

# Leaside Infrastructure Delivery Plan

An infrastrucutre Delivery Plan and evidence Base for the Leaside Area

March 2021

DRAFT



## Table of Contents

1. Leaside Introduction: Development, Population and Demographics .....	3
2. Infrastructure Funding: CIL, S106 and the Council's Position .....	9
3. Transportation, Connectivity and Public Realm Infrastructure.....	18
4. Utilities (Water, Gas and Electricity) and Telecommunications .....	37
5. Education .....	45
6. Health Facilities .....	59
7. Publicly Accessible Open Space .....	66
8. Sports and Leisure Facilities .....	78
9. Community Facilities, Youth and Community Centres .....	84
10. Strategic Flood Defence Infrastructure Position .....	92
11. Strategic Energy and Sustainability Infrastructure Demographics.....	98
12. Council Managed Markets Infrastructure.....	104
13. Public Safety and Emergency Services Infrastructure .....	108
14. Waste Management Infrastructure .....	114
15. High Streets & Town Centres.....	120
16. Economic Development .....	126



# **1. Leaside Introduction: Development, Population and Demographics**

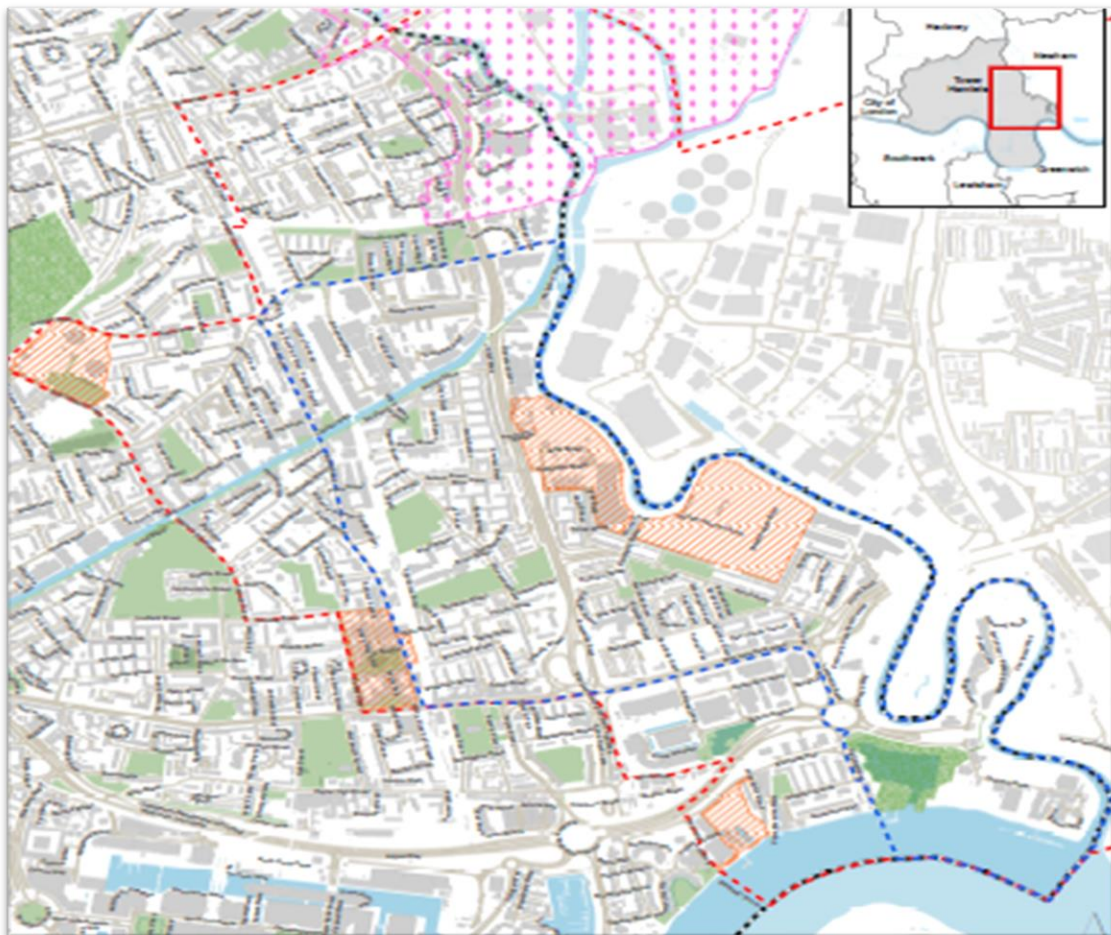
## **1. Introduction**

- 1.1 The Infrastructure Delivery Plan (IDP) is a document that provides a snapshot in time of the need for and provision of physical and social infrastructure in the area that has been defined as the Leaside within Tower Hamlets.
- 1.2 Given the significant levels of growth within this part of the borough, the London Borough of Tower Hamlets (LBTH) considers it necessary to develop an Area Action Plan for the Leaside Area. As part of this process an IDP has been compiled to support the growth within the aforementioned area.
- 1.3 The main aims of this document are to set out an objectively assessed need for the provision of infrastructure in the study area and to help identify and coordinate infrastructure requirements up to 2030.
- 1.4 Having a clear idea of the nature of development and population growth, and where it is likely to be most significant, provides a valuable context that will enable effective spatial planning and will help to shape decisions on allocating funding to infrastructure projects.
- 1.5 At the time of writing, the borough and indeed the country is being affected by a global pandemic (Covid-19). The exact effects of this on LBTH are unknown. It is likely that trends referenced in the report (such as population and development projections) may be different following the pandemic. If not permanently altered, we can be certain there have been significant short- term effects on population growth, development, employment and revenue gathering ability of the Borough. It may take some years to fully understand the impact of the Covid:19 Pandemic and to be able to effectively factor in the impact of this, so projections used in this report should be considered as being the best information relevant at the time of writing.
- 1.6 Due to the Pandemic and other significant events such as Brexit, this document should be considered in conjunction with the Borough-wide Infrastructure Delivery Plan (IDP). The Borough-wide IDP is reviewed more frequently and may include more up to date information, albeit less specific to the Leaside Area.
- 1.7 Most figures and policy references included in this report are accurate as of December 2020, except where a different date is provided.

## 2. Scope of IDP

2.1 The geographical boundary of this area has been defined in the Leaside Area Action Plan. The area has been comprised of two areas, these are:

- A **Core Study Area (CSA)** centred on immediate Leaside areas of LBTH where a considerable scale of development is anticipated and where detailed spatial planning is required. This is the area shown in pink in figure 1; and
- A **Wider Study Area (WSA)** stretching east into the London Borough of Newham encompassing a number of proposed developments and strategic sites. To the west and north into LB Tower Hamlets, coterminous with the Poplar Riverside Housing Zone boundary and the London Legacy Development Corporation (LLDC) planning jurisdiction. This is the area shown in blue in figure 1.



**Figure one: Map of Leaside Area including the two sub-areas**

2.3 While the WSA has an influence on infrastructure availability, much of it sits outside of the borough and therefore is not within the remit of the council. Despite

this some consideration is given to the WSA and wider catchment, in particular how projected growth in the wider area affects the provision of specific infrastructure asset types.

- 2.4 Each asset type has a particular zone of influence or catchment meaning some types of infrastructure provide a service only to immediately adjacent residents (i.e. a pocket park) while others provide coverage to the borough as a whole (i.e. waste management centre). As such this IDP only extends beyond the CSA when it becomes relevant to a particular asset type.

### 3. Methodology and Research

- 3.1 The IDP was produced in consultation with Council Service Areas and other infrastructure stakeholders. It involved the reviewing and summarising of existing plans, policies and strategies as well as setting out the projects that will help the Council deliver goals and objectives set out in these documents.
- 3.2 Given the CSA does not follow existing ward or Local Plan areas; there is limited demographic information specific to this area.
- 3.3 Population data and projections are based on a combination of Census data and known quantities of development.
- 3.4 A Land Audit prepared by Gerald Eve LLP and Volterra, provides much of the key indicators of development specific to this area and is the source of most development and population projections used in this report.
- 3.5 Given the age of available census data, several scenarios are assessed in this document. These scenarios use different 'person per household' standards to project population. These scenarios are explained below:
- **Scenario one** uses the borough-wide rate of 2.47 persons per household. This person per household rate is higher than the national average of 2.36, but the same as the London average.
  - **Scenario two** uses a higher estimate of 2.7 persons per household which is estimated based on LSOA household and population data from 2011 census data.
- 3.6 Both persons per household estimates rely on census data from 2011, and projections have been adjusted by including population statistics from the Office for National Statistics (ONS) 2018 mid-year population estimates. This is the most up to date population information available as the census has been postponed since 2011.



- 3.7 By assessing using two standards the resulting data should provide a conservative estimate or a range that should include the eventuating population increase.

## 4. Housing Trajectory

- 4.1 As the Leaside CSA is currently under-developed, substantial change to the population and therefore the demographic is likely to occur over the next 10 years. Currently there are 26 sites which have been identified as having potential for residential development. Of these 26 it is assumed 22 will come forward for development as the sites are either completed, under construction, in the planning process or allocated.
- 4.2 Housing trajectory is broken down into 5-year intervals to allow some flexibility in delivery as it is rarely the case developments come forward in a uniform or predictable manner. It is noted the projections here are provided up to 2041, however throughout the document we only consider the Local Plan Period 2020 – 2030 as this is when the information is most accurate.

**Table 1: Projected number of new residential units proposed within the CSA**

	2016 - 21	2021 - 26	2026 - 31	2031 - 36	2036 - 41
<b>Total new residential units</b>	4,127	5,102	3,105	1,368	1,180
<b>Cumulative</b>	4,127	9,229	12,334	13,702	14,882
<b>Average per annum</b>	825	1,020	621	274	236

- 4.3 This construction rate equates to circa. 11 units per month for private units. This is slightly higher than the assumption adopted by LBTH in its housing trajectory, which is based on a site build out rate limited to 500 units over 5-year period
- 4.4 Approximately 10,000 units, or two-thirds of the total units within the CSA, are likely to be delivered in just five of the sites (Leven Road Gas Works, Aberfeldy Estate, Teviot Estate, London City Island and Goodluck Hope).
- 4.5 The Land Audit prepared by Gerald Eve LLP and Volterra suggests that on average the sites in the CSA will deliver 174 units per annum.
- 4.6 The average provision of affordable housing is 38%. If extrapolated, it would suggest that 5,655 affordable units will be provided within the CSA.

- 4.7 The findings also indicate the highest period of growth is likely between 2021 – 2026, with a substantial decrease immediately following this period and then a gradual decrease in the years after that.

## 5. Population and demographic

### *Current population*

- 5.1 Current estimates show the population of the CSA in 2018 to be approximately 26,300 individuals.
- 5.2 Statistics show that approximately 50% of residential units in this area are 'socially rented' dwellings. This is 10% higher than the LBTH average (40%) and almost 3 times greater than the national average (18%).
- 5.3 Current population density and employment statistics for the CSA is provided in the table below.

**Table 2: Employment statistics of the Leaside Area compared to LBTH and London**

	Population Density (residents/ha 2018)	Total Employment (2018)	Employment Growth (2009-18)	Employment Density (jobs/ha 2018)
CSA	163	6,400	36%	40
LBTH	161	300,000	44%	153
London	57	5,300,000	24%	34

- 5.4 Overall, the data shows, the CSA has a slightly higher density than the borough which is far greater than the average density across London.
- 5.5 Employment Density for the CSA is far lower than the average for LBTH, however is similar to the London average. Furthermore, employment growth for the CSA has been lower than that of the borough as a whole.

### *Population Projections*

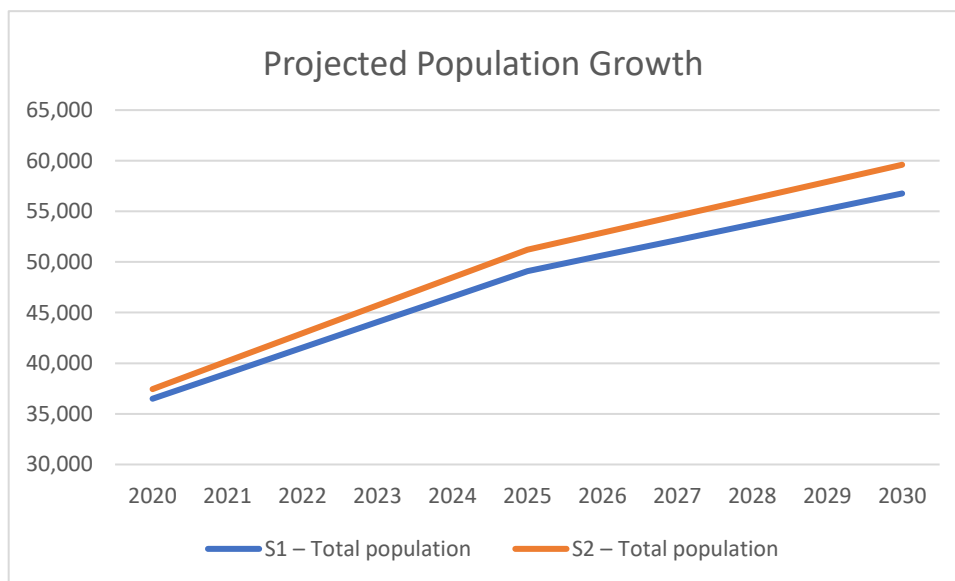
- 5.6 As discussed in the previous section, two scenarios for population growth modelling have been provided for.

- 5.7 Both scenarios use a different assumption of person per household but are modelled on the above housing trajectory from the London Borough of Tower Hamlets, Poplar Riverside Land Audit 2019 prepared by Gerald Eve LLP and Volterra.

**Table 3: Bespoke population projections for two scenarios**

	2020	2025	2030
S1 - New residents	10,194	22,796	30,465
S1 – Total population	36,494	49,096	56,765
S2 - New residents	11,143	24,918	33,302
S2 – Total population	37,443	51,218	59,602

- 5.8 This modelling projects an increase in population of the CSA by 30,456 – 33,302 by the year 2030, which will result in a total population of 56,765 and 59,602.
- 5.9 The largest increase in population is expected between 2021 and 2026.



**Figure 2: Projected Population Growth for Each Scenario**

## 6. Conclusion

- 6.1 The Leaside CSA is likely to experience significant growth. The existing population of ~26,300 is likely to nearly double in the next 10 years and continue growing for another decade beyond this period.



