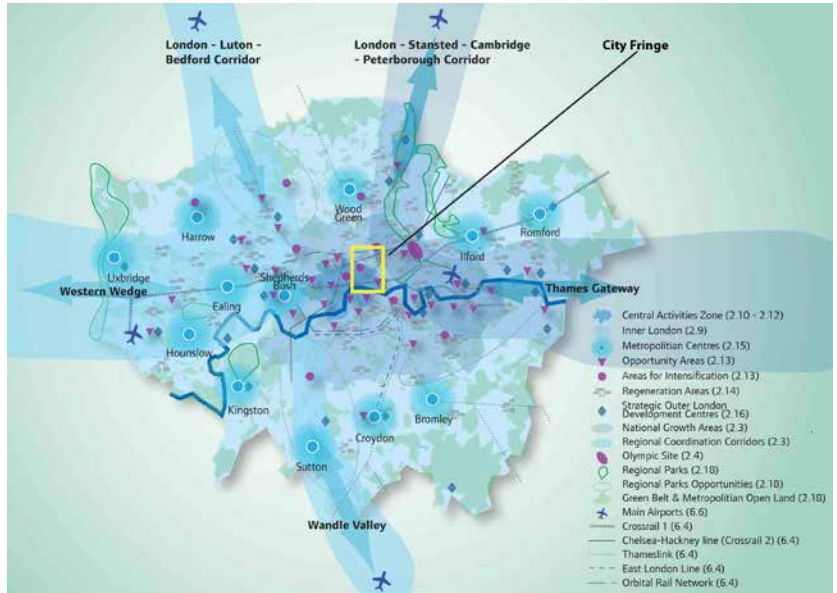


Figure 1.2 The key diagram

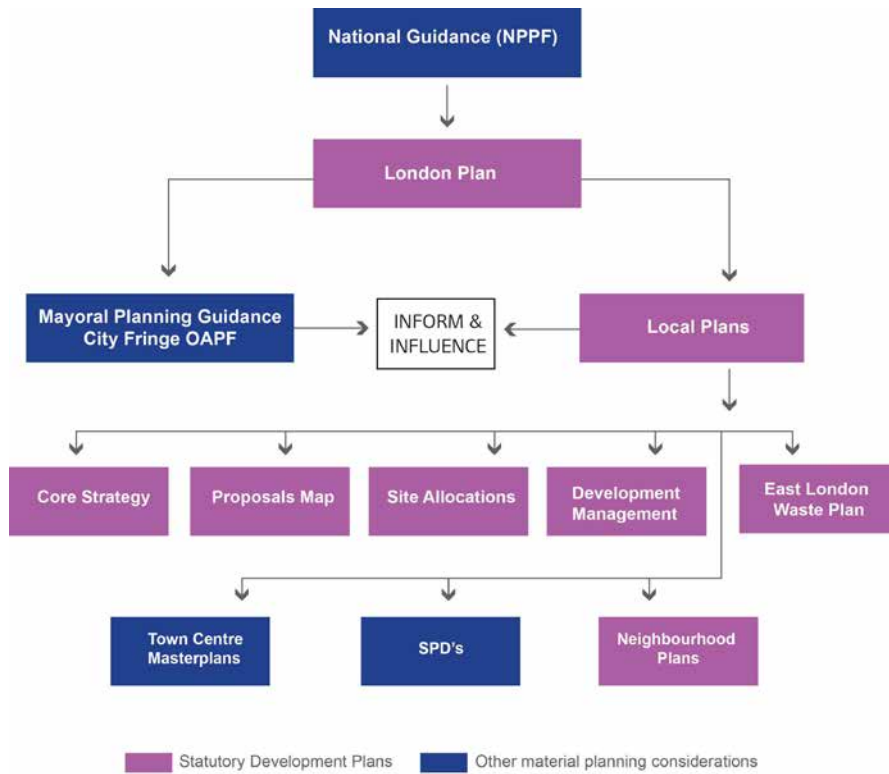


Figure 1.3 Material weight of this framework

CITY FRINGE OPPORTUNITY AREA

1.5 The City Fringe was historically conceived as being an area around the north and eastern edges of the City of London's financial district, covering Clerkenwell, Old Street, Shoreditch, Spitalfields, Aldgate and Whitechapel as well as outer parts of the City itself such as Broadgate. Over the past decade the core office market has expanded into these fringe areas, with new Grade A office developments and replacing much of the older stock. As a result, much of what was considered fringe in 2003 is now considered "core" by planners and the development industry. By the same token the City Fringe has moved north and east into areas such as Dalston, Hackney Central, Haggerston and the wider Whitechapel area.

1.6 The City Fringe Opportunity Area (OA) is now defined in the London Plan as being approximately 901 hectares of land covering parts of the London boroughs of Islington, Tower Hamlets and Hackney. The City Fringe Opportunity area is assessed as having capacity for over 53,000 new jobs and 15,000 new homes.

1.7 Tech City is recognised as a significant business cluster within the City Fringe but does not cover the whole of the OA. For planning purposes Tech City represents the commercial core of the City Fringe - around Shoreditch, Old Street, Bishopsgate and Spitalfields, extending north to Hackney Central and Dalston, and south and east to include Aldgate and Whitechapel. The wider boundary covers the hinterland area, which is mixed-use in many places but more residential in nature.

1.8 The City Fringe boundary no longer includes any part of the City of London Corporation area. As the City is an adjacent area of internationally significant business activity, the relationship and the dynamic between the areas has still considered in the formulation of this document.

1.9 The City Fringe OA contains significant development capacity in relatively central areas and there is particular scope not only to support London's

critical mass of financial and business services but also the diverse cluster of digital businesses that constitute Tech City. Consolidation of the digital cluster and continued business growth in the core areas of the City Fringe OA are considered strategically vital- a point recognised by the UK Government when an exemption to changes in permitted development rights was granted for the area.

1.10 The City Fringe Opportunity Area contains some of the most deprived inner city neighbourhoods in the UK, as well as more affluent neighbourhoods and developments. It is also an area rich in cultural diversity and heritage, for example town centres such as Brick Lane and Whitechapel which continue to support their local communities through a vibrant community, retail and cuisine based offer. Many communities of the City Fringe, however, continue to suffer from high rates of deprivation and it is important that job creation, apprenticeships and affordable housing are prioritised in order to address this and to assist growing sectors of the local economy.

1.11 City Fringe includes a great number of designated heritage assets and many buildings and spaces of heritage value. These are very important for the character of the area and continue to make an important contribution to the attractiveness of the area for creative industries.



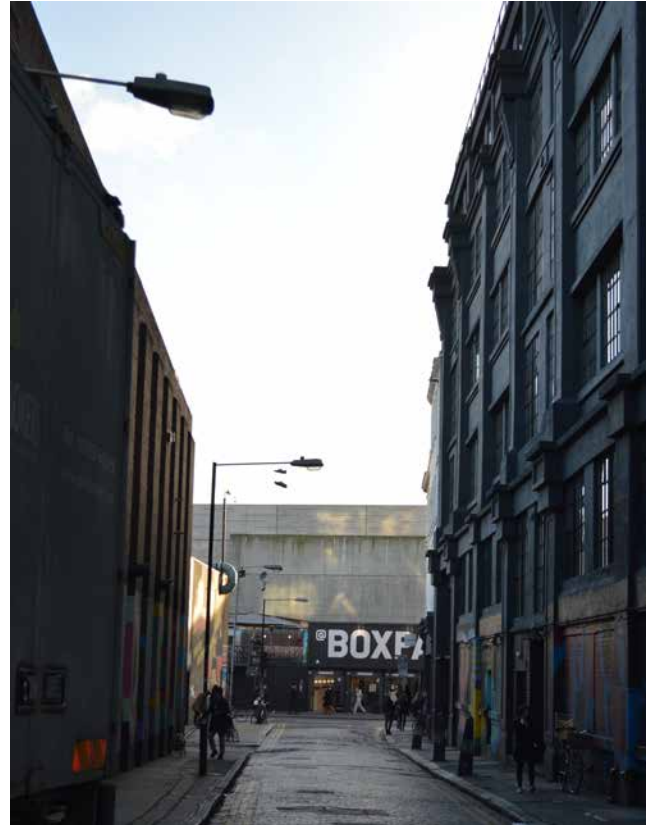
CITY FRINGE OAPF

1.12 In February 2008 the Draft City Fringe Opportunity Area Planning Framework (CFOAPF) was published for consultation with Hackney, Islington and Tower Hamlets Councils as well as the City of London Corporation. This, however, used the original City Fringe boundary. A joint response was received in October 2010.

1.13 This latest draft City Fringe OAPF responds to the joint response of October 2010 and has been re-focused to look at the key areas that planning can influence, that will allow the Tech City digital cluster to continue to grow and be a driver of regeneration in inner East London.

1.14 As the City Fringe also has a significant role in addressing London's housing need, a key aim is achieving a balanced, spatially nuanced approach that allows for the residential development needed without compromising the opportunity for economic growth. Residential development should not be at the expense of the employment land and the commercial floorspace the City Fringe needs to support growth.

1.15 The London Plan recognises that the City Fringe is increasingly the home of new and emerging sectors of the economy with particular clustering and accommodation requirements. This document considers the characteristics of this business ecosystem and what it is about the City Fringe that has enabled the growth of this digital cluster within it. The particular accommodation requirements are the subject of supporting work, which has informed the strategies set out throughout this document.



TECH CITY

1.16 As low-skill manufacturing relocates to low cost labour markets and the service and creative sectors become dominant in mature economies, the digital economy is becoming more important for the UK and other western countries. Realizing the potential, governments are engaged in efforts to intensify growth in their digital and creative clusters. The approach of the UK government is to support the growth of the existing clusters and the wider promotion of technology, creative and knowledge intensive businesses as part of their strategy to rebalance the economy and strengthen the UK's competitive position internationally.

1.17 Digital businesses have been setting up in London since the 1970's but since the late 1990's there has been significant growth focused on inner east London and in particular the City Fringe. The resultant digital-creative cluster has been christened "Tech City", a name which refers to the area around Old Street (or "Silicon") Roundabout.

1.18 Whilst activities such as software and web design and application development are important, Tech City is not really about creating new "tech". In fact TMT businesses are in a minority. Neither is it homogeneous as there is distinctive sectoral clustering throughout the area. Advertising, marketing, communications and branding agencies that have a focus on use of the internet are a key presence throughout the City Fringe but there is a particularly high concentration of such firms to the West of the City Fringe in Clerkenwell and St. Lukes. There is evidence of a smaller concentration of digital-media, advertising and marketing companies around Spitalfields.

1.19 In October 2010 the Prime Minister David Cameron set out his vision for Tech City to become an emerging technology hub of international significance, spreading from Old Street to the Olympic Park. The "spread" was already occurring, in that similar clusters have formed across inner London where the right conditions exist. This document only addresses the City Fringe, which contains the original, catalytic Tech City cluster. Residential pressure and rising rents mean that the cluster is now expanding to nearby areas such as Hackney Central, Dalston and Whitechapel.

WHY CLUSTER HERE?



1.20 Large cities, especially long-established ones such as London create agglomeration economies—within which businesses benefit from concentrating and co-locating in large groups. Over centuries of trading many specialisms have clustered in distinct parts of central London, and this is an ongoing process. Such clustering offers key advantages to businesses. These are:

- Attracting and retaining skilled labour
- Knowledge, innovation and technology transfer between businesses and sectors
- Competition with similar firms, which drives efficiency and improves global competitiveness.

1.21 London's knowledge economy can be seen to be consolidating in clusters along an east-west axis running from the Olympic Park in Stratford in the east and the Golden Mile and Hayes out towards Heathrow in the west. This axis connects Tech City with world class life science institutions including Queen Mary University, the BioEnterprise Innovation Centre, Royal London Hospital, Wellcome Trust, University College Hospital and the new Francis Crick Institute, as well as 4 of the top 40 universities in the world. Of these Imperial College, University College and King's College all have major new physical expansion projects underway and ambitions for greater collaboration with business, industry and academia, particularly across the engineering, technology and life science sectors.

This emerging east-west axis broadly aligns with the new Crossrail route, offering London's knowledge economy a new corridor of cross-sector collaboration, connectivity and growth.

1.22 The increasing attractiveness of the City Fringe, as well as the arrival of Crossrail also mean that higher value residential can potentially outbid and displace lower value office and light industrial uses which, over time, could lead to the weakening and dissipation of the cluster. This would be detrimental to London's wider knowledge economy and the ambition to create a world leading digital-creative business hub based around the current Tech City cluster.

1.23 The London Plan estimates that London may need up to 5.2m sq.m of additional office floorspace by 2031 in order to support projected employment growth. Central London is expected to need the majority of this floorspace and the Mayor is concerned that the planning process does not compromise employment growth.

1.24 The Mayor acknowledges that London's economy is changing and that it is important to ensure the ongoing availability of appropriate workspaces for London's changing economy. The London Plan seeks an increase in office stock where there is evidence of sustained demand for office-based activities, such as those in the City Fringe.

1.25 There are particular conditions that encourage clustering in the City Fringe. Some of these conditions are related to planning, whereas others (such as those associated with wider economic structural changes and cycles) are not. The key growth conditions that planning can affect in the City Fringe are:

- **Available, affordable, suitable employment stock.** The current digital-creative cluster isn't the first business cluster to form in the City Fringe. The decline of the printing industry and manufacturing in particular have left a good stock of smaller, affordable office accommodation that is well suited to creative industries and tech start-ups with limited infrastructure and servicing needs.
- **Location and "creative vibe".** The area is centrally located and has for decades attracted small businesses and artists who were also attracted by the availability of cheap space. Local Authority policies promoting nightlife, leisure and the arts (The "Young Brit Art" movement started on Hoxton Square) provided improved amenity for banking and financial services workers from the nearby City, whose spending promoted rapid growth in the arts and leisure industries.
- **Dense, urban, collaborative environment.** The City Fringe's unique character, mix of uses, transport and lively and informal networking opportunities and creative atmosphere make it a very attractive place for the highly educated, highly mobile professionals that successful digital companies need to attract. Such conditions prevail in other "urban tech clusters" like those in New York City, San Francisco and Berlin.
- **Connectivity.** The City Fringe has excellent public transport connections to other parts of London and its major airports. It is also a largely walkable area with permeable blocks, buildings with small floorplates and a largely efficient pedestrian movement network. Although there are some issues with legibility and wayfinding, it is generally easy to travel between the core growth area, the hinterland areas and other areas of East and Central London by bicycle. Modern businesses, particularly digital firms need a reliable internet connection with decent bandwidth and reliability. Central London not only has good broadband infrastructure, but Wi-Fi is available either free or for a small fee in many places.
- **Mix of uses.** Lifestyle choice and informal networking. The City Fringe has many small independent shops, bars, cafes, restaurants and street markets. This vibrant mix of land-uses allows plentiful opportunities for informal networking and initiating further collaboration. The leisure uses and night-time activities are a key attractor for the area.

CO-WORKING SPACES

1.26 An important source of employment floorspace for startups and microbusinesses in the City Fringe is typically provided by a third party workspace provider. Also often referred to as “co-working spaces” or “hubs” provision typically has an emphasis on flexible occupation and collaborative working. By sharing services and facilities costs are kept as low as possible and the relationship is usually one of membership rather than tenancy. Different levels of membership are tailored to needs and budget and range from hot-desking options to separate rooms or even a whole floor.

1.27 The multi-disciplinary, collaborative nature of these co-working spaces is likely to be important in stimulating the knowledge spillovers between sectors that are so important to the growth of the Tech City cluster as digital, marketing, creative and other professionals sit side by side and receive ideas and inspiration from one another.

1.28 Co-working spaces provide a useful support network that often includes skills enhancement, mentoring and business opportunities as well as social activities. Often the co-working space will be part of a group of such spaces that share ownership and a business model. These groups coalesce as “co-working communities” and some have links to the local residential community through initiatives such as free workshops, small apprenticeship schemes and community events.

1.29 Co-working communities in the City Fringe differ in size, business model, structure and space configuration. They range from listed companies, to social enterprises and even charities. Space availability and cost will in some cases dictate the professional profile of the members.

1.30 Successful businesses experiencing high growth will often seek to graduate from a co-working space and into their own property, although this is

not always the case. This is likely to be driven by a combination of increased space needs and the requirement for increased privacy, for example to protect higher value intellectual property. This can only happen, however, if such space is available and affordable and the lack of such “grow-on” space could be a constraint on growth.

1.31 Many co-working communities were founded by entrepreneurs who understand how start-ups and small businesses work, and risk is spread across the range of membership by offering affordable accommodation to self-employed individuals, homeworkers, more mature microbusinesses and larger, established SMEs.

1.32 Co-working facilities differ from serviced accommodation, although demand in the market for hub-type facilities has led to the lines becoming blurred as serviced office providers add similar services and try to appear more like a co-working space. Service office provision has a very clear landlord-tenant relationship.

1.33 Some larger firms now recognize the social and financial benefits they can derive through allowing part of their space to become a co-working space. Recent development proposals include office space aimed at accommodating co-working space to attract an anchor tenant and balance the risk. Some models now even involve balancing the risk by also providing serviced office accommodation

1.34 A key variable in keeping membership costs down within a given location is how the building was acquired and what the associated lease length and cost is. Over time they get more expensive as development pressure increases and the lease is unlikely to be extended unless tenant can afford much higher rents. At this point the building, and associated sunk costs on fit-out, are lost.

THE PARALLEL CLUSTER

1.35 The digital economy is characterised by high-wage, high-skill, labour intensive activity and has substantial multiplier effects. Whilst the Tech City cluster has grown, there has been parallel growth in other sectors fuelled by the presence of new residents, workers and visitors with relatively high incomes. This growth has seen increased employment opportunities for long-term residents of inner East London highlighting the potential for tackling persistent deprivation.

GROWING INSTITUTIONS AND SUPPORT

1.36 Several of London's world class universities are located nearby and are developing strong relationships with businesses in the area. UCL are now providing support to small businesses in Tech City through allowing digital startups to test their new products and services. Queen Mary (QMUL) are seeking to establish a stronger presence and further capitalize on the business and research opportunities, such as those promoted by the Medi-City initiative. This is a particularly strong opportunity at Whitechapel.

1.37 In addition to the growing links between academic institutions and the digital cluster, specialist institutional support is being fostered within Tech City. In 2012 the Open Data Institute (ODI) was founded with help from the Technology Strategy Board to help incubate and nurture new businesses and exploit open data for economic growth. Large private initiatives have also been announced. KPMG has stated its intention to open an office in Shoreditch with a dedicated team to support early stage technology companies, and technology firm IBM is also bringing its global entrepreneur program to the area.



EMERGING CLUSTER ECOSYSTEM AROUND TECH CITY

1.38 The Prime Minister's vision can be said to be already happening, with clusters emerging organically or being created/ nurtured in various locations. The continued focus on regenerating East London post-Olympics, increasing public transport delivery and the availability of development land in the nearby "Arc of opportunity" (the OAs of East London) significantly enhance the potential for the Tech City cluster, centred on the City Fringe OA, to become the driving force for an enlarged technology hub of global significance that is spread throughout East London.

1.39 Clerkenwell/ St. Lukes A well established cluster with a particularly high concentration of advertising, marketing, communications and branding agencies.

1.40 Angel. The most significant town centre in Islington Borough and a focus for the night time economy Angel also has a good supply of small offices. Many small businesses have been attracted to Angel, which has grown in significance recently as a business cluster. Local borough site allocations identify opportunities for delivery of new affordable workspace and SME office space.

1.41 Kings Cross. Home to Central St. Martins, Google and the Crick Institute. Tech, creative and medical convergence with High Speed rail link to Mainland Europe and underground link to Heathrow.

1.42 Canary Wharf. Europe's largest financial-tech (Fintech) and retail start-up accelerator space situated on levels 39 and 42 of 1 Canada Tower. Single land-owner creates unparalleled potential for Fintech and retail R&D. Proposals for Wood Wharf to accommodate tech occupiers as a key part of the future business community. New Crossrail station under construction.

1.43 Hackney Wick. Many lower value creative uses, some displaced from core areas of Tech City contributing to Europe's largest concentration of fine artists. Many SMEs and microbusinesses and a significant "maker community"- small-scale manufactureres with a focus on unique applications of technologies, invention and prototyping. Cycling and pedestrian connection to Tech City via Regents Canal, along which many informal networking and leisure opportunities are now emerging.

1.44 Here East, Olympic Park. Planned centre for innovation, education and enterprise in former broadcast centre with dedicated datacentre and excellent digital connectivity. BT Sport, Infinity SDC and Loughborough University are already tenants, and TechHub and Space studios have been signed to manage artist and startup facilities.

1.45 London Bridge/ Southbank. Increasingly significant levels of startup activity, particularly in the tech and creative industries.

1.46 Excel centre. Over one million square feet of flexible event space located close to the Siemens Crystal and new Crossrail station. Direct link to Digital Greenwich via cable car.

1.47 Digital Greenwich. Co-located with the O2 arena and Ravensbourne College with a quick underground link to central London. Central hub of the emerging Greenwich Millenium Village community, which will eventually have around 10,000 homes.

1.48 Silvertown Quays. Mixed-use redevelopment incorporating the "brand pavillion" concept, co-locating sales, R&D and back office functions of major tech retailers.

1.49 International quarter, Olympic Park. One of the UK's largest mixed-use schemes incorporating approximately four million square feet of office space and significant community and civic facilities.

1.50 Westfield Stratford. New shopping centre sited on large transport terminus as part of the Stratford City regeneration. Aims to set standards in innovation and early uptake of retail technology.

1.51 The City. Although still dominated by financial and business services industries, much floorspace has been taken up by the TMT sector in recent years. Many of these businesses provide supporting activities that support growth in Tech City. Perhaps inevitably 'Fintech' has become a significant and growing presence here and some growing businesses from Tech City have relocated to larger premises in the City.

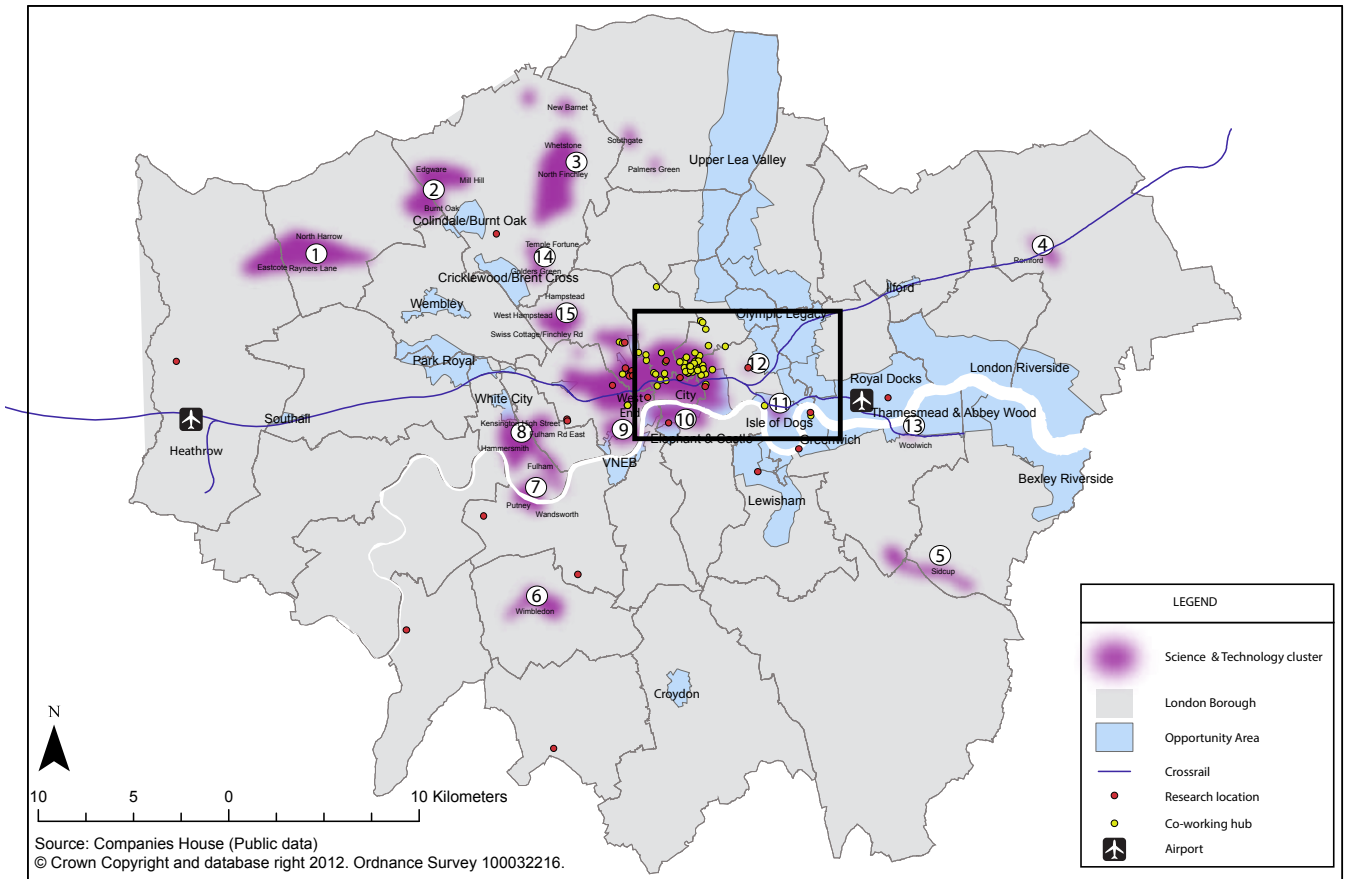


Figure 1.4 London's science and tech economy, research strengths and Opportunity Areas- roughly aligned with Crossrail

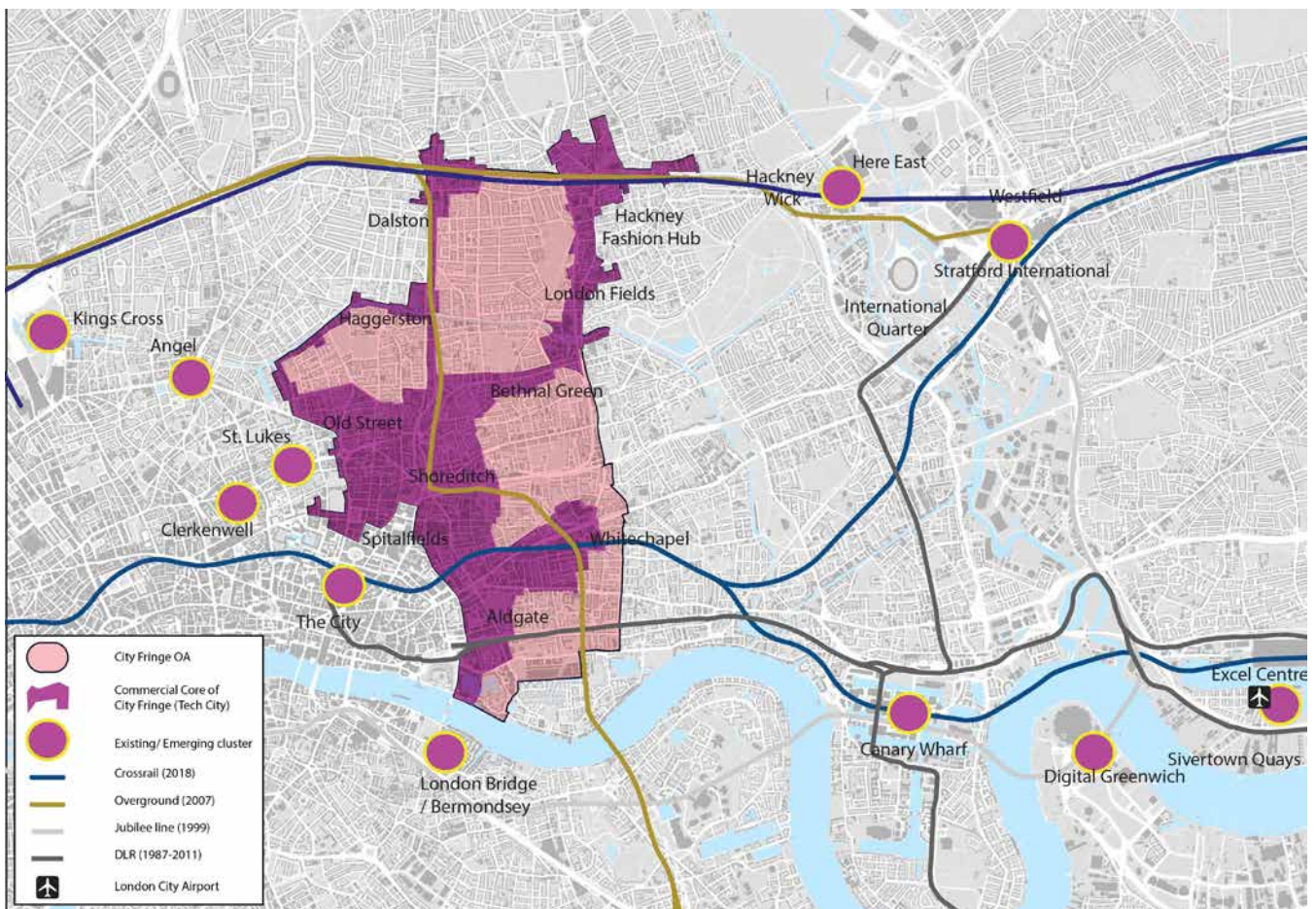


Figure 1.5 Existing and Emerging science and tech economy clusters in and around the City Fringe, with Crossrail and other recently delivered transport infrastructure

THE VISION AND OBJECTIVES

1.52 Tech City's role as innovation and start-up hub for the knowledge economy in London is strategically significant. Tech City UK and London & Partners have remits that specifically include assisting growth in the sector.

