



# Local Infrastructure Fund

## Area 3 Profile

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***Development is going to happen over the next thirty years and infrastructure needs will change therefore. Current solutions are likely to be required to adapt to changing circumstances. The Council reviews its infrastructure evidence annually to ensure its planning for infrastructure is as up to date as possible.***

## 1. INTRODUCTION

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1.1 Tower Hamlets has experienced significant development growth in recent years, including new housing, and more growth is expected in the future. The Council recognises that this can put pressure on local services and infrastructure. To manage these pressures, developers are required to pay a levy, called the Community Infrastructure Levy (CIL), which the Council uses to pay for new and improved infrastructure.

1.2 The CIL regulations require that a portion of the levy receipts are to be designated as CIL Neighbourhood Portion. Under the Government Regulations relating to CIL, it is advised that the percentage be set at 15% for the areas of the borough without a neighbourhood plan in place. However, in Tower Hamlets, the Mayor has decided that for the entire borough 25% is allocated to the Neighbourhood Portion. **Local Infrastructure Fund** (LIF) is the term that Tower Hamlets is using for the neighbourhood portion of CIL in the borough. This fund must be spent on infrastructure priorities that should be agreed with local communities where development is taking place and can be spent on things like:-

- a) *Provision, improvement, replacement, operation or maintenance of infrastructure;*  
*or*
- b) *Anything else that is concerned with addressing the demands that development places on an area*

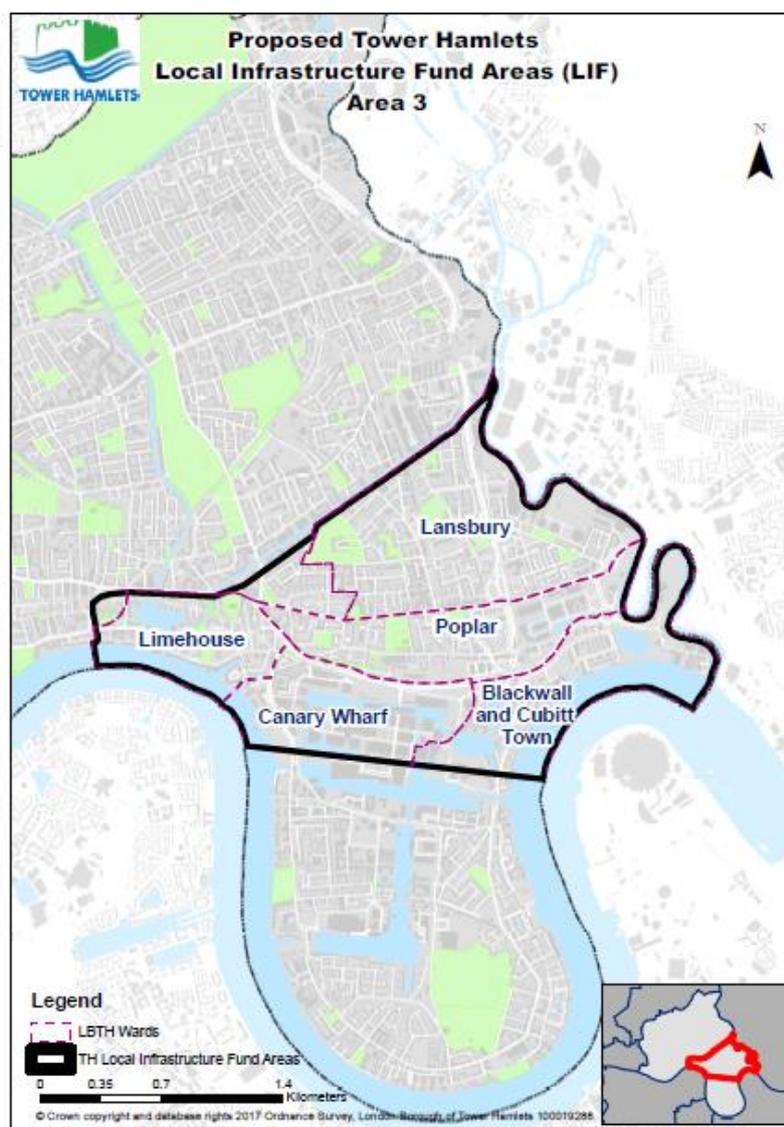
1.3 The LIF Area profiles have been written to provide you with useful information on borough infrastructure priorities and current projects proposed for this area to help inform your responses. The profile shows:-