- 6.2 The projections used in this document are based on the most current estimates. There are many different factors which can affect the accuracy of these measurements. As with all forecasting the accuracy decreases over time. After it is published this report should be considered in conjunction with the latest Brough-wide Evidence Base which is reviewed annually and may contain more up to date information.

## **2. Infrastructure Funding: CIL, S106 and the Council's Position**

### **1. Introduction**

- 1.1 This chapter provides a description of council income for spending on infrastructure and a summary of known infrastructure costs. In addition, details are provided on the funding position of the Council with regards to the provision of new social infrastructure to support place making and development. There are also some funding projections relating to CIL and S106 income.

### **2. Summary of Cost**

- 2.1 This section aims to summarise the Council's projected capital costs to deliver social infrastructure to support development within the Leaside Area. The individual projects that contribute towards the overall costs of infrastructure are described in more detail in the relevant chapters of this document.
- 2.2 There were approximately 30 projects for which the Council did not have identified costs due to their early stages of development. For the purposes of this IDP and the table below an estimate cost was provided based on the type of infrastructure and its location.
- 2.3 Projects with no cost to council have been omitted from the costing analysis.
- 2.4 Please refer to the table below which sets out the costs of the infrastructure captured in this document. Please note that only capital costs are included, not operational or maintenance costs that might be incurred.

**Table 4: Infrastructure Cost by Category**

Infrastructure Category	Total Cost of Committed Projects	Total Cost of Not Committed Projects	Total Combined Cost of Projects	Number of Projects	Notes
Transportation, Connectivity and Public Realm Infrastructure	£224,487,553	£323,342,500	£547,830,053	94	Large number of projects contain estimate from transport studies
Utilities and Telecommunications	£2,750,000	£20,500,000	£23,250,000	3	
Early Years Education	£87,160	£1,349,838	£1,436,998	3	
Primary Education Infrastructure	£5,184,818	£52,000,000	£57,184,818	6	
Secondary Education Infrastructure	£0	£70,000,000	£70,000,000	2	No committed projects within Leaside CSA
Special Education Infrastructure	£0	£0	£0	0	No projects within Leaside Area
Health Facilities	£5,870,913	£2,500,000	£8,370,913	5	
Publicly Accessible Open Space	£23,217,026	£19,000,000	£42,217,026	19	
Leisure and Sports Facilities	£0	£1,010,000	£1,010,000	1	No committed projects within Leaside
Community Facilities	£0	£19,500,000	£19,500,000	3	No committed projects within Leaside
Strategic Flood Defence Infrastructure	£0	£0	£0	2	Projects external no cost to council
Strategic Energy and Sustainability	£1,500,000	£0	£1,500,000	5	Only committed projects within Leaside
Council Managed Markets Infrastructure	£0	£500,000	£500,000	1	No committed projects within Leaside
Public Safety and Emergency Services Infrastructure	£3,100,000	£27,506,000	£30,606,000	4	
Waste Management	£0	£62,000,000	£62,000,000	4	No committed projects within Leaside
High Street & Town Centres	£0	£1,000	£1,000	1	No committed projects within Leaside
Economic Development	£0	£0	£0	0	No projects within Leaside Area
<b>Grand Total</b>	<b>£266,197,470</b>	<b>£599,209,338</b>	<b>£865,406,808</b>	<b>153</b>	

- 2.5 Table 4 shows that the total number of projects required over the next local plan period, within the Leaside Area is 153. These projects have an estimated value of £865,406,808.
- 2.6 The council has committed to 58 of these projects with a total cost estimated at £266,197,470.
- 2.7 There are 97 projects required over the local plan period which have no funds committed to them. the total value of projects required with no funds is estimated at £599,209,338.

### 3. Funding Sources

- 3.1 Potential funding to deliver social infrastructure to support development across the borough is available from the following sources: Capital Grants, S106 planning obligations and the Community Infrastructure Levy (CIL).

#### ***Capital Grants***

- 3.2 Capital Grants are external funding allocated to the Borough by an external organisation (usually government) that can be used to improve or deliver new infrastructure. For example, Pupil Services and School Sufficiency service area receive funding that is ring-fenced towards school's basic need, expansion and maintenance.
- 3.3 Capital grants usually come from central government and its agencies for the purposes of Education or Transport.
- 3.4 At the time of writing this report the exact amount of capital grants which are expected to contribute towards infrastructure in the Leaside Area is unknown. The Covid:19 pandemic essentially resulted in almost all transport capital grants being withdrawn. No certainty is able to be provided until negotiations between the Government and TFL are closed.
- 3.5 Therefore, the Capital Grants funding information below applies to the Borough as a whole. Future grants are provided on an ad hoc basis and the amounts expected are not known until the funds are agreed. Furthermore, the council may choose to spend some of this grant money on projects outside of the Leaside Area.
- 3.6 The table below provides a breakdown of the funding sources that fall under this category.

**Table 5: Capital grant funding sources and amounts**

<b>Funding Source</b>	<b>Current Amount</b>	<b>Income anticipated for future years</b>
<b>Education</b> , Basic Needs, special provisions, Schools Condition allocation	£31,447,000	£78,411,000 (up to 2023)
<b>Transport</b> , TFL LIP program, Local Transport Fund, Liveable Neighbourhood, cycle parking	£1,135,500	£850,000 (up to 2021)
<b>Total</b>	<b>£32,582,500</b>	<b>£79,261,000</b>

***S106 Planning Obligations***

- 3.7 S106 planning obligations are set out in legal agreements between local authorities and developers and are linked to planning permissions. Historically, S106 agreements have incorporated financial provisions obliging developers to make financial contributions to help pay for infrastructure. Many of the financial contributions are now sought under CIL but some “non-infrastructure” contributions and the non-financial provisions remain. It should be noted that the Council will still receive S106 income for delivering infrastructure for a number of years as a result of agreements entered into prior to the implementation of the Council’s CIL.
- 3.8 S106 financial contributions must be spent in accordance with restrictions set out in the related S106 agreement. A S106 agreement will prescribe that a developer provides a financial contribution, at a defined trigger point (for example upon commencement of development) and set out spending restrictions such as the Council needing to spend the funding on a specific project or project type, and/or within a certain geographical area.
- 3.9 S106 planning obligations must be used to mitigate site specific impacts only. The s106 Regulations define that an authority may only seek to agree a S106 planning obligation if it’s:
- (a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development; and
  - (c) fairly and reasonably related in scale and kind to the development.
- 3.10 Where the Council is seeking the provision of CIL to deliver a certain type of infrastructure, the authority cannot also seek to deliver the same type of infrastructure through a s106 planning obligation. This would be considered as ‘double-dipping’.

***S106 in the Leaside Area***

- 3.11 S106 amounts are negotiated through the planning approval phase of development. When a site is applying for development approval a s106 amount is negotiated based on the effects on the local environment associated with their development. This negotiation also considers any efforts the developer is making to offset these effects. Any agreed s106 payment must be spent on mitigating effects of the site.
- 3.12 As the amount of s106 contribution is decided through rigorous negotiations and planning it varies significantly from site to site. Certain development sites may opt to mitigate most of their effects onsite as part of the development. This results in a smaller amount of s106. Other development sites rely on the s106 legislation to mitigate their effects, opting to pay higher s106 amounts in lieu of providing some of the mitigation of their development.
- 3.13 For the reasons given above, it is very difficult to project the amount of s106 a council may receive over the next 10 years. To provide an indication of s106 income we have considered the known s106 agreements in place for the key development sites that make up the Leaside area.
- 3.14 To estimate the amount of s106 we may receive over the next ten years, an average amount of s106 per dwelling standard has been calculated. This standard is calculated by averaging the amount of s106 taken or negotiated on each site. This average is then applied to the projected number of units to provide an indication of potential s106 income across the Leaside Area. This amount is referred to as the Estimated s106 table 6 below.
- 3.15 Table 6 below provides an indication of S106 income the Council currently holds and can expect to receive up to the end of 2030 from sites within the Leaside area.

**Table 6: S106 collected and forecasted income for the Leaside Area**

Year	Amount (£)
S106 <b>received</b> as of December 2020	£20,815,415.
<b>Negotiated unpaid</b> S106	£779,296
<b>Estimated</b> S106 from sites within Leaside Area	£42,728,916



### ***Community Infrastructure Levy (CIL)***

- 3.17 The Community Infrastructure Levy (CIL) is a pound per square metre charge on most new development. Funding is collected in accordance with a Charging Schedule adopted following an Examination in Public. The Council approved the adoption of its own CIL from the 1st April 2015. The Council's revised CIL Charging Schedule was adopted in 2020.
- 3.18 CIL must be spent on the provision, improvement, replacement, operation or maintenance of 'relevant infrastructure'. 'Relevant infrastructure' is defined in the Annual Infrastructure Statement.
- 3.19 The CIL Regulations 2010 (as amended) include a provision that enables infrastructure to be provided by developers on development sites in lieu of a CIL monetary payment.
- 3.20 It is important to note that CIL can only be spent on projects to 'support the development of an area'. It cannot be used to mitigate site specific impacts; this is the role of S106 Planning Obligations.

### ***CIL in the Leaside Area***

- 3.21 The Council has projected CIL income from sites within the Leaside area. These projections provide an estimate of CIL that is likely to be received from sites within the Leaside CSA over the next 10 years.
- 3.22 It is challenging to project likely income due to the fact that the timing of payments depends on the circumstances of individual developers and development sites. A change in the status of a single significant development site could significantly alter the amount of income the Council receives within a defined time period. In addition, macro-economic circumstances will have a significant effect on development and CIL income.
- 3.23 It is important to note that this estimate does not constitute the full amount of CIL the council is expecting to receive over the Local Plan period. A Significant amount of CIL will be collected from sites outside of the Leaside Area. This is significant to this IDP and assessments in this chapter as it is likely some of the infrastructure identified in this document will also have a positive impact on areas beyond Leaside.
- 3.24 Most of the money received as a CIL contribution does not have to be spent in the location from which it has been collected (unlike s106 and LIF). This means that some of the money received from outside the Leaside Area will likely contribute to some of the infrastructure projects mentioned in this report. Similarly, CIL money collected from the Leaside Area may be spent on projects outside of the core area.

- 3.25 Considering the above, The Council has to date collected £17,427,295 in CIL funding from sites within the Leaside Area (as of December 2020)
- 3.26 The total amount of CIL, Council is likely to receive from sites within the Leaside area total £24,058,418 (approximately) over the plan period.
- 3.27 Table 7 below provides an indication of local CIL income the Council can expect to receive from developments within the Leaside Area. This information is based on the Council's Housing Trajectory that supports the new Local Plan and further information provided by a Land Audit carried out in support of the Leaside AAP:

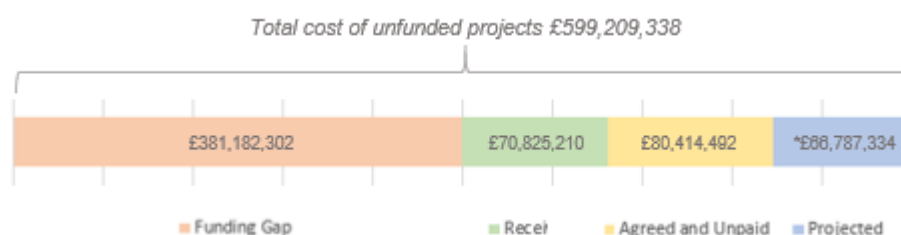
**Table 7: CIL collected and forecasted income for the Leaside Area**

Year	Amount (£)
CIL <b>received</b> as of December 2020	£17,427,295
<b>Negotiated unpaid</b> CIL	£374,196
<b>Estimated</b> CIL from sites within Leaside Area	£24,058,418

## 4. Funding Gap

- 4.1 The funding gap figure calculated below, represents the amount of money required to fund projects which have no committed funds and are needed within the Leaside Area over the next 10 years.
- 4.2 This calculation considers CIL, s106 and capital grants as sources of income which will of-set the cost of infrastructure. In addition, where these sources of income have agreements in place that result in additional income, these have been included.
- 4.3 The funding gap is calculated by comparing the income expected from known sources such as CIL and s106, to the cost of infrastructure projects required.

*“Funding Gap” = “Total income (projected till 2030)” – “total cost of projects required”*

**Figure 3: Bar graph showing the funding gap.**

- 4.4 As shown in figure 3 above, the total funding gap is approximately £381,182,302.
- 4.5 It is acknowledged that the income projected in this section only considers sites within the Leaside Area. In reality income is received from all development sites across the Borough. Furthermore, the income collected as CIL is not required to be spent on infrastructure within the same area, meaning that some of the CIL collected outside of this area can contribute to funding infrastructure locally. Similarly, CIL money collected here may be spent on projects outside of the Leaside Area.

## 5. Local Infrastructure Fund (LIF)

- 5.1 Under CIL Regulation 59A, Local Authorities are required to allocate between 15% and 25% of CIL collected to the Neighbourhood Portion, known locally as the Local Infrastructure Fund (LIF), where chargeable development has taken place. It was agreed by the Mayor in Cabinet on the 6th December 2016 that 25% of CIL funds receipts should be allocated as LIF across the whole borough.
- 5.2 The CIL Regulations (Reg. 59F) requires that LIF funds must be spent in consultation with the local people on:
- a) the provision, improvement, replacement, operation or maintenance of infrastructure;
  - b) anything else that is concerned with addressing the demands that development places on an area.
- 5.3 LIF is calculated on a neighbourhood level and there are 4 zones which forms the LIF Neighbourhoods. Each neighbourhood is allocated a proportion of the CIL collected within the neighbourhood, for spending on projects/programs. The Leaside Area is generally contained within LIF area 3. The top priorities which were highlighted in public consultation for LIF area 3 are as follows:
- 1) Public safety measures
  - 2) Healthcare facilities
  - 3) Measures to tackle pollution
  - 4) Recycling & waste management
  - 5) Parks & greenspaces
- 5.4 In accordance with the CIL Regulations, the Infrastructure Planning Team carried out a public consultation between September and November 2019, engaging with local communities on their priorities for spending of the Local Infrastructure Fund. The consultation asked for feedback on priority infrastructure needs but also allowed the public to suggest infrastructure projects for consideration by the Council. This resulted in over 1,300 responses about local priorities for infrastructure and more than eighty projects that local people want to see enabled using LIF.

- 5.5 During the consultation residents were asked to identify priorities for infrastructure funding that they thought LIF should be spent on in each. Residents were also asked to suggest projects for new infrastructure or improvements to existing local infrastructure.
- 5.6 A full LIF Consultation Statement of Responses 2019, can be referred to for findings of this consultation as well as identifying how the consultation responses have been taken into consideration. This statement is available publicly and includes Council feedback on the appraisal of projects nominated for LIF spending.
- 5.7 The tabulated information below shows the amount of funding received and consulted in LIF 3 for the past 2 years and a running total which provides all LIF income since 2012.