1.53 Tech City UK (initially Tech City Investment Organisation) is part of UK Trade and Industry (UKTI) and was initially set up to assist in accelerating digital businesses in Tech City. This was later widened to a UK-wide remit with a focus on:

- Forging partnerships across the ecosystem that provide entrepreneurs with extended reach
- Championing the digital and technology industry in the UK and internationally
- Informing policy makers at senior levels of Government about the needs of the digital entrepreneur
- Piloting programmes to increase the growth of digital entrepreneurship

1.54 London & Partners is a not-for-profit public private partnership, funded by the Mayor and a network of commercial partners. It was set up in 2011 to attract investment and visitor spend, in turn creating jobs and growth, build London's international reputation preserves its global position.

1.55 London & Partners work to attract foreign direct investment (FDI), capital investment into regeneration projects; and help London businesses to win business overseas. They open up direct access to expert and experienced professionals, who advise and guide overseas companies through every aspect of locating and doing business in London. They also promote London to overseas business expanding into the UK or Europe - from start-ups to established international companies.

1.56 Tech City UK and London & Partners have complementary remits and together they address non-planning issues. The Mayor sets out in this document what the planning system can do to assist.

1.57 The City Fringe OAPF takes this forward and is a growth focussed document aiming to maximize any

benefit planning can bring that will facilitate continued growth and expansion of Tech City. The vision is:

"Enabling the business cluster to continue to grow as a mix of large corporations, SMEs, micro businesses and start-ups and become the innovation hub driving growth in London and the UK's the digital economy, while delivering housing and other supporting uses such as retail and leisure. "

1.58 These are five objectives in order to achieve this vision:

- **Ensuring there is the space for continued business growth in City Fringe**
- **Striking the appropriate balance between residential and commercial development**
- **Supporting the mix of uses that makes City Fringe special**
- **Identifying the key strategic development sites**
- **Connecting the City Fringe**

1.59 Each chapter relates to one or more objectives and sets out the background to each issue, then sets out the strategies that will deliver each objective. In addition there is a chapter that sets out how the document will be implemented, with additional strategies to assist in this.

STRATEGY I - THE CITY FRINGE AS A PLANNING BOUNDARY

1.60 The City Fringe OA is the subject of strategic policies set out in the London Plan and the Local Plan policies of the London Boroughs of Islington, Hackney and Tower Hamlets. This document aims to give guidance on how these policies can be applied in order to best deliver the agreed vision and objectives. In order to ensure a consistent and coordinated approach across the three boroughs and provide a basis for the implementation of these policies and the City Fringe OAPF an indicative planning boundary has been agreed. This boundary is shown in figure 1.6 and consists of the core growth area and the wider, largely residential hinterland of the City Fringe OA. This boundary should formally adopted in Local Plans.

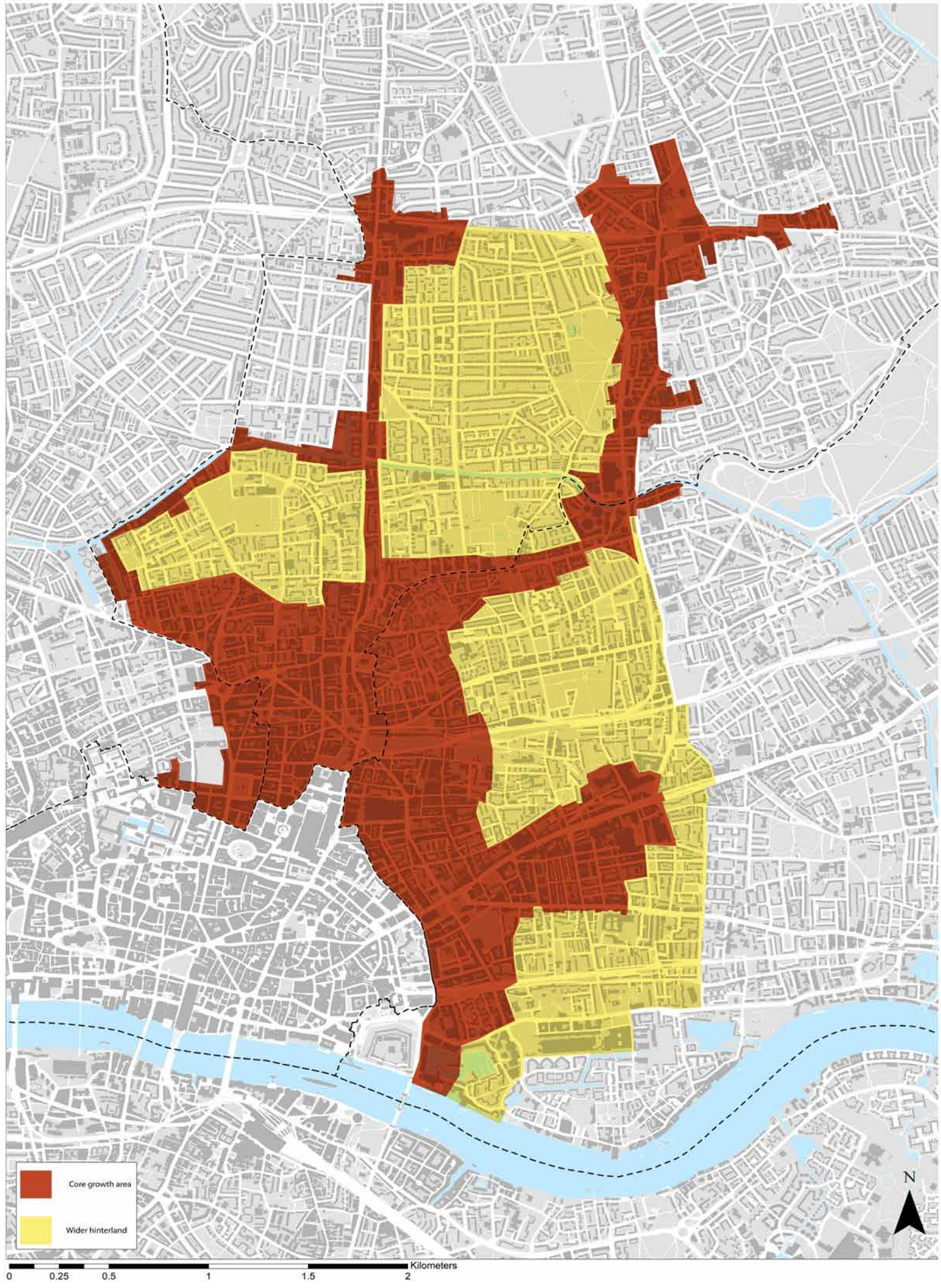


Figure 1.6 The Core and Hinterland areas of the City Fringe OA



2

Ensuring space for continued growth

Contents

- The mix of business in the City Fringe
- Analysis of the property market
- Types of space being used
- Supply of space
- Demand forecasts and comparison with supply
- Strategy 2: Protecting a quantum of floorspace needed for growth

2 Ensuring space for business growth

THE MIX OF BUSINESSES IN THE CITY FRINGE

2.1 The London Plan recognizes the need to support London's distinctive economic clusters and to protect and enhance the supply of offices where there is evidence of sustained demand. There have been structural changes in the past decade with small businesses becoming more important to both London and the UK economies. There have also been significant changes in the way office space is used, with new technologies and working practices offering new opportunities and blurring the distinction between office based work and light industry.

2.2 This document notes the growth of the Tech City cluster and seeks to reinforce and promulgate the catalysts for this growth. The primary aim of the OAPF is therefore to create a positive environment for employment growth in the City Fringe.

2.3 The knowledge intensive, business to business (B2B) firms in the Tech City cluster are typically not limited to selling their goods and services locally but over the internet, to a fast-growing global market. Their success provides strong conditions locally for the important business to customer (B2C) firms which make up the "the parallel cluster" and help drive the continued attractiveness of the area.

2.4 There is also evidence that larger corporations are relocating house employees that are specifically focused on digital-media related activity in the City Fringe. This offers the potential for knowledge spillover, innovation and recruitment due to proximity to other workers in the same field. The rich, innovative mix of small businesses and entrepreneurs is an attractor for the larger corporates. This emerging mix of the very large and the small is therefore likely to be a very important aspect of the ongoing development of the cluster.

ANALYSIS OF PROPERTY MARKET

2.5 In order to support and inform the preparation process, a detailed property market appraisal has been carried out. The operations, opportunities and challenges reflected in the property market are considered in order to identify the main planning related issues facing the City Fringe in its role as a place of work. The property market appraisal addresses knowledge gaps acknowledges that the City Fringe includes a wide range of businesses at different points in their life cycle, includes multiple sub-sectors, with a range of occupier and property requirements. There is also a wide spectrum of rent levels and lease lengths being sought. Supporting key areas of the cluster with the right workspaces and the right locations is important, but so is flexibility to allow the cluster to grow and develop. The findings of the property market appraisal help inform the strategies of this document.

2.6 The basic underlying approach of the property market appraisal was to consider the characteristics of the business cluster and likely demand, and of the property market and likely supply. In order to allow a systematic assessment of the key issues the following were considered:

- Types of space
- Supply of space
- Demand forecasts and comparison with supply
- Viability and competition with residential development

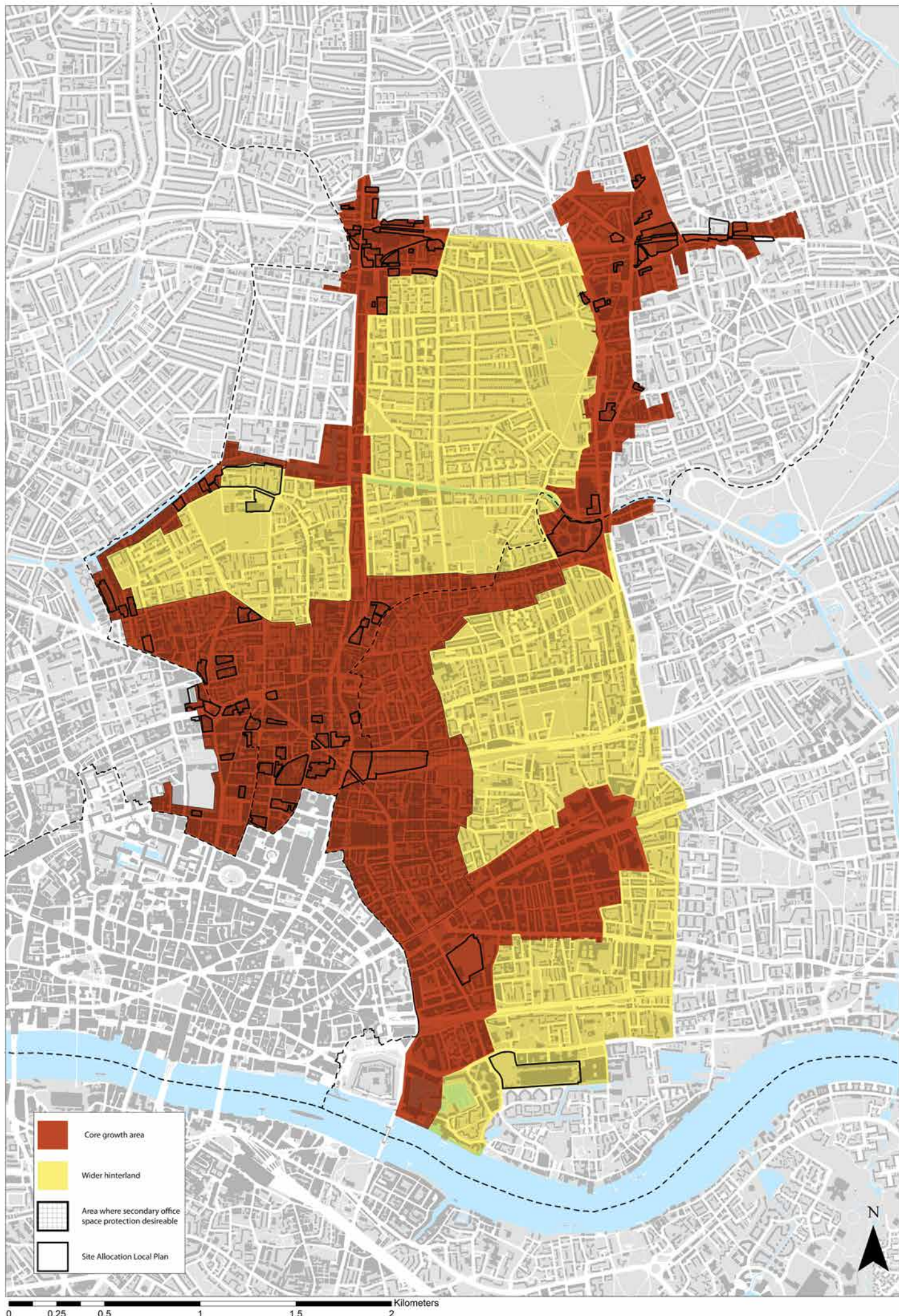


Figure 2.1 City Fringe core growth area divided into sub-market areas

TYPES OF SPACE BEING USED

2.7 There are five broad typologies of commercial space in the City Fringe, which are useful in considering the differing occupiers and their needs. These are:

- Artist's studios. Typically under 93 sqm (1,000 sqft). per unit but usually grouped together as a collection of unit in larger buildings centrally managed. Artist studios laid the foundations for the creative, and then digital-creative cluster when vacant buildings in the area were initially colonized in the 1970s and 80s. More recently there has been a generally movement away from the core growth areas into the hinterland and beyond. Hackney Wick, between the City Fringe and the Olympic Park has a particularly high concentration of artist's studios now.
- Co-working space. Typically up to 372 sqm (4,000 sqft) and an important source of space for start-ups and microbusinesses. Initially a small cluster concentrated on Shoreditch, this is now moving outwards on an east-west axis and will continue to grow with high demand for affordable space
- Start-up and other SME space. Also up to 372 sqm, this covers the smallest individual business units that are no co-working spaces or artist studios.
- Grow-on space. This is space occupied by growing businesses who have typically graduated from smaller space and is between 372 and 2,787 sqm (4,000 and 30,000 sqft). There is a relatively scattered provision of this, housed in a diverse range of spaces and locations across City Fringe.
- Corporate office space. This is for the largest occupiers of office space and is space over 2,787 sqm (30,000 sqft). These offices are usually large floorplate flexible space offering Grade A quality offices. The expansion of the City has brought more of these uses into parts of the City Fringe.

SUPPLY OF SPACE

2.8 The City Fringe is clearly a place in transition. High demand for housing in central areas has seen employment land being converted to residential use in areas like Aldgate. Although there remains strong demand for office space in the core growth area around Shoreditch, new development is constrained to the north and east by large areas of existing residential development, including social housing. The more peripheral areas of the City Fringe have subsequently become increasingly important sources of small space for start-ups- especially around Whitechapel. Demand for smaller space is increasing but the availability of space, including new build, is skewed towards larger floorplates. Large floorplate city office users have expanded south and east into Aldgate, Shoreditch west and Spitalfields. Schemes including flexible, dividable office floorspace are now being designed and delivered in core areas (including the City) to attract occupiers such as TMT, but the current mismatch between supply and demand means that office rents are rising rapidly and there is a short-term shortage of supply particularly in the core growth area.

2.9 The supply pipeline is constrained in the short term (to around 2016) but there are some large office buildings scheduled for completion over the medium term. Development activity was suppressed by the 2007 global financial crisis but interest has now picked up strongly indicating a step-change in demand from past trends. The total amount of floorspace (all uses) scheduled for completion in the City Fringe between 2013 and 2018 is almost ten times higher than the five-year historical average.

2.10 The majority of the potential future supply of new B Class employment floorspace is located within sites designated in Local Plans by the boroughs. Although this would seem to provide scope for growth of the office stock over the medium to long term, many planning permissions come forward with lower levels of employment use than outlined in policy. Furthermore once a planning permission is secured, the site often becomes the subject of revised planning applications which seek to reduce levels of employment floorspace. Should the incidence of this practice increase then the levels of employment floorspace actually built may be significantly lower than in the currently assumed pipeline.

DEMAND FORECASTS AND COMPARISON WITH SUPPLY

2.11 Demand forecasting looked at short, medium and long-term demand in low, medium and high growth scenarios. The potential net additional demand between 2013 and 2023 was forecast at between around 288,000sqm and 385,000 sqm. Strength of demand can be broken into three categories and this is shown on the “demand map” in Chapter 3. Projected demand exceeds supply in the short term across the City Fringe, indicating a supply-constrained market and highlighting the important role planning can have.

2.12 Over the medium and long term there is potential to meet much of the projected demand through intensification of under developed sites and through comprehensive redevelopment of Local Plan sites. Analysis of the permissions granted so far on Local Plan sites, however, found that sites designated for employment use have been granted permissions for other uses, predominantly residential. This may mean that the potential for Local Plan to meet future demand for employment floorspace in the City Fringe is overestimated.

STRATEGY 2: PROTECTING A QUANTUM OF WORKSPACE NEEDED TO FACILITATE GROWTH

A. PD EXEMPTION/ ARTICLE 4

2.13 The mayor has assessed that as of April 2013, new office to residential permitted development rights (PDR) would likely have led to the unplanned loss of significant employment floorspace in the core growth areas of the City Fringe (Tech City), causing significant harm to future business growth in the area. An exemption has therefore been granted in recognition that it could otherwise have been to the detriment of a nationally significant area of economic activity. It should be noted that this exemption also covers the Central Activities Zone, Isle of Dogs, Royal Docks Enterprise Zone and the Royal Borough of Kensington & Chelsea. Figure 2.2 shows the extent of the City Fringe area covered by the exemption. The exemption has since been reviewed and will now run until May 2019.

2.14 As noted above, any removal of the exemption could lead to significant harm to the economic growth potential of the City Fringe Opportunity Area. Any future proposed changes to the planning system, particularly any amended prior approval categories or allowances for consideration of an areas specific economic characteristics, should have specific regard to the unique role of the City Fringe Opportunity Area.

2.15 When the current exemption expires, in May 2019, it is proposed that it be replaced with Article 4 Directions made by local planning authorities, subject to Secretary of State approval. The Mayor will provide strategic support for a co-ordinated approach to the introduction of these Article 4 Directions to ensure that London's nationally and internationally significant business locations are safeguarded, including Tech City. Geographically specific and targeted areas beyond the currently exempted locations should only be included in Article 4 Directions where these can be justified by local evidence.

2.16 Evidence to support Article 4 Directions for London's nationally and internationally significant business locations could include:

- Office floorspace stock and planning pipeline, occupation, vacancy and availability rates, comparative office/residential values and employment levels/ trends
- Relationship with London Plan and Local Plan policies and local economic development strategies
- Contextual background on the international/ national significance of the office uses and agglomeration of high value added activities in the area, and their contribution to the output and productivity of the wider UK economy and central London office market
- Scale/significance of short/ medium/long term adverse impacts of PDR that would arise in the absence of an Article 4, for example:
 - * ability to meet NPPF objectively assessed need for office floorspace;
 - * impact on occupied offices, business and employment – directly through loss of capacity, businesses and jobs and indirectly through rights to amenity/ daylight etc;
 - * impacts on agglomeration and clustering;
 - * impacts on ability to assemble sites for office development;
 - * impact on provision of affordable housing and contributions to essential infrastructure.

B. CORE GROWTH AND RESIDENTIAL HINTERLAND

2.18 The core growth areas of the City Fringe are where there will need to be a continued supply of employment floorspace. This is not to say that demand and the appropriate level of supply will be even throughout the core areas, or that provision of employment space is inappropriate in the largely residential hinterland. Further work has already been undertaken and specific detail given with regard to Site Allocations- shown on the map. The broad levels of employment floorspace expected from development in the different areas is explored in more detail in Chapter 3.

C. AFFORDABLE SPACE AT THE CORE OF TECH CITY

2.17 Much of the growth associated with the digital-creative cluster occurred because of the availability of affordable, second hand office or light industrial stock in the City Fringe. Such buildings not only provide a valuable source of affordable workspace but in many cases contribute positively to local vitality and character. A continued increase in demand for secondary office space is highly likely and it is beneficial to the future growth prospects of Tech City to protect some of this space in the most in demand but vulnerable areas. These are areas where residential demand is high but there is a relatively large concentration of secondary office stock close to the core growth area. These areas are (See map 2.3) Canalside, Shoreditch East and Spitalfields.



D. PROVISION OF EMPLOYMENT FLOORSPACE IN NEW DEVELOPMENT (INCLUDING MIXED-USE DEVELOPMENT)

2.19 The Mayor supports proposals for new B Class employment space, including securing new affordable workspace as part of major employment developments, and the redevelopment of existing low value workspace outside of those already identified in Canalside, Shoreditch and Spitalfields. For sites in the core growth areas the applicant should seek to incorporate a proportionate level of affordable workspace that is flexible and/or suitable for occupation by micro and small enterprises. Developers are encouraged to look at existing models of workspace that are designed to house a range of business sizes from startups to anchor tenant, therefore balancing the risk to the landlord. Generally, applicants are required to submit a detailed explanation of how the workspace is to be managed post-construction and, where appropriate, evidence of agreement to lease the workspace to a workspace provider. This should include confirmation from the workspace provider of willingness to manage the shell and core, to an agreed specification, on concessionary lease terms which will allow the space to be let to end users at economic rents. It should be noted that individual boroughs may have different approaches to securing affordable workspace. It is recommended that applicants engage boroughs and workspace providers at the earliest opportunity in the evolution of proposals and actively involve them in the preapplication process. They should address issues of design and management early on and satisfy the local authority that floorspace will be useable and viable for use by micro and small enterprises and managed according to any local guidance. A map and accompanying list of workspace providers is kept up-to-date on the GLA website at:

- <https://www.london.gov.uk/priorities/business-economy/for-business/business-support/london-workspaces>

2.20 Where an end-user has not been identified, employment floorspace should be well designed, high quality and incorporate a range of unit sizes and types that are flexible, with good natural light, suitable for sub-division and configuration for new uses and activities. This should include units for occupation by small or independent commercial enterprises and consideration should be given to providing “grow-on” space, between 372 and 2,787 sqm (4,000 and 30,000 sqft).

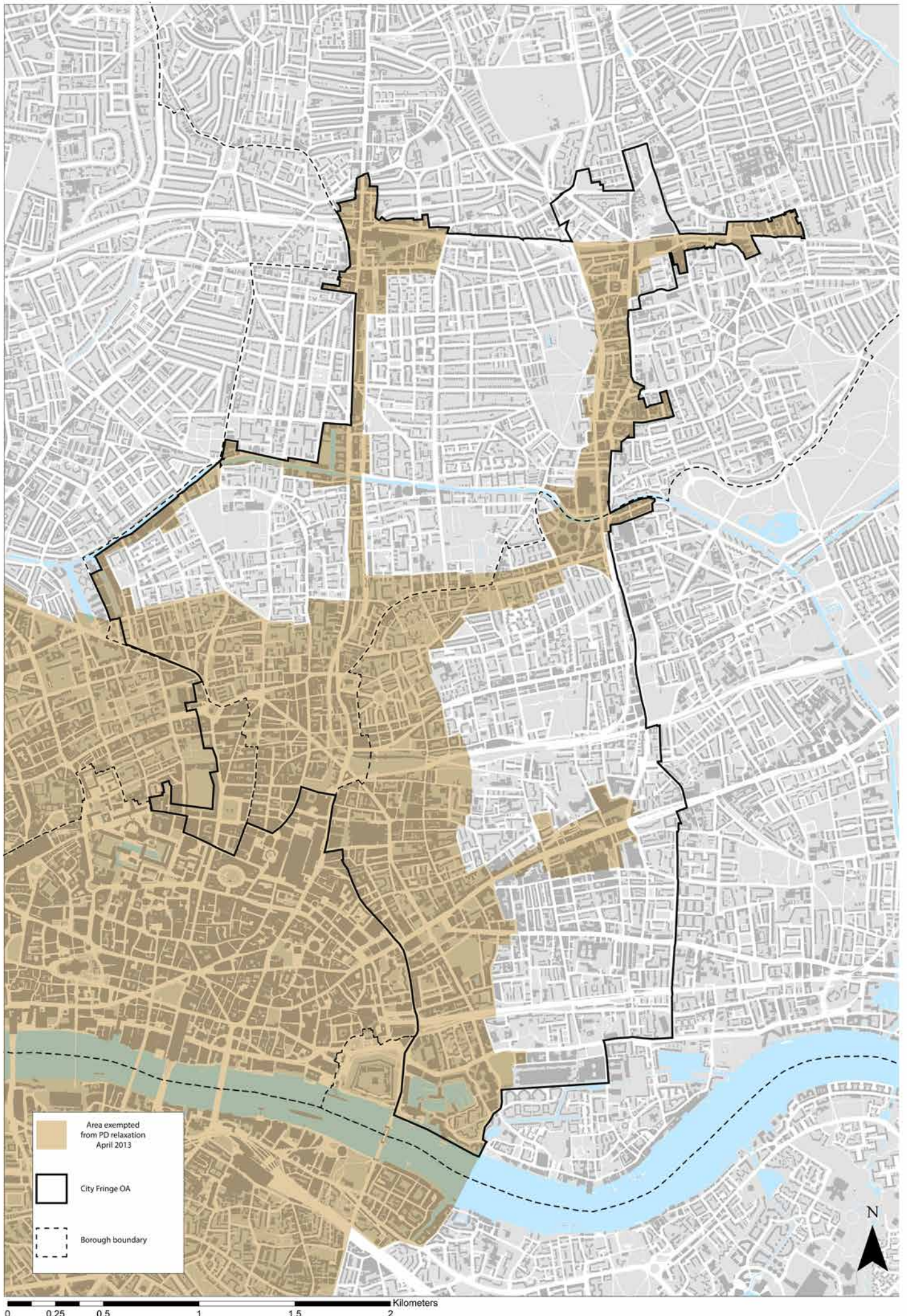


Figure 2.2 Area exempted from changes to Permitted Development April 2013

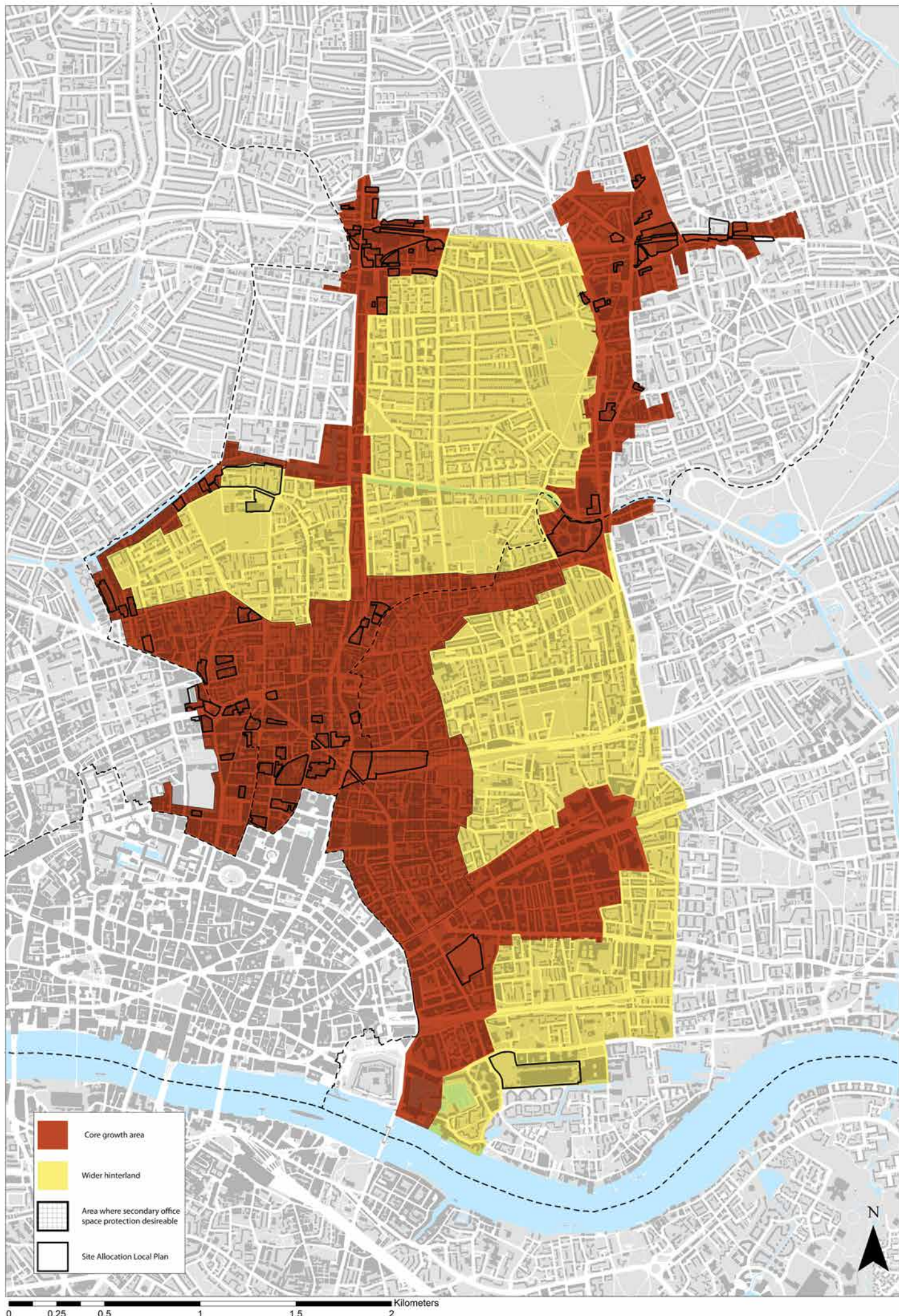


Figure 2.3 Map of core and hinterland areas, area where secondary office space is desirable and with Site Allocations

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3

Striking the balance

Contents

- Viability and competition with residential development
- Strategy 3: Striking the balance between employment and residential

3 Striking the balance

VIABILITY AND COMPETITION WITH RESIDENTIAL DEVELOPMENT

3.1 The difference in value between commercial and residential land use in the City Fringe has put considerable pressure on commercial space- particularly at the affordable end of the spectrum. Residential development can present potential issues with servicing and late operation in established employment areas and with residential land typically being subject to long leaseholds such areas are unlikely to revert to commercial regardless of future economic conditions. The City Corporation have, for many years, used planning policy to manage land-use and ensure that the City continues to operate as a hugely successful business location.