- 1) Information on population and growth and how it impacts infrastructure needs for this area.
- 2) A summary of consultation responses specific to infrastructure issues that resulted from the draft Local Plan Preferred Options consultation in December 2016 is included highlighting existing feedback on the infrastructure needs for this area.
- 3) In areas where the amount of LIF funding is particularly high (over £3m in a 3 year period), the Council has undertaken an independent survey of 1,000 residents in the area, to understand infrastructure needs in their area. The key results of the surveys have been included in profile areas 3 and 4.
- 4) A summary of the infrastructure priorities identified by the draft Local Plan and sites where the council plan to deliver key infrastructure.
- 5) Projects identified through the Infrastructure Delivery Plan (IDP) to address the demands for infrastructure in each area identified in the Local Plan which are in sections A-L of this document.

## 2. LIF AREA 3

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- 2.1 The LIF boundaries were approved by the Mayor in December 2016, these boundaries take account of a range of factors, including the geographic spread of development in the borough and designated Neighbourhood Forum boundaries. They are considered to be of a scale and arrangement that is appropriate when considering planned development and subsequent infrastructure needs.
- 2.2 LIF Area 3 is bounded by Limehouse cut which runs along its northern edge and further to the west where Commercial Road and Butchers' row intersect. The eastern border is largely defined by the Lower Lea Valley, whilst the southern boundary cuts across both Canary Wharf and Blackwall and Cubitt wards as indicated below.



Map 1 – LIF Area 3

### 3. POPULATION AND GROWTH

- 3.1 This section sets out the population profile for this area in terms of current population figures and projected growth over the next 15 years to reflect the planned development in the draft Local Plan.
- 3.2 For this area, the draft Local Plan seeks to deliver the majority of new housing within Canary Wharf, Blackwall and Cubitt Town and Lansbury wards. The resulting population growth in Area 3 is as a result of planned residential development in the period 2016 to 2025 to meet the planned housing targets.
- 3.3 The table below shows that the total population growth is projected to reach 93,200 by 2031, which represents an additional increase of 34,200 people (37%) to the estimated current population living within this area. The projected population growth provides a valuable context that will enable an effective allocation of resources.

Table 1 – Projected population growth 2016 – 2031

Population by Age	Yr2016	Yr2021	Yr2026	Yr2031
Aged 0-14	13,000	16,500	19,500	20,000
Aged 15-24	6,900	10,000	10,000	10,300
Aged 25-44	27,600	38,400	42,500	39,600
Aged 45-59	7,300	10,000	12,800	14,900
Aged 60-74	2,900	3,900	5,100	6,100
Aged 75+	1,300	1,500	1,900	2,300
<b>Total</b>	<b>59,000</b>	<b>80,300</b>	<b>91,800</b>	<b>93,200</b>

Source: London Borough Towerhamlets 2017 Ordinance Survey Results<sup>1</sup>

#### Funding Available

- 3.4 The table below shows the amount of LIF collected for this area. It is forecast to increase to approximately £7.9million by 2018/19.

Table 2-LIF funding

LIF AREA	Available Funding (2016/17)	Forecast Funding (2017/18)	Forecast Funding (2018/19)	Grand Total Income (2018/19)
3	£2,634,425.34	£3,800,000	£1,500,000	£7,934,425.34

- 3.5 The estimated funding includes developments that are expected to make a sizeable contribution, although, there will also be a range of small developments that may come forward and make small individual payments of a few thousand pounds. It must also be noted that it is difficult to forecast exactly when funding will be received as it relies on the commencement of private development. Payments are due once developers start construction on site. The available funding of £2,634,425.34 and anything else

<sup>1</sup> Projections are at MSOA level based on Local Plan trajectory and GLA 2015 based projection model. The location of development in the next 15 years is depicted by the Emerging Local Plan Site locations boundaries

that is received in the next two years will be used to finance LIF projects until the next LIF consultation exercise.

## 4. WHAT YOU HAVE ALREADY TOLD US FROM THE OTHER CONSULTATIONS

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### The Draft Local Plan

- 4.1 In 2016 the council consulted on the draft Local Plan Preferred Options. An analysis of the feedback shows that the majority of responses are suggestions leading to pedestrian and cycle bridge crossings over the water ways in order to improve connectivity.