**Table 8: Total Amount for LIF in Zone 3**

LIF Area	Amount received
2019 financial year	£6,011,073
2020 financial year	£1,816,072
All time (since 2012)	£10,891,961

- 5.8 LIF consultation was carried out in the last quarter of 2020. A full consultation assessment and report will be published by council in due course. Over 200 submissions were received across the whole borough, providing suggestions for over 500 different projects which could be considered for LIF funding.
- 5.9 LIF is not counted explicitly within this funding chapter as LIF is taken as a portion of CIL. Instead of extracting LIF, then re-calculating LIF independently, CIL projections and calculations in this chapter include the LIF portion.

### **3. Transportation, Connectivity and Public Realm Infrastructure**

#### **1. Introduction**

- 1.1 This section details the need for and provision of transport, connectivity and public realm infrastructure, within the Leaside Area. It is based on adopted plans, policies and strategies and is consistent with the infrastructure need identified to support the delivery of the Local Plan 2020.
- 1.2 The responsibility for delivering this type of infrastructure, which includes rail systems, roads, signalling, junctions, roundabouts and cycling and pedestrian infrastructure is shared between Transport for London (TFL), the Council, local developers and other bodies.

#### **2. Evidence Base and Policy Context**

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intended to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) 2019 produced by central government.
- 2.2 National planning policy promotes that local authorities should work with transport providers to ensure this type of infrastructure is sufficiently provided to support sustainable development. Local policy encourages the provision of a hierarchy of integrated transport interchanges that offer access to a range of public transport modes across the borough. Appendix C lists the most relevant sections of the plans and policies that relate to the provision of this asset class.
- 2.3 Policy S.TR1 of the Local Plan (2020) outlines that development should be located within areas of high levels of public transport provision, does not have an adverse impact on the public transport network and should support active travel.
- 2.4 Policy D.TR2 of the Local Plan (2020), requires that new developments do not create traffic movements which would result in unacceptable impacts on residential amenity or highway safety.
- 2.5 Policy D.TR3 of the Local Plan (2020), provides parking standards for motor vehicles and bicycles.
- 2.6 The Tower Hamlets Transport Strategy 2019–2041 is also supportive of the proposed projects outlined in this section.

- 2.7 In addition to the existing policies outlined above, there have been two transport studies carried out to assess the pedestrian and cycle movement (*LLV Connection and Movement Study*, by We Made That), and the strategic transport networks capacity (*East of Borough Transport Network Assessment*, by Mott MacDonald). The findings of these reports are included in this chapter and in the Leaside Area Action Plan (AAP).

### 3. Existing & Planned Supply

- 3.1 The majority of the arterial roads within the Leaside area are maintained by TfL. In terms of hierarchy the main strategic highway routes located within the vicinity of the study area are the A11, A12 and A13. The other roads within the study area are generally used for local traffic and can sometimes be used as rat runs by people wanting to avoid the congestion on the A13 and A12. The added pressure brought about by this rat running increases the stress on the network.
- 3.2 The Council maintains the remaining streets within the Leaside area (aside from private roads).
- 3.3 Parking is managed using controlled parking zones (CPZ) and residential permits. These are used to protect residents who live near stations and town centres and discourages short distance intra-borough journeys by car. There are three parking zones that cover the study area which are all in operation from Monday to Friday from 8.30am to 5.30pm, and an additional restriction is in operation in the Crisp Street Market Area zone on Saturdays from 8.30am to 5.30pm.
- 3.4 Regarding Public Transport TfL provides most public transport services within the Leaside Area, in the form of the Docklands Light Railway (DLR), Underground railway, bus services and the shared docked Santander cycles. The Council works in partnership with TfL to facilitate upgrades to or provide new infrastructure to support the efficient running of these services.
- 3.5 The Crossrail station at Canary Wharf is complete but waiting for Elizabeth Line to open. This station, although not within the Leaside area, will significantly increasing access to strategic transport infrastructure to these areas, being only a short trip to access this node. In addition, improvements to the Strategic Cycle network to access the Crossrail station are being developed, in partnership with TfL.
- 3.6 Several key interventions have been identified in the Transport Report prepared in support of this chapter and the AAP. These have been listed in Table 9, and include such measures as increasing the DLR capacity, finishing the Elizabeth line, and some other changes to the bus network.



- 3.7 A movement study investigating movement of pedestrians and cyclists has also been carried out which has provided a range of interventions to the cycleways and pedestrian networks around the area. Due to the scope of this report exceeding the local plan period only projects required within the next 10 years have been included.

## **4. Forecast Need and Future Growth**

- 4.1 Demand for transport and connectivity infrastructure will increase with the delivery of new developments and expected population growth across this area.
- 4.2 Connectivity infrastructure is required to enable the delivery of new housing and commercial development within the Leaside area. Several new bridges are required to traverse rivers, docks and roads that currently segregate this area from its adjoining neighbourhoods and to create a permeable and accessible environment.
- 4.3 Additionally, increased capacity of the existing public transport network may be required in the long run as the population continues to grow.
- 4.4 The Infrastructure Planning team will continue to work with TfL, the Council's Highways & Traffic Team and other relevant stakeholders to identify infrastructure projects to meet travel demand.

## **5. What Is the Council's Need?**

- 5.1 The movement study referenced above, found walking and cycling connectivity to be poor throughout the area. Several interventions such as bridges, cycleways, junction interventions and walkways are proposed in this study to address an outstanding issue of cycle and walking connectivity affecting this part of the Borough. As the population increases so does the need for these interventions.
- 5.2 Improvements to transport and connectivity infrastructure should be delivered where local and strategic analysis such as the movement study and network analysis referenced above indicates. Many of the relevant projects aim to encourage modal shift to support more active and sustainable travel. This is necessary not just in areas of growth, but across the borough to deliver a sustainable transport network.
- 5.3 Alongside the provision of new infrastructure, there is a need to enhance the quality of the existing public realm to accommodate growth and achieve the Mayor's vision to make the borough one of the best places for walking and cycling in London.

- 5.4 The interventions proposed in the strategic transport network study to mitigate the impact of development and to increase Public Transport Accessibility Level of the site allocation locations, include enhancements to buses, DLR frequency increases, gateline capacity increases and many others. Highway interventions were not part of the study due to the policy that new development will not allow parking and therefore increases in private car usage are not expected as a result of development.

## 6. Potential Projects to Help Meet the Councils Need

6.1 Table 9 below sets out infrastructure projects that are planned to meet transport needs within the Leaside Area.

**Table 9: List of Projects to meet transport needs within the Leaside Area**

*Committed Projects*

Project Reference	Description	Ward	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Love your neighbourhood footwork	accelerated footway & carriageway planned maintenance (Exception/Change Report)	Borough-wide	Ongoing	£72,380,000	2020	2026	Desirable	
Love your neighbourhood	Environmental Traffic Areas	Borough-wide	Ongoing	£28,500,000	2022	2030	High Priority	As this project is an ongoing project and the exact time frames are unknown the timeframe provided here is an estimate
A13 Connector	Provision of a new connector across the A13 opening Canning Town to the Housing Zone	Lansbury	Pipeline	£15,000,000	2022	2030	Critically Enabling	The timescales here are estimated as they are currently unknown
Street lighting Replacement	Borough-wide street lighting replacement - 15yr programme	Borough-wide	Ongoing	£13,941,000	2020	2025	High Priority	
LIP Delivery Plan - various projects	Series of projects across the Borough - Traffic & Highways improvements to	Borough-wide	Ongoing	£12,000,000	2020	2041	Desirable	design in progress - expected to be delivered by 2021 - this would not

Project Reference	Description	Ward	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
	meet objectives of Mayor's transportation strategy							be sufficient to deliver CLoS improvements here.
Leamouth South Bridge	Environmental works and bridge over the River Lea	Poplar	Pipeline	£10,020,500	2021	2025	Critically Enabling	A PID has already been approved which is likely to attract £1,880,000, listed in Isle of Dogs and South Poplar OAPF DIFF study. Timescales are estimates at this stage
Roach Point Bridge Connection (Bridge H14)	Placement of bridge extension to White Post- LLDC	Bow East	Ongoing	£10,000,000	2020	2021	Critically Enabling	Listed in Isle of Dogs and South Poplar OAPF DIF Study.
West India Dock Road	Relocation of road space to support Strategic Cycle Route & public realm enhancements	Blackwall and Cubitt Town	Ongoing	£10,000,000	2021	2021	Essential Mitigation	Regen Delivery Plan - in dialogue with LB Newham - estimated cost based on study only
Liveable Streets Programme	Traffic reduction and public realm area-based schemes across borough	Borough-wide	Ongoing	£6,401,000	2020	2023	High Priority	Listed in Isle of Dogs and South Poplar OAPF DIF Study.
Preston's Road	Redesign of roundabout to provide improvements to pedestrian access & connectivity	Blackwall and Cubitt Town	Ongoing	£6,000,000	2023	2025	Critically Enabling	Funded by TfL
City Fringe Connections	To identify key destinations and	Borough-wide	Pipeline	£5,250,000	2023	2030	High Priority	funding shortfall New project in CP 2020

Project Reference	Description	Ward	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
	routes between them and provide improved pedestrian and cycle routes, signage and public realm to improve wayfinding and connect destinations to existing communities.							
Blackwall Connections	Public realm improvements around Cotton Street & Preston's Road roundabout. Improved walking and cycle connections	Blackwall and Cubitt Town	Pipeline	£5,000,000	2021	2025	Essential Mitigation	HG S106 programme spreadsheet - 2 projects listed 1. CP - Preston's Road and 2.IEB - Preston's Road Roundabout project listed total cost £54,000 with balance remaining at £33,041.96 at 2018/19 - Listed in South Poplar & Isle of Dogs OAPF DIF study. Design work to restart 2021.
Connections to CS3	Upgraded cycling facilities on routes connecting to CS3 - CS3 & A1020 & Poplar High Street and rerouting Ming Street section to Pennyfields	Borough-wide	Pipeline	£5,000,000	2024	2025	Essential Mitigation	Regen Delivery Plan

Project Reference	Description	Ward	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Cotton Street/Poplar High Street	Improved facilities for pedestrians & cyclists	Poplar	Ongoing	£5,000,000	2021	2024	Critically Enabling	IEB 2019 - no commitment - Listed in Isle of Dogs and South Poplar OAPF DIF Study.
Lochanger Bridge (Alisa Street Bridge)	New pedestrian bridge over the River Lea	Lansbury	Pipeline	£5,000,000	2024	2024	Critically Enabling	IEB 2019 - no commitment - Listed in Isle of Dogs and South Poplar OAPF DIF Study.
School Streets	Programme of timed closures and public realm improvements to roads serving schools	Borough-wide	Ongoing	£5,000,000	2020	2022	High Priority	IEB 2019 - no commitment - Listed in Isle of Dogs and South Poplar OAPF DIF Study.
TfL LIP to be allocated	Healthy Streets schemes	Borough-wide	Ongoing	£3,450,000	2020	2030	High Priority	IEB 2019 - outline design of corridor. Various projects in area
Capital Footway & Carriageway Programme	Planned maintenance to borough's footways & carriageways	Borough-wide	Ongoing	£3,269,000	2020	2033	High Priority	IEB 2019 - Regen Delivery Plan - delivery of a design and submission of planning - transport. Delivery tied to adjacent development
Blue Bridge Improvements	Improvements to the cycle level of service on the Blue Bridge & its approaches	Blackwall and Cubitt Town	Pipeline	£1,000,000	2020	2021	Essential Mitigation	
Bus Priority Enhancements - Isle of Dogs Circular	Bus priority to support bus services enhancements - Westferry Road, Manchester Road,	Borough-wide	Pipeline	£1,000,000	2026	2027	Critically Enabling	IEB 2019 - 'Planned Highways Maintenance' project listed costing £4m per annum (13-year period) - improvements to footways and



Project Reference	Description	Ward	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
	East Ferry Road & Marshwall Road							carriageways IEB 2018 - 'Footways & Carriageways' project listed costing £1,404,000
A12 Improvements (2019 spreadsheet)	Environmental & connection improvements along the A12 - noise & air pollution reduction barrier along footway & public realm improvements	Lansbury	Pipeline	£500,000	2020	2024	Desirable	preliminary design, estimated timescale
CLC - Indicative Schemes - Transport S106 Funded Schemes	Various minor schemes	Borough-wide	Ongoing	£431,053	2021	2023	Essential Mitigation	New project in CP 2020
Cycling & Pedestrian Improvements Programme	Various cycle and pedestrian improvements	Borough-wide	Ongoing	£431,000	2021	2022	Essential Mitigation	
Remote Monitoring of Street Lighting	n/a	Borough-wide	Ongoing	£400,000	2021	2022	Desirable	
Additional capital investment programme transport projects	Pedestrian improvements	Borough-wide	Pipeline	£365,000	2021	2022	Essential Mitigation	The capital investment programme lists these as: 32-42 Bethnal Green Road - Caspian Wharf and 1-3 Yeo St - Caspian Works and Lewis House - Former London Arena Phase 2 -

Project Reference	Description	Ward	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
								Ocean Estate FS2 - Tredegar Road
Public Realm Improvements - small projects (less than £0.3m) ***	Various minor schemes	Borough-wide	Ongoing	£345,000	2021	2024	Desirable	New project in CP 2020
Limehouse to Leamouth Walking Route	Upgrades to the Thames Path public realm	Borough-wide	Pipeline	£300,000	2022	2025	Essential Mitigation	
Preston's Road / Manchester Road	Upgrades to improve public realm and provide better facilities for cyclists	Blackwall and Cubitt Town	Ongoing	£300,000	2021	2022	Essential mitigation	IEB 2019 - Listed in Isle of Dogs and South Poplar OAPF DIF Study.
Bow Enterprise Park - Cycle & Pedestrian Improvement Project 2017	n/a	Bromley South	Ongoing	£91,000	2021	2022	High Priority	
Legible London 2017	Improvements to wayfinding features throughout the borough - rollout of Legible London	Borough-wide	Ongoing	£60,000	2020	2025	Desirable	
Construction of a pedestrian crossing on East Ferry Road, located near school entrance	Improved pedestrian & cycle connections including upgrades to the East Ferry Road underpass	Blackwall and Cubitt Town	Ongoing	£34,000	2021	2021	Critically Enabling	LBTH/TFL project, cost estimated from Strategic Network assessment for Leaside AAP