3.2 The London Plan encourages mixed-use development, recognising that London's economic growth depends heavily on an efficient labour market, which in turn requires adequate housing provision that could also sustain other uses nearby. Local and strategic mixed-use policies aimed at re-provision of lost commercial space in the City Fringe area have, however, had limited success. Issues encountered include commercial space which fails to respond adequately to demand and therefore is not marketable. This can then be unoccupied and become vulnerable to conversion to residential at a later date. Discussion around viability and marketability may be failing to take into account the changing and cyclical nature of office provision in the City Fringe. The risk is that poorly designed workspace and short-term focused marketing assessments threaten to limit space available for expansion of economic activities.

3.3 In recognition that mixed-use housing and commercial redevelopment can sometimes compromise broader economic objectives, such as sustaining key clusters of business activity, the London Plan provides for exceptions to its on-site mixed-use policy. These exceptions currently apply when a case can be made in the CAZ or the Northern Isle of Dogs and they still result in the provision of extra housing off-site instead of on-site. While some of Tech City is within the CAZ,

much of it- including the new areas into which it is expanding, is not. Further reviews of the London Plan will consider the scope for extending the CAZ.

3.4 Demand for residential space is strong and this is likely to continue. This strong demand is driven by some of the same factors as the rise of the digital-creative cluster and the past decade has seen a significant increase in the numbers of affluent young households moving to inner east London. The market for new build in inner London is also partly driven by demand from buy to let, overseas investors and buyers often agreeing to purchase units well in advance of completion. The annualized rate of house price increase in the City Fringe is around 2% higher than the London average and residential prices are markedly higher than the capitalised values achieved on recent office transactions.

3.5 Even allowing for factors such as extraordinary costs associated with changing the built fabric, the market outlook and landlord aspirations, it is expected that where possible the redevelopment of employment land for residential use will remain an issue over the short and long term in all but the prime office market.

3.6 Canalside appears to be a location where redevelopment of prime office stock into residential is viable. For less valuable secondary office stock the area is wider and includes Shoreditch as well as Canalside, where residential values are highest. This is a concern as the secondary rent offices are the most attractive to the start-ups and SMEs that form a key element of the business ecosystem of Tech City and the City Fringe. These areas are also where demand for office space is outstripping supply.



STRATEGY 3: STRIKING THE BALANCE BETWEEN EMPLOYMENT AND RESIDENTIAL

3.7 As CAZ and Tech City expand, there is a need to ensure that development facilitates economic growth. Where demand is likely to be strong, increasing levels of employment floorspace will be required to accommodate this growth sustainably.

3.8 The City Fringe contains a mix of employment and residential uses, but these are not uniformly distributed across the area. There is a strong commercial core to the area, where there is still a contiguous cluster of employment floorspace. This is the area where the Tech City cluster and other businesses are concentrated and expected to expand into. Conversely there are also large areas containing mostly residential development. This is the residential hinterland of the City Fringe and it is undesirable to have inappropriate overprovision of employment floorspace here. These separate areas, in combination with demand mapping carried out as part of the Property Market Appraisal have been used to inform a map that will guide discussions around the respective levels of employment and residential development that is appropriate in the different parts of the City Fringe.

3.9 The London Plan and the relevant Borough Local Plans establish the policy framework that will inform the appropriate mix and balance of uses within the City Fringe (see Appendix 1 for summary of key relevant Borough policies). It is recognised that policies regarding the protection and promotion of employment land/ floorspace vary between Boroughs and by location within the OAPF area. The map in Figure 3.1 considers these nuances in policy, as well as the demand mapping, and provides a starting point for discussion on application sites. For this purpose the City Fringe is split into three areas:

- **Inner core areas where demand is expected to be highest.** This is where development proposals for employment floorspace (including refurbishment; and demolition and redevelopment) will be encouraged and supported, in order to support the process of the core expanding and prevent supply diminishing. Within the sites designated as priority employment land by the local council, development proposals (including refurbishment; and demolition and redevelopment) which result in a net loss of employment floorspace should be refused. Any development proposals (including refurbishment; and demolition and redevelopment) on these sites should provide the maximum viable amount of employment land and floorspace possible. The aim should be to achieve an employment-led scheme and one which results in an overall increase in employment floorspace

compared to the existing amount. Elsewhere, developments should seek to re-provide at least the same quantum of employment floorspace, and support an appropriate overall balance between employment and residential floorspace. Strong consideration should also be given to developing employment-led schemes and to the opportunity to provide an overall uplift in employment floorspace, through more intensive redevelopment of the site. Applications for mixes of uses contrary to those set out in the relevant Local Plan documents in these areas should be refused.

- **Outer core areas where demand is still expected.** These are areas where demand is not currently as high as in the inner core, but where demand is expected to pick up in the medium to long term as the Tech City Cluster expands into these areas. Here mixed-use schemes should still seek to provide significant employment floorspace where proposals include the demolition of existing employment floorspace. Where there is an existing employment use and/or evidence of likely demand and proposals include a net loss of employment floorspace, the applicant should demonstrate that a similar number of jobs could still be supported within the development through the use of recognised and appropriate job density figures. Applications for a mix of floorspace that is not employment-led on sites designated as priority employment land by the local council should not be granted unless the applicant can provide robust justification as to why this cannot be achieved.
- **Hinterland areas.** Some employment floorspace may be appropriate but proposals are likely to be more residential in nature. Consideration should still be given to supporting leisure and retail uses, particularly in areas where there is evidence of deficiency. Such uses should be located as per strategies set out in Chapter 4.

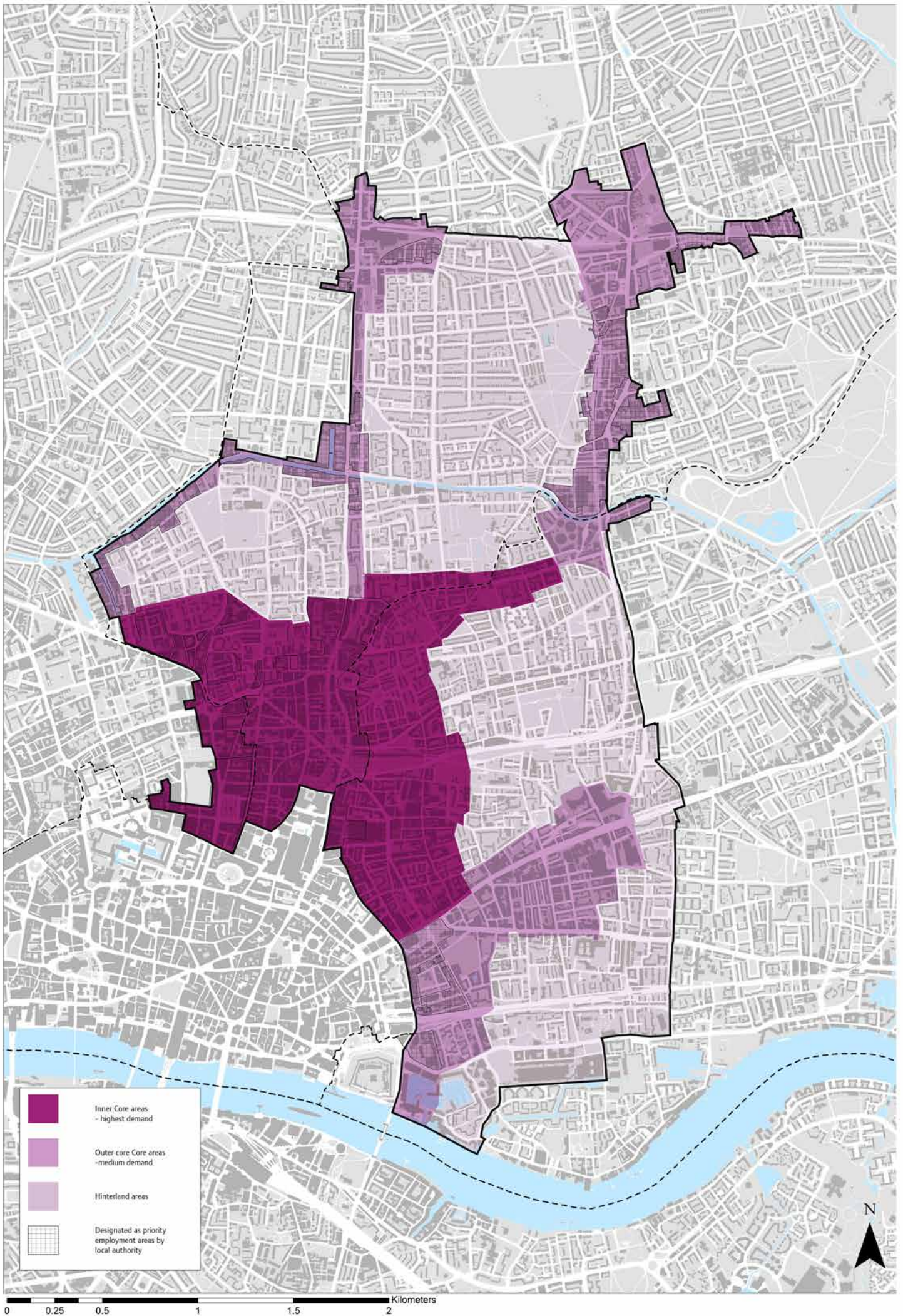


Figure 3.1 .Likely future demand map of areas where an ongoing supply of employment floorspace is needed



4

Supporting the mix that makes City Fringe “special”

Contents

- Mix of uses- lifestyle choice and informal networking
- Strategy 4: Supporting the mix of uses that makes the City Fringe special
- Strategy 5: Supporting pop-ups and temporary uses

4. Supporting the right mix

MIX OF USES- LIFESTYLE CHOICE AND INFORMAL NETWORKING

4.1 The City Fringe is a densely populated area with many small independent shops, bars, cafes, restaurants and street markets. This vibrant mix of land-uses allows plentiful opportunities for informal networking and initiating further collaboration. The leisure uses and night-time activities are a key attractor for the much sought after young, skilled professionals a successful digital company needs to attract.

4.2 In addition many small cafes, bars and bakeries have become informal working spaces which can spark collaboration. The cafes and bars often provide free or concession Wi-Fi and have become a significant provision of “touch down” space for early start-ups who cannot yet afford co-working space. Whilst provision of such space should not be discounted against provision of B Class employment floorspace, it is becoming increasingly important and strengthens the City Fringe’s ability to attract and support startups.

CREATIVE CHARACTER

4.3 In the decades before the proliferation of digital technology, this area experienced an influx of artists as well as small businesses, attracted by the availability of cheap space.

4.4 As already mentioned, the creative character of the area has made it more attractive as a business and residential location. It is important that these positive characteristics persist as the business cluster expands and consolidates. The growth of the parallel cluster and associated retail, leisure, café, cultural and night-time economy are all important here. There is also a potentially important role for temporary or “pop-up” uses.

Number	Centre/ Frontage	Significance
1	Dalston	Major centre, NTE > local significance*, street market
2	Kingsland Road	Local centre
3	Hackney Central- Mare Street	District centre, NTE > local significance*
4	Broadway Market	Local centre, street market
5	Cambridge Heath Road	Local centre
6	Hoxton Street	Local centre, street market
7	Columbia Road	Local centre, street market
8	Bethnal Green	District centre, NTE > local significance*, street market
9	Brick Lane	District centre, NTE > local significance*, street market
10	Shoreditch	CAZ, NTE of regional significance
11	Wentworth Street	Local centre, street market
12	Whitechapel	District centre, street market
13	Watney Market	District centre, street market
14	Thomas More	Local centre
NTE= Night Time Economy		
*Indicates NTE of greater than local significance, as set out in Annex 2 of the London Plan		

Figure 4.1 Town Centre designations

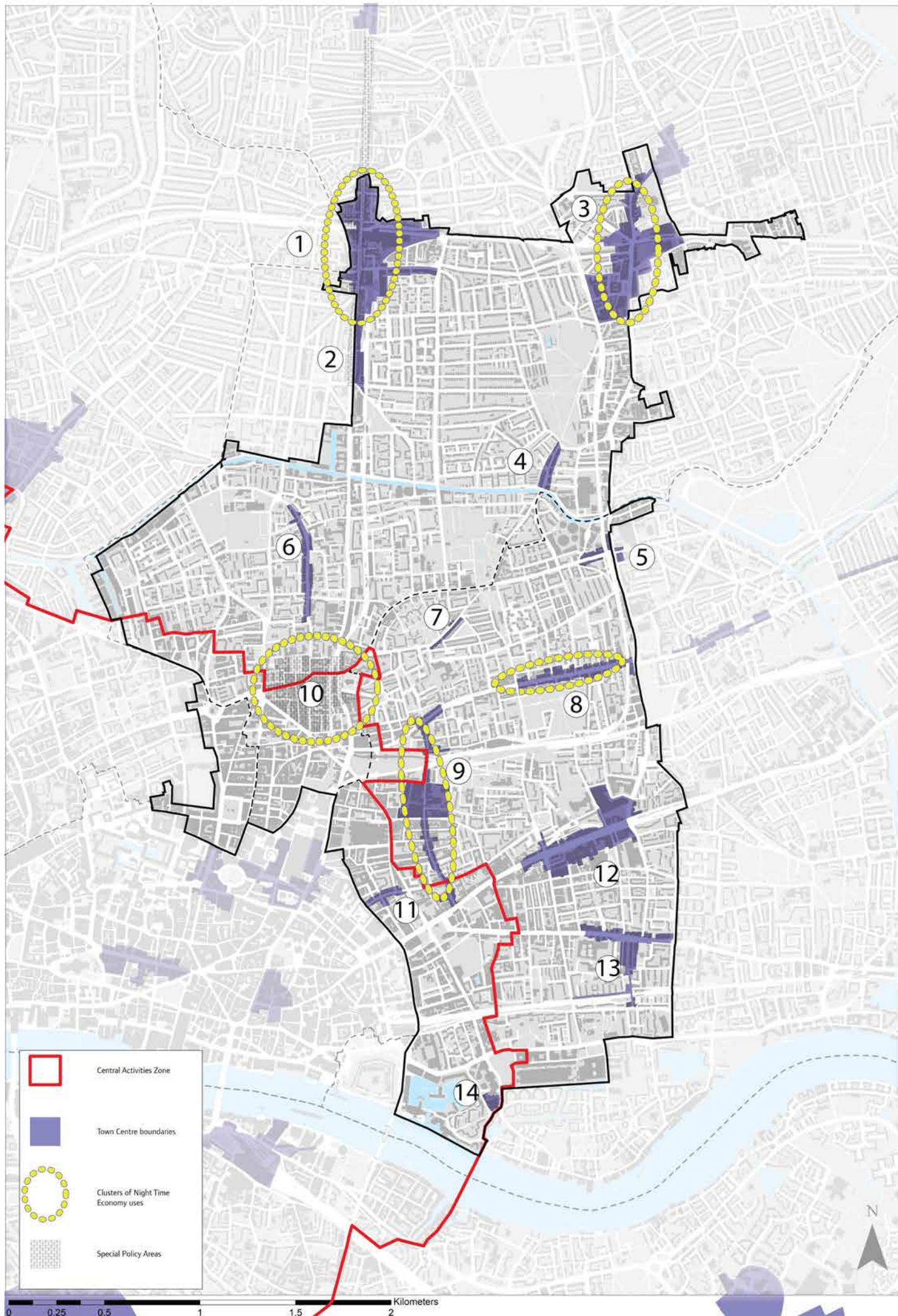


Figure 4.1 CAZ, Town Centre boundaries, Special policy Areas and clusters of significant Night Time Activity (NTE)

STRATEGY 4: SUPPORT FOR THE MIX OF USES THAT MAKES THE CITY FRINGE SPECIAL

4.5 An expanded business cluster should not come at the expense of what makes it attractive to business in the first place. The vibrant, exciting mix of uses are a key element of this and offer a firm foundation for the future trajectory of the City Fringe. Policy and development proposals should support the provision of high density, mixed-use schemes across the City Fringe and such schemes should seek to provide a well-balanced mix of retail, cultural and leisure uses to support development. This should be in addition to, and not instead of, a level of B class employment space commensurate with the guidance in Chapter 3.

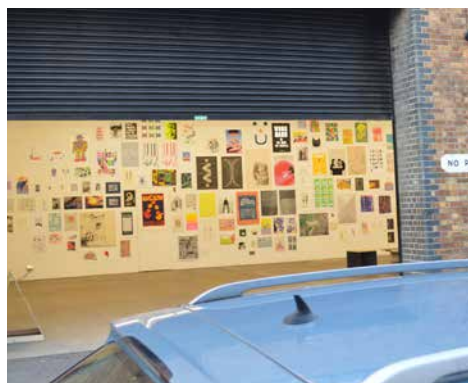
4.6 The importance of existing and potential clusters of night-time economy use as a source of local employment and a key attractor to the area should be considered with regard to new residential development in particular. Development should seek to complement such clusters and avoid potential conflicts, especially where a special licensing/ policy area exists or is under consideration. Figure 4.1 shows town centre boundaries, significant clusters of night-time economy uses and current and potential special policy areas. In buildings where public houses have historically existed and there is sufficient evidence of need, community asset value and viability in pub use, developers are encouraged to look at ways that their future use and management can be supported by development proposals.

4.7 Retail development should generally be focussed into key frontages identified as part of the CAZ or the town centre network, and areas where such active uses have been identified as desirable as part of a mix including other active uses. These key areas and the relevant Town Centre designations in Figure 4.1. If no such sites are available, then retail development may be acceptable on the nearby edges of centres where it can be demonstrated that such sites are well integrated to centre and public transport network. Convenience goods retail is supported in district, local and neighbourhood centres.

4.8 Small independent shops are an important feature of the City Fringe and proposals to support existing shops and provide new ones should be welcomed. Developers proposing retail development should include small affordable shop units to support small independent retailers. Subject to viability, small shop units should be secured through planning conditions and section 106 agreement where necessary. Planning obligations should include measures to secure affordability over time.

4.9 The Mayor welcomes development which supports the continued success of the City Fringe's markets and their vital contribution to the diverse retail and leisure offer of the area.

4.10 The historic environment is particularly important in defining the character of the City Fringe. Identifying and understanding local character is important in managing future development. Schemes which sustain and re-use existing historic buildings and spaces are encouraged, as are those which seek to better reveal historic significance and contribute positively to local character.



STRATEGY 5: SUPPORT POP-UPS AND TEMPORARY USES

4.11 Temporary and “pop-up” uses can provide important affordable workspace and retail opportunities for start-ups and small businesses, whilst encouraging activity and contributing to vibrancy of the City Fringe. Artist studios can be encouraged to occupy and activate vacant, underused or derelict industrial or warehouse units subject to suitability and viability considerations. The management of vacant plots and short-term over supply through a flexible approach to alternative temporary uses for vacant buildings and sites is encouraged. Meanwhile uses are encouraged across all of the City Fringe. Such uses should not, however, prejudice the eventual return of the site to the land-use designated by the local planning authority.





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Connecting the City Fringe

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5 Connecting the City Fringe

CONTEXT

5.1 The City Fringe is an area undergoing substantial change. This chapter explores how the need for improved connectivity and public realm are being addressed, and how the areas important to the future of Tech City could be better connected with the core. The chapter describes the existing context and sets out some guiding principles to improve connectivity and support and facilitate the delivery of the vision and objectives of the OAPF. We also look at how the strategically important locations of the City Fringe will be better connected to one another as they emerge.

5.2 It is important to recognise the different transport users within the City Fringe - there is a sizeable resident population and an important and varied business community. In addition, the area is an important visitor destination with a thriving and diverse day and night-time economy.

- The City Fringe is very well connected and this leads to generally high values of Public Transport Accessibility Levels (PTAL) especially in the south west. There are, however, some pockets with lower PTALs in residential areas around Hoxton and Haggerston
- Travel choice reflects high accessibility of public transport with over 50% of trips to, from and within the City Fringe being made by public transport;
- Walking and cycling have high mode shares with Hackney having the highest rate of cycling journeys to work of any borough in London
- The Inner Ring Road and a number of other important highway routes pass through the City Fringe area including roads part of the strategic Transport for London Road Network (TLRN); these highways are very congested in peak periods, accommodating a high volume of traffic

- Public transport can be overcrowded especially on the Northern and Central Lines, although committed improvements will relieve some of this. National Rail services in the study area are not as congested
- Public realm is poor in many locations and local connections between key gateways and important destinations are often of poor quality and not well signed
- Crossrail will improve east-west connectivity, reduce public transport overcrowding and provides a new station within the City Fringe area at Whitechapel, as well as one nearby at Liverpool St

TRANSPORT CONTEXT

- Public transport can be overcrowded, although committed improvements such as Crossrail will relieve this.
- Manage the congested road network to minimise negative impact
- Poor localised urban and public realm
- Fragmented cycle network
- Poor local air quality

BROAD STRATEGIC PRINCIPLES

- Tackling poor public realm and local connectivity
- Promoting and facilitating cycle/walking improvements
- Improving wider connectivity

5.3 There have been some major transport improvements completed since the 2008 Draft City Fringe OAPF. These, as well as committed and potential future improvements are shown in Figure 6.1.

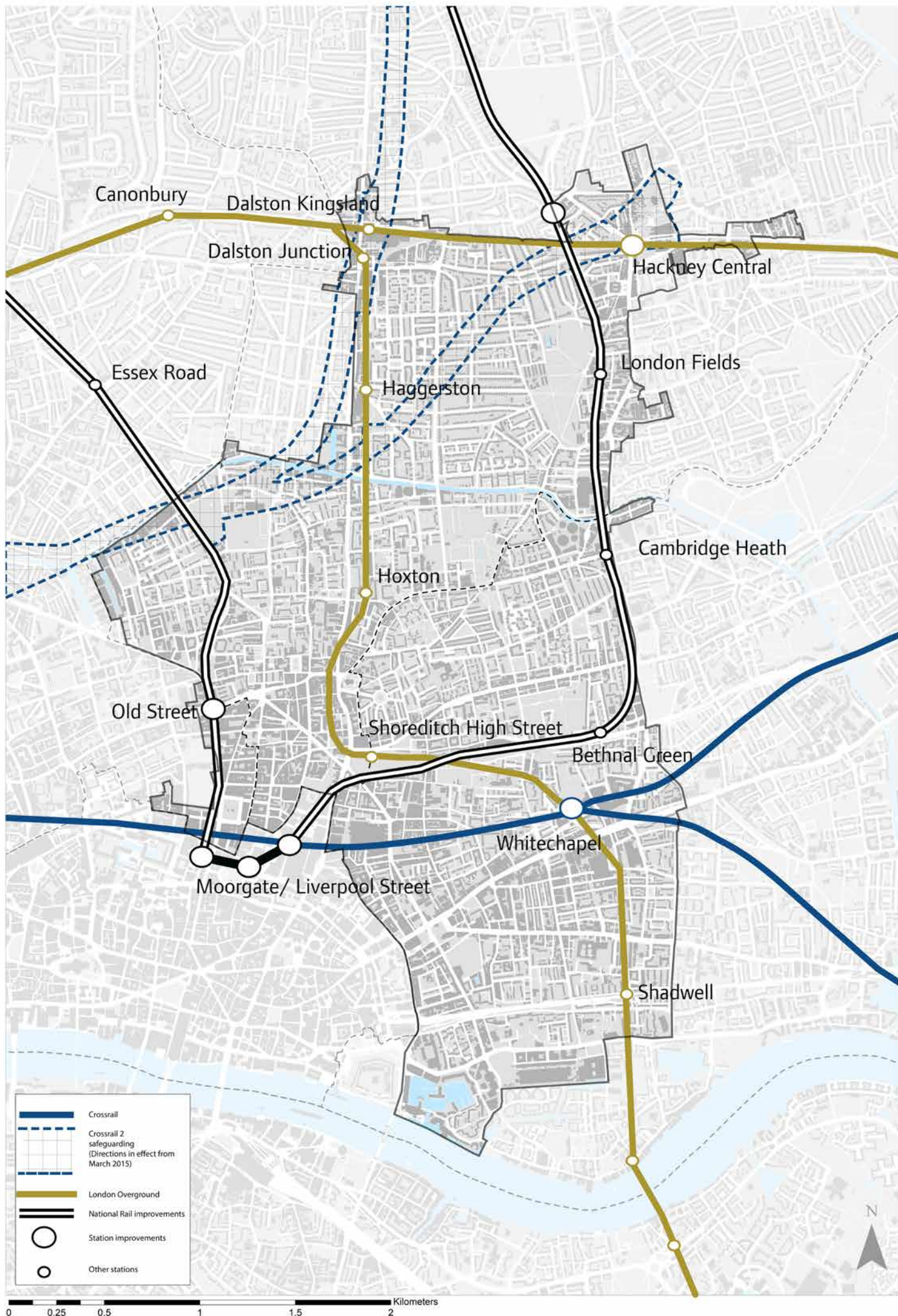


Figure 5.1 Existing, committed and potential rail improvements

TACKLING POOR PUBLIC REALM AND LOCAL CONNECTIVITY

5.4 A quality urban environment and high levels of local connectivity are important for continued investment, development and regeneration in the City Fringe area. A key aim of this chapter is to provide a strategic overview of emerging and proposed improvements to the public realm and highlight any potential gaps.

5.5 The area has a mixed urban grain. In some locations it is characterised by wide open highways, whereas in others there is an extremely fine grain made up of narrow back streets. There are some small areas of open space but there are few large areas of publicly accessible open space, whether green or more urban in nature.

5.6 The location of City Fringe at the boundaries of several boroughs has likely contributed to a lack of investment in, and often disjointed, public realm except in a few specific locations. This, together with a complicated street network creates impermeable blocks with often poor or poorly legible local connections.