Most issues brought up on bridges infrastructure suggested pedestrian and cycle bridge crossings on the following locations:-

- River Lea and the Leamouth;
- Pedestrian and cycle crossings between Canary Wharf and Rotherhithe;
- Footbridge between Canary Wharf and Poplar in the North Quay development;
- Orchard place to the LIMMO site in Newham.

- 4.2 Other key issues included:-

- Cycleway improvements along the south riverside
- Moorings along the tow path and improved public realm around the canal side – on 310 Burdett Road site.
- Extension of river services and new pier at Canary Wharf East

### Infrastructure Survey 2016 – 17

- 4.3 In December 2016 Survey specialists commissioned by the Council to carry out face to face surveys in order to understand local priorities for infrastructure particularly in the areas where most development is forecast to occur. A random sample of a thousand (1000) residents was selected for the interviews and this is what residents said:-

- **Satisfaction with the area as a place to live** - ninety percent (90%) said they were satisfied with the local area as a place to live. **Two or Three things they liked the most about living in the local area** - almost half the residents mentioned Public Transport Links (51%); a quarter said Feel Safe (25%) and almost a quarter said it is Near Place of their Work (23%).
- Residents were also asked what **2-3 things they liked least about their local area**. Responses indicated Pollution (28%); Traffic Congestion (21%) and Fear of Crime (20%).
- When asked to **pick their top three priorities for future spending**, two fifths mentioned Public safety measures (40%), Healthcare Facilities (36%) and School Places (19%). Residents were also asked to **identify three areas that are non-priority areas for future spend**, over half the residents said Waterway Improvements were not a priority (55%) followed by Flood Defences and

Prevention (51%) and Libraries and Ideas Stores (51%) and Cycling and Walking Routes (50%).

- Residents were also asked to **identify specific improvements that need to be made in order to achieve the priorities highlighted for future spending**. A summary of suggested improvements are listed around - a) Security Improvements b) Health Care Facilities and c) School Improvements.

## 5. SUMMARY OF INFRASTRUCTURE PRIORITIES FROM THE LOCAL PLAN

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5.1 With the borough's highest level of growth expected in this area. The Poplar Riverside Housing Zone is located in this area and is expected to deliver 6,588 homes, it is therefore critical that new development is supported by the necessary infrastructure<sup>2</sup>. The draft Local Plan also recognises that development in this area would need to be supported by improving existing infrastructure such as access to existing open space and waterways. The area will also be supported by a series of new bridges across the River Lea.

5.2 The draft Local Plan has set out the infrastructure priorities and requirements for Area 3 below:-

- Addressing the perception of open space deficiency particularly in Limehouse by investing in the Green Grid Strategy
- Unlocking the potential of the green and water spaces around the Limehouse Cut and also ensuring that development protects the green and water spaces.
- Improving connectivity to reduce the severance caused by the A13 and the River Lea, and to increase accessibility within the area and integrate communities; particularly, addressing physical barriers via delivering additional footbridges/links across the River Lea and Aisla Street, Leven Road, Wharfside Road, Leamouth South and Trinity Bouy Wharf.
- Improving public realm around All Saints Station, and other locations such as Lochnagar Street and Aberfeldy Street.
- Promoting cycling and walking through new and improved transport infrastructure such as pedestrian and cycle bridges across the waterways at Ailsa Street and Leven Road.
- Increasing the number of east-west movement routes on the Isle of Dogs integrating the proposed pedestrian/ Cycle Bridge across the Thames to Rotherhithe to link the growing residential and employment areas of Rotherhithe and Canary Wharf and encouraging more active travel.
- Increase the number of north-south movement routes on the Isle of Dogs and improve connectivity between Canary Wharf, Poplar Station and Poplar High Street offering stronger connections to Chrisp Street District Centre, Poplar Recreation Ground, Tower Hamlets College and the Workhouse Leisure Centre.

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<sup>2</sup> The Housing Zone programme is a GLA initiative aiming to support housebuilding on difficult sites across London to deliver homes between 2015 and 2026.