Project Reference	Description	Ward	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Transport S106 Funded Schemes - small projects (less than £0.4m)	n/a	Borough-wide	Ongoing	£17,000	2021	2024	Essential Mitigation	Cost Estimated from Transport Movement Study for Leaside AAP
Interim Depot Strategy	n/a	Borough-wide	Ongoing	£2,000	2021	2022	High Priority	Cost Estimated from Transport Movement Study for Leaside AAP
<b>Total Cost</b>				<b>£224,487,553</b>				

*Potential projects identified to meet future need (un-committed)*

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Leaside AAP transport intervention	Dlr frequency increases	Lansbury	Pipeline	£50,000,000	2030	2030+	Critically Enabling	
Aspen Way/Blackwall/Poplar Connections	Aspen Way bridges (long-term)	Borough-wide	Pipeline	£37,950,000	2025	2030	Critically Enabling	
Borough-wide Cycling Programme	Network of high-quality cycle routes across borough	Borough-wide	Ongoing	£25,000,000	2020	2041	High Priority	High priority routes: Cycleway 37, Northern east-west route, Bethnal Green to Shadwell, Cycle Grid, Quietway 6. pid approved

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Leaside AAP transport intervention	Gateline and capacity increases at canning town	Lansbury	Pipeline	£25,000,000	2030	2030+	Critically Enabling	New project in CP 2020
Public Realm Gateway / Streetscene Enhancement Programme	Provision of Public Realm Gateway - 13 yr programme	Borough-wide	Ongoing	£15,000,000	2020	2026	Desirable	This is annual funding from TfL to borough for healthy streets projects. This scheme has links with to 6 programmes of park improvements. All PIDs approved at various Cabinets since October 2018.
Further bus service enhancements - Medium Term	Continued development of bus network & services to support growth in the OAPF	Borough-wide	Pipeline	£11,050,000	2025	2030	Critically Enabling	High priority routes: Cycleway 37, Northern east-west route, Bethnal Green to Shadwell, Cycle Grid, Quietway 6, timescale estimate only
Trinity Buoy Wharf Bridge/ Thames Wharf Bridge	Environmental works and bridge over the River Lea	Blackwall and Cubitt Town	Pipeline	£10,020,500	2025	2030	Critically Enabling	Listed in Isle of Dogs and South Poplar OAPF DIF Study. timescale estimate only
Crossharbour Station	Redevelopment of station	Blackwall and Cubitt Town	Pipeline	£10,000,000	2020	2022	Critically Enabling	Listed in Isle of Dogs and South Poplar OAPF DIF Study. timescale estimate only
Improvements to north-south	Improvements to connections	Borough-wide	Pipeline	£10,000,000	2025	2030	Essential Mitigation	timescale estimate only

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
connections and public realm within East India Dock Road	north/south & junction improvements at E.India Dock Road/Burdett Road and Cotton Street/E.India Dock Road							
Millwall Cut Bridge	New bridge connection South Dock & Thames Quay	Borough-wide	Pipeline	£10,000,000	2025	2030	Desirable	timescale estimate only
Poplar Station East (A4ii)	Improvements to station	Poplar	Pipeline	£10,000,000			High Priority	Funded by TfL
Further bus service enhancements - Long Term	Continued development of bus network & services to support growth in the OAPF	Borough-wide	Pipeline	£6,630,000	2025	2030	Critically Enabling	Listed in Isle of Dogs and South Poplar OAPF DIF Study. timescale estimate only
Mayor's Neighbourhood Refresh	Part of liveable streets	Borough-wide	Ongoing	£5,455,000	2025	2025	High Priority	timescale estimate only
DLR Station public realm upgrades	Improvements to station public realm (Mudchute, South Quay, Poplar, Blackwall)	Borough-wide	Pipeline	£5,000,000	2025	2030	Essential Mitigation	led by highways timescale estimate only
East India Basin Footbridge	Upgrade existing footbridge along mouth of East India Dock Basin	Poplar	Pipeline	£5,000,000	2025	2030	High Priority	timescale estimate only
Leaside AAP transport intervention	Pedestrian and cycle bridge across the river lea to link the Leven	Lansbury	Pipeline	£5,000,000	2022	2030	Critically Enabling	

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
	Road development site with the business park							
Leaside AAP transport intervention	A new walking and cycle bridge over the river lea linking the limmo peninsula development site and canning town station to trinity buoy wharf and the river Thames	Lansbury	Pipeline	£5,000,000	2022	2030	Critically Enabling	
Leaside AAP transport intervention	Increase in frequency of river services from trinity buoy wharf to north Greenwich and introduction of services into central London	Lansbury	Pipeline	£5,000,000	2022	2030	Critically Enabling	
Mayer Perry/EMR Bridge	New bridge and river side connections	Poplar	Pipeline	£5,000,000	2022	2025	Critically Enabling	timescale estimate only
Poplar High Street	Place making study for Poplar High Street (including junction improvements)	Poplar	Pipeline	£5,000,000	2022	2025	Essential Mitigation	timescale estimate only
Poplar Reach Bridge (Leven Road Site)	Provision of a new pedestrian & cycle bridge	Lansbury	Pipeline	£5,000,000	2022	2025	Critically Enabling	timescale estimate only
Promotion of River Services	Raising awareness with connectivity improvements & wayfinding	Blackwall and Cubitt Town	Pipeline	£5,000,000	2022	2025	Essential Mitigation	timescale estimate only



Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Upgrade Poplar Footbridge	Redevelopment of North Quay - upgrade of footbridge & connection from north Poplar to DLR station	Poplar	Pipeline	£5,000,000	2022	2025	Critically Enabling	timescale estimate only
Widened share/ segregated cycle and walking route along Limehouse Cut	Widen the existing towpath by reclaiming part of the canal or by introducing fixed extension of route to create shared/segregated walking and cycling facility	Lansbury	Pipeline	£5,000,000	2025	2030	Critically Enabling	
B140 cycle and walking improvement	Introduce segregated cycling routes. Potential to link Twelvvetrees Crescent to A11 at Stepney Green with new e/w corridor	Lansbury	Pipeline	£4,000,000	2025	2030	Critically Enabling	
Blackwall Station	Station improvements including stair capacity	Poplar	Pipeline	£4,000,000	2022	2030	High Priority	timescale estimate only
Creative/cultural strategy and wayfinding	A strategy for creative and cultural regeneration to inform the design of the public realm, streets and spaces and create places of exception and delight across OA.	Borough-wide	Pipeline	£3,500,000	2022	2025	Essential mitigation	timescale estimate only

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Bus Priority Enhancements - Western Approach	Bus priority to support bus services enhancements - West India Dock Road & Westferry Road	Borough-wide	Pipeline	£1,500,000	2022	2023	Critically Enabling	
Bus Priority Enhancements - South Poplar East - West Link	Bus priority to support bus services enhancements - East India Dock Road & Cotton Street	Borough-wide	Pipeline	£1,000,000	2021	2022	Critically Enabling	
Cotall Street Bridge	pedestrian bridge	Borough-wide	Pipeline	£1,000,000	2022	2030	Essential Mitigation	timescale estimate only
David House Bridge	New bridge to connect the Teviot Estate & primary school to the south within proposed development for Empson Street	Borough-wide	Pipeline	£1,000,000	2022	2030	Essential Mitigation	timescale estimate only
Glengall Quay Bridge	Upgrade to existing bridge to improve access for pedestrians and cyclists	Borough-wide	Pipeline	£1,000,000	2022	2030	Essential Mitigation	timescale estimate only
Manchester Road/Marshall	Junction improvement scheme to improve safety	Blackwall and Cubitt Town	Pipeline	£1,000,000	2022	2023	Critically Enabling	
New Connection to Greenway	Pedestrian link from Wick Lane	Bow East	Pipeline	£1,000,000	2030	2030	Essential Mitigation	timescale estimate only
Street Trees	n/a	Borough-wide	Pipeline	£1,000,000	2020	2022	Desirable	
Tiller Road/Pepper Street	Upgrading the east/west connection	Borough-wide	Pipeline	£1,000,000	2021	2022	Essential Mitigation	

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
	between West Ferry Road & Manchester Road via Millwall Inner Dock							
Transport & Connectivity Infrastructure Millharbour	Cycle improvement to Millharbour	Borough-wide	Pipeline	£1,000,000	2022	2022	Desirable	TFL project, cost estimated from Strategic Network assessment for Leaside AAP
TfL Schemes - small improvements (less than 0.3m) *		Borough-wide	Ongoing	£692,000	2022	2030	Desirable	TFL project, cost estimated from Strategic Network assessment for Leaside AAP timescale estimate only
Junction of Campbell Road, Violet Road and Devon's Road	Major junction redesign: remove guard rail, move crossings closer to desire lines, change junction priorities to T junction or similar	Lansbury	Pipeline	£500,000	2025	2030	Critically Enabling	TFL project, cost estimated from Strategic Network assessment for Leaside AAP
A12 cycle link, Zetlans St. to Bromley-By- Bow	Introduce segregated cycle lane spanning from Zetland Street to Bromley-by-Bow station	Lansbury	Pipeline	£500,000	2022	2025	Critically Enabling	LBTH/TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Leaside AAP transport intervention	Additional high frequency east-west route through development site	Lansbury	Pipeline	£500,000	2022	2030	Critically Enabling	TFL project, cost estimated from Strategic Network

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
								assessment for Leaside AAP
Leaside AAP transport intervention	Extension of bus route 488	Lansbury	Pipeline	£500,000	2020	2022	Critically Enabling	LBTH/TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Leaside AAP transport intervention	Provision of a pedestrian and cycle crossing at Twelvetreecrescent to enable a more direct connection to Bromley-by-bow station	Lansbury	Pipeline	£500,000	2020	2022	Critically Enabling	LBTH/TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Leaside AAP transport intervention	Ensure new development sites are penetrable with a street network to create more direct walking and cycling routes	Lansbury	Pipeline	£500,000	2020	2022	Critically Enabling	LLDC securing the planning
Leaside AAP transport intervention	An improved walking and cycling route along the river lea which leads to canning town station	Lansbury	Pipeline	£500,000	2030	2030+	Critically Enabling	LBTH/TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Leaside AAP transport intervention	New walking and cycle bridge over the mouth of the river lea	Lansbury	Pipeline	£500,000	2022	2030	Critically Enabling	TFL project, cost estimated from Strategic Network assessment for Leaside AAP

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Leaside AAP transport intervention	A new walking and cycling route along the Thameside west development which connects to lower lea crossing and Silvertown way	Lansbury	Pipeline	£500,000	2022	2030	Critically Enabling	TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Leaside AAP transport intervention	Provision of consistent wayfinding	Lansbury	Pipeline	£500,000	2020	2022	Critically Enabling	TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Leaside AAP transport intervention	Introduction of bus gates and bus priority where possible to minimise bus journey times and protect journey time reliability	Lansbury	Pipeline	£500,000	2022	2030	Critically Enabling	TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Leaside AAP transport network intervention	Increase frequency of bus route 309	Lansbury	Pipeline	£500,000	2020	2022	Critically Enabling	LBTH/TFL project, cost estimated from Strategic Network assessment for Leaside AAP
New Walking and cycling bridge over Limehouse cut	New walking and cycling bridge to connect Teviot Estate in the south over the Limehouse Cut and to Epsom Street Employment Area, creating an alternative cycling and walking	Lansbury	Pipeline	£500,000	2022	2025	Critically Enabling	TFL project, cost estimated from Strategic Network assessment for Leaside AAP

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
	route, avoiding the A12 corridor							
Western River Lea path	Upgrade north-south leisure route by introducing higher quality surface treatments, ecologically sensitive lighting and active frontages where possible; provide a high-quality shared path	Borough-wide	Pipeline	£500,000	2025	2030	Critically Enabling	TFL project, cost estimated from Strategic Network assessment for Leaside AAP
Eastern River Lea path	Upgrade north-south leisure route by introducing higher quality surface treatments, ecologically sensitive lighting and active frontages where possible; provide a high-quality shared path	Borough-wide	Pipeline	£100,000	2025	2030	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP
Leaside AAP transport intervention	Provision of lit and covered, secure cycle parking at stations in the study area (per station)	Lansbury	Pipeline	£100,000	2022	2030	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP
Leaside AAP transport intervention	Additional bus stops on east India dock road to provide better	Lansbury	Pipeline	£100,000	2020	2022	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
	facilities for the Aberfeldy development area and the town hall							
Limehouse Cut leisure route improvements	Improve surface finish along shared path, introduce ecology sensitive lighting and encourage active frontages along route	Lansbury	Pipeline	£100,000	2022	2025	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP
Teviot Street and Bromley-By-Bow cycle link improvements along west side of A12	Improve north/south cycle movement along A12 footway west with shared pavement. De-clutter and create better sightlines to neighbouring areas	Lansbury	Pipeline	£100,000	2020	2022	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP
Chrisp Street Market development	Encourage multiple cycle parking and cycle hire points	Lansbury	Pipeline	£15,000	2022	2025	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP
Fawe Street and Clutton Street DLR footbridge	Improve lighting to the footbridge and footbridge approach.	Lansbury	Pipeline	£15,000	2020	2022	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP
Paths through Langdon Park	Improve Langdon Park station to Zetland Street cycle and pedestrian connection. Introduce raised tables and dropped kerbs and remove guardrails	Lansbury	Pipeline	£15,000	2020	2022	Critically Enabling	Cost Estimated from Transport Movement Study for Leaside AAP
<b>Total Cost</b>				<b>£323,342,500</b>				



## **7. Delivery**

- 7.1 The Council should consider ring-fencing a proportion of CIL income on an annual basis for the delivery of transportation and connectivity infrastructure. Particularly those projects which will enable the Leaside area to become a more permeable and accessible environment
- 7.2 In addition, the Council should also consider the allocation of CIL funding to the highest priority projects which includes several new bridges and enhancements to the local cycle network.
- 7.3 Continued collaboration with TFL is required to ensure other transport projects are encouraged. Once the Government has completed negotiating the TFL bail-out further clarity around the amount of funding available will be provided. The Borough-wide IDP which is reviewed annually may be the best place to find an update on this matter as it relates to transport projects within the Borough, however at the time of writing has yet to be completed.

## 4. Utilities (Water, Gas and Electricity) and Telecommunications Infrastructure

### 1. Introduction

- 1.1 This section details the provision of and need for:
- Water,
  - Gas and electricity technology; and
  - Telecommunications.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government.