5.7 In recent years, however, there have been several areas where significant improvements have been made. These should be used as a catalyst and be strategically linked together to form corridors joining key gateways and destinations within the City Fringe Area. Locations where there have been such public realm improvements include:

- In addition, there are a number of public realm improvements which are expected to be delivered over the coming years:
 - Aldgate gyratory removal
 - Old Street roundabout improvements
 - Whitechapel (in association with the new Crossrail station)
 - Narrow Way, Hackney Central
 - Dalston town centre
 - Expansion of Legible London in the Aldgate and Hoxton areas
- Whitechapel High St (gyratory removal)
 - Spitalfields
 - Around Broadgate Tower
 - Broadway Market
 - Mare Street

5.8 However, there remain locations where improving public realm and local connectivity is more of a challenge. These include:

- Shoreditch triangle and Great Eastern Street: some one-way streets remain from an incomplete scheme to remove the Shoreditch gyratory. Returning these streets to two-way operation should be a high priority. Interventions related to Hackney Council's Shoreditch Greenzone and Space & Place Shaping Plan for Shoreditch (SPSPS) will also assist in meeting the challenges here, particularly improving air quality and promoting walking and cycling
- East Road: removal of the one way system with East Road becoming the primary North-South route at this location
- Shoreditch High Street: rationalise junctions between Commercial Street and Bethnal Green Road to take account of expected development at Bishopsgate Goodsyards
- Tower Hill gyratory: Rationalise highway space to improve the urban environment around the Tower of London World Heritage site, while maintaining capacity on the Inner Ring Road.
- Link and integrate development around Aldgate with Whitechapel, particularly in light of the Whitechapel Vision Masterplan and the Crossrail station currently under construction

5.9 Many aspirational links are dependent on development coming forward on key sites. While these connections remain important, improvements to existing heavily used local links need be prioritised in the short term. Links that cross borough boundaries should also be prioritized in order to help create more integrated and continuous public realm.

5.10 To improve public realm and increase local connectivity the following "quick wins" should be considered:

- Trial low cost temporary improvements such as creating informal 'reversible' new city living spaces where lightly used highway/parking space is converted to new public squares/plaza through the introduction of planters and seating
- Tree planting on key north-south and east-west routes to help way finding and improve local air quality
- Identify more opportunities for pocket urban parks and small scale urban realm improvements
- Expand Legible London signage at key nodes in the Shoreditch and Aldgate area which will benefit these location's status as important visitor destinations.
- Link new enhanced public spaces together and to existing areas of open and green space
- Public realm improvements should accommodate, and not conflict between the needs of pedestrians, public transport users, cyclists, local access and servicing. The Aldgate and Tower Enhancement Strategy (City of London Corporation) and proposals for improvements to highways and public realm around Aldgate Gyratory currently seek to achieve this.

JUNCTIONS AND SEVERANCE: A SUMMARY OF ISSUES AND POTENTIAL SOLUTIONS

1 Old Street/ East Road

- One way system creates severance
- Poor provision for pedestrians and cyclists
- *Convert East Road to two-way operation or enable cycle contra-flow. Plans already committed.*

2 Old Street Roundabout

- Severance and poor quality subway
- Poor public realm
- Highway congestion
- Poor safety record especially cyclists
- *Peninsularisation to create new public realm and improved cycling provision. Plans already committed.*

3 Old Street/ Pitfield Street

- Extensive highway space
- Poor public realm
- Inadequate crossing facilities
- *Restrict turning movement at crossing and provide improved cycling crossing. Plans already committed.*

4 Shoreditch Triangle/Great Eastern Street

- Gyrotory creates severance and poor public realm
- *Returning these streets to two way operation for one or more modes should be a high priority*
- *Convert Curtain Road to two-way operation and remove right-turn through improvements at junction. Further planning and design work still needed.*

5 Shoreditch High Street/ Commercial Street

- Extensive Road space

- Poor provision for pedestrians and cyclists
- *Provide increased pavement width and improved crossing facilities to accommodate increased pedestrian use associated with the Bishopsgate Goods yard development and allow tow way operation to enable removal of what remains of the gyratory*

- *Rationalise junctions between Commercial Street and Bethnal Green Road and improve facilities for pedestrians and cyclists to take account of expected development at Bishopsgate Goods yard*

6 Aldgate gyratory

- Severance with poor quality subway
- Poor public realm
- Poor safety record especially cyclists
- Excessive guardrail
- *Peninsularisation to create new public open space, new pedestrian crossing points on desire line and improved cycling provision. Plans already committed.*

7 Cambridge Heath Road/ Bethnal Green Road

- Extensive road space
- Poor provision for pedestrians and cyclists
- Excessive guardrail
- Lack of cycle parking
- Congestion
- *Junction redesign including improved signals, remove guard railing and create public realm with cycle parking. Further planning and design work still needed.*

8 Cambridge Heath Road/ Hackney Road

- Excessive road space
- Poor provision for pedestrians and cyclists
- Excessive guardrail
- *Remove guardrail. Further planning and design work still needed.*

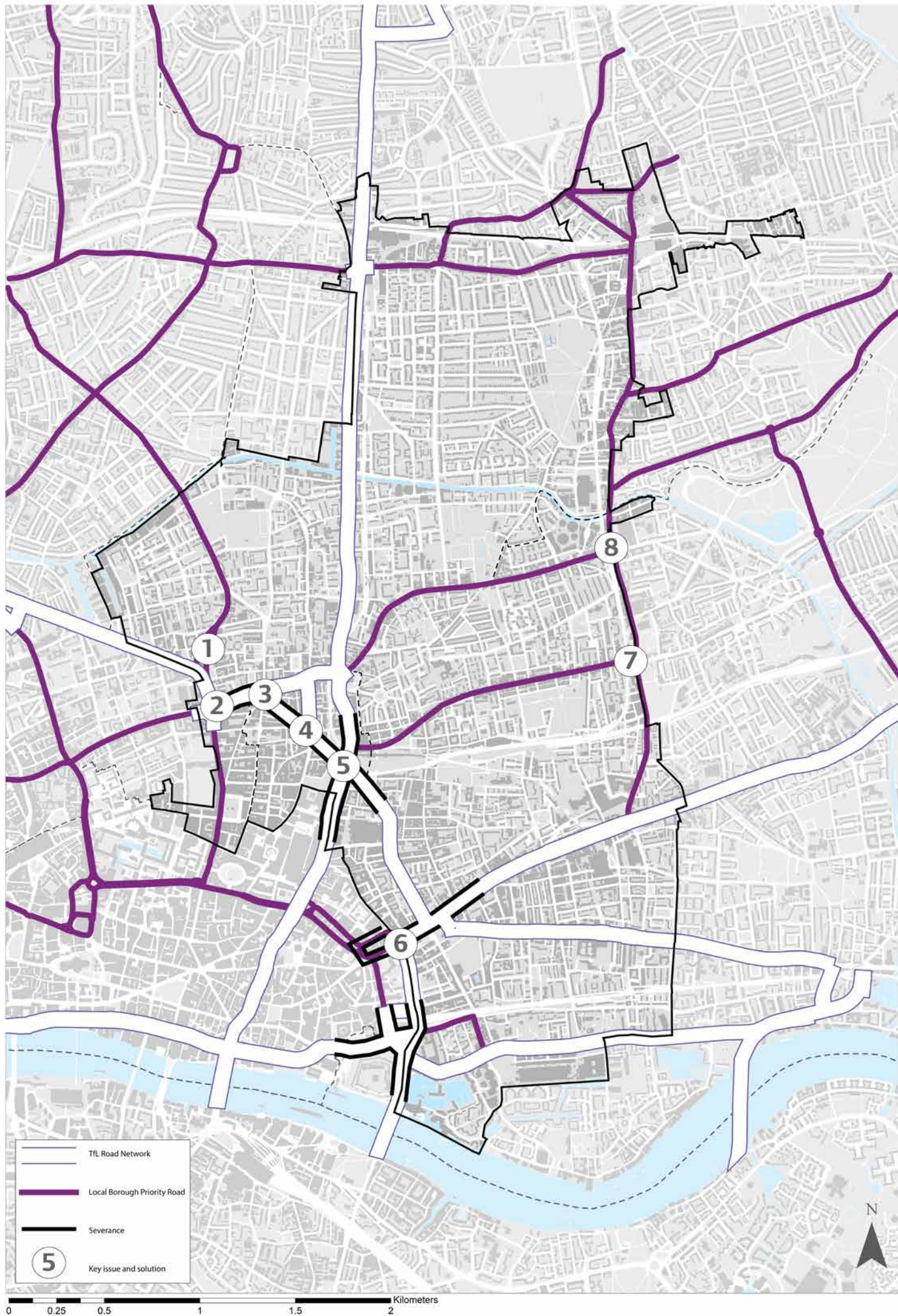


Figure 5.2 Severance in City Fringe

PROMOTING WALKING AND CYCLING

5.11 Walking and cycling are particularly important within the City Fringe as there is already low car ownership and regular face to face meetings are important for employees within Tech City. A good walking and cycling environment and vibrant and active streets make the area an attractive place to live and work.

5.12 In addition, the expansion of the Tech cluster into the wider area means it is important to support walking and cycling trips to other important existing and emerging employment clusters such as Hackney Wick, Stratford and Kings Cross, particularly where there are fewer public transport options.

5.13 The Mayor's Cycling Vision (2013) proposed a number of schemes which directly affect the City Fringe. There are also a number of borough schemes which are to be implemented. As a result of these schemes and a general increase in cycling levels, there is forecast to be a 216% increase in the number of cycle trips with an origin in the City Fringe study area between now and 2031.

5.14 Measures to improve the public realm should be designed to promote walking and cycling. Walking and cycling must be given high priority across the highway network, reflecting strategic aspiration to make journeys by cycle or on foot as safe and comfortable as possible, and recognising the positive contribution this can make towards achieving 'healthy streets', as highlighted by the 'Improving the health of Londoners' Transport Action Plan (TfL 2014).

5.15 One of the main issues faced by pedestrians and cyclists in the City Fringe is the lack of space in the relatively narrow streets and carriageways. Wherever possible, any future changes to the physical street environment should be designed to encourage the sharing of this limited space and promote courteous behaviour by all users.

SEVERANCE

5.16 One of the biggest barriers to promoting walking and cycling in the City Fringe is the severance caused by wide roads with high volumes of fast moving vehicles. The boundary of the Congestion Charge Zone passes through the City Fringe area and results in a large number of vehicles travelling around central London along the Inner Ring Road to avoid the charge. In addition there are a number of arterial routes which already accommodate high volumes of traffic such as Shoreditch High Street/Kingsland Road (A10),

Whitechapel Road (A11) and The Highway (A1203).

5.17 Key locations experiencing severance are:

- City Road-Old Street-Great Eastern Road
- Whitechapel Road
- Aldgate Gyratory
- Cambridge Heath Road
- Kingsland Road
- Tower Hill Gyratory

5.18 To improve pedestrian connectivity in these locations the level of traffic should be reduced. This could either be through wider Demand Management or changes to the carriage-way to reduce capacity where appropriate. This is being considered by the Roads Task Force as part of a wider review of the Inner Ring Road and its associated application of street-types.

5.19 Walking and cycling connections can be improved by additional and better quality crossing facilities. These should be prioritised at locations where strategic links cross the TLRN. Areas that would benefit from improved crossing facilities include:

- Great Eastern Street
- Norton Folgate linking new development around Principal Place and the Goodsyrd

5.20 Boroughs are responsible for local walking and cycling enhancements on their roads. These should complement TfL schemes and also link across borough boundaries. Measures could include:

- Street de-cluttering, particularly removing guardrail where possible
- Widened pavements and incorporation of loading facilities as insert bays
- More on-street cycle parking (on carriageway, rather than on footway being preferable)
- Filtered permeability at key locations
- Consideration of opening up one way streets to two-way cycling
- Adopting criteria for the removal of underused loading bays



CYCLE ROUTES

5.21 The Mayor and the City Fringe boroughs strongly promote cycling. A connected cycle network will be provided through the City Fringe area including:

- Cycle Superhighways (CS): CS2 and CS3 pass through the study area along Whitechapel Road and Cable Street respectively. CS1 is planned on a north south alignment from Tottenham to The City via Shoreditch. All the existing Cycle Superhighways are being reviewed, including CS3 and CS2 between Bow and Aldgate, to see if further improvements can be made. TfL has also publically committed to a full upgrade of CS2 which will provide segregated cycle lanes and cycle specific traffic signals at junctions along the entirety of the route. TfL are also committed to improving the links for cyclists between the Cycle Superhighways
- East-West Cycle Superhighway: a fast, segregated Cycle Superhighway stretching at least 15 miles west-east through the heart of London joining up with Cycle Superhighway 3
- Complementing the Superhighways will be a dense, grid-like network of Quietways throughout Central and Inner London known as the Central London cycle grid. These will be cycle routes on quieter local streets with some segregation where the routes have to interact with busier roads. The Mayor is working with Camden, Hackney and Islington Councils to look at the feasibility of a cycle route via Theobalds Road, Clerkenwell Road and Old Street.

CYCLE PARKING

5.22 Cycle parking is a major, and growing, challenge within the City Fringe but there is an opportunity to have a step change in the provision of cycle parking within the many new developments coming forward. Revisions to the London Plan Cycle standards for new development will be incorporated as part of the Further Alterations to the London Plan which was consulted upon in January 2014. These

standards should be in place for new developments from 2015.

5.23 There is a substantial shortage of on-street cycle parking facilities across much of the City Fringe. Key locations where more cycle parking is needed as a priority include:

Public transport interchanges:

- Shoreditch High Street
- Old Street
- Bethnal Green

Key destinations:

- Spitalfields Market
- South Shoreditch/Shoreditch Triangle
- Broadway Market
- Bishopsgate Goodsyard (in the future)

5.24 Any proposed improvements to the public realm or highways should aim to include provision of cycle parking. This could be integrated into the design or as stand-alone racks (Sheffield style are recommended). On-street or on-carraigeway cycle parking should be located in overlooked areas and meet requirements set out within the London Cycling Design Standards.

5.25 Cycle Hire docking stations are located throughout most of the City Fringe. Usage is high particularly for the outermost docking stations where it is presumed that people walk some distance to access. The high levels of cycling, high usage of Cycle Hire and the constraint on cycle parking mean that expansion of the Cycle Hire scheme further into the City Fringe area should be considered and expansion to Dalston and Hackney Central should be considered a minimum. This is currently unfunded and therefore financial contributions from boroughs and other stakeholders will be required to enable this. In addition, where major development is occurring, and current Cycle Hire usage is high, additional cycle docking stations should be incorporated into new development.

STRATEGY 6: CYCLE PARKING

5.26 Given the high prevalence of cycling in the City Fringe, cycle parking standards for new developments should, as a minimum, meet London Plan standards. In addition, the following supporting facilities should be provided:

- 1 shower is to be provided per 10 long-stay spaces. No requirement where less than 5 long-stay spaces are required. Showers do not need to be provided at residential sites or for students (D1).
- 2 lockers are to be provided per 3 long-stay spaces. No requirement where less than 5 long-stay spaces are required. Lockers do not need to be provided at residential sites or for students (D1).

5.27 Long-stay cycle parking for staff, residents and other long-stay visitors should be provided in secure facilities, with controlled access. Facilities should be protected from the elements, and access must be step-free.

5.28 Short-stay cycle parking, for customers and short-stay visitors, should be highly visible, easily accessible and provided as close to the main site entrance as possible. Where it is not possible to provide suitable visitor parking within the curtilage of a development or in a suitable location in the vicinity agreed by the planning authority, the planning authority may at their discretion instead accept, in the first instance, additional long-stay provision or, as a last resort, contributions to provide cycle parking in an appropriate location in the vicinity of the site. The Mayor encourages developers to work with TfL and the local borough councils to provide guidance for such a mechanism.

5.29 Cycle parking associated with new development should be consistent with the London Cycling Design Standard, or subsequent revisions.

5.30 In addition, it is recommended that supporting facilities should be provided where long stay cyclists require them, particularly places of employment. Supporting facilities include lockers, showers and changing rooms.

5.31 Where large-scale development is proposed at or near existing public transport hubs, developers should consider the possibility of creating cycle hubs. These are where parking may be co-located with facilities such as cycle hire, repair and maintenance facilities and commercial outlets..

Number	Intervention	Status
	Cycle Superhighway Route 1 (CS1)	Planning. Consultation early 2015, implementation 2015-16
	Parallel canal cycle route	Planning. Joint delivery Islington and Hackney Councils
	CS2 Aldgate- Bow upgrade to segregated cycle route	Consultation complete. Work starts 2015
	CS3 Tower Gateway-Barking and CS7 Southwark Bridge Road: Rolling programme of upgrades to specific locations along the existing Cycle Superhighway network	Will be consulted upon individually. Work expected to start by April 2015
Road junction improvements		
1	Old Street: peninsularisation of roundabout to improve public realm and facilities for pedestrians and cyclists	Consultation complete.
2	Aldgate Gyratory: removal of gyratory and new public realm space	Consultation complete. Delivery by 2016
3	Tower Gateway: Improve cycling provision in the area, linked to East-West Cycle Superhighway	Under design. Delivery 2015 onwards
Junction improvements as part of Cycle Superhighways		
4	Apex Junction	Consultation as part of CS1, work could begin 2015 and be complete by 2016
5	Whitechapel High Street/ Valance Road	Delievered as part of CS2 upgrade
6	Whitechapel High Street/Cambridge Heath Road	Delievered as part of CS2 upgrade
7	Mile End/Stepney Green	Delievered as part of CS2 upgrade
8	Cable St junctions	Delievered as part of CS3 upgrade
Local cycle improvements to be delivered as part of Central London cycle grid and Quietways programme		



Figure 5.4 Long stay cycling facilities in the workplace

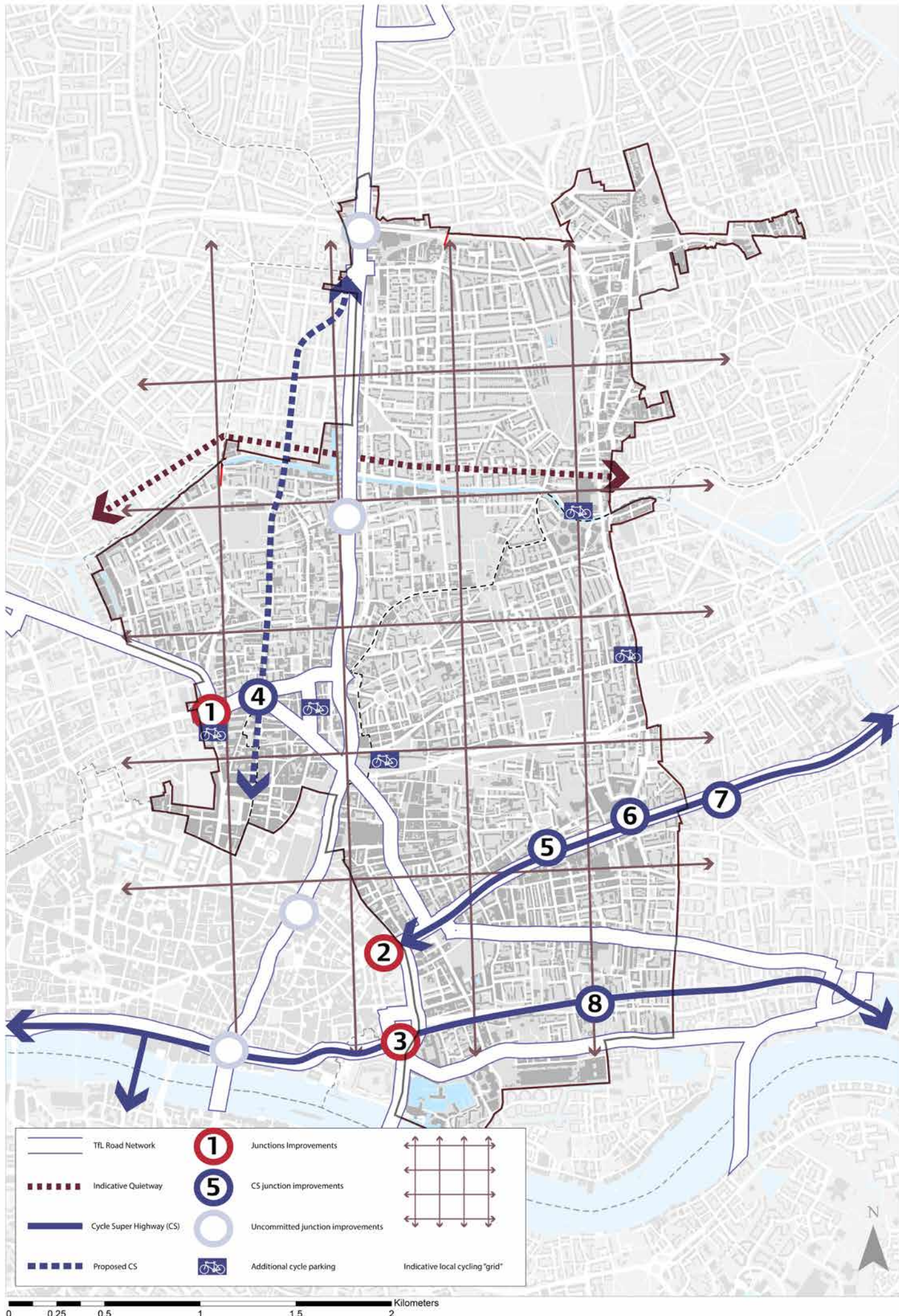


Figure 5.5 Cycling links including Central London grid, cycle superhighway, junction improvements, areas for cycle improvements

WIDER CONNECTIVITY

5.32 Linking City Fringe to other parts of the digital, local, London and regional economy is important for continued growth.

5.33 Links to traditional employment centres of the City and the West End are important but these are generally well served by existing public transport or will be improved by schemes currently under construction. These public transport improvements are discussed below followed by an analysis of other wider connectivity opportunities that would benefit the City Fringe area.

5.34 In recent years there have been a number of public transport improvements in the immediate area. The most significant in the City Fringe has been the introduction of London Overground and new stations at Shoreditch High Street, Haggerston, Hoxton and Dalston Junction.

5.35 In addition there are a number of committed public transport improvements that will help alleviate crowding:

- London Overground train lengthening: an additional carriage on all London Overground services that pass through City Fringe
- London Overground take over some Greater Anglia services from Summer 2015. TfL will become responsible for most local train services out of Liverpool Street Station. Plans include a staff presence at all London Overground managed stations during operating hours, installation of modern ticket machines and deep cleaning of station. New trains are planned from Summer 2018 which will provide additional capacity and improved reliability
- Crossrail: new east-west rail line across London currently under construction including new stations at Whitechapel and Liverpool Street which will provide improved links to the West End, Canary Wharf and Heathrow. This

will link Tech City and Medi-City to the other important clusters in London's Life-science corridor

- The specification for the new combined franchise for Thameslink, Southern, Great Northern (TSGN) which serves the City Fringe at Old Street (on the Finsbury Park – Moorage line) includes operation of services at evenings and weekends, increased off-peak frequency and potential increased peak frequency

5.36 There are also public transport schemes which are either being developed or under investigation. These include:

- Crossrail 2: The Mayor of London has recently consulted on two alternative potential schemes for a new railway linking North East and South West London, both options include stations at Dalston Junction which will improve connectivity in the north of the study area. There is a potential for a future Eastern branch including a station at Hackney Central
- Old Street Station Capacity Enhancements: Old Street station is forecast to be overcrowded in terms of interchange and access/egress by 2020, therefore TfL is investigating options to enhance capacity through an expanded ticket hall, new platform access and Step Free Access. These improvements are currently unfunded and delivery could require enabling development on land above the station

5.37 To ensure that the Tech City cluster continues to grow it will be important not only to improve local connectivity, but also provide strong links with the City and the other nearby emerging clusters set out in Chapter 1, such as Stratford, Hackney Wick, Canary Wharf, Kings Cross and Euston.

5.38 The provision of high quality cycle routes linking these locations to Tech City should be prioritised while improvements in public transport connectivity will need to be considered in the longer term.

5.39 Buses are an important mode of transport for many residents, employees and visitors in the the City Fringe. Busses account for 17% of trips to and from the City Fringe and therefore improvements to public realm, walking and cycling must take into account the impact on bus operations and infrastructure to minimise any negative impacts. As part of changes to the highway network such as removal of gyratories and junction enhancements, opportunities for how bus routes and stopping arrangements could be improved or rationalised should be explored.

5.40 Taxis and private hire vehicles also provide important services throughout the City Fringe, particularly in areas with a concentration of night time economy uses. Marshalled taxi ranks have proved succesful in areas such as Dalston, Old Street and Liverpool Street and their ongoing provision, where appropriate, is encouraged in line with the Mayors “Safer travel at Night-time” initiative.

5.41 In addition, regional links are also important to support growth in Tech City and Inner London in general. Of particular importance is the London-Stansted-Cambridge Corridor (LSCC) which is a nationally recognised growth area linking the “world’s leading university and its high tech cluster with the world’s leading city with its cosmopolitan growth and diversified business base”. The corridor links new and expanding technology companies in Tech City with more established companies particularly around Cambridge, an area known as ‘Silicon Fen’. High quality links between the two locations have been identified by the LSCC Growth Agenda report as being vital to sustaining growth across the technology sector. Therefore, GLA and TfL will continue to lobby for and work with Network Rail to investigate further improvements to the West Anglia railway that links Liverpool Street with Cambridge.

SUPER CONNECTED CITIES

5.42 London's economy increasingly depends upon infrastructure that facilitates the a rapid transfer of information within London, and between London, the rest of the UK and the world. It has to be acknowledged, however, that coverage is not consistent and some small businesses face difficulties in accessing affordable and reliable superfast broadband. There are several reasons for this, including the infrastructure investment and marketing strategies of the large broadband companies. Such strategies are outside of the control of the planning system, but potentially impact on the scope for growth in the City Fringe, particularly Tech City.

5.43 To further encourage a connected economy and ensure that London's ICT connectivity continues to improve, the Mayor has committed to working with infrastructure providers, developers and other stakeholders to support competitive choice and access to communications technology for the residents and businesses of the City Fringe. Two specific areas where the Mayor seeks an improvement are in ultrafast fixed broadband access and areas of public wireless connectivity, as set out in London Plan policy 4.11.

5.44 London's Super Connected City Plan (SCCP) will underpin the capital's aspiration for contiguous ultrafast connectivity, providing the digital infrastructure needed for the new economy and helping Inner East London to realise its full economic potential. Successful delivery of this plan will be critical to realising the Mayor of London's prime objective: economic growth for London, and job creation for Londoners.

5.45 This SCCP represents a focussed digital connectivity plan for contiguous regions of central and East London, with total funding of £78 million derived from public and private sources. A main aim

of the SCSP is to help provide the world-class digital infrastructure to allow inner East London to attract high-tech investment and to support indigenous growth SMEs. International benchmarks reveal the capital underperforms on measures of digital connectivity, and yet excels on all other measures of business competitiveness. The SCCP will help to address this deficit where the market has failed to deliver.

5.46 The maximum Urban Broadband Fund (UBF) allocation for London (£25 million) is small when compared with other cities on a per-capita basis. This plan therefore focuses investment where the economic impact will be greatest, where the creation and expansion of bandwidth-hungry SMEs will occur. However, we have not overlooked consumers, particularly where SMEs and residences co-exist, where the boundary between work and home blurs (in Tech City), or where digital inclusion is a priority.

5.47 Since its initial inception there have been significant legal developments, primarily revolving around EU state aid law and subsequent negotiations between the GLA, central government and the European Commission. A voucher scheme is now being used as a demand-led intervention mechanism, allowing the removal of cost barriers to the take-up of ultra-fast broadband to digital SMEs.

5.48 The scheme is to be implemented in the form of one-off payments (following de-minimus guidelines) to wholly or partially fund the installation charges (and any excess construction charges) for new connections where demand is evident and where connection costs are deemed prohibited.

5.49 It is the intention to target the voucher scheme principally at digitally focused SMEs, in order to generate outcomes that are in line with the Mayor's growth agenda. Digitally focussed SMEs are most likely to be aware of the benefits ultra-fast broadband can bring and therefore take-up of the voucher scheme is expected to be high in Tech City and wider inner East London. The GLA does not intend to make the voucher scheme available to residential users, however home based micro-businesses may be eligible to apply. The mandatory pass/fail criteria in Figure 6.6 have been developed to establish a profile for businesses that are considered most suitable to receive vouchers.