- Optimise the efficiency of freight and waste collection services, particularly where kerbside deliveries/ waste collection services have a detrimental effect on the capacity of the highway and air quality.

5.3 Where major development is occurring, the Council tries to ensure that the development includes the provision of infrastructure on site. We do this by collating infrastructure requirements to different sites in the Local Plan. In LIF Area 3, there are 8 sites identified to deliver specific pieces of infrastructure. The full site selection process and required infrastructure is set out in the LBTH Site Selection Methodology Note (2016) on the Council's planning website [http://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Strategic-Planning/Local-Plan/Evidence\\_base\\_2016\\_Local\\_Plan/Site\\_Allocations\\_Methodology\\_Note.pdf](http://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Strategic-Planning/Local-Plan/Evidence_base_2016_Local_Plan/Site_Allocations_Methodology_Note.pdf)

5.4 The sites below were found suitable to meet the borough's criteria for the infrastructure requirements set out the Infrastructure Delivery Plan. Although the sites have been identified to deliver the identified infrastructure below, they are still subject to further assessment and refinement to determine the need and deliverability and also to consider suitability and viability issues. These will be final once the draft Local Plan has been finalised and submitted for the Public Enquiry pending adoption.

- Docklands Delivery Office - this includes an open space and a district heating facility
- Ailsa Street - this includes open space, a primary school and a district heating facility
- Chrisp Street - this includes an Idea store, reprovision of a local market and a district heating facility
- Leven Road - this includes open space, a primary school and/or secondary school
- Oban Street - this includes open space and a district heating facility
- Aspen Way - this includes open space and a district heating facility
- Billingsgate Market - this includes open space and a wholesale market
- Clove Street - this includes open space and a secondary school including district heating facility

## 6. HOW WE PLAN FOR INFRASTRUCTURE NEED

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- 6.1 Sections A-L from the next page onwards set out the extent of infrastructure required to meet current and proposed need in this area. Potential projects to help meet the need for infrastructure are identified in the tables in each section; this information derives from that included within the Council's Infrastructure Delivery Plan (IDP) produced in 2016. The identified projects are required across the Local Plan period to 2031 and therefore are not all required immediately. While some projects may already be funded and at delivery stage, some will be at earlier stages, looking at options and design, while others which are seen as necessary towards the end of the plan period may still be conceptual.
- 6.2 Detailed information for setting out the basis for assessing the need for the provision of a type of infrastructure can be found in the Council's Infrastructure Delivery Plan (IDP) on the planning website [http://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Strategic-Planning/Local-Plan/Evidence\\_base\\_2016\\_Local\\_Plan/Infrastructure\\_Delivery\\_Plan.pdf](http://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Strategic-Planning/Local-Plan/Evidence_base_2016_Local_Plan/Infrastructure_Delivery_Plan.pdf). The IDP is the council's evidence base for the need to deliver infrastructure and brings together information on changing housing and population growth patterns, existing and new studies from across the council and policy and strategy documents by service providers. The Infrastructure Delivery Plan identifies infrastructure projects required to deliver the Local Plan in its plan period 2016 – 2030, although not all projects identified in the IDP and sections A-K of this document cover the 15 year period.
- 6.3 The Council reviews its evidence for infrastructure planning annually, including analysis of what projects are needed, where they are needed, how they will be delivered and when.
- 6.4 To further support evidence in infrastructure planning, the GLA (Mayor's Office) has commissioned a Development Infrastructure Funding study (DIFs) for the Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF). The DIF study will underpin the work being done on the OAPF will set out what infrastructure is required and when it will need to be delivered to support the existing and future communities in the Isle of Dogs and South Poplar. The study will also identify the sources and phasing of funding available to pay for the infrastructure required to deliver this level of development planned in the opportunity area.

## A. EARLY YEARS INFRASTRUCTURE

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- 1.1 This section outlines the Council's planned early years' education infrastructure provision for Area 3, which consists of nurseries and playgroups for children from 0 – 5 years old. The Council currently has an obligation to ensure the provision of 15 hours of free daycare to eligible 2 year olds, and for all 3 and 4 year olds. The IDP has pointed out that from September 2017 this obligation will be extended to 30 hours per week of free daycare to eligible families. In addition, the Council also has a duty to ensure adequate provision of childcare facilities for non-funded places.