#### ***Telecommunication (including Digital Connectivity)***

- 2.2 The current Tower Hamlets Partnership Digital Inclusion Strategy and Action Plan (Get Online Tower Hamlets), sets out the need to address barriers and enable access to digital communications as a means to enhancing inclusiveness as well as tackling inequalities, enabling access to employment and promoting economic growth. This strategy once refreshed will reflect the progress in this area as well as changing requirements within the borough. To support the local ambition the intent of the following publications will be reflected:
- Smart London Plan  
([www.london.gov.uk/sites/default/files/smart\\_london\\_plan.pdf](http://www.london.gov.uk/sites/default/files/smart_london_plan.pdf));
  - UK Digital Strategy 2017 ([www.gov.uk/government/publications/uk-digital-strategy/uk-digital-strategy](http://www.gov.uk/government/publications/uk-digital-strategy/uk-digital-strategy)) produced by central government; and
  - London Mayor has launched Smarter London Together - a roadmap to make London 'the smartest city in the world'  
(<https://www.london.gov.uk/what-we-do/business-and-economy/supporting-londons-sectors/smart-london/smarter-london-together>).

- 2.3 Policy D.DH11 of the Local Plan (2020) supports the installation of new Telecommunications and Digital Connectivity apparatus subject to it not unacceptably harming the appearance of heritage assets, a demonstration that an existing site has been explored and is not possible to be shared, there not being any acceptable risks to health and wellbeing of residents and the proposal not unacceptably detracting from the neighbouring amenities.

### ***Water***

- 2.4 Policy D.ES6 of the Local Plan (2020) requires new residential developments to achieve a maximum water use of 105 litres per person per day and refurbishments and other non-domestic development should meet BREEAM water efficiency credits. The same policy also requires that major development shall demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development.
- 2.5 Thames Water has published a long-term regional plan called 'Water Resources Management Plan 2020'. This Plan outlines strategic goals and objectives of Thames Water for the period of 2020 to 2030. This is relevant to the Leaside area as it provides high level detail of how water is managed as a resource. This document is accompanied.

### ***Gas and Electricity***

- 2.6 Policies S.ES1 and D.ES6 of the Local Plan (2020) promotes working with partners inside and outside the borough to explore ways of implementing decentralised energy systems and to ensure that the capacity of existing and new infrastructure is adequate to support the cumulative impact of development and growth.
- 2.7 Policy D.ES7 of the Local Plan (2020) seeks to ensure that all new developments across the borough contribute towards reducing carbon emissions. Specifically, part 4 promotes that new developments should be designed in a manner fully compatible with any existing or planned future decentralised energy network. Developments must also connect to the decentralised energy network if it is expected to be operational within 5 years after completion. This policy also seeks to secure contributions from developers towards the costs of the decentralised energy network.
- 2.8 The National Policy Statement for Renewable Energy Infrastructure (2011) stresses the importance of delivering new gas and electricity network infrastructure projects, as they will add to the reliability of the

national energy supply, providing crucial benefits to all users of the system.

- 2.9 Tower Hamlets, in partnership with the GLA, are currently developing a Local Area Energy Plan. This masterplan will focus on providing necessary energy infrastructure to support the immediate growth expected over the next five years. The plan will provide flexible and 'low-regret' solutions that will contribute to the decarbonisation goals of the Borough. It is expected a draft of this plan will be available shortly after this IDP is published.

### **3. Existing Provision**

#### ***Telecommunication (including Digital Connectivity)***

- 3.1 Whilst the supply of telecommunications masts is managed by private companies, the most up to date record indicates there are over 200+ telecommunications masts across the borough.
- 3.2 A £1.75 million Mayoral Priority fund has been secured to enable enhanced digital connectivity across the borough. This includes the delivery of full-fibre broadband connectivity into the Councils social housing stock, circa 21,000 dwellings, by working with a number of fibre operators. Included within the initiative the council are looking to connect other non- residential council owned public buildings where broadband connectivity would be of benefit.

#### ***Water***

- 3.3 Thames Water controls the supply of water infrastructure and associated projects. At this stage only two potential projects have been identified and these are included within the table at the end of this chapter. The Council will remain engaged with Thames Water to ensure it captures additional projects when they are proposed.

#### ***Gas and Electricity***

- 3.4 The supply of gas and electricity is provided by private companies and therefore information on existing and planned supply is controlled by them.

### **4. Projected Demand**

- 4.1 In 2019 the Greater London Authority launched the pilot of its Infrastructure and Development Coordination Team, a dedicated resource

to support the coordination of infrastructure and development in London, focusing on planning and delivery.

- 4.2 As part of this pilot, the Council is working in partnership with the GLA and key players in delivering infrastructure, namely utilities providers, in identifying the amount of infrastructure required to support anticipated growth across the key growth areas in the borough (e.g. Isle of Dogs, South Poplar and parts of the Leaside area), as well as innovative ways in delivering such infrastructure to meet demand.
- 4.3 This work has commenced and spans across various workstreams including the preparation of a Utilities Strategy and Delivery Plan and an Integrated Water Management Plan. In addition to this there is the piloting of a street works coordination project to minimise construction disruption, to help inform future practices in facilitating the timely and cost-effective delivery of key infrastructure, in the Borough's growth areas including the Leaside area and Isle of Dogs.
- 4.4 To ensure the efficient delivery of utilities and reduce local impacts on existing residents, the innovative streetworks co-ordination project is commenced in 2020. This work is helping to inform best practice in working collaboratively with utilities providers in implementing utilities infrastructure across the borough, where local changes are required.
- 4.5 Outputs of this work will be included in further infrastructure planning for this area as it becomes available.

***Telecommunication (including Digital Connectivity)***

- 4.6 In addition to the initiatives the council will also look to explore the future requirement and benefits associated with the Internet of Things (IoT). This in turn will look to support broader undertakings to deliver world class connectivity & smarter cities (mission 3 of the Smarter London Together roadmap) as well as informing better decision making for relevant service areas in order to drive service enhancements as well as efficiencies.
- 4.7 The projected increase in population levels means that there will be a requirement for additional telecommunications infrastructure to be provided in order to support the increasing demand on the existing the mobile 4G networks and support the rollout of the new 5G mobile network. This will be undertaken where need is identified by Mobile Network Operators such as Vodafone, EE, O2 and Three (3).

### ***Water***

- 4.8 Thames Water controls the supply of water infrastructure and associated projects. The Council will remain engaged with Thames Water to ensure it captures additional projects when they are proposed.
- 4.9 Thames Water generally oversees the delivery and maintenance of water supplies and therefore any related projects would need to be led by them.
- 4.10 Thames Water submitted its 5-year business plan 2020-25, as supported by LBTH, to its regulator OFWAT which sets out its ambition to ensure that the water network in East London is resilient and remains so in the future through the evolving cooperative relationship between the Council and Thames Water. Specifically, the resilience of the water network in North East London is a focus of the business plan and future investment.
- 4.11 The Council will continue to work collaboratively with Thames Water and the Greater London Authority in developing an Integrated Water Management Plan for key growth areas in the borough. This work will help to deliver shared ambitions in facilitating the smooth delivery of ample and timely utilities infrastructure to accommodate anticipated growth.
- 4.12 Thames Water indicates that the current levels of water infrastructure meet the demands of the current population, but that certain additional projects may be required in due course.

### ***Gas and Electricity***

- 4.13 The statutory undertakers who oversee the delivery and maintenance of gas and electricity supplies are required to develop and maintain an efficient, co-ordinated and economical system of distribution. The infrastructure related to this asset class is provided by private companies and therefore the identification process for developing new projects will be led by them. The collaborative utilities strategy work with the GLA and utility providers will assist in ensuring that necessary enhancements to the network are planned for and delivered in good time.
- 4.14 The outputs from working in partnership with the GLA and utility providers are due to be published in the late summer of 2020.
- 4.15 The supply of gas and electricity is provided by private companies and therefore information on existing and planned supply is controlled by them.

## 5. Projects

- 5.1 Table 10 below sets out infrastructure projects that are planned to meet Utilities and Telecommunications needs within the Leaside Area.

**Table 10: Projects identified to help meet the need for Utilities (Water, Gas and Electricity) and Telecommunications related Infrastructure**

*Projects which have been committed to:*

Project Reference	Description	Ward	Project Status	Cost	Timescales		Development Categorisation	Notes
					Start	Finish		
Expanding TH Fibre & Ducting Network*	Expanding the local fibre & ducting network to improve capacity of local connectivity infrastructure and meet CCTV coverage needs in the borough	Borough-wide	In development. Condition survey on Council-owned assets to be completed by May 2018 and review of CCTV coverage needs by summer 2018	£2,750,000	2019	2021	Desirable	
<b>Totals:</b>				<b>£2,750,000</b>				



*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Description	Ward	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Additional projects to deliver a free publicly accessible WiFi network	Borough-wide public WiFi network and provision of hardware	Borough-wide	Preparing to reissue invitation to tender	£500,000	TBC	TBC	Desirable	
New water main from Coppermill Lane to the Isle of Dogs	An initial study highlighted the need for large scale reinforcement from the Isle of Dogs back to the Thames Water Coppermills water treatment works in Waltham Forest, approx. 9km of main in total. This is still required.	Borough-wide	This is likely to be broken down into 4 delivery phases each estimated around £4m. The estimate for the total works is in excess of £20m.	£20,000,000	TBC	TBC	Critical Enabling	Project derived from DIFS studies.
<b>Total:</b>				<b>£20,500,000</b>				

## 6. Delivery

- 6.1 It is suggested that in due course CIL/S106 is considered for allocation to the project in the table above.
- 6.2 Part of the delivery strategy includes the offer of an infrastructure connection coordination service that is currently being piloted through the team's Infrastructure Coordinator. This service is available to LBTH's Capital Delivery Team as well as external developers and can be engaged in the pre-application, design and delivery phases of a development. The service will facilitate enhanced coordination between developers and utility providers improving utilities infrastructure delivery.

## **5. Education**

### **1. Introduction**

1.1 This section details the Council's need for and provision of education facilities, which is categorised in the following types and is explored in further detail below:

- Early education and childcare facilities,
- Primary schools,
- Secondary schools, and
- Specialists' schools.

### **2. Policy Context**

2.1 The demand for school places is driven by population growth and the borough's housing development. Population growth in Tower Hamlets has continued and remains amongst the fastest in the country. However, in recent years this growth has not translated into the expected increased demand for primary school places. This is due to falling birth rates, changing resident demographics, and the migration of young families out of the borough. Other London boroughs have experienced similar trends.

2.2 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) 2019 produced by central government.

2.3 Planning policy seeks to improve education, skills and training within the borough in order to facilitate life-long learning. Facilities required to meet these objectives should be provided in locations that maximise their accessibility.

### **3. Existing Provision and Projected Demand**

2.4 Existing supply/demand as well as project specific information is specified in the section below as it relates to the particular type of educational facility. Only projects within, or directly relating to the Leaside area have been detailed.

2.5 The projections used in this chapter are based on two population growth scenarios, described in Chapter one of this document. These scenarios are described below:

- **Scenario one (S1)** uses the London Borough of Tower Hamlets average rate of 2.47 person per household. This person per household rate is higher than the national average of 2.36, but the same as the London average.
- **Scenario two (S2)** uses a more localised estimate, based on LSOA household and population data, resulting in a standard of 2.7 persons per household. This person per household rate is significantly higher than both the national average and London average of 2.36 and 2.37 person per household respectively.

## Early Education and Affordable Childcare Infrastructure

### 4. Existing Provision

4.1 There are several types of settings that provide early education and childcare through the provision of the Early Years Foundation Stage (EYFS) which caters for children from birth to 5 years old. These types of facilities are set out below:

- Early years early education and childcare provided by Private, Voluntary and Independent sector settings including full daycare and sessional providers (0 to 4 year olds);
- Nursery schools (2 to 4-year olds);
- Nursery classes in primary schools (3 to 4-year olds);
- Reception classes in primary schools (4 to 5-year olds); and
- Registered childminders.

4.2 The Universal Entitlement is for all 3 and 4 year olds to have 570 hours of free early education per year, if taken over the 38 weeks of the school year this equates to 15 hours per week. This entitlement is delivered by all types of early years settings.

4.3 The Early Learning for 2 Year Olds (EL2) programme offers 570 hours of early education per year to the 40% most disadvantaged 2 year olds in the country, again, if taken over the 38 weeks of the school year this equates to 15 hours per week. Eligible children can access an EL2 place with early education providers from the private and voluntary sector, or with participating schools or childminders.

- 4.4 The Additional Hours Entitlement (AHE) (comprising of 30 free hours) offers a further 570 hours of childcare for eligible families of 3 and 4 year olds. In order to be eligible both parents, or the single parent (if in a single parent family), must be working. As such a stretched offer of a year-round provision may offer better support to working families. Please note that each entitlement only provides part-time early education and care for part of the year. If applied across 50 weeks (a full year of day-care), 570 hours equates to 24% of the childcare needed by a parent in full time employment.
- 4.5 Full day-care provision makes childcare available to support working parents with children aged 0-5 years and is delivered almost exclusively by providers from the private and voluntary sector and childminders on a paid-for basis for hours used over and above the Free Entitlements.
- 4.6 Much of the provision of Early Years Education and Childcare is delivered by the private and voluntary sector. The borough's annual Childcare Sufficiency Assessment summarises the take-up of all forms of childcare and early education on a ward by ward basis.
- 4.7 The borough's Childcare Sufficiency Assessment 2020 suggests that the Leaside area is one that requires new provision across all free entitlements and full daycare provision.

## 5. Projected Demand

- 5.1 Projecting the need for early years facilities is a complex task, due to the following reasons:
- Demand is dependent upon the macro-economic climate. The premise being that the better the economy performs the more money people will have to spend on early education and childcare. In addition, a better economy might point to more parents being employed which might result in a greater need for childcare. It is worth noting that if incomes rise then fewer families will be eligible for free childcare for 2-year olds,
  - The fact that almost all care is provided privately or through schools and is outside the remit of the Council,
  - The ever-changing age-profile of the borough's young population,
  - Uncertainty surrounding preferences of the borough's parents to use early education and childcare facilities, as opposed to providing care at home; and
  - The number of types of facility that provide early years care.