5.50 The voucher scheme will only apply to business-grade broadband products that are:

- High availability (limited downtime)
- Capable of at least 100Mbit/s
- Capable of being upgraded to 1Gbit/s

5.51 It is proposed that the minimum upload speed for products is set at 20Mbit/s. Broadband Delivery UK (BDUK) has stated that the voucher scheme cannot be used to subsidise connection costs for leased-line services for businesses.

5.52 The costs of providing the very first fibre in a street or building will be considerable, but these initial costs that are not incurred for subsequent connections in the same location. The scheme will therefore be designed to maximise the number of connections installed in new locations in order to attain lower average connection costs across multiple users. Demand aggregation will be assessed and coordinated between service providers, boroughs, landlords and London & Partners.

5.53 The scheme will be designed to focus on enabling connection to ultrafast broadband where it would otherwise be prohibitively expensive, but will be careful to not distort the market in a way which would impact its sustainability or competitiveness in the long term.

5.54 The SCCP could prove to be hugely significant in delivering a "step-change" in digital connectivity across Tech City and assisting growth and expansion of the cluster. Negotiations between BDUK and the EC are continuing, and this will impact upon how exactly the scheme is delivered. Eligible businesses began applying for voucher assistance in late 2013 and the project has since been widened to provide support to digital SMEs across London, where appropriate.



Department
for Culture
Media & Sport

**SUPERCONNECTED
CITIES**

PUBLIC WIRELESS ACCESS

5.55 As many public buildings as possible, including major transport nodes should aim to have free WiFi where possible. The Mayor can also assist with this through provision of the funding via the SCC scheme. The map shows the buildings that currently have an application to do this, as well as the location of businesses who have applied for funding vouchers for an improved broadband connection. Within City Fringe, the majority of applicants are concentrated in Shoreditch/ Old Street, with a significant cluster to the south of London Fields. As Tech City grows it is anticipated that more small businesses and startups will spread into Hackney Central and Dalston. Successful SCC voucher applications can enable these areas to have increased connected internet connectivity, more reliable access to cloud computing and offer a more feasible/ viable location for such businesses.

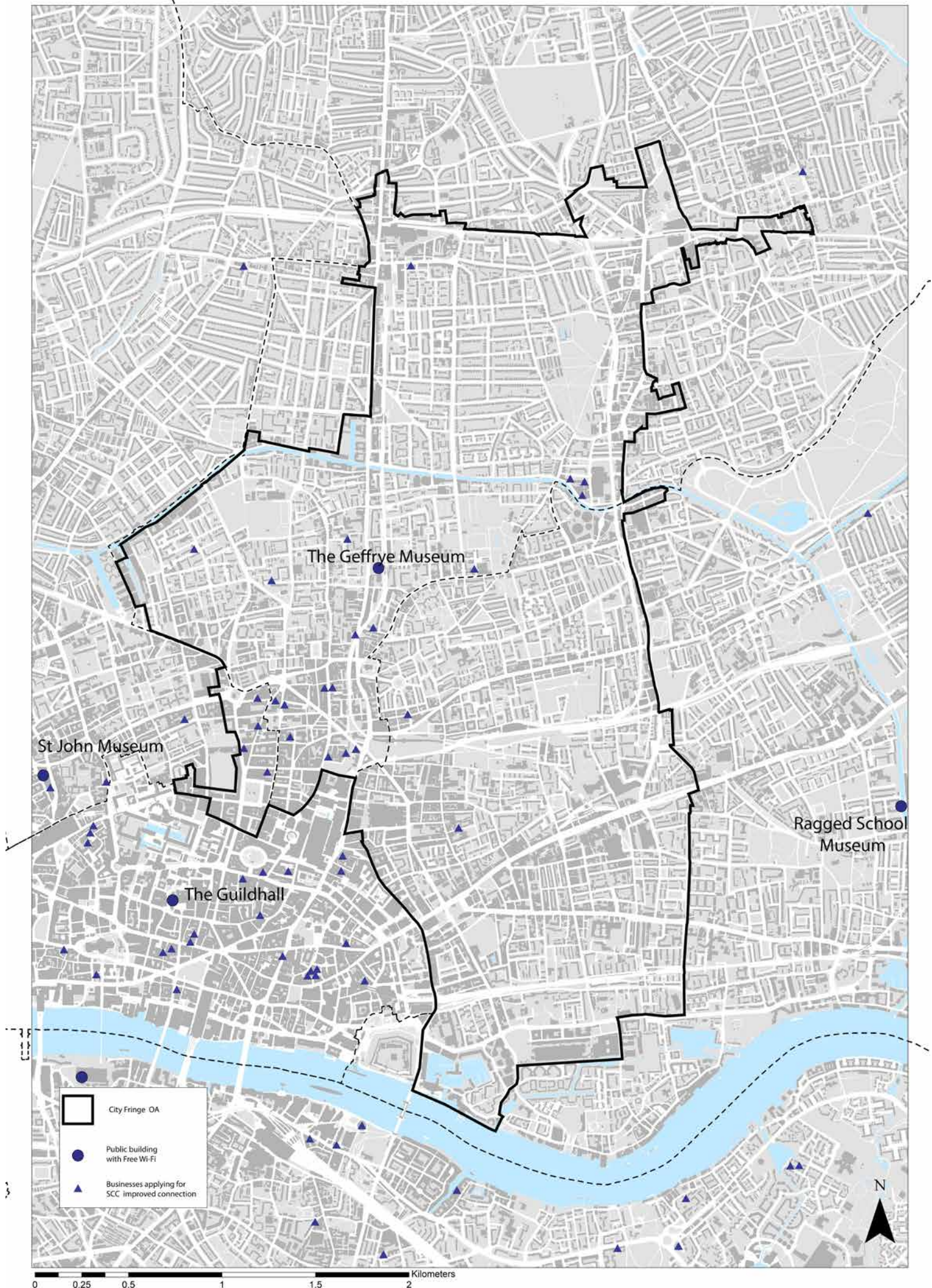


Figure 5.6 Public buildings with free WiFi and uptake of SCC vouchers in and around the City Fringe as at April 2014.

KEY STRATEGIC SITES AND STRATEGIC DESIGN PRINCIPLES

5.56 Unlike other opportunity areas, the City Fringe has few large brownfield sites. Much new development will come forward when older buildings are demolished, or as infill in small sites scattered around the area. The key development opportunities are clustered into several important strategic areas of the City Fringe, where most significant change is expected to take place. These are as follows, and are shown in Figure 5.7.

- Old Street
- Shoreditch
- Aldgate
- Whitechapel
- The Oval/ Cambridge Heath Road
- Hackney Central
- Dalston

5.57 Each of these locations not only contains significant development potential, but is of crucial importance to the tech-creative industries, as well as the other business clusters of the City Fringe, now and as the Tech City cluster expands. Each location is different and has a particular set of strengths and opportunities.

5.58 Some guidance already exists for many of these areas through Masterplans, Area Action Plans, Interim Planning Guidance or Site Allocation Local Plan Documents. This document compliments the local plans and provides a strategic framework within which they contribute to the Vision and objectives set out in Chapter 1.

5.59 This section considers each of the strategically important locations in turn, setting out the key sites and the challenges and opportunities that each present. It also considers the existing and emerging guidance, and distills it down into a series of basic, strategic development principles. In doing this, the chapter aims to allow planners and developers to prioritise the interventions that will make the most significant contributions towards realising the strategic aims and objectives of this development framework.

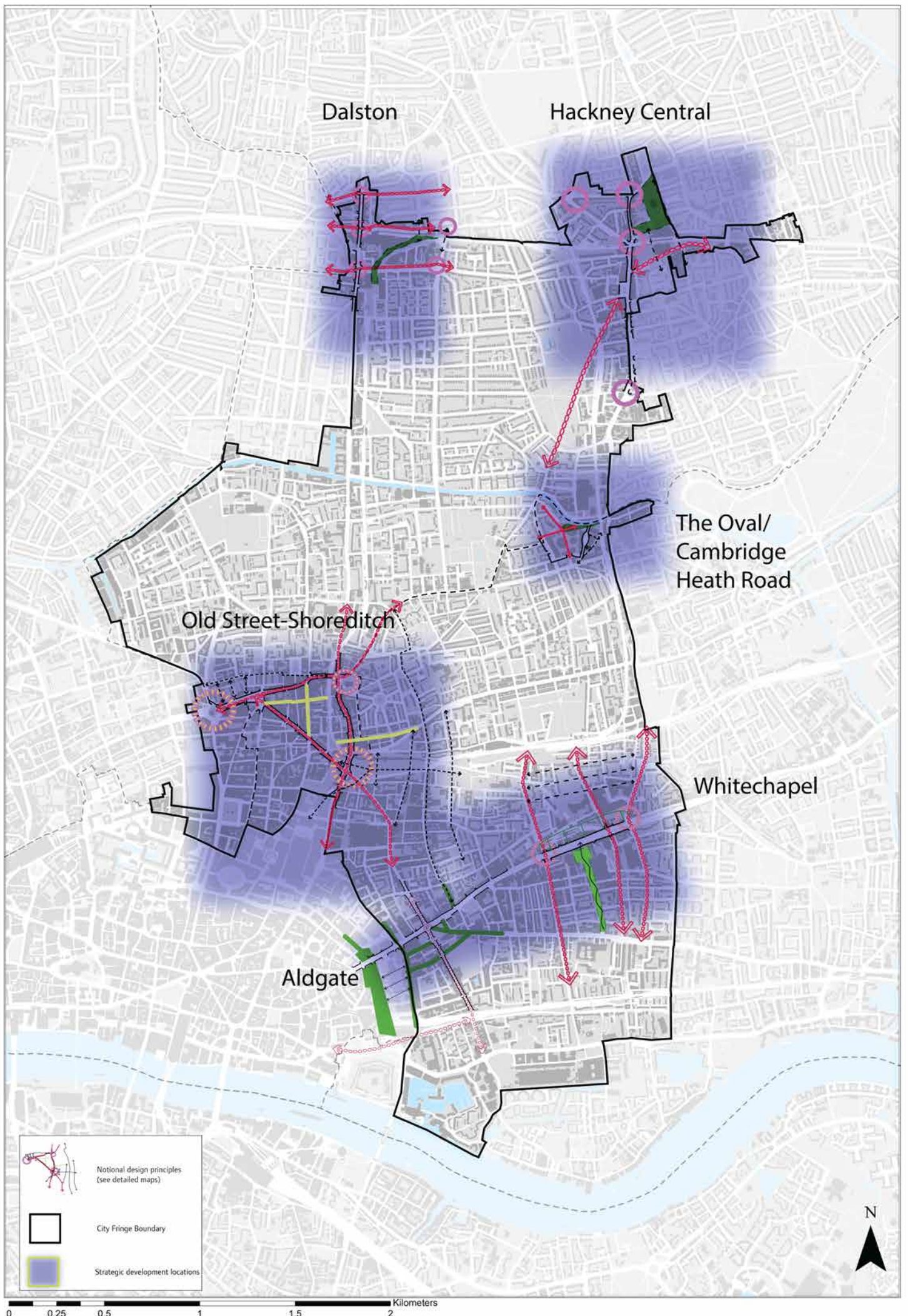


Figure 5.7 The key strategic areas of the City Fringe and illustrative strategic design principles. These are given in detail later in this chapter.

OLD STREET

Underground station

5.60 The Mayor is committed to a wholesale redevelopment of Old Street underground station and the roundabout above to provide a significantly better experience for everyone working, living in or visiting the area. TfL is currently investigating options to increase the capacity of the station; particularly in terms of access/egress and interchange.

5.61 Longer term and more radical improvements to the station and the junction need to be progressed together because their designs are heavily inter-related. A permanent solution for the roundabout will have to accommodate a comprehensive rebuild of the station itself. Shorter term improvements such as improved lighting, subway upgrades and the introduction of art installations should be prioritised, with any enhancements demonstrating a strong link to Tech City.

5.62 TfL have already started work on making some immediate environmental improvements to the station and surrounds. Part of this involves improvements to the retail offer in the station during the period before a permanent solution can be implemented. Some subways are already being transformed into new retail opportunities; merging the rag trade routes of Shoreditch with Old Street's current role as the home for entrepreneurs and new technologies. Ten spaces are now providing pop-up retail space for Tech City start-ups, and this will be reviewed and re-advertised every quarter.

Roundabout

5.63 Improvements at Old Street roundabout need to benefit station users, pedestrians, cyclists and vehicles on the surrounding road network. Old Street roundabout also needs to fulfil an important role as a high quality gateway for Tech City, with tailored architecture and public realm. Improvements should strengthen the digital creative cluster, enhance or retain other commercial uses within the area and benefit the sizeable local resident population.

5.64 Designs for the highway should improve the road design to support a downward trend in casualties and reduce the impact of traffic. Cycling in the area should be seamless through catering for the dominant flow (west-east along Old Street) with dedicated cycle

crossing points in each direction and segregation where possible. Adjacent Quietways should be linked together.

5.65 At-grade crossings should be introduced and sub-surface access to the station should be enhanced or removed (where possible). The Roads Task Force identifies that Old Street roundabout has a strategically significant movement and place function. Measures to improve the urban realm and create a high quality environment for pedestrians and cyclists should therefore be prioritised.

5.66 TfL are currently consulting on options for converting the roundabout into a peninsula by pedestrianising the northwestern arm of the roundabout and converting the remainder of the junction into two-way operation. Detailed highways modelling was taken as part of this work.

Enabling development

5.67 Much of these improvements, particularly related to enhanced station capacity, are currently unfunded. Due to the growing transport and public realm challenges together with development opportunities in the Old Street area, consideration could be given to funding improvements at least in part by development in connection to Old Street station. Such enabling development could be within the station area itself as well as development above the station.

Old Street Institute

5.68 The Mayor remains committed to a landmark proposal in Tech City and is now collaborating on delivery of the Old Street Institute. This could be housed in one or more buildings in the area and is intended to provide institutional support for the digital age in the way that institutions emerged in the 19th century around a shared interest in a specific domain, for example the RICS or the Reform Club. As a result of an extensive community consultation exercise, it is proposed that the Old Street Institute contain the following elements either remotely, or physically located in Tech City:

- An open education space
- An easy access pool for open data
- Drop-in service offering support and advice for digital innovators
- A “Beta box” where new technology can be Beta tested and early uptake of new technology facilitated
- Facilitation of connections between innovators and developers
- Host and ambassador program
- Event space and a rolling program of events, talks and exhibitions
- New public open space

5.69 It is envisaged that the institute will assist in connecting local communities to the employment and training opportunities in Tech City and the wider City Fringe.

5.70 While projected improvements are being made around Old Street station and roundabout, and work to deliver the Old Street Institute is on going, the Mayor is committed to working with the boroughs, and other stakeholders to devise a masterplan for the roundabout that will encompass a redevelopment of the station.

Other development

5.71 Large schemes are now coming forward to specifically cater for demand in Tech City. These are typically flexible, future-proofed office space also featuring retail, restaurants and bars. Currently the two most significant such schemes under construction are 207 Old Street, a joint venture between Crosstree Real Estate Partners and Helical Bar and Derwent London’s White Collar Factory, to the south west of the roundabout at the junction of Old street and Moorgate.

5.72 Demand for Grade A and cheaper office space in this area is likely to remain strong until 2018 and beyond. Demand for housing in this area is also high and this is reflected by new schemes coming forward.



Figure 5.8 Emerging tall buildings at Old Street

KEY SITES

- 1** 151-159 City Road
- 2** Crown House
- 3** Former Moorfields school, 40 Bunhill Row
- 4** Corsham Street,
- 5** Royal London House, 22-25 Finsbury Square
- 6** 262-254 Old Street (east of roundabout)
- 7** 207-211 Old Street (northwest corner of roundabout)
- 8** Old Street roundabout
- 9** Inmarsat
- 10** 110 Tabernacle Street
- 11** Clere Street
- 12** Transworld, 70-100 City Road
- 13** 198-208 Old Street (petrol station)
- 14** Redbrick Estate: Vibast Centre, garages
- 15** Redbrick Estate: Vibast Centre, garages
- 16** Wakefield House
- 17** Crown Place
- 18** 15-21 New North Road
- 19** 12-20 Paul Street
- 20** St Leonard's Court and adjacent land
- 21** Shoreditch Fire station
- 22** Maple House
- 23** Longbow House
- 24** Car Park at 11 Shire House
- 25** 148 Old Street (Royal Mail Building)
- 26** 225 City Road

KEY

Key site



Conservation Area



Grade I, II and II*
Listed buildings



Borough boundary



Opportunity Area
boundary



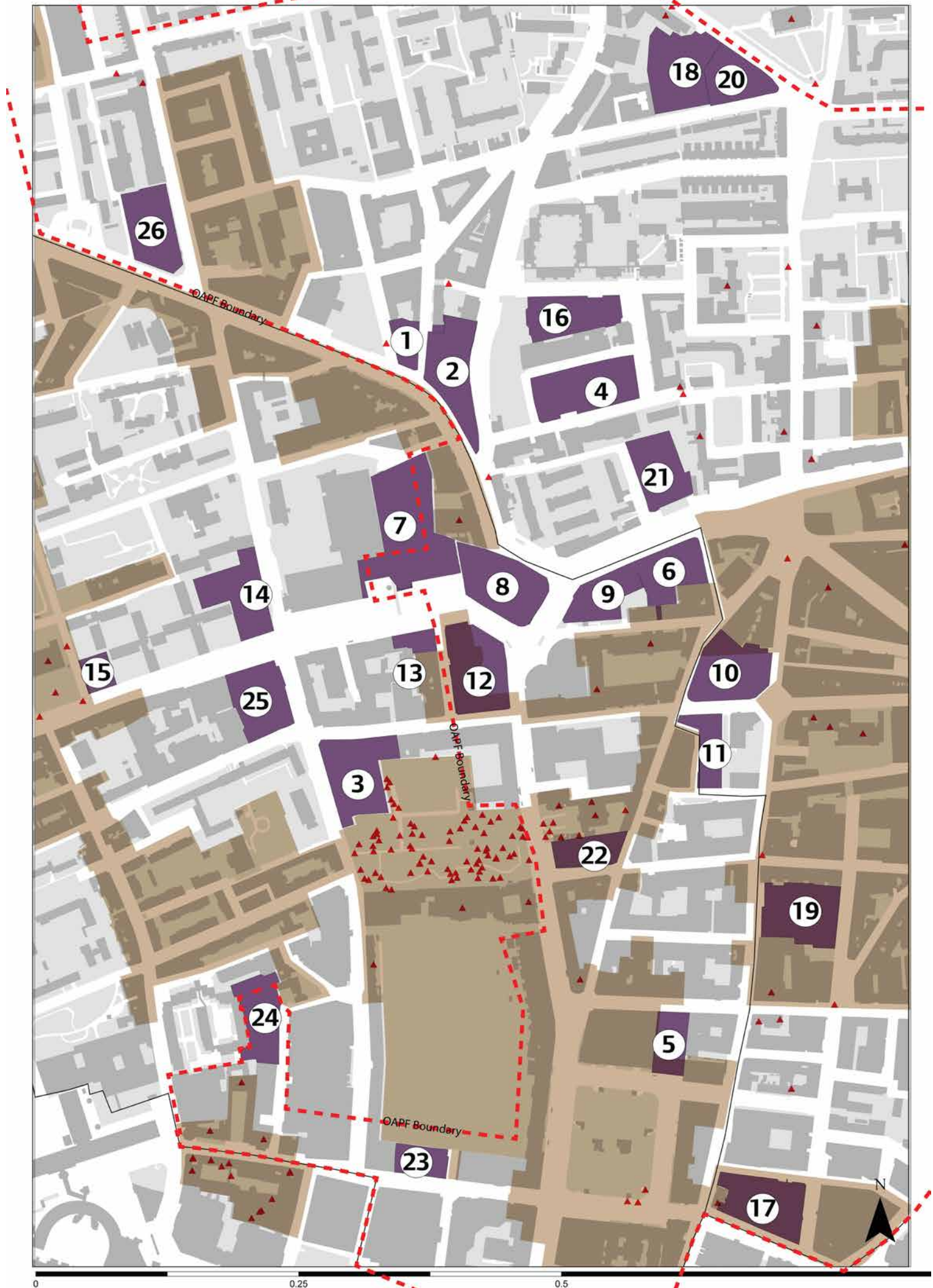


Figure 5.9 Key sites around Old Street

SHOREDITCH

5.73 Shoreditch has experienced significant economic growth in recent years and is anticipated that demand for offices and housing will remain high in the long term. It is located at the heart of Tech City, but also on an important transitional boundary where the City and the CAZ become the East End, with its very different scale of building, street grain and mix of uses.

5.74 A new Overground station opened at Shoreditch High Street in 2010 and a number of major developments are either under construction or have planning permission. Shoreditch and Brick Lane have a thriving night-time economy, and Shoreditch is covered by a special policy area designation to further facilitate and manage this. The temporary Boxpark pop-up retail and leisure development has further enhanced Shoreditch as a destination, along with several new niche retail outlets, bars and restaurants in Shoreditch High Street and Red Church Street.

5.75 Brick Lane and Redchurch Street also remain attractive to SME's due to their rich cultural heritage, 'character' buildings and vibrant night life. The economic strengths of the include the potential for businesses to link to local communities to connect with local, as well as international, opportunities for economic growth.

5.76 Shoreditch is a significant source of secondary office and light industrial space, with a very high concentration of small tech firms and co-working spaces. The tech-creative community is therefore very active in this area. New office development is expected to come forward with a mix of larger floorplate grade A type floorspace and more flexible accommodation aimed at smaller occupiers, similar to schemes currently under development in Old Street.

5.77 Whilst there are areas within Shoreditch that would provide sites appropriate for tall buildings, it is important to note that land-use will drive design to a large extent. Aspirational land-use and likely resultant typologies should therefore inform floorplate, height and other aspects of design. A tall building designed for residential use is likely to have a considerably different form to one designed primarily for employment use. Similarly, a tall building containing a mix of residential and employment uses is likely to be a mixed typology that attempts to optimise floor space for both uses in separate elements of the building, for example by using a podium and tower solution.

5.78 There have been several new hotels built, with others granted planning permission. Although there are some larger hotels the market is now tending towards

delivery of smaller, boutique hotels which also contain uses such as cafes, bars and restaurants. Such facilities tend to be well used and are encouraged in hotel development as an important source of touchdown and informal networking space.

KEY SITES

- 1** 113-137 Hackney Road
- 2** 1-14 Long Street
- 3** Telephone Exchange Shoreditch High Street
- 4** London College of fashion
- 5** Holywell Row
- 6** Multi-storey car park, Great Eastern Street
- 7** 102 – 110 Clifton Street
- 8** Bishopsgate Goodsyard
- 9** Blossom Street
- 10** Truman Brewery
- 11** Principal Place
- 12** The Stage
- 13** 84-90 Great Eastern Street
- 14** Site bounded by Scrutton and Worship Streets, Hollywell Row and Curtain Road
- 15** EDF Energy Substation Site
- 16** 4 - 8 Holywell Row
- 17** 10-50 Willow Street
- 18** 12-20 Paul Street
- 19** Car Park, Priory site
- 20** 201-207 Shoreditch High street

5.79 Shoreditch contains Bishopsgate Goodsyard, the largest brownfield site in the City Fringe. Any development on this site should take account of the adopted Interim Planning Guidance, which sets out following principles:

- New east-west and improved north-south pedestrian and cycle permeability through/ around the site
- Allow for a future pedestrian access to the south west which would provide a future link between the Goodsyard and Norton Folgate

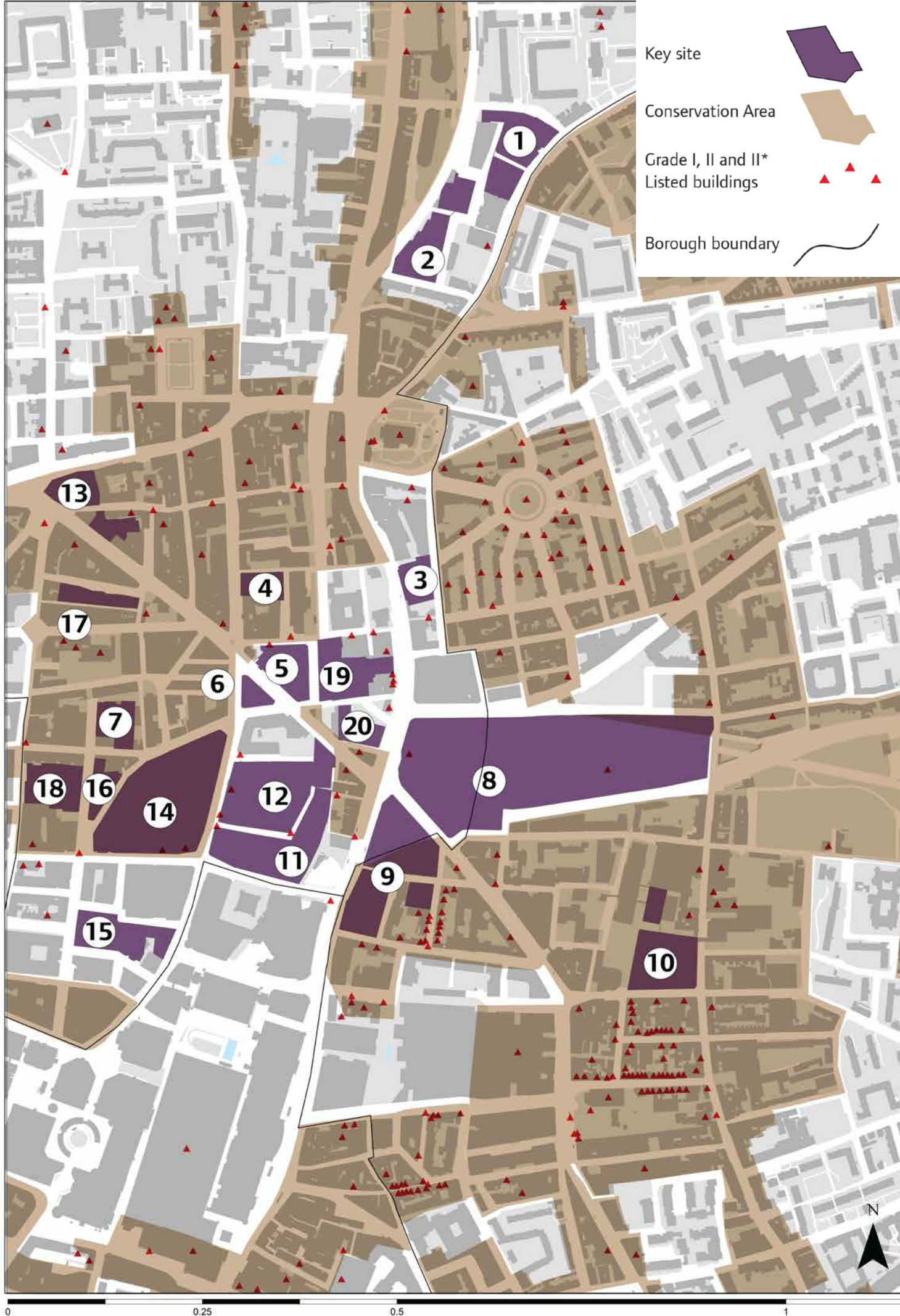


Figure 5.10 Key sites in Shoreditch

STRATEGIC DESIGN PRINCIPLES

- 1** Old Street roundabout and Bishopsgate Goodsyards/ Shoreditch High Street are important gateways to the area. Development in these locations should provide public open spaces and improve the legibility of the area. Taller landmark buildings can increase the prominence of these transport nodes and encourage a focus of activity, although proposals coming forward for such buildings would need to be assessed, particularly in relation to their proposed design and impact on amenity and infrastructure etc.
- 2** Brunswick Place/ Coronet Street/ Hoxton Square is an important local east-west route providing an alternative to Old Street. It links City Road to Kingsland Road, and provides a sequence of quiet open spaces at Charles Square, Hoxton Square and St Leonards Church yard. Development along this local spine should enhance this role and building heights and uses should be subservient to those on nearby primary routes, such as Old Street.
- 3** Old Street/ Hackney Road, Great Eastern Street/ Commercial Street, Kingsland Road/ Shoreditch High Street and Bethnal Green Road form the primary routes and public realm of the area. These spaces should remain the primary focus for commercial frontages and Night Time Economy uses. Buildings taller than contextual height should reinforce the prominence of these streets. Priority needs be given to addressing the considerable issues of pedestrian severance associated with these routes. Returning these streets to two way operation for one or more modes should be a high priority. Junctions between Commercial Street and Bethnal Green Road should be rationalised, and improve facilities for pedestrians and cyclists considered to take account of any development at Bishopsgate Goods yard.
- 4** The junction of Kingsland Road/ Shoreditch High Street and Old Street/ Hackney Road is an important gateway to the area, marked by St. Leonards church and the significant open space around it. This gateway is of similar importance to those set out in

Principle 1, however, taller development around it should be sensitive to the setting of St. Leonards Church and the nearby conservation areas. A priority in this area is to improve the presence of St. Leonards churchyard as a public open space and encourage higher levels of activity in and around it.