### Currently identified projects to meet the need

- 1.2 In terms of planned projects to meet demand for early year's education infrastructure for Area 3, the 0-14 years population is projected to increase by 7,000 almost 50% (see table 1) in the next 15 years. It is therefore expected that demand for early years' facilities will increase in the medium to long term. The IDP has identified projects below which have been approved for delivery of 97 childcare places.

Table 2 – Projects to meet the need for early years' infrastructure

Ward	Facility	Description
Lansbury	Calvary Pre-school	Improvements <b>(Complete)</b>
Lansbury	Jingle Jungle	Improvements <b>(Complete)</b>
Poplar	St Matthias Community Centre	Improvements
Limehouse	THOG	New Provision <b>(Completed)</b>

### How we will deliver

- 1.3 Three of the facilities which were identified for improvements and new provision have been completed.

## B. EDUCATION INFRASTRUCTURE

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- 1.1 The Council has a statutory duty to provide sufficient school places for the local population. The IDP looks at the need and provision for education on a borough-wide basis and therefore sites allocated for future schools and additional school places are supported by the draft Local Plan where a greater need has been demonstrated. The school age population is projected to increase for the Local Plan period until 2031. As shown in Table 1, between 2016 and 2031 almost 50% increase is projected in the population aged 14 and below.

### Currently identified projects to meet the need

- 1.2 Projects have been identified in the IDP to meet the school need for Area 3, and are set out below.

Table 3 Projects identified to help meet the need for education infrastructure

Ward	Facility	Description
Lansbury	Former Bromley Hall School (Ailsa Street) – Implementation deferred.	Redevelopment to provide 2FE primary
Blackwall and Cubitt Town	Wood Wharf	Provision of a 2FE Primary being provided as part of an on-site development.
Lansbury	Leven Road Gas Works site	Site Allocation
Lansbury	Langdon Park School	Additional accommodation for 6th form
Canary Wharf	Billingsgate Market	Site allocation for 6FE secondary school
Poplar	Clove Crescent	Site Allocation
Blackwall and Cubitt Town	Reuters Site	Site allocation for 6FE secondary school

### How we will deliver

- 1.3 Site allocations have been identified for new primary schools and secondary schools which are still being assessed further. In addition, the Council has negotiated the provision of primary school accommodation in major housing developments where there is no site allocation. The timing for delivery of the remaining developments is however outside the Council's control.

## C .HEALTH INFRASTRUCTURE

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- 1.1 Significant levels of development and the resulting population growth in this area is projected to increase by 34,200 people over the next 15 years as shown in Table 1. This will increase the need to deliver more primary healthcare facilities. Additional or expanded health facilities will be required particularly within the wards with the highest growth including Canary Wharf, Blackwall and Cubitt Town, Lansbury wards.

### Currently identified projects to meet the need

- 1.3 Projects have been identified through the IDP to enhance the provision of public health infrastructure either through the conversion of office space to consultation rooms, or through the provision of brand new healthcare facilities. These projects are listed within the table below.

Table 4 Projects identified to help meet the need for Primary Healthcare Facilities

Ward	Facility	Description
Lansbury	Aberfeldy Practice	Conversion of office space into clinical space:
Limehouse	Limehouse Practice	Restructure of current premises to create additional clinical space
Blackwall and Cubitt Town	Wood Wharf - New health facility	Wood Wharf New development to include new health facility
Lansbury	Aberfeldy Estates	Aberfeldy Estates - Provision of a new healthcare facility to rehouse Aberfeldy Practice 1050 sq. m
Blackwall and Cubitt Town	Hercules Wharf, Leamouth South	Site allocation for the delivery of new health facility.

### How we will deliver

- 1.4 The NHS operates the publicly funded health facilities in the borough and the Council works collaboratively with the NHS to deliver new facilities. New sites in Canary Wharf and Blackwall and Cubitt Town have been brought forward through the Site Allocation process to deliver new health facilities. Some facilities e.g. new health facility in Woodwharf will be delivered on-site as part of the development.