- 5.2 Based on previous extensive discussions with the Integrated Early Years Service, it has been established that, to address short to medium term need, a further 200 – 300 early years places are required across the Borough. This is in addition to currently planned projects.
- 5.3 The expected demand for early years education and childcare provision to increase over the next 10 – 15 years is due to population increases in the Leaside area and that a higher proportion of parents are expected to seek childcare and early education for 2-year olds.
- 5.4 The greatest population growth for 0-5-year olds is expected to be in the Leaside Core Study Area (CSA) and surrounding areas. Therefore, these areas should be specifically considered when establishing potential projects to deliver in respect of this asset class.
- 5.5 The Integrated Early Years' Service will continue to monitor the distribution of the service users for this asset class to ensure that the right facilities are being provided in the right areas.

## 6. Projects

6.1 Table 11 below sets out infrastructure projects that are planned to meet early education needs within the Leaside Area.

**Table 11: Projects identified to help meet the need for Early Years' Education Care Infrastructure**

*Projects which have been committed to:*

Project Reference	Ward	Description	Project Status	Cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
St Matthias Community Centre	Poplar	Creation of new early education places	Setting is open, some further works needed on outdoor play area.	£87,160	2016	2021	High Priority	National targets have been set to improve early education for 40% most disadvantaged 2-year olds
<b>Total:</b>				<b>£87,160</b>				

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Allocated Funding for further projects in schools	Borough-wide	TBC	Currently developing project options	£895,795	2020	2021	High Priority	National targets have been set to improve early education for 40% most disadvantaged 2-year olds
Allocated Funding for further projects in PVI provision	Borough-wide	TBC	Currently developing project options	£454,043	2020	2021	High Priority	National targets have been set to improve early education for 40% most disadvantaged 2-year olds

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Total:				£1,349,838				



## **Primary Schools**

### **7. Existing Provision**

- 7.1 Across the Borough there are six primary education planning areas. Of these, the Poplar catchment area broadly covers a similar area and locale to the Leaside area. Therefore, the Poplar catchment is considered the most relevant to the Leaside area and is assessed below.
- 7.2 Within the Poplar education catchment there are currently 890 Reception places provided across 14 facilities. These are:
- Bygrove Primary School Academy;
  - Culloden Primary - A Paradigm Academy;
  - Cyril Jackson Primary School;
  - Lansbury Lawrence Primary School;
  - Manorfield Primary School;
  - Marner Primary School;
  - Mayflower Primary School;
  - Our Lady and St Joseph Catholic Primary School;
  - St Paul with St Luke CofE Primary School;
  - St Paul's Way Trust School Academy;
  - St Saviour's Church of England Primary;
  - Stebon Primary School Academy;
  - The Clara Grant Primary School Academy; and
  - Woolmore Primary School.

### **8. Projected Demand**

- 8.1 In calculating the future demand for primary education there is an assessment of the current provision and the forecast need. Pupil projections are produced through the GLA's School Roll Projection service which takes into account borough population, births, migration, housing development (including in the LLDC area within the LBTH boundary), historic roll numbers and pupil journeys from home to school (including across borough boundaries). These projections run up to the year 2030 and are updated at least once a year with the most recent data. This is the standard approach for projecting school places in London.
- 8.2 Whilst the borough-wide projections indicate that there is generally a surplus of primary school places in most areas, this is not the case for the Leaside area

where the level of development has resulted in a demand for more spaces. This demand will increase if no additional spaces are created.

- 8.3 In the Leaside area (including the surrounding neighbourhoods), a total of 3 FE is required to meet projected need by 2030. The preferred minimum size for a new primary school is 2 FE, which means a further primary school would be required to meet this need, in addition to minor upgrades to existing schools. Additional provision of this asset class should therefore be focused in these areas.
- 8.4 Given the changes from 2019 projections and fluctuation in the types of people moving into the Borough, continual monitoring and review of this data is required. Annual projection data should be considered in future assessment of education provision to ensure a surplus or shortfall of education facilities does not affect the quality of the service provided.

## 9. Projects

9.1 Table 12 below sets out infrastructure projects that are planned to meet primary education needs within the Leaside Area.

**Table 12: Projects identified to help meet the need for Primary Education Infrastructure**

*Projects which have been committed to:*

Project Reference	Ward	Description	Project Status	Cost	Timescales		Development Categorisation	Notes
					Start	Finish		
Wood Wharf site	Blackwall and Cubitt Town	Provision of two forms of entry as part of a mixed-use development	Developer has started on site to deliver the core of the school	£5,000,000	2021	2022	Critical Enabling	LBTH in discussions over the terms of the lease and process for appointing a school provider.
Millharbour	Canary Wharf	Provision of two forms of entry as part of a mixed-use development	Mayor in Cabinet decided to take scheme forward	£4,250,000	2024	2025	Critical Enabling	Full planning permission granted (PA/14/01246), trigger notice issued,
<b>Totals:</b>				<b>£9,250,000</b>				

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Limeharbour site allocation (Skylines)	Blackwall and Cubitt Town	Site allocation for 2FE primary school	A planning application has now	£13,000,000	2026	2030	Critical Enabling	Listed in Isle of Dogs and South Poplar OAPF DIF Study.

			been submitted for this development.					<p>To meet need for additional 7 FE in Isle of Dogs catchment area by 2030, based on GLA pupil projections.</p> <p>Since the DIFS report, further work has been undertaken which shows demand to be lower. Further monitoring will ensure more accurate data.</p>
Crossharbour site allocation (Asda site)	Blackwall and Cubitt Town	Site allocation for 3FE primary school	In pre-application discussions	£13,000,000	2021	2026	Critical Enabling	<p>Listed in Isle of Dogs and South Poplar OAPF DIF Study.</p> <p>To meet need for additional 7 FE in Isle of Dogs catchment area by 2030, based on GLA pupil projections.</p> <p>Since the DIFS report, further work has been undertaken which shows demand to be lower. Further monitoring will ensure more accurate data.</p>
Reuters site allocation	Blackwall and Cubitt Town	Site allocation for 2FE primary school	Site allocation	£13,000,000	2021	2026	Critical Enabling	<p>Listed in Isle of Dogs and South Poplar OAPF DIF Study.</p> <p>To meet need for additional 7FE in Poplar catchment area by 2030, based on GLA pupil projections.</p> <p>Since the DIFS report, further work has been undertaken which shows demand to be lower. Further monitoring will ensure more accurate data.</p>

Marshwall East site allocation	Blackwall and Cubitt Town	Site allocation for 2FE primary school	Site allocation	£13,000,000	2026	2030	Critical Enabling	<p>Listed in Isle of Dogs and South Poplar OAPF DIF Study.</p> <p>To meet need for additional 7FE in Isle of Dogs catchment area by 2030, based on GLA pupil projections.</p> <p>Since the DIFS report, further work has been undertaken which shows demand to be lower. Further monitoring will ensure more accurate data.</p>
<b>Total</b>				<b>£52,000,000</b>				

## **Secondary Schools**

### **10. Existing Supply**

- 10.1 Secondary school place planning in Tower Hamlets is carried out on a borough-wide basis. Catchment boundaries do not apply, and pupils will travel to schools across the borough and, in circa 10% of cases, to out-borough schools.

### **11. Projected Demand**

- 11.1 In calculating the future demand for secondary education there is an assessment of the current provision and the forecasted need. Pupil projections are produced through the GLA's School Roll Projection service which takes into account borough population, births, migration, housing development (including in the LLDC area within the LBTH boundary), historic roll numbers and pupil journeys from home to school (including across borough boundaries). These projections run up to the year 2030 and are updated at least once a year with the most recent data. This is the standard approach for projecting school places in London.
- 11.2 The current round of projections indicates that numbers will continue to increase until 2023 before remaining at a steady level through to 2030. However, plans to meet the projected demand will need to be flexible, given factors, such as, the future sustainability of existing underperforming schools and need to increase and or improve provision in the East.
- 11.3 Because the vast majority of development and population growth is projected to occur in the Leaside area, this area should be the focus in terms of site allocations for the provision of new secondary schools. However, it should be noted that secondary schools can be more strategically located than primary schools as it is assumed that students will travel further to secondary schools than to primary schools.
- 11.4 The council previously agreed plans to establish a new 6FE secondary school at London Dock from September 2022. This new school is not within the CSA or any adjoining neighbourhood, however, will provide sufficient secondary places, even when allowing for some of the changes that could result when decisions are determined over the future of existing schools.

## 12. Projects

12.1 Table 13 below sets out infrastructure projects that are planned to meet secondary education needs within the Leaside Area.

12.2 There are no projects with committed funding for this asset class.

**Table 13: Projects identified to help meet the need for Secondary Education Infrastructure**

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation comments	Notes
					Start	Finish		
Bow Common Gas Works site allocation	Bromley South	Site allocation for 6 <sup>th</sup> Form school	Pre-application discussions	£25,000,000	2026	2030	Critical Enabling	The estimated timescales come from the information used in the public examination of the Local Plan, aligning housing and infrastructure delivery
Leven Road site allocation	Lansbury	Site allocation for 6FE secondary school	Pre-application discussions	£45,000,000	2026	2030	Critical Enabling	The estimated timescales come from the information used in the public examination of the Local Plan, aligning housing and infrastructure delivery
<b>Total:</b>				<b>£70,000,000</b>				

## ***Special Education***

### **13. Existing Provision**

- 13.1 Specialists' school supply is carried out on a borough-wide basis.
- 13.2 Tower Hamlets has high demand for provision for children with special educational needs. In 2019, 4.6% of pupils in Tower Hamlets have an EHC Plan compared with an average of 3.3% in Inner London, 3.1% in Greater London, and 3.1% in England.
- 13.3 Borough wide there are currently 6 special schools, 7 resource bases within mainstream schools and two alternative provision centres. Within the Leaside area specifically there are 2 special schools being Ian Mikardo High (60 William Guy Gardens, E3 3LF) and Cherry Trees (68 Campbell Road, E3 4EA).

### **14. Projected Demand**

- 14.1 For special schools the typical approach for identifying locations in terms of areas of greatest demand does not always need to be applied, and as such a more strategic approach to their location can be taken due to these schools often providing their own transport.
- 14.2 Projections indicate that the number of pupils with EHC Plans in Tower Hamlets will increase from 2947 in 2019/20 to around 3346 in 2027 – an increase of 11.9%.
- 14.3 By 2027, it is projected that there will be an additional 200 pupils who require a special school place if current trends continue. Special schools vary greatly in size, but this increase is roughly equivalent to 2 to 3 special schools.
- 14.4 These increased levels of SEND need in Tower Hamlets, coupled with the borough's population growth have put significant pressure on the borough's special schools. In addition, statutory provision for pupils with SEND needs has now been extended to 25 years of age (previously 19 years of age).
- 14.5 There is no commonly accepted approach for projecting the need for special school places, such as there is for mainstream schools. The Council commissioned projections from data science experts which model trends in pupil numbers over the past five years by age, need type (e.g. ASD), and setting type (e.g. mainstream school, special school, etc).



These trends are modelled alongside the borough's projected population growth.

- 14.6 The Local Authority is also reviewing its provision for children with Social, Emotional and Mental Health (SEMH) needs and children requiring Alternative Provision. This work could result in recommendations for new specialist provisions to serve the Leaside area.

## **15. Projects**

- 15.1 There are no projects within the Leaside area, or that are expressly relevant to the provision of this asset class.

## **16. Delivery (Early Years, Primary, Secondary and Specialists)**

- 16.1 This section relates to the delivery of all education types included in this chapter.
- 16.2 Given the need for secondary school places and the long lead-in times to deliver them (in particular gaining planning permission, and procurement timescales), it is suggested that on an annual basis CIL funding is set aside to deliver secondary school places. This will ensure funding is available in time to deliver the infrastructure when needed.
- 16.3 Since the costs of delivering these projects would use up the vast majority of the Council's projected CIL funding, other funding sources will need to be established and explored. Formal funding strategies will be prepared at appropriate times to explore all of the funding options. It is worth noting that S106 income will be received in the future that can help deliver secondary school projects.
- 16.4 Given the need for primary school places, the Council will review existing schools for expansion opportunities where necessary and progress the allocation of sites through the new Local Plan. It is suggested that consideration is given to allocating CIL on an annual basis to deliver primary school places.
- 16.5 As the provision of specialist's schools is addressed at a borough-wide level no specific delivery consideration is required in this report. Appropriate consideration should be given in accordance with the Borough Wide IDP Framework.

## 6. Health Facilities

### 1. Introduction

- 1.1 This section details the provision of and need for public health care facilities as it relates to the Leaside area.
- 1.2 NHS bodies are responsible for the planning and commissioning of primary healthcare services for their local area and the Council works collaboratively with Tower Hamlets Clinical Commissioning Group commissioning (CCG) to deliver new or expanded facilities.
- 1.3 Alongside the provision of National Health Service (NHS), Council and privately owned estates are commissioned to deliver NHS healthcare services. In addition, there are a number of privately owned/run health care facilities within the borough. However, as these facilities are not commissioned to deliver publicly funded health services, they have not been incorporated within this evidence base document. Whilst private facilities do, and will continue to, supplement the offer of existing and future publicly funded facilities, they have not been included in any calculations or projections of future need and provision.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (2019) (NPPF) produced by central government.
- 2.2 National planning policy requires local planning authorities to take account of, and support, local strategies to improve health and deliver sufficient health care facilities to meet local needs. At a local level, policy seeks to protect existing health facilities, and where new ones are being provided there is an encouragement for co-location and integration of health care services, including with local authority delivered support services.
- 2.3 The Council's Health and Wellbeing Strategy 2017-2020, includes the following priority regarding Healthy Places:
  - We aim to identify three areas in the borough where there is a particular need to improve the physical environment and engage with residents and local organisations on priorities for improvement to benefit health and wellbeing;

- Develop a process to ensure that the impacts on health and wellbeing made by major developments are routinely assessed and considered in planning decisions; and
  - Support the council's Air Quality Plan and implement an air quality communications campaign across the partnership.
- 2.4 The council is currently preparing a new Health and Wellbeing Strategy which is expected to be published in the first half of 2021. Although currently still in development, a key principle of the strategy is a focus on the borough's four 'Localities' to ensure interventions are tailored to the various health and wellbeing needs of our diverse population. It is expected the new policy will lay out more niche goals for the Leaside area.
- 2.5 Requirements for new or improved primary care infrastructure are identified through the Tower Hamlets CCG's Estates Strategy 2018. The CCG have been consulted in the preparation of this chapter and relevant projects are included below.

### 3. Existing Provision

- 3.1 Table 14 below provides a list of the primary health care facilities both within the Core Study Area (CSA) and within the immediately adjacent neighbourhoods. As shown below, there are currently 7 primary health care facilities within the Core Study Area (CSA) and immediate neighbourhoods. These facilities have a combined list size of 66,249 people. The 7 facilities provide an estimated equivalent of 39.75 Full Time Equivalent (FTE) General Practitioners (GPs).