- 5** Curtain Road, Rivington Street and Red Church Street are important streets characterised by Victorian heritage, fine grain buildings, pedestrian priority, niche retail and independent traders as well as vibrant leisure and night time economy uses. Development along these streets should seek to preserve and enhance this historical character and as a key attraction to the area to businesses, residents and visitors.
- 6** Existing development between Old Street Roundabout and Pitfield Street is characterised by large, impermeable blocks. Development here should seek to improve north-south permeability and legibility through the area by providing new links between Old Street and Brunswick Place where possible.
- 7** Currently the main south-north route for pedestrians and cyclists travelling from Hackney Road to Aldgate involves Brick Lane. This, however, is only one-way making north-south travel more difficult, with alternative routes less obvious. Where possible, opportunities to address this should be taken to provide a more legible north-south link for pedestrians and cyclists travelling between Aldgate and Hackney Road.
- 8** Extending the route from Exchange Square, through the Broadgate Estate and towards Bishopsgate Goodsyards will establish a sense of continuity of quality public space and a better linkage between public transport infrastructure and the emerging development proposals. This will support the regeneration of the Bishopsgate Goodsyards site and the sites in between. Development should promote this route, which crosses Shoreditch High Street and into the Goodsyards site, providing pedestrian crossings where necessary/ appropriate. An east-west link through the site to Brick Lane and Allen Gardens beyond is important for integrating the City and Bishopsgate Goodsyards to the residential community and wider area to the east. It is also important for linking the restaurant and niche retail uses in Brick Lane to development in Bishopsgate Goodsyards and the offices in the Broadgate area.

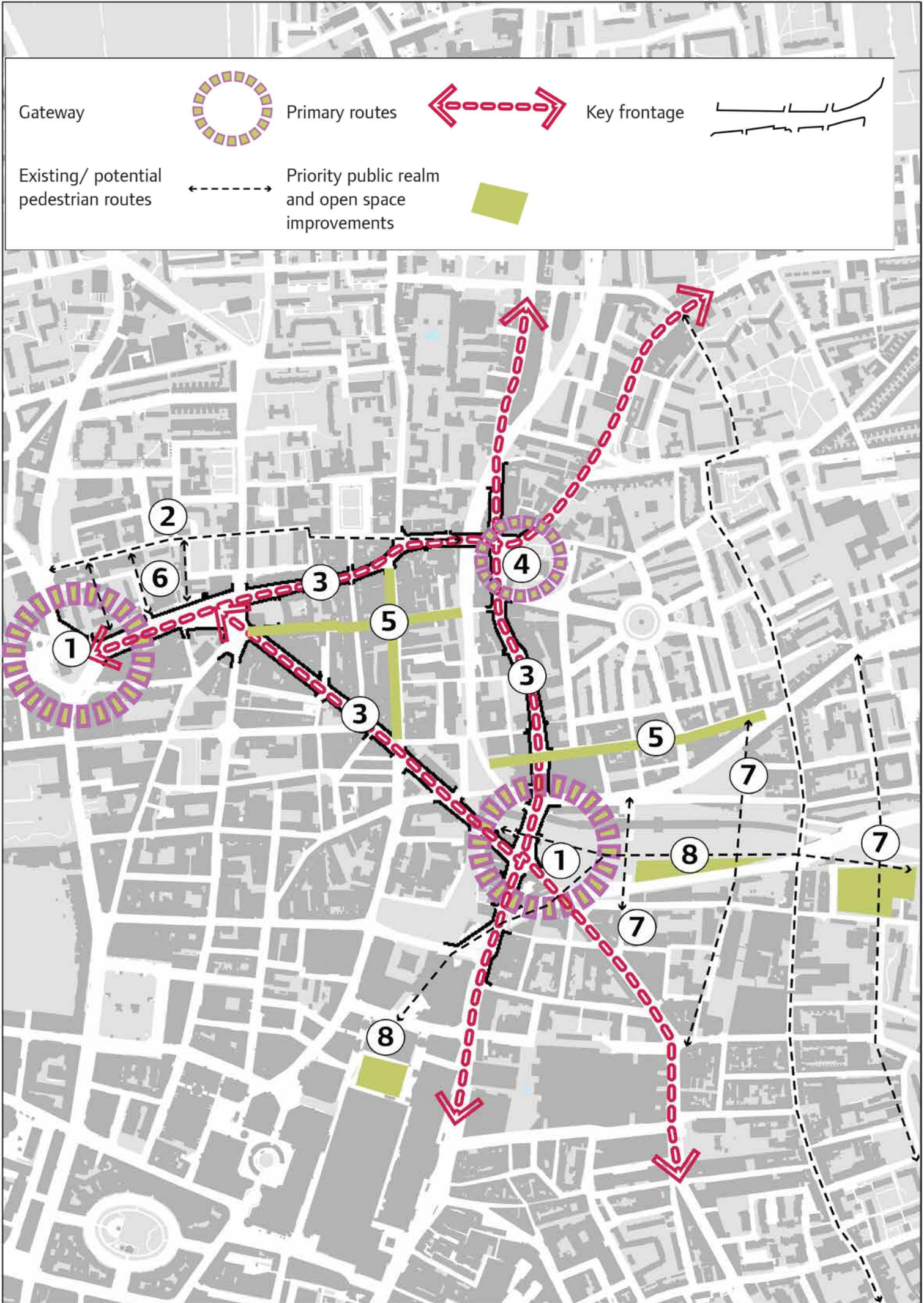


Figure 5.11 Strategic principles for Old Street and Shoreditch

ALDGATE

5.81 The business make-up of the City Fringe is not homogeneous, and there are sub area variations that are quite striking in places. Aldgate is well to the south of the digital-creative cluster, has a coarser urban grain with typically larger floorplates, and has a closer functional relationship with the financial and business services district of the City.

5.82 Partly because of its symbiotic relationship with the financial services functions of the city, there are fewer of the smaller digital businesses you would find in Shoreditch and, more commonly, 'traditional' businesses such as law firms and back-office functions associated with financial services have been attracted to the area. Aldgate has, however, become attractive for 'Big data' storage companies and potentially has an important role in the future development of Tech City in this economic subsector. It is quite feasible that Aldgate could become particularly attractive for Fintech businesses and could already be seen as offering a 'gateway' from Tech City to the larger financial, insurance and legal firms in the City.

5.83 Existing and planned transport infrastructure, notably Crossrail, will significantly improve the connectivity of the area, whilst new residential development and services in Whitechapel and Aldgate in the coming years will see the area becoming a more attractive place for tech professionals to live and work.

5.84 The functional link to the financial sector and the tendency towards large floorplate offices saw Aldgate rental levels suffer a particularly negative impact from the Global Financial Crisis. Vacancy rates have been consistently higher here post 2008 than in nearby office locations. As a result new office development in Aldgate was overlooked in favour of large residential schemes, many of which have been built or at least granted planning permission. This has delivered significant numbers of homes, but has left limited sites for the development of new offices. This is a strategic concern, particularly as new employment projections and market signals suggest that the demand for office space, and the appetite to develop new offices is likely to increase. The ability for London to accommodate City type occupiers such as large financial institutions and global headquarters is vital to its world city status and adequate space needs to be provided to enable the growth of this sector.

5.85 The City is currently experiencing very low vacancy rates and Aldgate has significant potential to help address increased demand, particularly for offices suitable for City occupiers. Recent and ongoing

improvements to the area, as well as the large numbers of new, high quality housing units, are likely to make Aldgate an even more desirable place to locate grade A offices.

5.86 The Aldgate area is under-going major development at present at a number of locations. Aldgate East gyratory was removed in 2007 enabling the conversion of Braham Street into a park and reverting Whitechapel High Street back to a two-way street. The removal of Aldgate gyratory is currently being undertaken by the City of London Corporation with significant funding provided by TfL. St Boltoph Street will be closed and new open space will be created in its place. Works have started and are expected to be complete in 2016. The key principles underpinning this work are:

- Improving cycle safety through improved on-road facilities and a new north-south connection through the new public realm
- Meeting pedestrian desire lines and improve the local public realm
- Creating a new public realm space through the removal of the western arm of the gyratory and converting remaining parts into two-way streets

5.87 The pace of residential development in and around Aldgate means that the area is likely to be more residential in nature than envisaged when the last detailed master planning exercise took place. One consequence of this is that the pedestrian network will need to be planned to accommodate increased population growth through the facilitation of significant investment in the public realm, crossing points and pavement space is therefore even more important to ensure that opportunities be taken to address issues of poor public realm, legibility, permeability and severance in Aldgate and the wider area where appropriate.

KEY SITES

- 1 Middlesex Street
- 2 Aldgate Tower
- 3 1&2 Aldgate Place
- 4 Goodmans Fields
- 5 The Minorities
- 6 London Dock (Wapping)
- 7 Beagle House
- 8 LMU

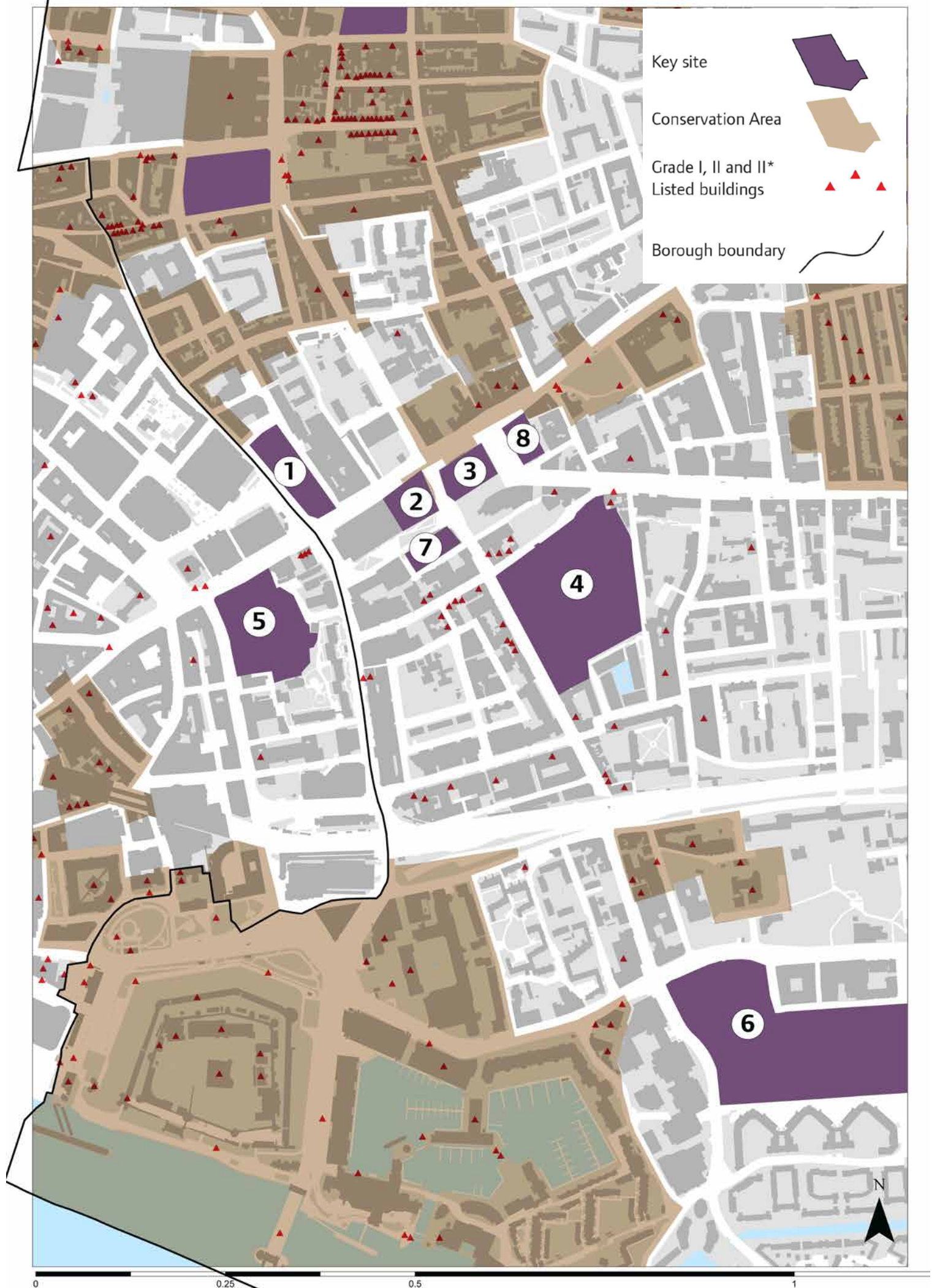


Figure 5.12 Key sites in Aldgate

STRATEGIC DESIGN PRINCIPLES

- 1** Improved, legible, linked-up and coherent north-south and east-west links for pedestrians and cyclists.
- 2** Increased permeability especially where new development provides an opportunity to provide this, for example with the bus garage site.
- 3** Encouraging more short distance trips to be made by foot or cycle through wayfinding and more convenient crossing facilities.
- 4** Improved public realm should be prioritised in these areas, being the main pedestrian links through the area aside from the main strategic connections.
- 5** These streets provide important connections between and through Aldgate and the other main areas of the City Fringe and through Aldgate. Development along them needs to contribute to this role by improving their quality and legibility. This

can be done by providing active frontages, a strong building line, a mix of residential and non-residential uses and buildings which are slightly higher than their contextual height. Public realm changes should improve the quality for pedestrians and cyclists. At the moment south- north pedestrian and cyclist movement along Lemn Street is difficult in places and dominated by traffic. Effort should be made to address this, where possible, for example at the junction with Prescott Street. Effort should also be made to maximise the number of cycle movements that can be made at any junction, for example by exempting cyclists from turns currently not allowed by other vehicles.

6 Aldgate has been identified as an area suitable for tall buildings, and a tall building cluster is emerging. It should be noted, however, that the height of buildings here is constrained by Townscape Views and River Prospects set out in the London View Management Framework, as well as considerations around the setting of the Tower of London World Heritage Site.



Figure 5.13 City of London Corporation plans for Aldgate gyratory: New public open space and pedestrian connections.

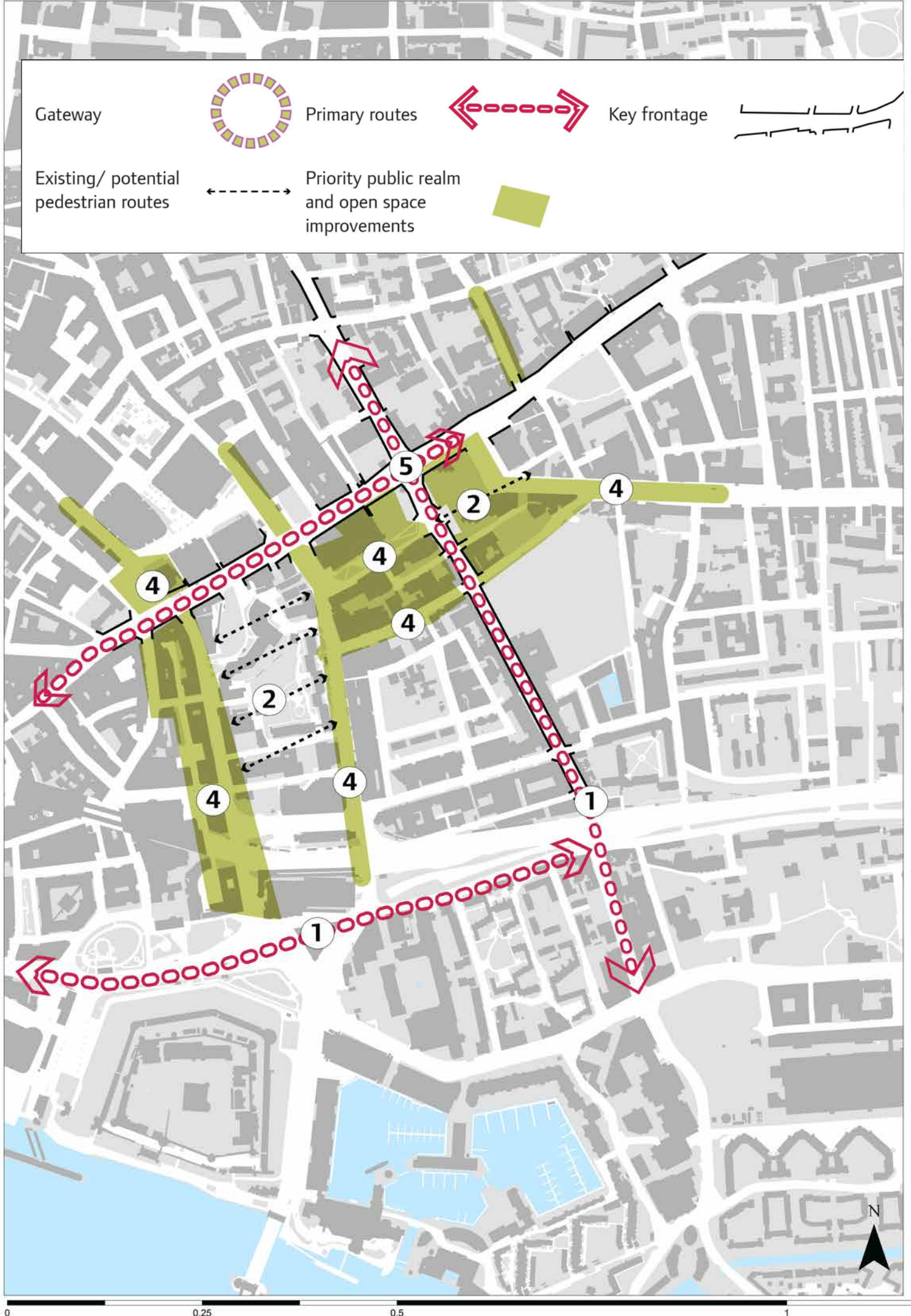


Figure 5.14 Strategic principles for Aldgate

WHITECHAPEL

5.88 The new Crossrail station will increase the strategic significance of Whitechapel station and improve accessibility of the local area. The benefits of the new Crossrail station should be maximised. High density development is supported where appropriate, including overstation development, as a means of promoting sustainable development and reducing the need for onward travel. Interchange between different modes of transport should also be improved.

5.89 The aspiration is that Whitechapel realise its full potential as an employment location as well as a centre for retail, culture, leisure and the night-time economy. Whitechapel's urban grain, built form and mix of uses mean that it already shares many of the characteristics of the other successful employment areas of the City Fringe, such as Shoreditch and Spitalfields. It is anticipated that the regeneration of Whitechapel will see it become a more attractive place to live and work, especially for those currently working in the nearby employment areas of the City Fringe. That this is already happening can be evidenced by the recent opening of co-working spaces in Whitechapel by businesses previously operating in Shoreditch/ Old Street.

Life-sciences campus

5.90 London is the only global life-science centre that is a global financial hub and is also the seat of government for a G7 country. Globally, this mix of science, money and regulation is unique, and with Cambridge and Oxford only an hour away, there is potential for London to emerge at the centre of an internationally recognised centre for research and innovation in sectors such as biotech and pharmaceuticals. The Mayor has set up the Med City organisation to promote the Cambridge-London-Oxford triangle as the world's premier region for life-sciences. Modelled on Tech City UK, Med City will drive investment from around the world and provide a coherent voice to governments and the EU. It will identify gaps in the triangle's offer, and seek to fill them by bringing together the key actors.

5.91 London's Life Science offer is characterised by a 'corridor' of clusters roughly aligning with Crossrail, with Imperial West at one end and Whitechapel at the other. These clusters contain a mix of world-class academic centres such as UCL, Oxford, King's, the Queen Mary and Imperial College, large NHS facilities with unparalleled access to data to patients, public and private sector research facilities, institutions such as the Wellcome Trust and the Crick Institute, start-ups

and microbusinesses.

5.92 Although nearby Kings Cross has the potential to make a major contribution to strengthening the London life-sciences corridor, the key Med City opportunity within the City Fringe is at Whitechapel. Whitechapel not only has significant potential to accommodate start-ups and businesses spilling out from Tech City, but it is already home to the Royal London hospital, Queen Mary University, the Blizzard Institute, Queen Mary Bio-innovation Centre and a number of smaller university and hospital uses. Significantly the area has potential development sites close to these existing facilities and in close proximity to the Crossrail station.

KEY SITES

- 1 Whitechapel Liesure Centre
- 2 Sainsbury's Cambridge Heath Road
- 3 Whitechapel/ Vallance Road junction
- 4 Whitechapel over station
- 5 Safe store/ Cavell Street/ Raven Row
- 6 Barclays
- 7 Royal Mail
- 8 Old Royal London Hospital
- 9 Royal London hospital (New Road)
- 10 Former Barts and the London Trust site
- 11 118-120 Vallance Road/ 2-4 Hemming Street

Whitechapel Vision

5.93 The aspiration is for Whitechapel to capitalise on the opportunities provided by the expanding Tech City cluster and the proposed Life-sciences campus. The Whitechapel Vision SPD was adopted by Tower Hamlets Council in December 2013. It is a masterplan sits alongside and is complementary to the City Fringe OAPF and sets out in detail how development here should be informed to ensure that Whitechapel realises its potential to deliver 3,500 new homes and 5,000 new jobs with significant new workspaces and a world-class research cluster. Central to this vision is the delivery of the Life-sciences campus on land to the south of a new civic-hub on Whitechapel Road, opposite the station.

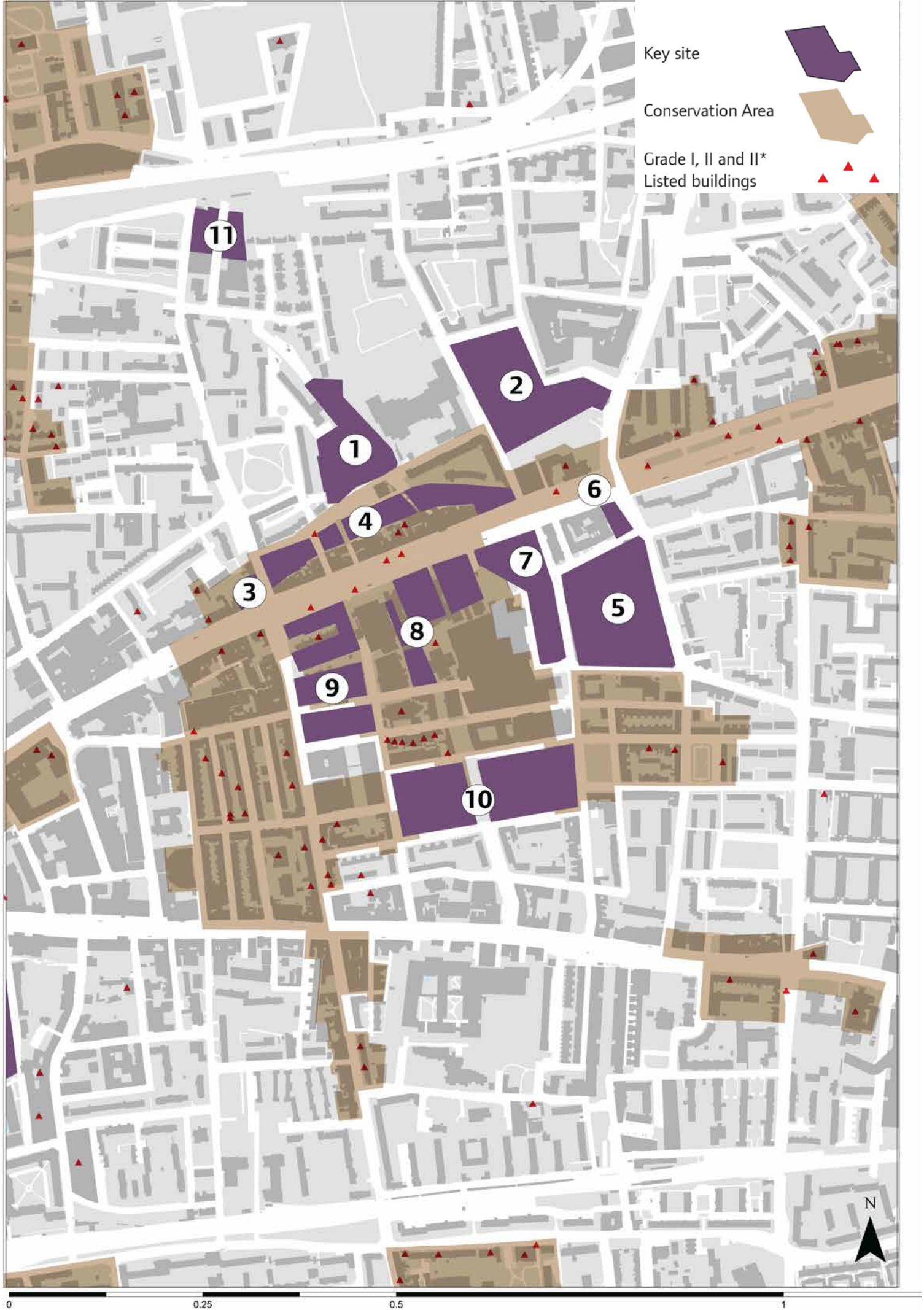


Figure 5.15 Key sites for Whitechapel

Connections to the wider area

5.94 Along with Whitechapel High Street, the key strategic routes in figure 5.16 are currently the main pedestrian and cycling connections between Whitechapel and the core growth areas of the City Fringe. Improvements to junctions, particularly the junction at Valance Road/ Whitechapel High Street are strongly supported. The link along Hanbury street could also become a more important strategic pedestrian connection, linking Whitechapel to Brick Lane, Spitalfields, Shoreditch and Liverpool Street station.

5.95 Improved linkage between Whitechapel and the rest of the City Fringe area should be achieved through improved way-finding, better quality walking and cycle links together with attractive and consistently high quality public realm from Whitechapel to Aldgate. The separation of cyclists from motor traffic should be considered, where appropriate, in line with proposals for the Cycle Superhighway. Consideration should also be given to how cycle infrastructure can be integrated with loading facilities to support the market and other businesses on Whitechapel Road.

5.96 The pattern of post-war development to the north of Whitechapel station makes an illegible and impermeable public movement network, especially from east to west. Improved, legible and coherent east-west links for pedestrians and cyclists should be delivered, where development allows, in the areas to the north of the station towards Bethnal Green.

STRATEGIC DESIGN PRINCIPLES

1 Whitechapel High Street will be the town centre's primary retail hub. It will continue to be characterised by its vibrancy, fine grain historical terraces, small footprint retail units, independent businesses and the street market. Development in this area should contribute to this through the provision of small affordable retail units, a diverse mix of uses, support for small independent traders and sensitive refurbishment of historical buildings. The provision of cafes, restaurants and bars are encouraged to add to the areas character and encourage a developing leisure and night time economy.

2 Durward Street will become an important town centre public space, parallel but linked to Whitechapel High Street. A generous number of pedestrian and visual connections between Whitechapel High Street and Durward Street should be provided to ensure any additional floorspace or mix of uses along Durward

Street will compliment and not compete with the existing vibrancy and vitality of the high street. Development along here should contrast with the scale and character of Whitechapel High Street and reflect the high accessibility and importance of the town centre. Tall buildings may provide significant additional floorspace as well as helping articulate the importance of Whitechapel town centre. Consideration will need to be given to how development along here will interface with the residential areas to the north.

3 These two crossroads mark the edges of the central core of Whitechapel High Street, and there is an aspiration for the eastern gateway to house a potential second entrance/ exit for the Crossrail station. Development in these locations should provide small public open spaces and taller buildings to improve the legibility and prominence of Whitechapel High Street and encourage a focus of activity around its core. Proposals in these areas should also contribute towards improving these junctions for pedestrians and cyclists.

4 These streets provide important connections across Whitechapel High Street connecting it to areas further afield such as Bethnal Green and Wapping. Development along them needs to contribute to this role by improving their quality and legibility. This can be done by providing active frontages, a strong building line, a mix of residential and non-residential uses and buildings which are slightly higher than contextual height. Public realm changes should improve the quality for pedestrians and cyclists.