## **D. LEISURE AND SPORTS INFRASTRUCTURE**

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- 1.1 The draft Indoor Sports Facilities Strategy (2017) acknowledges the gaps in provision of leisure and sports facilities, particularly swimming pools and sports halls both now and in the future. In terms of existing sports facilities this area has two sports halls and two swimming pools both located in Poplar and Canary Wharf wards.<sup>3</sup>

### **Currently identified projects to meet the need**

- 1.2 Although there are no specific leisure and sports infrastructure projects identified for this area, the IDP shows that this area is set to benefit from a borough-wide initiative of new provision of sports halls and the redevelopment or refurbishment of existing leisure facilities. The borough is also rolling out a programme of improvement works to existing sports and leisure facilities to ensure sufficiency and suitability while major renewal, replacement and new built projects are developed.

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<sup>3</sup> Sports Hall capacity is expressed in terms of the number of standard size badminton courts that can be set up in a sports hall. A standard sports hall consists of four badminton courts. Sports Halls that are dual use (i.e. accessible to the public outside of school hours) are considered to provide 25% capacity only.

## E. IDEA STORES AND LIBRARIES

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- 1.1 Two of the borough's seven Idea Stores/Libraries are located in the Area 3<sup>4</sup>. Local planning policies support the role and growth of Idea Stores and libraries, as well as protecting existing facilities where they meet an identified local need and the building is suitable for its use.<sup>5</sup>

### Currently identified projects to meet the need

- 1.2 Projects identified through the IDP (2016) to help meet the need for Idea Stores and libraries are indicated in the table below:-

Table 5 Projects identified to help meet the need for Idea Stores

Ward	Project reference	Description
Blackwall and Cubitt Town	Idea Store Wood Wharf	This is secured as a site allocation as a potential option. Further work on these development sites may identify more appropriate infrastructure solutions.
Poplar	Idea Store Chrisp Street (re-provision)	Replacement of existing Idea Store
Borough Wide	Idea Stores Improvement Programme	Rolling programme of improvement works to existing facilities to ensure sufficiency and suitability while major renewal, replacement and new built projects are developed.

### How we will deliver

- 1.3 The Local Plan currently proposes Wood Wharf as a feasible location for a new Idea Store, however this project is still at conceptual stage and may be subject to change. The draft Local Plan also identifies Chrisp Street Town Centre as a feasible location for re-provision of an Idea Store facility.

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<sup>4</sup> An 'Idea Store' is a facility that provides a local presence for the Council's library, learning and information functions, as well as offering a wide range of other uses including career support, training, meeting areas, cafes, arts and leisure pursuits.

<sup>5</sup> Asset Strategy: Scoping, Principles and Priorities Paper 2015 – 2020.

## F. TRANSPORT AND CONNECTIVITY

- 1.1 Demand for transport and connectivity infrastructure will increase with the delivery of new development and increase in population growth projected for this area. As a result it is likely to have a significant impact on the transport network and exacerbate the existing capacity constraints. The Local Plan recognises that river transport is a growing mode of transport particularly in this area, and could relieve the existing and future pressure on public transport network. TfL have proposed three new piers at Canary Wharf East and Trinity Buoy Wharf which will also support river movement in the borough. The provision of the Crossrail Station at Canary Wharf represents one of the most significant transport infrastructure projects to be delivered in the borough in the next few years.
- 1.2 The Local Plan also seeks to promote a sustainable pattern of development in all areas by ensuring development prioritises the needs of pedestrian, cyclist and access to public transport, including river transport, as the primary means of travel to and from the site.

### Currently identified projects to meet the need

- 1.3 In terms of the delivery of connectivity infrastructure, the needs of the borough extend across its whole area as identified in the IDP and therefore projects have been identified to improve the existing transport and connectivity borough-wide including projects specifically for Area 3.

Table 6 Projects identified to help meet the need for Transportation and Connectivity infrastructure

Ward	Project Reference	Description
Blackwall	Preston's Road	Removal of roundabout to provide signalised junction to improve pedestrian access
Canary Wharf/ Poplar	Aspen Way/Blackwall /Poplar Connections	Aspen way decking
Borough-wide	Public Realm Gateway/ Streetscene Enhancement Programme	Provision of Public Realm Gateway, 13 yr programme / Upgrading street scene (transforming major street scene )
Borough-wide	Street Lighting Replacement Programme	Borough wide replacement of Street Lighting, 15 year programme
Borough-wide	Wayfinding Improvements	Improvement of wayfinding features throughout the borough, Rollout of Legible London.
Borough-wide	Planned Highway Maintenance	Carriageway maintenance to borough's roads. 2.5m per year, 13 year programme
Borough-wide	Cycling improvements	Borough-wide Improvements to network and infrastructure <b>(Completed)</b>
Borough-wide	Road safety improvements	Accident remedial schemes at hotspots