**Table 14: Practices and associated number of patients and GP's**

Practice Name	Number of GP's (FTE)	Number of patients enrolled
The Stroudley Walk Health Centre	2.43	4,379
The Chrisp Street Health Centre	7.15	14,992
Gough Walk Practice	1.07	11,349
Tredegar Practice	3.51	5,429
Aberfeldy Practice	6.01	8,919
Merchant Street Practice	4.67	5,655
Xx Place Health Centre	14.91	15,526
<b>Total</b>	<b>39.75</b>	<b>66,249</b>

- 3.2 The Council has utilised S106 / CIL to support the CCG delivering major capital projects across the borough. Included in this funding is Aberfeldy Village which is within the Leaside area.

## 4. Projected Demand

- 4.1 Population growth scenarios specific to the Leaside area are likely only contribute a minor increase to the uptake of facilities within the Leaside area when compared to growth of the true catchment of these facilities.
- 4.2 The health care facilities highlighted in table 14 provide primary care access far beyond the boundary of this locality and is likely to extend into the London Borough of Newham. Many factors contribute to the uptake of a health facility and many people choose to travel further to visit their preferred facility rather than traveling to the nearest one.
- 4.3 Despite this, geographical location is important to some residents particularly the elderly and those who may have difficulty traveling. Accordingly, health care facilities should be spatially distributed to ensure that one is within a reasonable walking distance of 800m (10 minutes) of any area within the Borough.
- 4.4 In order to determine the current and future need for primary care services within the Leaside area, reference can be made to the NHS' Healthy Urban Development Unit Model. This model indicates that 1 GP per 1,800 population should be provided in the borough. This model is applied as proxy, given it does not account for the full breadth of primary care support staff, or for the more complex demands of a diverse population.
- 4.5 Given the catchment size of facilities far exceed the extent of the Leaside area, the Borough-wide IDP provides a more accurate representation of the provision. The borough-wide assessment of this provision finds the oversupply to be around 1-5% above demand until 2021. If no new clinics are provided by 2026 the borough is expected to be in a deficit of 4.6% which will rise to 9.2% by 2030.
- 4.6 Therefore the increase in population across the catchment areas of these primary care facilities could negatively impact access for the residents of Leaside CSA.
- 4.7 Despite the wide catchment of these facilities it is noted that generally, infrastructure should be within a reasonable walking distance (10 minutes) of residents. This is to ensure residents can seek medical advice if they are unable to travel, justifying the increased catchment area outside of the Leaside CSA boundary.

- 4.8 Regarding the spatial distribution of these facilities it is noted that the largest spatial gap in the provision is to the north east of the CSA.

## 5. Projects

5.1 Table 15 below sets out infrastructure projects that are planned to meet health needs within the Leaside Area.

**Table 15: Projects identified to help meet the need for Health Facilities**

*Projects which have been committed to:*

Project Reference	Ward	Description	Project Status	Cost	Timescales		Development Categorisation	Notes
					Start	Finish		
Aberfeldy Estates	Lansbury	Aberfeldy Estates - Provision of a new healthcare facility to rehouse Aberfeldy Practice 1050 sq. m	In development	£3,119,421	2017	2021	Essential Mitigation	The existing Aberfeldy Practice premises is severely under-sized and lacks the physical capacity to accommodate the additional doctors and nurses
Aberfeldy Estates Exception Report	Lansbury	Aberfeldy Estates - Provision of a new healthcare facility to rehouse Aberfeldy Practice 1050 sq. m	In development	£748,884	2017	2021	Essential Mitigation	Additional £748k was requested following an independent surveyor highlighted increased cost building on initial estimates
Aberfeldy WellOne	Lansbury	Aberfeldy Estates - Provision of a new healthcare facility to rehouse Aberfeldy Practice 1050 sq. m	In development	£500,000	2019	2021	Essential Mitigation	This forms part of the Aberfeldy estates but focusses on a community café space to enhance the integrated health and wellbeing offer
ICT Infrastructure *	Borough-wide	Enhance ICT infrastructure across Primary Care	PID in development	£1,502,608	2019	2021	Desirable	
<b>Total:</b>				<b>£5,870,913</b>				

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated Cost	Estimated Timescales		Development Categorisation comments	Notes
					Start	Finish		
Health Infrastructure Improvement Programme (HIIP) *  Practices Include:  Tredegar, Rushton Street, Chrip Street, Spitalfields, Health E1, St Stephens Road,	Borough-wide	Maximising the established health footprint in pockets of the borough where major projects are not being undertaken – to cater for the growing population within the immediate vicinity.	Scoping - OBC in development	£2,500,000	2019	2021	Essential Mitigation	
<b>Total:</b>				<b>£2,500,000</b>				

## **6. Delivery**

- 6.1 Ongoing monitoring should consider new benchmarks and demand criteria as they are provided through the updated HUDU model. This will ensure supply is kept to an appropriate level as population continues to rise.
- 6.2 It is suggested that in due course CIL/S106 is considered for allocation to the project in the table above.



## **7. Publicly Accessible Open Space**

### **1. Introduction**

- 1.1 This chapter details the provision of and need for publicly accessible open spaces in the Leaside area.
- 1.2 Publicly accessible open spaces within the borough are generally owned by the Borough. Some of these are managed by council and others by voluntary sector organizations, however for the purposes of this document these are considered in the same category due to council's ownership. The Borough also has a number of privately owned publicly Accessible Open Spaces which provides the same value to residents.

### **2. Policy Context**

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government. In addition, the Council's Open Space Strategy (2017), Green Grid Strategy (2017) and Tower Hamlets Health and Wellbeing Strategy (2017) are all relevant.
- 2.2 National planning policy sets out that local planning authorities should retain and enhance existing open space and, where appropriate, create new open spaces. In addition, national policy requires that steps should be taken to ensure that existing public open spaces remain attractive and functional. National policy also outlines that residents should have access to high quality publicly accessible open space. Local policy seeks to ensure that where development occurs there will be a requirement for it to provide or contribute to an improved network of open spaces
- 2.3 The purpose and objective of the Local Plan (2020) policies relating to publicly accessible open space generally recognized the importance of this asset and encourage creation of new spaces, and enhancement of existing assets. The policies also aim to protect existing open space by ensuring it doesn't become redeveloped or removed for any other land use.
- 2.4 The purpose and objectives of the Open Space Strategy (2017 - 2022) are to manage the impact of population growth on the provision of open spaces; attract and guide investment to the best effect; contribute to

sustainable development; and address competing demands on parks and open spaces.

- 2.5 The vision of the Green Grid Strategy (2017) is to create an interlinked network of high quality, multifunctional, accessible, 'green' open spaces and waterways in Tower Hamlets, which will encourage active lifestyles and improve the quality of life of the borough's residents.
- 2.6 The Tower Hamlets Health and Wellbeing Strategy (2017) includes the priority 'creating a healthier place', and part of the focus of this is the enhancement of existing open spaces to improve health outcomes. A Faculty of Public Health briefing paper published in 2010 concluded from a review of the evidence that contact with safe, green spaces can improve a number of aspects of mental and physical health and wellbeing, as well as various social and environmental indicators. This paper identified the following:
- Contact with green spaces and natural environments can reduce symptoms of poor mental health and stress, and can improve mental wellbeing across all age groups;
  - Access to green spaces can increase levels of physical activity for all ages;
  - Having green spaces in an area can contribute to reduced health inequalities;
  - Safe, green spaces can increase levels of communal activity across different social groups, as well as increase residents' satisfaction with their local area;
  - Green spaces can help with our response to climate change through their potential to reduce the impacts of heatwaves, and reduce flooding and CO2 emissions; and
  - Green spaces and natural environments can improve air and noise quality, and support sustainability through increasing biodiversity, encouraging active transport and community participation.

### **3. Existing Provision**

- 3.1 The Leaside Core Study Area has a total of 6 council owned publicly accessible open spaces.
- 3.2 Spaces within the Core Study Area (CSA) have a combined area of 4.14 ha and are generally classified as small local parks or pocket parks as defined by the Open Space Strategy. Figure 4 below shows the existing open space provision within the CSA and adjoining neighbourhoods.



**Figure 4: Publicly accessible open space within the Leaside Area**

- 3.3 There are a total of 14 publicly accessible open spaces which are within walking distance to the Leaside Area. The classification of public open space (as defined by the Open Space Strategy) within walking distance of the CSA, includes cemeteries, civic space, district park, local park, pocket parks, and small local parks. These spaces total 15.86 ha, however it is worth noting that Bartlett Park makes up a third of this provision.

***Privately Owned ‘Publicly Accessible Open Space’***

- 3.4 It is unknown exactly how many privately owned publicly accessible open spaces there are within the Leaside area, as these are maintained and managed by private developers. Whilst not owned by council, these facilities generally provide for similar recreational value as spaces owned by councils.
- 3.5 Generally, these privately owned facilities are provided by developers at the time of residential development of the underlying sites. They are usually smaller pocket parks which sit within residential complexes.
- 3.6 Due to the size of these assets, and commonly perceived association with the development they reside within or near they typically have a smaller catchment.
- 3.7 To provide an indication of the amount of publicly accessible open space provided in private ownership, an assessment of large developments within the area has been undertaken in which open space areas within these developments was measured. Across 8 different development sites, a total of 1.2ha of publicly accessible open space has been provided.

These sites are mostly nearing completion and can be considered to add to the provision with the Leaside area.

- 3.8 Whilst this provides an indication of privately owned public open space, its accuracy is somewhat limited as this does not include historical developments. Furthermore, the value of these privately owned public spaces are generally reduced as they are often perceived as private spaces for residents.

### ***Benchmarks***

- 3.9 The Fields in Trust Guidelines provide a benchmark figure of 1.2 ha per 1000 residents. As there are estimated to be 26,300 residents currently within the CSA, there is a technical deficit of 30.3 ha. This calculates as a provision of 0.157 ha per 1000 residents in the CSA. In 2016/17, there was a total of 0.88 ha per 1,000 residents across the borough as a whole.
- 3.10 It is worth noting that the CSA and Borough as a whole has a large deficit with regards to Publicly Accessible Open Space and any opportunity to provide land for this purpose should be considered, however it is acknowledged that land is scarcely available for public accessible open spaces given most land (private and public) has either already been developed or allocated for another purpose.
- 3.11 Furthermore, consideration has to be given to the proximity of the Leaside Area to the Queen Elizabeth Park in the London Legacy Development Corporation (LLDC) area. This park, whilst not in Tower Hamlets, does help alleviate the pressures on open space in the borough.
- 3.12 Similarly, nearby parks and open spaces including Victoria Park (located approximately 1.2 km from the CSA) will alleviate some of the effects of this deficit, however as the entire borough is in deficit of publicly accessible open spaces the extent to which these facilities can reduce effects of the deficit is limited. This is because a number of these parks are already intensively used and have less ability to cater for further increases in use.
- 3.13 The borough as a whole has a number of public open spaces of varying sizes and function, however within the CSA, open spaces are generally limited to those of smaller green spaces.
- 3.14 The different strands of the Parks Capital Programme were developed to address a range of key issues and Mayoral Priorities across parks. The Council is working on improving and enhancing the existing open spaces through a variety of projects within the current capital programme, and

these have been included within the project tables at the end of this chapter.

## 4. Projected Demand

4.1 The projections used in this chapter are based on two population growth scenarios, described in Chapter One of this document. These scenarios are described below:

- **Scenario One** uses the London Borough of Tower Hamlets rate of 2.47 person per household. This person per household rate is higher than the national average of 2.36 but the same as the London average.
- **Scenario Two** uses a higher estimate of 2.7 person per household which is estimated based on LSOA household and population data from 2011 census data.

4.2 The Fields in Trust Guidelines were used to devise a local monitoring standard for open space which is currently 1.2 ha per 1000 residents as outlined in the Open Space Strategy (2017). This benchmark is applied in table 16 below to model the current provision against the two population growth scenarios.

**Table 16 provides the total amount of open space**

	Current	2025	2030
<b>Scenario One</b>	- 30.3 ha	- 53.57 ha	- 62.78 ha
<b>Scenario Two</b>	- 30.3 ha	- 56.12 ha	- 66.18 ha

4.3 The current deficit of approximately -30.3 ha within the CSA, will continue to rise steadily if no additional open space is provided.

4.4 With the delivery of major sites out of the Leaside area over the next 10 years will provide some additional publicly accessible open space. This will help account for some of the population growth, although it is still expected that the deficit in provision will continue to grow.

4.5 Given the projected high levels of population growth within an area that is already considered to have insufficient access to publicly accessible open space, further provision of open space must be prioritised. Specifically, the CSA lacks a 'local park' or something of similar size which can cater

for a larger population and so any opportunity to acquire or develop land for this purpose within the CSA needs to be explored.

- 4.6 There are significant concerns around resources to manage and maintain an expanding portfolio of Parks and Open Spaces in the borough. Whilst the Parks and Open Space team would support the increase in open space provision for our community, we must ensure adequate resources are made available for management, maintenance and cleansing. Discussions are currently taking place between Parks, the Green Team and contractors about the lack of adequate resources to carry out daily litter picking and other key maintenance tasks, particularly in warm weather when park usage increases dramatically. As summers grow warmer, Parks, Grounds Maintenance, Horticultural Maintenance, and Cleansing Teams are required to carry out additional work as new sites are developed, continuing to stretch an already over extended service. Residents are keen to see additional sites locked daily, which pushes on another finite resource. It is essential these management issues are fully explored before additional open space sites are created, as unless the Council can maintain and manage our open spaces, there is little benefit in creating them.

## 5. Projects

5.1 Table 17 below sets out infrastructure projects that are planned to meet publicly accessible open space needs within the Leaside Area.