5 Development here should provide uses that contribute towards the Mayor's Med City vision for a globally significant research cluster. A north-south linear park should form the spine of the campus and provide a generous green open space to the wider community. Development along this space is expected to reflect its importance both in building height and ground floor uses. It is important that this park has a strong presence on Whitechapel High Street and a creative approach to how this can be achieved through the Hospital Building will be required.

6 Improved east-west pedestrian and cycle permeability should be encouraged in this area. A potential strategic route across this area can be created through the blocks between Durward Street and Dunbridge Street/ Cheshire Street connecting the existing east-west routes. Development in this area should contribute to creating these connections.

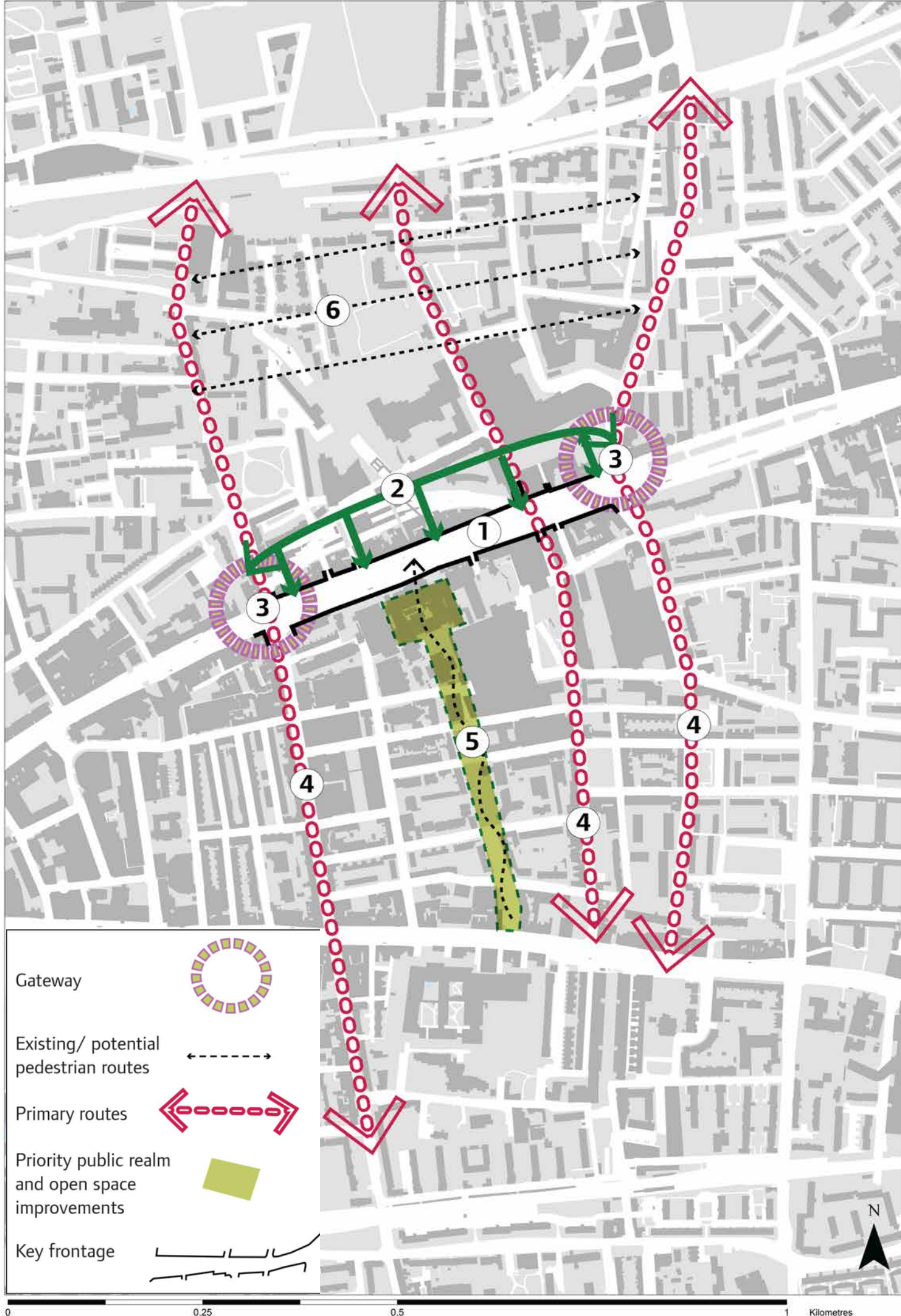


Figure 5.16 Strategic principles for Whitechapel

HACKNEY CENTRAL

5.97 Hackney Central is a District Town Centre with good and improving public transport connectivity. It is also a resurgent civic and cultural hub with a busy High Street, some more intimate streets, green spaces, unique historical character and a vibrant, diverse cultural and retail offer. There is a significant reservoir of employment land and affordable workspace in Hackney Central, particularly in the Mare Street Priority Employment Area, which has established co-working communities, artist workspace and SME space. As the Tech City cluster grows, new businesses and those displaced from elsewhere in the City Fringe are moving into this area and it is expected that this process will continue. The significance of Hackney Central as part of the cluster will increase over time, and it will be particularly important in the short term for businesses seeking more affordable accommodation. Hackney Central Area Action Plan (AAP) lists the main opportunity sites within the town centre, some suitable for new development and others more suited for refurbishment or other site improvements. The strategic development objectives for Hackney Central are:

- To become a key focus for cultural and creative activities, as the Tech City cluster expands
- Provision of affordable workspace
- Address poor townscape contribution of some large developed sites where possible
- Hackney fashion hub- the creation of a unique centre for Hackney's design community - a place for young designers to gain new skills, apprenticeship and training opportunities in the fashion industry
- Address traffic congestion and traffic dominance along Narrow way and Mare Street
- Address infrastructure severance, poor connections to the east
- Address the general low quality of the public realm

KEY SITES

- 1** Hackney Police station
- 2** 1-17 Lower Clapton Road
- 3** Station Car Park and 7 – 19 Amhurst Road
- 4** Marian Court
- 5** Bridge House
- 6** Arches 189 - 222 Morning Lane
- 7** Railway Arches Bohemia Place
- 8** Tesco Site East
- 9** Tesco Site West and Mare St backs Morning Lane
- 10** The Rectory
- 11** Florfield Road Depot
- 12** 2-20 Morning Lane
- 13** 70 Sylvester Road
- 14** London College of Fashion
- 15** Land bounded by Mare St, Warburton Rd and Bayford and Sidworth Streets
- 16** 164-170 Mare Street
- 17** King Edwards's Road
- 18** Great Eastern Buildings

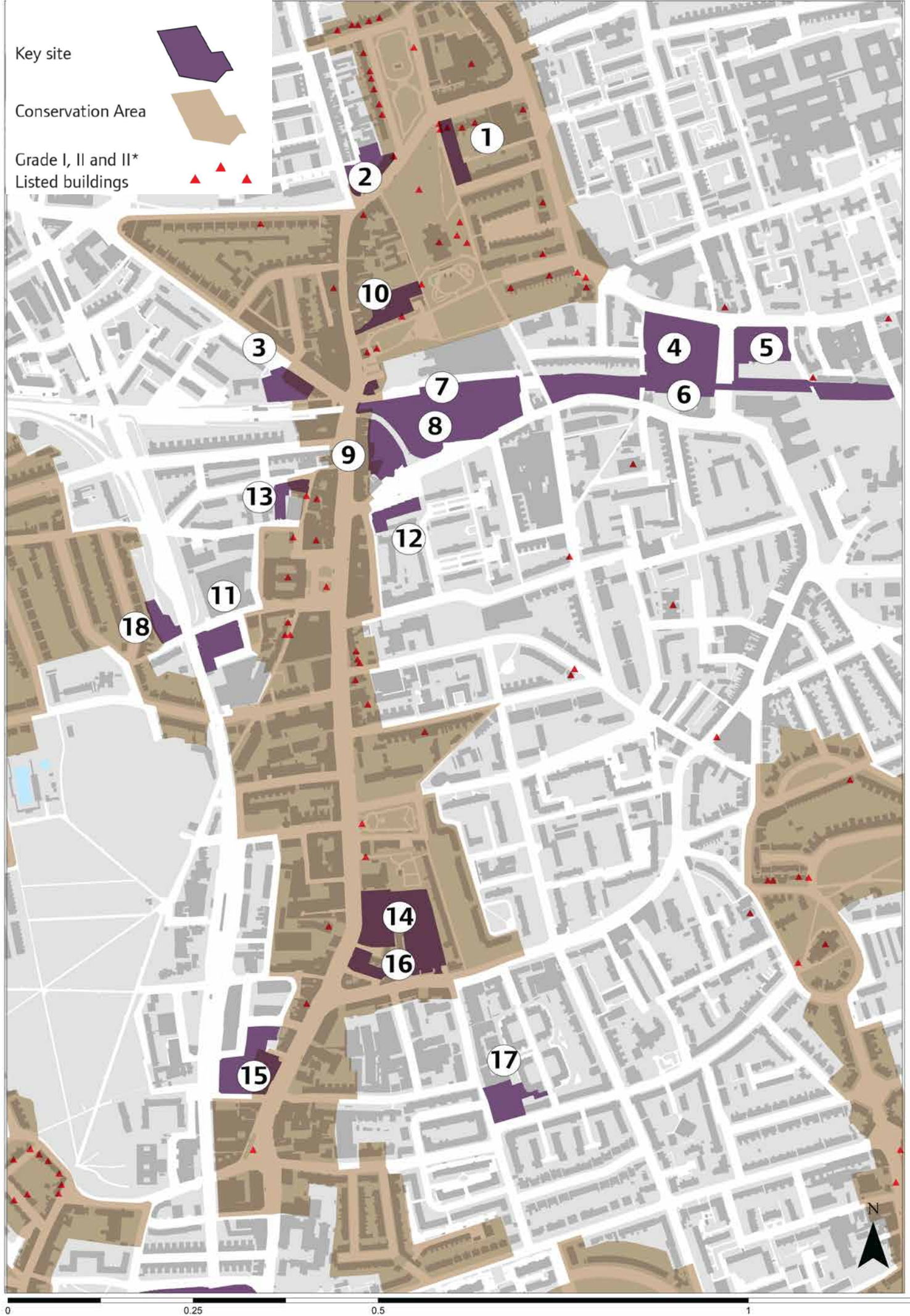


Figure 5.17 Key sites for Hackney Central (including London Fields)

STRATEGIC DESIGN PRINCIPLES

1 Mare Street and the Narrow Way will continue be Hackney Central's commercial and community spine. Development in this area should reinforce this by providing active frontages on to the street, a simple building line, small public open spaces, a mix of residential and non-residential uses and buildings which are slightly higher than contextual height.

2 The railway line and viaduct creates significant north-south severance across the area. This is particularly problematic east of Mare Street undermining the creation of a retail circuit in the town centre. Improved north-south pedestrian and cycle permeability should be encouraged in this area by providing additional routes under the railway arches between Morning Lane and the area of St. Johns Church and the Old Town Hall.

3 St Johns Church Yard is a significant open green space adjacent to the town centre yet is relatively underused and unsafe in the evenings. Development adjacent to it should seek to increase the levels of activity throughout the day and night by providing active frontages and residential uses fronting it. Public realm improvements should focus on the quality of the entrance points into this space.

4 Morning Lane should be established as part of the town centres shopping circuit, and the main route linking Mare Street to the emerging fashion hub at Chatham Place. Development along it should reinforce this role by improving its quality and legibility. This can be done by providing active frontages, a well-defined building line, a mix of residential and non-residential uses, as well as buildings which are slightly higher than contextual height but lower than the height of buildings along the Town Centre spine. Public realm changes should improve the quality for pedestrians and cyclists.

5 These gateway locations mark important entry points to the town centre. Development in these locations should provide small public open spaces and landmark buildings to improve the legibility and prominence of these nodes and encourage a focus of activity around its core. Proposals in these areas should also contribute towards improving these junctions for pedestrians and cyclists.

6 The London Fields/ Broadway Market/ Goldsmiths Row route is a strategic cycling and pedestrian route which links Hackney Central to the core of Tech City via the local centres at Broadway Market and Columbia Road. Development along this route should promote and enhance this. Retail and leisure uses along this route should complement, rather than compete with those along Mare Street in the north and be focussed on, but not exclusively, at the local centres of Columbia Road and Broadway Market. Consideration could be given to suitable locations for small retail and leisure uses elsewhere along this route when sites in town and local centre frontages are not available.

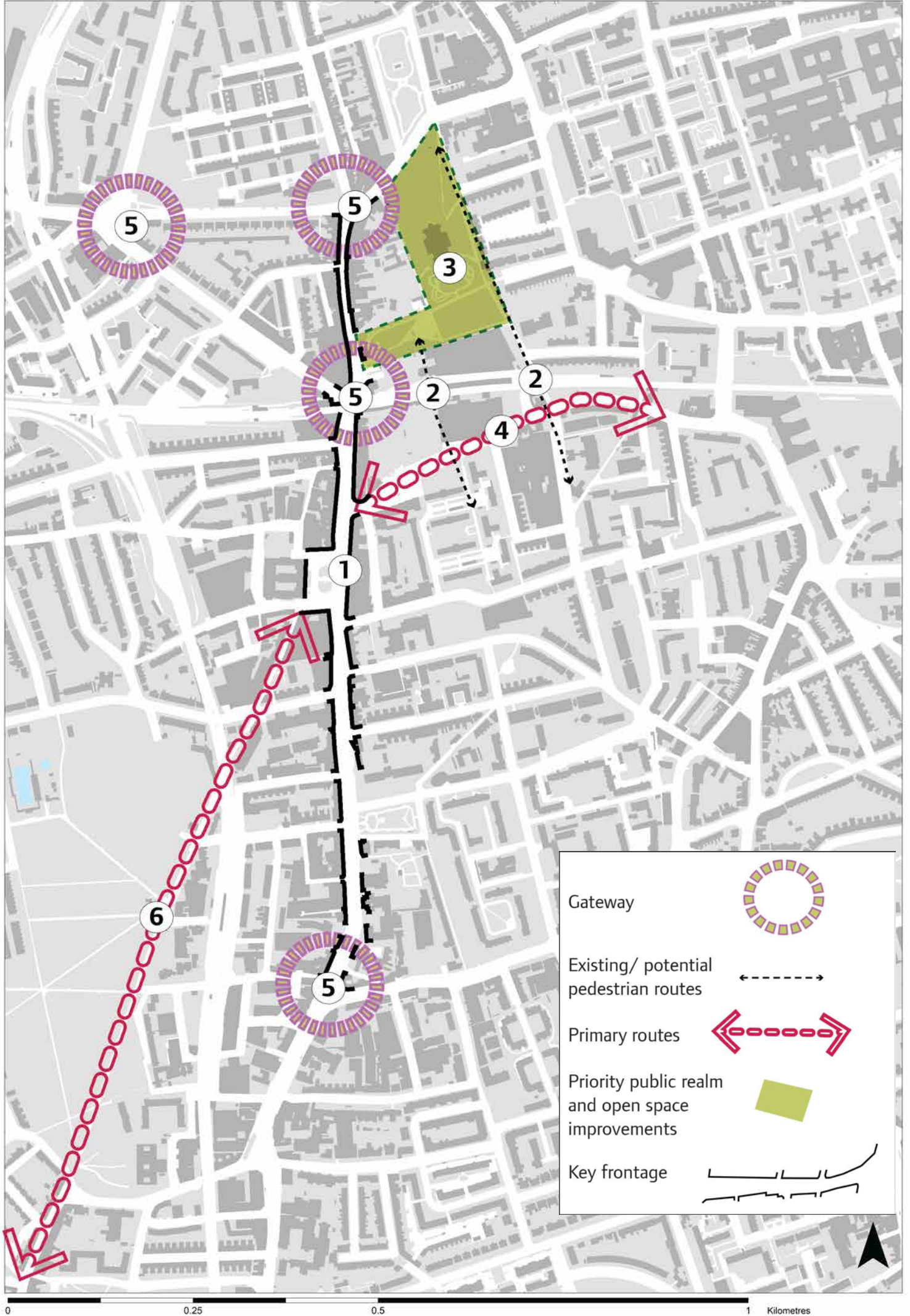


Figure 5.18 Strategic principles in and around Hackney Central

DALSTON

5.98 Dalston is a Major Town Centre with excellent public transport connectivity and is now emerging as a regional centre for culture, creative industries and the third sector. There is significant scope for provision of affordable workspace and other accommodation for Tech City businesses as the cluster expands. Dalston has a lively Victorian high street characterised by small, active, independent shops and services, a bustling street market with a wide catchment area, a lively night time economy (for which a Special Policy Area designation has been introduced) and many buildings and areas of high quality architecture and heritage. Dalston AAP gives further detail and lists the main opportunity sites within the town centre, some suitable for new development and others are more suited for refurbishment or other site improvements. The strategic development objectives for Dalston are:

- Managing growth whilst retaining the unique character and heritage
- Major focal point for enhanced comparison shopping offer
- Provision of affordable workspace
- Conservation and re-use of heritage buildings to be encouraged
- Scope for provision of new residential accommodation, including significant levels of affordable housing, that capitalises on the area's improved public transport accessibility
- Redevelopment of Kingsland Shopping Centre
- Significant public realm enhancement is required to improve the arrival experience, upgrade streets, pedestrian and cycle routes, and introduces new public spaces and play facilities
- Reduced traffic dominance through pedestrian-orientated improvements to crossings, junctions and footways

KEY SITES

- 1** 130 and 130a Kingsland High St
- 2** Dalston Kingsland Station and associated
- 3** 51-57 Kingsland High Street
- 4** 25-33A Kingsland High Street
- 5** Kingsland Shopping Centre
- 6** 36-42 1-7 Ashwin Street 2- 34 Kingsland High Street
- 7** 1-9 (odd) Dalston Lane, 1-7 Ashwin Street and 2-6 Kingsland High Street
- 8** 2-16 Ashwin Street and 11-15 Dalston Lane
- 9** Former Roseberry Cottages
- 10** Dalston Lane Including former Public House
- 11** Thames House and Corner of Hartwell St
- 12** Holy Trinity Primary School
- 13** Dalston Lane Terraces
- 14** CLR James Library
- 15** 67a-73 Dalston Lane and Frontage onto Tyssen Street
- 16** Grampul House
- 17** Ridley Road Market improvement area

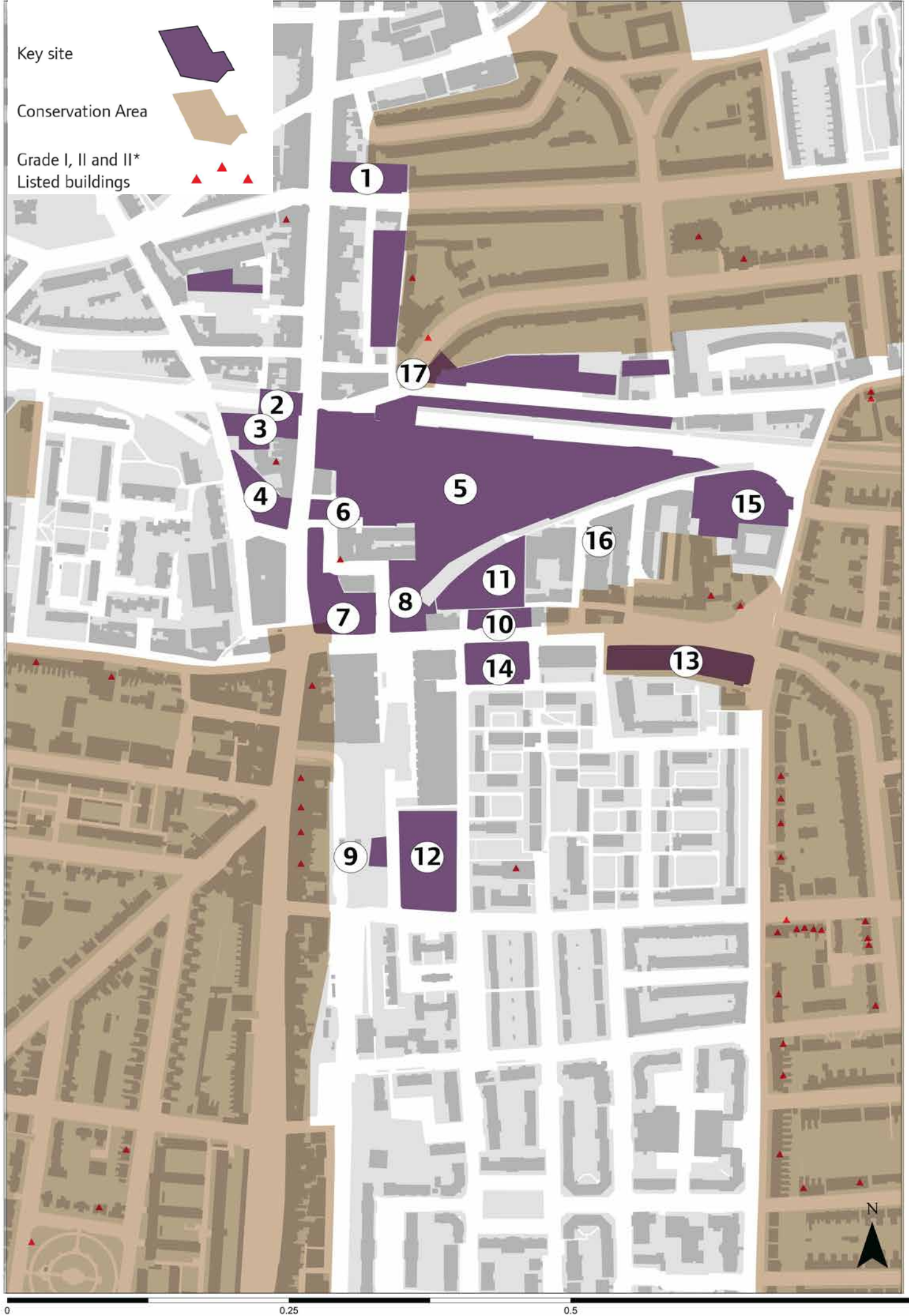


Figure 5.19 Key sites in Dalston

STRATEGIC DESIGN PRINCIPLES

- 1** The railway line cutting creates significant severance to north-south movement in the area. Existing crossings need to be improved and new crossings provided where possible. A crossing linking Dalston Lane to Ridley Road is particularly important and would benefit both streets creating a continuous retail circuit, making them integral to the town centre. Development around these crossing points need to create a continuous urban environment, with a well-defined and animated public realm.
- 2** Kingsland High Street will continue to be the town centre's primary retail hub and focus for existing night time economy uses. It will be characterised by its vibrancy, small footprint retail units and independent businesses. Development should reinforce this through resisting the loss of retail units, the provision of small affordable retail units, support for small independent traders and sensitive refurbishment of historic buildings. Kingsland Road is also the main strategic route between Dalston and the core of Tech City therefore development along it needs to contribute to this role by improving its quality and legibility. This can be done by providing active frontages, a strong building line, a mix of residential and non-residential uses and buildings which are taller than contextual height. Public realm changes should improve the quality for pedestrians and cyclists.
- 3** These gateway locations mark important points within the area which can aid legibility. Development in these locations should provide small public open spaces and taller buildings to improve the legibility and prominence of these nodes and encourage a focus of activity around its core. Proposals in these areas should also contribute towards improving these junctions for pedestrians and cyclists.

- 4** Dalston Lane/ Balls Pond Road and Sandringham Road/ John Campbell Road provide important connections to Hackney Central in the east and Islington in the west. Ridley Road provides an important connection to the west and is also significant because of its street market and focus on independent trading. Development along these routes needs to contribute to this role by improving their quality and legibility. This can be done by providing active frontages, a strong building line, a mix of residential and non-residential uses and buildings which are slightly higher than contextual height. Development along Ridley Road should complement its ongoing use as a market and provide small shop units suitable for independent traders. Public realm changes should improve the quality for pedestrians and cyclists.
- 5** The Dalston Eastern Curve Public Realm will form a new public realm across the area. It is envisaged as a series of interlinked spaces of different character and atmosphere that could accommodate areas of green space, facilitate pedestrian movement through the town centre and support new / refurbished active retail / commercial frontages. Development along here should address this appropriately in both building height and ground floor uses reflecting its highly accessible town centre location.
- 6** The provision of new, well managed evening economy uses should be focussed in areas such as along the Eastern Curve Public Realm, Ridley Road and Gillette Square to promote active frontages and increase level of activity and safety in these areas.

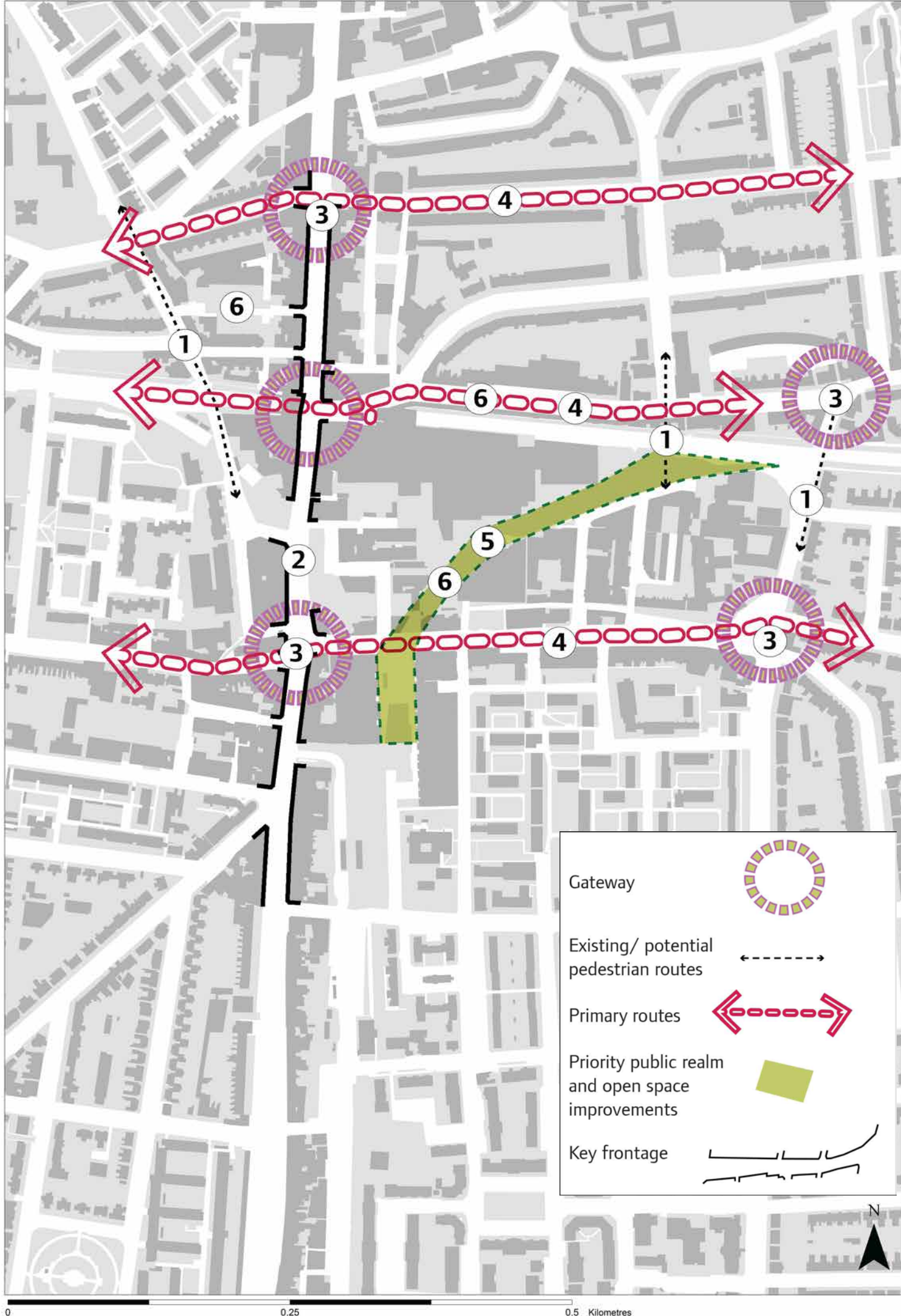


Figure 5.20 Strategic principles for Dalston

THE OVAL, CAMBRIDGE HEATH ROAD

5.99 This location sits between Hackney Central and Whitechapel at a junction of Cambridge Road and Hackney Road. Already there is evidence of digital-Creative businesses and co-working spaces in the immediate area. This location is small in comparison to the other strategically significant areas of the City Fringe but it contains a supply of former industrial land and affordable employment floorspace in close proximity to the amenities of Broadway Market, Hackney Road and Cambridge Heath Road.