### **How we will deliver**

- 1.4 The Draft Local Plan (2016) expects all planning applications for developments that fall within a site allocation to demonstrate how they will deliver the place-making principles in the Local Plan and bring forward the land use to deliver the infrastructure requirement.
- 1.5 Although the council is not directly responsible for all highway/road improvements, including the provision of public transport services, it plays an important role in identifying and facilitating improvements while working in partnership with Transport for London (TfL).

## G. PUBLICLY ACCESSIBLE OPEN SPACE

1.1 The high levels of development taking place in this area and resulting population growth will result in the need to deliver more publicly accessible open space. The draft Parks and Open Space Strategy (2017) demonstrates that overall, the provision of open space in this area is low, with some parts of the area acutely deficient, this is notably so in Blackwall and Cubitt wards, Canary Wharf and Limehouse wards. As population increases in this area, so will the open space deficit, alongside the increasing development pressure and the competing for land for its provision.

### Currently identified projects to meet the need

1.2 Projects have been identified in the IDP to meet the increasing demand for open space provision as shown below. This area will also benefit from the borough wide initiatives of Green Grid projects and the programme roll out of Quality and Resilience Enhancement to open spaces across the borough. Additionally, provision of newly accessible open space has been identified as a requirement for the Ailsa Street site.

Table 7 Projects identified to help meet the need for open space

Ward	Project Ref:	Project Description
Lansbury	Leven Road	Creation of new publicly accessible Open Space
Lansbury	Oban Street	Creation of new publicly accessible Open Space
Lansbury	Aspen Way	Creation of new publicly accessible Open Space
Poplar	Clove Crescent	Creation of new publicly accessible Open Space
Blackwall and Cubitt Town	Limeharbour	Creation of new publicly accessible Open Space
Canary Wharf	Billingsgate Market	Creation of new publicly accessible Open Space
Canary Wharf	North Quay	Creation of new publicly accessible Open Space
Blackwall and Cubitt Town	Leamouth Peninsula South	Creation of new publicly accessible Open Space
Blackwall and Cubitt Town	Blackwall Reach	Creation of new publicly accessible Open Space
Blackwall and Cubitt Town	Reuters Site	Creation of new publicly accessible Open Space
Blackwall and Cubitt Town	Wood Wharf	Creation of new publicly accessible Open Space
Lansbury	Bartlett Park - Enhancement of Open Space	Improvement of existing open space
Lansbury	River Lea	Provision of a linked open space from Fish Island down to Leamouth Peninsula
Borough-wide	Green Grid Projects - Borough Wide	Various projects including: - Greening the Street Tree Planting

		Provision of Community Gardens Enhancing Existing Open Space Provision of New Open Space
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**How we will deliver**

- 1.3 Newly created open space provision will be delivered as part of site developments in Aisla Street, Leven Road Gas Works, Oban Street, Aspen Way, Billingsgate and Clove Crescent identified through the Site Allocations in the Local Plan. The remaining open spaces will be delivered via the Green Grid Strategy, as highlighted in the draft Parks and Open Space Strategy<sup>6</sup>.

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<sup>6</sup> This refers to the multifunctional, interdependent network of open and green spaces and green features. Green and Open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole. It also includes the Blue Ribbon network (water spaces, waterways and land alongside them) GLA Green Grid SPG 2012.

## **H. MULTI-USE COMMUNITY FACILITIES**

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1.1 There is a significant amount of multi - use community facilities across the borough such as community halls, pubs, social clubs which provide opportunities for people to meet and mix together and for cultural, sports and recreational activities to take place. The draft Local Plan recognises that these serve an important purpose in offering space to community organisations for a wide range of activities, and are an essential contributor to community cohesion. The IDP shows that out of the 72 multi-use community facilities in the borough, only 12 are located in this area, although the majority (11) are within Limehouse ward, and 1 in East India and Lansbury

### **Currently identified projects to meet the need**

1.2 Although no projects have been identified, the IDP acknowledges that a new strategy for future provision is required. Currently there is a tendency for additional supply to be secured through the planning process linked to private sector development.