5.100 Much of this area has development restrictions in accordance with the HSE's PADHI Land-use planning methodology due to its proximity to the Marian Place gas holders. This is being decommissioned, but restrictions will remain in place until final work is done and the licence revoked by Tower Hamlets Council. This has meant that some residential planning permissions are given conditional on this taking place before they can be occupied.

5.101 The area has improved transport connectivity with the Overground station on Cambridge Heath Road and excellent cycling and walking access to other parts of the City Fringe and wider East London via the canal and other routes.

5.102 There are regeneration sites on both north and south sides of the Regents Canal. These lie in the two Boroughs of Hackney and Tower Hamlets as the Canal is the boundary between them. As such they should not be considered in isolation from one another and the Mayor of London would support a comprehensive masterplan that crossed the borough boundary.

5.103 The Oval site itself has capacity to provide employment uses, housing development and publically accessible open space and is a Local Plan site, with development principles for the site set out in the Local Plan Managing Development Document (MDD). Tower Hamlets Council are looking at the opportunity to take forward a planning document or framework for the area in order to determine further guidance

that will assist in delivering the vision set out in their Local Plan. Development will need to factor in costs contributing towards final decommissioning and any land remediation that may be necessary. There is also an operational Royal Mail facility and other existing employment uses in and around the Oval site to consider when reviewing new development.

KEY SITES

- 1 Andrews Road / Sheep Lane
- 2 Marian Place Gas Works and The Oval

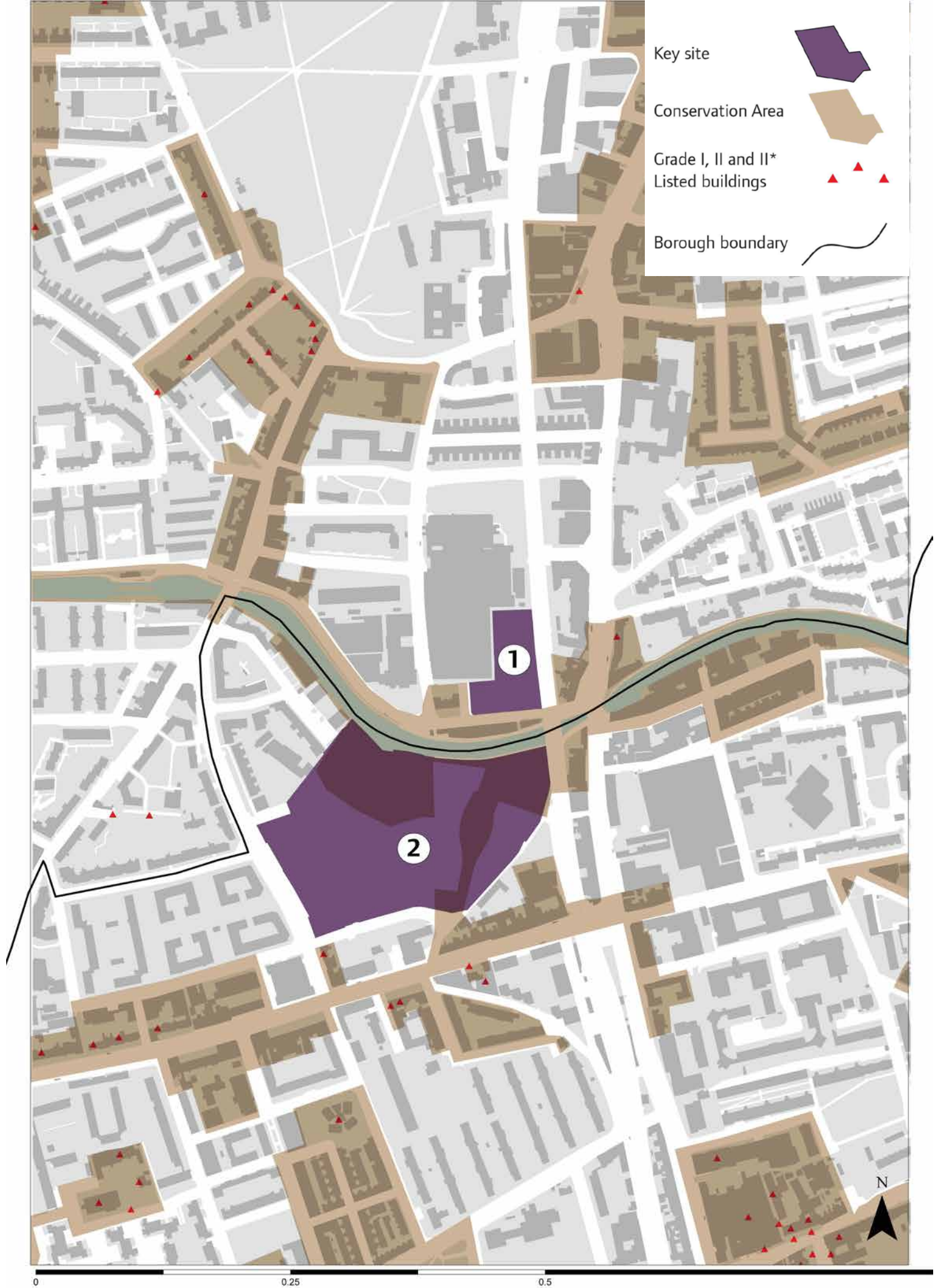


Figure 5.21 Key sites in and around Oval

STRATEGIC DESIGN PRINCIPLES

- 1** Create a public park of at least 1.2 hectares along the canal front, ensuring development along it provides good levels of activity and overlooking to ensure the space is well used
- 2** Re-establish The Oval (London Square) as a public open space redeveloping the buildings around it but maintaining its distinctive form.
- 3** The Green Grid route should be well integrated with the development, helping to improve access to the canal, the park and The Oval
- 4** Animate Grove Passage so it feels safe and well used without undermining its intimate character and scale
- 5** Create development that will animate and establish Pritchards Road and Emma Street important as routes through the area. Public realm should also be improved along these prominent edges
- 6** Create north/south and east/west connections which establish links between existing roads, the canal and the new open space
- 7** Create two well spaced connections between The Oval and Grove Passage
- 8** Establish/create new links across the Canal to connect both areas of regeneration north and south of the canal and to extend the pedestrian and cycle links between Broadway Market to the west and Victoria Park to the east.

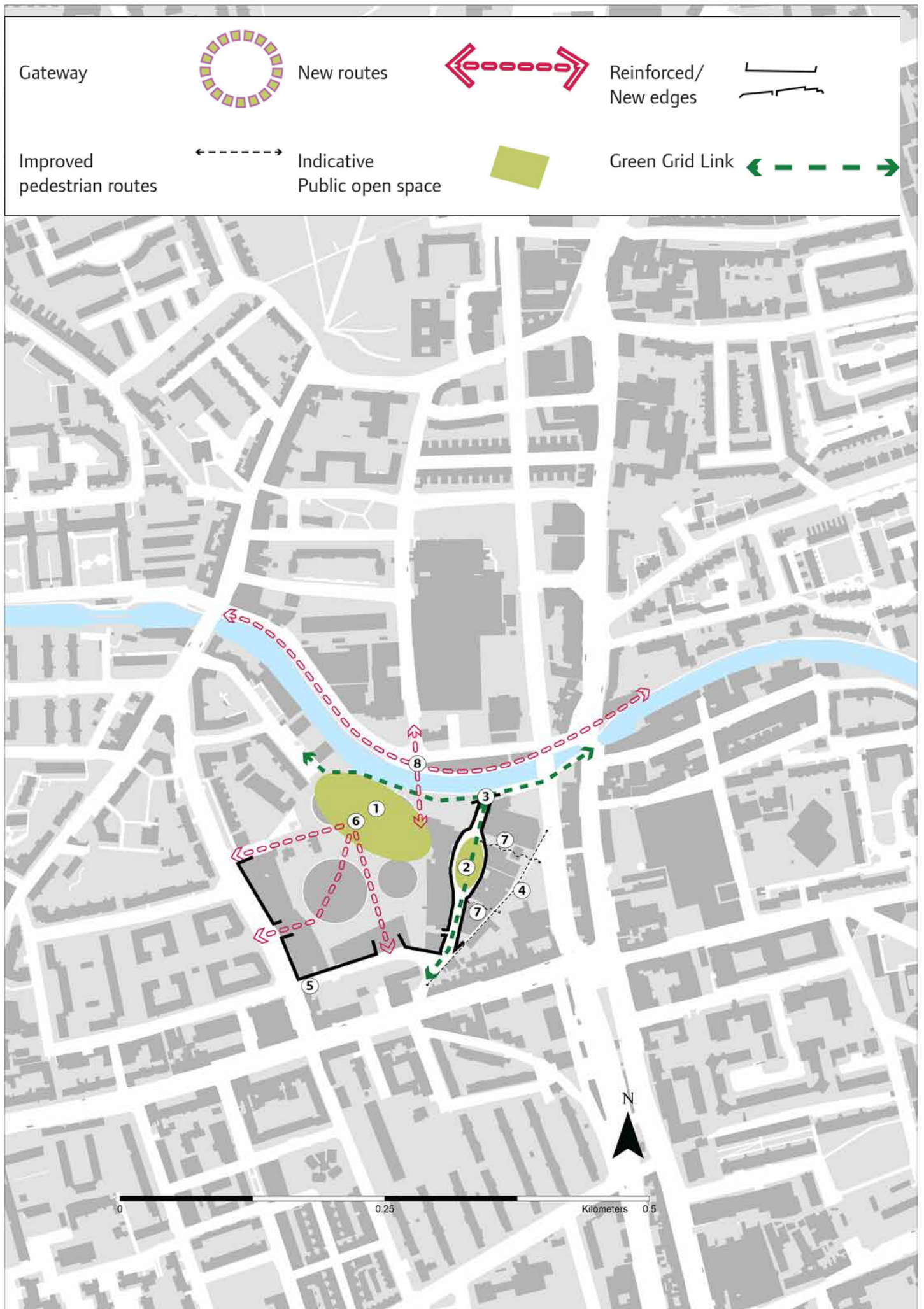


Figure 5.22 Strategic principles for Oval



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6

Implementation

Contents

- Delivering the vision in partnership
- Delivery mechanisms
- Monitoring and review

6 Implementation

DELIVERING THE VISION IN PARTNERSHIP

6.1 The GLA and the City Fringe boroughs have worked together to produce this OAPF. They have also collaborated on issues such as the application for exemption to new permitted development rules.

6.2 The boroughs and the GLA have also put effort into establishing effective links with the local community, public sector partners and wider business interests to discuss the future of the City Fringe during development of the document.

6.3 The Whitechapel Strategy Board (WSB) is chaired by the Mayor of Tower Hamlets and includes high-level representatives from the GLA, Tower Hamlets Council, TfL and all of those with a significant development interest in Whitechapel. It meets quarterly and oversees the implementation of the Whitechapel Vision SPD in Whitechapel. The Whitechapel Vision shares many of the objectives of the City Fringe OAPF and the Board provides a forum to cooperate and jointly deliver strategic and local objectives.

6.4 Technical working groups support the work of the Board. For example, the Life Sciences working group shapes and assists in the delivery of a Life Sciences campus in Whitechapel. The group consists of technical officers from each of the public sector stakeholders as well as high-level representatives from Queen Mary University London and Barts Health Trust.. The group reports directly to the WSB and also has parallel reporting lines to the Chief Executives of the partner organisations to ensure all key decision makers are fully informed.

6.5 The WSB and the Life-sciences sub-groups offer an opportunity for detailed consideration of how delivery can be tailored to benefit existing communities and address specific issues such as persistent deprivation and access to new employment and training opportunities.

6.6 The GLA would welcome similar strategy boards and sub-groups in other areas of the City Fringe as part of the implementation process as and when appropriate. This includes working with the City Corporation in light of the important linkages and functional relationship between the City and City Fringe.

6.7 A variety of delivery mechanisms will be required to realise the objectives of the CFOAPF. These include:

- Determining planning applications to ensure they comply with all relevant planning policies (local and strategic) and contribute, as appropriate, to the vision and objectives of the City Fringe OAPF
- Implementation of planning permissions
- Proactive engagement of the private sector and land-owners to encourage investment and long term involvement
- Utilising public sector funding, land and assets where possible
- Compulsory purchase to acquire land and deliver comprehensive redevelopment and infrastructure where necessary. This is particularly useful where sites are difficult to assemble through private negotiation.
- where there are complex freehold and leasehold arrangements Co-ordinating the relevant strategies and investment decisions of the GLA and boroughs of the City Fringe, working together with investors, landowners and developers.
- Co-ordination between the Borough Infrastructure studies and The London Plan Infrastructure Plan

- Aligning statutory and non-statutory planning documents- such as the London Plan, the CFOAPF, Masterplans, Area Action Plans, Supplementary Planning Documents, best practice guidance and design briefs.
- The Whitechapel Strategy Board and similar boards.

INFRASTRUCTURE, FUNDING AND INVESTMENT SOURCES

6.8 Although funding has been identified for much of the “big ticket” infrastructure in the City Fringe (e.g. Crossrail) there still remains significant gaps (e.g. Old Street Station) for which initiatives such as enabling development on adjacent land and/ or over stations could be considered. There are, however, a number of funding sources which public sector stakeholders could directly tap into to help deliver additional infrastructure in City Fringe. Many of these are already under consideration.

6.9 In addition to those listed below, there is the possibility of securing mainstream government funds to support education and health provision. Further funding may be available for sport and parks. However, given the over-riding economic climate of austerity, these public funds will be limited and will have to be carefully prioritised to ensure value for money and maximise the outputs delivered through them.

PLANNING OBLIGATIONS

6.10 The traditional role of planning obligations to fund infrastructure is changing as a result of the introduction of CIL but they will continue to have an important role in the City Fringe in delivering affordable housing and workspace, revenue costs and to address site-specific issues such as access.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

6.11 CIL will become the principal means of funding infrastructure through the development process. CIL can be spent across local authority boundaries suitable for delivering strategic infrastructure.

6.12 CIL allows local authorities in England and Wales to charge a levy on new developments to raise funds to build the infrastructure to support growth. In London, there are two levies - a Mayoral CIL to raise funds for Crossrail and a Local Authority CIL to pay

6.13 for a wide range of infrastructure including transport, open space, parks, schools, community and health facilities, leisure centres and energy.

6.14 As CIL is simply a standard tariff, it can not be used to provide affordable housing or other site specific mitigation measures. Therefore, Section 106 agreements may still be necessary where applicable. All three boroughs in the City Fringe have now adopted a CIL. Charging schedules are available on the boroughs’ websites.

6.15 The Mayoral CIL came into force on 1 April 2012 to levy all new developments in London (except development for health and education facilities) to raise £300m towards the delivery of Crossrail. The rates for the boroughs in the Opportunity Area are as follows:

- Zone 1 boroughs (Islington) £50 per square metre
- Zone 2 boroughs (Hackney and Tower Hamlets) £35 per square metre

LOCAL IMPLEMENTATION PLANS (LIPs) AND OTHER TRANSPORT FUNDING

6.16 Transport for London makes an annual contribution to borough budgets through the LIPS funding, which is allocated on a formula basis. Boroughs need to ‘use or lose’ this money every year. Although it is not possible to say what funding will be available beyond current funding allocations, it is reasonable to assume that a steady stream of income will be available to LBE over future years from this source, although it is for the boroughs to determine priorities across the whole of Islington, Hackney and Tower Hamlets, not just the City Fringe.

6.17 In addition, TfL often invites bids to specific funding rounds, for cycling and walking, or other initiatives, and these may be potential sources of future funds for transport projects, alongside its more general ‘major schemes’ bidding pot.

GLA/LEP REGENERATION FUNDS

6.18 The Mayor and London Enterprise Partnership have invited bids for a number of funds supporting regeneration and places of work. Many have already supported investment in projects in the City Fringe, and bids have recently been invited for the London Regeneration Fund and Growing Places Fund. Details of the successful bids will be released early in 2016.

PERMITTED DEVELOPMENT RIGHTS

6.19 The Mayor and the boroughs of the City Fringe share concerns about the impact of office to residential permitted development rights (PDR) on office space outside of the currently exempted areas, including the effect it has on business and employment. The impact of these changes is being monitored by the GLA in collaboration with the boroughs. There is evidence that some inner areas, including adjacent areas such as Islington, have been particularly affected.

6.20 The Mayor has made it clear to Government the negative consequences for London of office to residential PDR both for employment capacity and for housing, noting that established London Plan policy for managing the release of identified surplus offices yielded substantially more housing completions than the new regime. In the event that the Government removes the current exemptions to PDR, the Mayor will provide strategic support for a co-ordinated approach to the introduction of Article 4 Directions by the relevant boroughs to ensure that London’s nationally and internationally significant business locations are safeguarded. Selected, geographically specific and targeted areas beyond the currently exempted locations should only be included in Article 4 Directions where these can be justified by local evidence.

6.21 Employment land reviews and local plans should ensure the availability for workspace, including for start-ups, small and medium sized enterprises and, where there is local evidence of need, affordable workspace. Local policies to secure affordable workspace or subsidised business floorspace through mixed-use redevelopment should be informed by robust evidence of local and strategic demand for business floorspace and the economic viability of an individual scheme.

RELATIONSHIP WITH THE CENTRAL ACTIVITIES ZONES

6.22 As an Opportunity Area partially straddling the Central Activities Zone (CAZ) boundary it is recognised that the City Fringe will play an important role in the interface between the CAZ and the hinterland beyond. Local Plans, frameworks and proposals for the City Fringe and neighbouring areas should support the integration and wider regeneration of surrounding areas including access to employment, housing, new infrastructure, facilities and services and environmental improvements.

6.23 It is recognised in the draft CAZ SPG (published for consultation in September 2015) that the City Fringe OA will play a key role in facilitating growth in commercial and economic functions to the northeast of the CAZ. Furthermore it is acknowledged that Whitechapel, Bishopsgate, Shoreditch and the corridors extending through Dalston and Hackney Central will be particularly important in this regard.

6.24 Where appropriate these areas can be considered through local refinements to the CAZ boundary definitions in Local Plan proposals maps, and in future reviews of the London Plan CAZ diagram.

6.25 Although not part of the City Fringe, there will be a need to continue working in partnership with the City of London Corporation in light of the important links between the City and the City Fringe.

MONITORING AND REVIEW

6.26 Progress towards implementing the vision of the OAPF will be reported annually through borough Annual Monitoring reports (AMRs) and also through the GLA's London Plan AMR.

6.27 The OAPF itself will be reviewed periodically, when appropriate, and certainly within 10 years of adoption.

Glossary of terms

AAP Area Action Plan. An Area Action Plan (AAP) is a Development Plan Document (DPD) that provides specific planning policy and guidance for an area where significant regeneration or investment needs to be managed. AAPs address the specific challenges of an area and to specify the required land uses in particular locations and identify key strategic interventions. AAPs have a strong focus on delivery and implementation, and form a statutory component of the Local Development Framework (LDF)

B Class floorspace. Business floorpace as described by the Use Classes Order in England (February 2012). This is broken down as B1- Business (offices, R&D or light industrial), B2- General industry and B8 Storage and distribution.

B2B/B2C/B2G Business-to-business describes commerce transactions between businesses, such as between a manufacturer and a wholesaler, or between a wholesaler and a retailer. Contrasting terms are business-to-consumer (B2C) and business-to-government (B2G).

CAZ Central Activities Zone. This is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions

Crossrail 1 The first line in the Crossrail project, Crossrail 1 is an east-west, crosscentral London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London.

Crossrail 2 (Chelsea-Hackney line) This proposed rail line is intended to link north-east and south-west London. The precise route, the character and the role of the link have not yet been finalised.

De minimis Latin expression meaning about minimal things, normally in the locutions *de minimis non curat praetor* ("The praetor does not concern himself with trifles") or *de minimis non curat lex* ("The law does

not concern itself with trifles"). Used here to refer to the level at which assistance for broadband connection via the Super Connected Cities Programme does not constitute illegal state aid.

Digital economy That part of the economy that is based on digital technologies. The digital economy is also sometimes called the Internet Economy, the New Economy, or Web Economy. Increasingly, the "digital economy" is intertwined with the traditional economy making a clear delineation harder.

DMLP The Development Management Local Plan is a Development Plan Document that contains the development management policies that elaborate on the Core Strategy. It forms the development plan to determine planning applications, together with the London Plan, the Core Strategy and other supplementary planning documents.

Employment floorspace/ Employment use generally means Class B uses and would also include activity of an industrial nature not falling with Class B1, B2 and B8 use.

FDI. Foreign Direct Investment, defined as cross-border investment by a resident entity in one economy with the objective of obtaining a lasting interest in an enterprise resident in another economy.

Fin-tech. A contraction of the words 'Financial' and 'Technology', FinTech has become a ubiquitous term for any technology applied to financial services, typically where a technology is sold into the financial services sector working for the back office functions of these customers. Taken at its broadest, FinTech is shorthand for 'innovation in financial services', whether that means new products from new startups, or the adoption of new approaches by existing players where technology is the key enabler.

G7 The Group of 7 is a group consisting of the finance ministers and central bank governors of seven major advanced economies as reported by the International Monetary Fund: Canada, France, Germany, Italy, Japan, the United Kingdom and the United States meeting to discuss primarily economic issues.

GFC Global Financial Crisis. Applied broadly it can refer to a variety of situations in which some financial assets suddenly lose a large part of their nominal value, associated with banking panics, and many recessions, stock market crashes, currency crises, and sovereign defaults.[1][2] In the context of this document GFC refers to the Global Financial Crisis of 2007-8 and the resultant financial turmoil.

Grade A office space Premium office space that attracts most premier office users with rents above average for the area.

Grow-on space. Business space of a size larger than start up space, where maturing small businesses seek to move once they begin to grow. This is not a specific size but for the purpose of this document the grow-on space covers units larger than the SMEs but not yet at the level of corporate offices.

HSE Health and Safety Executive

Knowledge economy That part of the economy in which growth is dependent on the quantity, quality, and accessibility of the information available, rather than the means of production.

Legible London Transport for London's easy-to-use signage system that presents information in a range of ways, including maps and directional information, to help people find their way.

Life sciences The life sciences comprise the fields of science that involve the scientific study of living organisms – such as microorganisms, plants, animals, and human beings – as well as related considerations like bioethics

Maker community. A contemporary culture or subculture representing a technology-based extension of DIY culture. Typical interests enjoyed by the maker culture include engineering-oriented pursuits such as electronics, robotics, 3-D printing, and the use of CNC tools,[1] as well as more traditional activities such as metalworking, woodworking, and traditional arts and crafts. The subculture stresses new and unique applications of technologies, and encourages invention and prototyping.[2] There is a strong focus on using and learning practical skills and applying them creatively.

Medi City The Mayor of London's initiative to establish London and the Greater South East as a world-leading centre for life sciences.

Microbusinesses A small business employing ten

people or less

NPPF National Planning Policy Framework

NTE Night Time Economy. In the London Plan, this refers to economic activity that brings people out onto the street and into bars, cafes, clubs and restaurants to socialise or enjoy themselves in the evening and at night, and all the businesses and employees who work to meet this demand. This does not relate to the specific requirements of the range of other people working at night, including shift workers, cleaners, service providers and industrial workers or other night time activities such as freight deliveries.

ODI Open Data Institute. Institute founded by Sir Tim Berners-Lee and Professor Nigel Shadbolt aimed at catalysing a culture of open data to create economic, environmental and social value.

PADHI Planning Advice for Developments near Hazardous Installations. Name given to the HSEs methodology and software support tool to give land-use planning advice for developments near hazardous installations e.g. Gas holders or pipelines

PD Permitted Development. Minor changes and development possible without needing to apply for planning permission. Derived from a general planning permission granted not by the local authority but by Parliament.

PTAL Public Transport Accessibility Level. Method used to assess the access level of geographical areas to public transport on a scale of 0 to 6b, where 0 is low and 6b the highest.

QMUL Queen Mary's University London

R&D Research and Development

RICS Royal Institute for Chartered Surveyors

Roads Task Force Body set up by the Mayor of London in 2012 to tackle the challenges facing London's streets and roads. Brings together a wide range of interests and expertise, to formulate a long-term strategy for roads and a commitment to major investment in street management and urban design. The report, published in July 2013, sets out a vision of how London can cope with major population growth and remain one of the most vibrant, accessible and attractive world cities.

Glossary of terms

Secondary rent offices Offices of lesser quality than Grade A office space and often far lower value.

Sheffield Style cycle parking Versatile, steel “U” profile stand for parking and locking a bicycle to.

SMEs Small and Medium Enterprises as defined by the European Commission

SPG Supplementary Planning Guidance. An SPG (sometimes called supplementary guidance) gives guidance on policies in the London Plan. It does not form a part of the statutory plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. Public consultation should be undertaken and SPGs should be regularly reviewed. While only the policies in the London Plan can have the status that the GLA Act 1999 provides in considering planning applications, SPGs may be taken into account as a further material consideration.

Start-ups A business that has recently started

TCIO/TCUK Formed by UK Trade and Investment in 2010 as Tech City Investment Organisation, with a mission to support the emerging tech cluster in East London. Now called Tech City UK, the organisation delivers programmes focused on accelerating the growth of digital businesses, in London and cities across the UK, at all stages of their development. Also provides advocacy for digital entrepreneurs.

Tech City Term coined by Prime Minister David Cameron in 2010 to describe the digital-Creative cluster in inner East London formerly referred to as “Silicon Roundabout”

TLRN Transport for London Road Network

TMT Technology Media Telecoms, an industrial classification that attempts to group “Tech” businesses. This has become less useful as many mainstream

businesses adopt digital technology

Touchdown space Name given to a space where a casual user can work, generally their own portable computer and by accessing a wireless internet signal and possibly an electricity supply.

UCL University College London

UKTI UK Trade and Investment. A UK Government department working with businesses based in the United Kingdom to ensure their success in international markets, and encourage the best overseas companies to look to the UK as their global partner of choice

Ultra fast fixed broadband Broadband with a speed of 30-100 mega bits per second

Key planning documents and policies relating to this document

Planning authority	Policy document	Key policies
Greater London Authority	The London Plan, Consolidated with alterations since 2011, March 2015	2.13 Opportunity Areas and Intensification Areas. 2.10 Central Activities Zone- Strategic Priorities 2.11 Central Activities Zone- Strategic functions 4.1 Developing London's economy 4.2 Offices 4.6 Support for and enhancement of arts, culture, sport and entertainment 4.7 Retail and Town center development 4.8 Supporting a successful and diverse retail sector and related facilities and services 4.9 Small shops 4.10 New and emerging economic sectors 4.11 Encouraging a connected economy 6.1 Integrating transport and development-strategic approach 6.9 Cycling 6.10 Walking
	Draft Central Activities Zone SPG, Public Consultation started September 2015	
City of London Corporation	City of London Local plan, January 2015	

Planning authority	Policy document	Key policies
Hackney Council	Hackney Core Strategy, November 2010	CS1 Sites for New Development Policy 15 Evening and Night-Time Economy Policy 16 Sites for New Development Policy 17 Economic Development Policy 18 Promoting Employment Land
	Development Management Local Plan, July 2015	DM14 Retention of Employment Land and Floorspace DM15 New Business Floorspace DM16 Affordable Workspace DM17 Development Proposals in Priority Employment Areas (PEAs)
	Site Allocations Local Plan, July 2015	Sites located in Shoreditch, Dalston and Hackney Central & Environs
	Hackney Central Area Action Plan, October 2012	
	Dalston Area Action Plan, January 2013	
	Bishopsgate Goodsyrd Interim Planning Guidance- Adopted 2010	
Islington Council	Islington's Core Strategy, February 2011	CS7 Bunhill and Clerkenwell CS13 Employment spaces
	Islington's Local Plan: Development Management Policies, June 2013	
	Site allocations DPD, June 2013	
	Planning Obligations SPD, November 2015	
	Finsbury Local Plan (Area Action Plan for Bunhill and Clerkenwell), June 2013	BC03 Old Street BC8 Achieving a balanced mix of uses
	Streetbook SPD, October 2012	
Tower Hamlets Council	Tower Hamlets Core Strategy, September 2010	SP06 Delivering Successful employment hubs
	Managing Development Document, April 2013	DM15 Local job creation and investment
	Planning obligations SPD- Adopted January 2012	
	Bishopsgate Goodsyrd Interim Planning Guidance- Adopted 2010	
	Whitechapel Vision SPD December 2013	
	City Fringe Area Action Plan- Adopted 2007	
	Aldgate Masterplan- Adopted 2007	