## **I. MARKETS INFRASTRUCTURE**

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- 1.1 Markets are recognised in the Local Plan and national policies as magnets to create interest and draw people into town-centres, as well as vital incubation space for new ideas and small – medium enterprises. Although it is difficult to determine current demand for street markets, there are no street markets in the areas of highest growth within this area. The IDP shows that of the 10 council managed markets in the borough, only one is located in Area 3 (Chrisp Street).

### **Currently identified projects to meet the need**

- 1.2 The projects below have been identified in the draft Local Plan which be delivered via the Site Allocations process.

Table 8 Projects identified to help meet the need for open space.

<b>Ward</b>	<b>Project Ref:</b>	<b>Project Description</b>
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Poplar	Chrip Street - New Market	Local Market (Reprovision)
Poplar	Billingsgate – New Market	Wholesale Market (Reprovision)

## **J. PUBLIC SAFETY INFRASTRUCTURE**

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- 1.1 The physical infrastructure relating to public safety provided by the Council principally constitutes of CCTV and associated supporting infrastructure. Significant levels of development and resulting population growth is likely to create the need to deliver additional infrastructure dedicated to public safety.

### **Currently identified projects to meet the need**

- 1.2 Projects identified by the IDP (2016) below show there is a borough-wide phased replacement programme to replace and upgrade the end of life CCTV network hardware of cameras and command and control centre equipment has been identified.

Table 9 Projects identified to help meet the need for public safety related infrastructure

Ward	Project Ref:	Project Description
Borough-wide	Victoria Park to Mulberry Place - Provision of fibre optic cabling	Installation of cabling to enable higher CTV coverage
Borough-wide	Upgrade of CCTV Recording System	Upgrade of CCTV camera, recording system and Command and Control centre equipment
Borough-wide	CCTV network upgrade and Improvement programme	Ongoing CCTV network, upgrade and improvement programme

### How we will deliver

- 1.3 Although there are no policies which directly relate to public safety, the location of new projects will depend on spatial, coverage and technical considerations and as such, locations will be identified on a project by project basis.

## K. PUBLIC REALM

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- 1.1 Public realm infrastructure comprises of projects to enhance the character and appearance of public spaces. Whilst it is understood to be extremely difficult and complex to define the extent of the existing provision of this type of infrastructure; the IDP points out that qualitative studies identify areas that are in need of improvements to the public realm.

### Currently identified projects to meet the need

- 1.2 Although no specific projects have been identified in the IDP to address public realm infrastructure requirements, the draft Local Plan identifies some improvements to public realm for this area, as listed below:-

- Improve public realm in around walking and cycling routes to ensure that there are safe and secure.
- Improve the quality of public realm outside the Canary Wharf Estate through site allocations, planning applications and projects identified in the Infrastructure Delivery Plan and LBTH Transport Strategy.
- Improve the public realm quality around DLR stations aligned with transport improvements proposed in the IDP and LBTH Transport Strategy

#### **How we will deliver**

- 1.3 Planning applications will be expected to demonstrate how they will deliver the development principles in the draft Local Plan to do with public realm in order to meet the infrastructure requirements for this area.

## **L. WASTE MANAGEMENT INFRASTRUCTURE**

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- 1.1 In terms of waste management infrastructure in the borough, there are two existing sites are located in this area: - the Reuse and Recycling Centre located in Yabsley Street and the Blackwall Depot which houses the majority of waste and cleansing vehicles. The IDP identifies that although the current provision of waste management infrastructure is sufficient to support current waste output, the projected increase in population means that the council will need to deliver further infrastructure.

#### **Currently identified projects to meet the need**

- 1.2 Larger waste management infrastructure can generally strategically located and in the IDP, it has been determined that the existing Blackwall Depot site be designated the location for future service delivery.

**Projects identified to help meet the need for waste management related infrastructure**

<b>Ward</b>	<b>Project Ref:</b>	<b>Project Description</b>
Isle of Dogs	Waste disposal system	Developing and implementing waste bulking system
Borough-wide	Depot capacity	Increase in-borough depot capacity to meet growth and meet statutory waste duties
Borough-wide	Recycling/ Reuse Centre	Establishing additional localised Centres