**Table 17: Projects identified to help meet the need for open space**

*Projects which have been committed to:*

Project Reference	Ward	Description	Project Status	Cost	Timescales		Dev. Category	Notes
					Start	Finish		
Bartlett Park – Enhancement of Open Space	Lansbury	Improvement of existing open space	Design complete – awaiting planning permission	£4,151,299	2019	2021	High Priority	PID approval 2013 plus additional budget 2017
Leamouth Peninsula Small Open Space	Blackwall and Cubitt Town	New Pocket Park	Development under construction	£2,500,000	TBC	TBC	Essential Mitigation	Estimated cost
Blackwall Reach Strategic Open Space	Blackwall and Cubitt Town	New Tower Hamlets Local Park	Development under construction	£3,300,000	TBC	TBC	Essential Mitigation	Estimated cost



Project Reference	Ward	Description	Project Status	Cost	Timescales		Dev. Category	Notes
					Start	Finish		
Inclusive Playgrounds	Various wards	<p>A programme to improve a minimum of 15 playgrounds across a five-year period including:</p> <ul style="list-style-type: none"> <li>• Mile End Playground public toilets</li> <li>• Ropemakers' Fields Infants and Junior Playground</li> <li>• St. John's Park Playground</li> <li>• Stepney Green Playground</li> </ul>	Improvement works ongoing	£1,600,000	2019	2021	High Priority	PID relates to a programme of six Parks Improvement projects approved by cabinet in July 2019.
Quality Parks	Various wards	<p>A programme to carry out feasibility studies and consultation relating to a number of key sites (Allen Gardens, South Isle of Dogs, Aberfeldy Estate) and to make improvements to a number of parks across the borough across a five year period in line with the Parks and Open Spaces Strategy.</p>	ongoing	£5,000,000	2019	2023	Desirable	<p>PID relates to a programme of three major Parks Improvement projects approved by cabinet in October 2018. - Quality Parks has a number of components: feasibility study South IOD 40K + Delivery South IOD 1.46M; Feasibility Study Aberfeldy 40K + delivery 46K; Delivery Allen Gardens 2M; Parks improvements programme 1M.</p>



Project Reference	Ward	Description	Project Status	Cost	Timescales		Dev. Category	Notes
					Start	Finish		
Biodiversity, Community Gardening and Horticulture	Various Wards	A programme to develop a minimum of three community gardening/ biodiversity projects across the coming four years; •Creation of a new open space/ pocket park along Fairfoot Road. • Enhancement of a minimum of two other open spaces creating more biodiversity and community engagement.	Finalised plans and partnership arrangements for linear nature walk at Fairfoot Road	£200,000	2019	2023	High Priority	This scheme has links with the Quality Parks programme and Inclusive Playgrounds. All PIDs approved at Cabinet July 2019.
Signage and Heritage	Various Wards	A programme to install interpretation panels around heritage and nature in each of the council's Green Flag sites and other significant heritage/ biodiversity sites, including Isle of Dogs. Reinstating the LDDC installed interpretation panels many of which are now unreadable. The programme will also support improvements to welcome and wayfinding signage	Material has been developed for a number of sites, and is ongoing	£250,000	2019	2023	Desirable	This scheme has links with the Quality Parks programme and Inclusive Playgrounds. All PIDs approved at Cabinet October 2018.

Project Reference	Ward	Description	Project Status	Cost	Timescales		Dev. Category	Notes
					Start	Finish		
Improving Sports Facilities in Parks	Various Wards	A programme of improvements to sports facilities in parks be carried out between 2019 and 2023 to a minimum of 20 sites. The improvements will expand the sports offer in parks and help to ensure that sports facilities do not deteriorate further.	Work has been carried out to 5 sites to date and is progressing on developing others. This project includes delivery of 6 new outdoor gyms.	£1,000,000	2019	2023	Desirable	This scheme has links with to 6 programmes of park improvements. All PIDs approved at various Cabinets since October 2018.
Mitigating ASB	Various Wards	A programme to work with local stakeholders and develop a series of initiatives to help address ASB at a minimum of 5 sites across the borough.	Some physical work has been done ongoing partnership development focussed on 5 sites selected by multi agency group.	£500,000	2019	2023	Desirable	This scheme has links with to 6 programmes of park improvements. All PIDs approved at various Cabinets since October 2018.

Project Reference	Ward	Description	Project Status	Cost	Timescales		Dev. Category	Notes
					Start	Finish		
Outdoor Gyms Activation and Evaluation		Part of the Pocket Parks Programme - including 7 park improvements. A 270K for a three-year programme of activation, marketing/promotion and evaluation was approved. Each site had a launch event to promote the gyms, managed by Parks. The activation, designed to be a programme of classes is under the management of Sports and Physical Activity.	The evaluation is being delivered jointly by Public Health, Sport and Physical Activity and Parks, and data collection is ongoing.	£270,000	2020	2023	High Priority	
Bow School	Bromley South	Landscaping and improving access, adding green infrastructure	In development	£280,727	2019	2021	Desirable	Given funding has been profiled then it has been assumed then it is considered that it will be proceeding.
Communities Driving Change (CDC) LIF Bid	Borough-wide	Improvements in open space and public realm in the 12 areas of focus established by the programme,	Currently determining and securing additional funding source	£4,165,000	2019	2021	Desirable	A PID has already been approved which is likely to attract £1,880,000
<b>Total:</b>				<b>£23,217,026</b>				

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Bow Common Gas Works Strategic Open Space	Bromley South	New Tower Hamlets Local Park	Concept	£2,400,000	TBC	TBC	Essential Mitigation	
Aspen Way Strategic Open Space	Poplar	New Tower Hamlets Local Park	Concept	£3,400,000	2021	2026	Essential Mitigation	Dates taken from the housing trajectory figures used at the EiP
Limeharbour Strategic Open Space	Blackwall and Cubitt Town	New Tower Hamlets Local Park	Concept	£5,700,000	2021	2026	Essential Mitigation	Dates taken from the housing trajectory figures used at the EiP
Marsh Wall East Site Small Open Space	Blackwall and Cubitt Town	New Pocket Park	Concept	£2,500,000	2021	2026	Essential Mitigation	Dates taken from the housing trajectory figures used at the EiP

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
River Lea	Lansbury	Provision of a linked open space from Fish Island down to Leamouth Peninsula	TBC	£2,500,000	TBC	TBC	Essential Mitigation	
Alisa Street	Lansbury	New Pocket Park	Concept	£2,500,000	2021	2026	Essential Mitigation	
<b>Total:</b>				<b>£19,000,000</b>				

## 6. Delivery

- 6.1 The majority of major projects proposed for the delivery of new publicly accessible open space are contingent upon the release of land from development sites. Therefore, decisions to deliver open space on these development sites will need to be taken at the relevant points according to the development timescales for the sites.
- 6.2 Some of the projects to deliver new open space on development sites were secured through S106 agreements before the implementation of CIL. Others that are not secured through S106 agreements (i.e. where a planning permission was granted after the implementation of CIL) will need to be delivered using 'CIL In-Kind' measures. It is suggested (subject to site specific circumstances) that where new open space is proposed to be delivered using S106 funding this should be approved. Where CIL is the funding method, the projects will need to be considered on a case-by-case basis, at appropriate points.

## 8. Sports and Leisure Facilities

### 1. Introduction

- 1.1 This section details the provision of and need for indoor sport and leisure facilities in the Leaside Core Study Area (CSA).
- 1.2 This section will focus on the provision of swimming pools and sports halls as Sport England provides benchmarks for performance only in respect of these types of facilities, enabling a quantitative assessment of need.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government.
- 2.2 Sports and Leisure facilities within the Local Plan (2020) are considered Community Facilities in the Plan. Policies and Objectives relating to these recognize the demand for these facilities as population growth continues and encourages developers to consider this need.
- 2.3 At a local level there is the Council's Indoor Facilities Strategy (2017) which forms part of the evidence base for the Local Plan (2020).
- 2.4 Objectives and policies of the Local Plan seek to deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles and enhance people's wider health and well-being. This will be achieved through the delivery of high quality, useable and accessible leisure facilities, which will include updating existing facilities. In particular, Policy S.SG1 identifies town centres as being important areas for development of leisure facilities or at least considering this need. Policy D.SG3 identifies the importance of considering leisure facilities in Health Impact Assessments by developers.

### 3. Existing Provision

#### ***Sports Hall Provision***

- 3.1 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.

- 3.2 People generally travel to sports halls and so these have a wider catchment than other recreational facilities and so sports halls serving the Leaside area and future residents may sit outside of the actual Leaside area.
- 3.3 Table 18 below provides a breakdown of how sports halls are spread across wards within, or partially within, the Leaside area.

**Table 18: Sports Hall in Leaside area**

<b>Location</b>	<b>No. of Facilities in Each Ward</b>	<b>Sum of Number of Courts</b>	<b>Sum of Reduction for Dual Use</b>
Bromley South	1	4	3
Lansbury	1	3	2.25
Poplar	1	1	0.75
<b>Grand Total</b>	<b>3</b>	<b>8</b>	<b>6</b>

- 3.4 The total number of facilities within or near to the Leaside area is 3. These 3 facilities provide 8 courts, however the multi-use nature of these courts to an extent diminishes their utility, meaning the available quantum of courts is 6.

### ***Existing Swimming Pools/Leisure Centres***

- 3.5 Swimming pool capacity is expressed in square metres of water space available for lane swimming.
- 3.6 Swimming pools are only considered for the purpose of modelling if they are publicly accessible and are main swimming pools enabling lane swimming. Learner pools and leisure pools are excluded, in line with the approach taken by Sport England in swimming facilities calculator.
- 3.7 The Council has one multi-use centre in the Leaside area, which is the Poplar Baths, providing swimming facilities with an area of 312.5 sqm. This facility is managed in partnership with Greenwich Leisure Limited (GLL) who manages the facilities under the 'Better' brand.
- 3.8 This centre comprises a number of different facilities such as a fitness studio, gym and swimming pools.



## 4. Projected Demand

4.1 The projections used in this chapter are based on two population growth scenarios, described in Chapter one of this document. These scenarios are described below:

- **Scenario one (S1)** uses the Tower Hamlets average rate of 2.47 person per household. This person per household rate is higher than the national average of 2.36 but the same as the London average.
- **Scenario two (S2)** uses a higher estimate of 2.7 person per household which is estimated based on LSOA household and population data from 2011 census data.

4.2 Table 19 below provides the indices by which benchmarking for the delivery of indoor Leisure and Sports Facilities should be undertaken to assess levels of required provision by Local Authorities.

**Table 19: Indices to assess performance in terms of Leisure Facility provision**

Area	Measure	Value	Source
Sports Halls	courts per 1,000 population	0.34	Sports Facility Calculator – Sport England, LBTH specific
Swimming Pools	sq. m of water per 1,000 population	11.48	Sports Facility Calculator – Sport England, LBTH specific

4.3 Tables 20 sets out the surplus/deficit in provision in respect of this infrastructure type up until 2030. 'S1' and 'S2' are shown next to the figures which relate to a particular scenario referenced in paragraph 4.1 of this chapter.

**Table 20: Sports halls (badminton courts) – Supply vs Demand**

Year	No. of Courts	Projected Population	Demand (Courts)	Deficit / Surplus
2020	6	49,096 (S1) – 51,218 (S2)	16.7 (S1) – 17.4 (S2)	-10.7 (S1) – -11.4 (S2)
2030	6	56,765 (S1) – 59,602 (S2)	19.3 (S1) – 20.3 (S2)	-13.3 (S1) – -14.3 (S2)

4.4 The table above demonstrates that the Council is currently running a deficit in terms of the delivery of this type of infrastructure. As the population increases so will the deficit if no additional facilities are provided.

**Table 21: Swimming Pool/Leisure Centres Supply vs Demand**

Year	Current provision (sqm)	Projected Population	Demand (Courts)	Deficit / Surplus
2020	312.5	49,096 (S1) – 51,218 (S2)	564 (S1) - 588 (S2)	-251.5 (S1) – -275.5 (S2)
2030	312.5	56,765 (S1) – 59,602 (S2)	652 (S1) - 684 (S2)	-339.5 (S1) – -371.50 (S2)

- 4.5 The table above demonstrates that the Council is currently running a deficit in terms of the delivery of this type of infrastructure. As the population increases so will the deficit if no additional facilities are provided.
- 4.6 The size of the deficit is less than the size of the one facility currently provided to the area. This means provision of another facility at the current time of the same size would put the area in an oversupply of swimming facilities. However, by 2030 when the population is expected to have doubled, if no additional facilities have been provided, a county standard swimming pool (17m by 25m) will be required to meet demand.
- 4.7 Geographically a new pool would be best suited to the northern areas of the CSA, as the existing provision covers the southern half of the Leaside area.
- 4.8 Alternatively, upgrades providing additional pool area to the existing facility could alleviate some of the deficit.

## 5. Projects

- 5.1 Table 22 below sets out infrastructure projects that are planned to meet Sports and leisure needs within the Leaside Area.
- 5.2 There are no projects with committed funds within the Leaside area

**Table 22: Projects identified to help meet the need for Sports and Leisure Infrastructure**

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Estimated Cost	Project Status	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Sports Halls – additional provision through dual use	Borough-wide	Investigate options for increasing community access to sports halls on school sites and other dual-use facilities	£1,000,000	Ongoing	TBC	TBC	Essential Mitigation	
Development of joint leisure facilities	Borough-wide	Investigate any opportunities to develop indoor sports provision as a joint venture with partners, including neighbouring councils	£10,000	Concept	TBC	TBC	Essential Mitigation	
<b>Total</b>			<b>£1,010,000</b>					

## **6. Delivery**

- 6.1 Given the expected population growth of the borough, it is suggested that at appropriate points CIL/s106 funding is considered for allocation to the delivery, operation and maintenance of sports and leisure facilities.
- 6.2 All recommendations should be considered in the context of the Council's Capital Strategy which requires that no additional facilities are managed by the Council unless long term revenue and maintenance funding is secured.
- 6.3 At the time of writing this report, the delivery of leisure centres within the borough is undergoing significant change due to the Coronavirus Pandemic. Further monitoring of this situation is required as it may affect the delivery of this asset type in the future.

## 9. Community Facilities, Youth and Community Centres

### 1. Introduction

- 1.1 This section details council's community and local presence infrastructure. These assets are divided into Local Presence Community Facilities (e.g. Idea Store, library or archives facility) and Community Centres (including Youth Centres).
- 1.2 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 access to council services, career support, training, meeting areas, cafes, arts and leisure pursuits in easily accessible locations (known as the "Local Presence offer").
- 1.3 Community centres are public buildings used for a range of activities such as playgroups, holding meetings for tenants and residents' associations, youth centres and veterans' clubs.
- 1.4 The Youth Service provides a wide range of high quality engaging opportunities and activities for young people aged 11-19 (up to age 25 if they have additional needs) to enable them to build their social and emotional skills, develop their own projects and enjoy safe spaces. These services are run from 6 council run youth buildings, 2 community centres, 10 commissioned providers and 2 specialist projects.

### 2. Policy Context

#### ***Local Presence Community Facilities***

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government.
- 2.2 At a local level there is the 'Idea Store Strategy' (2009), which is supported by an annual learning plan.
- 2.3 Local planning policy supports the role and growth of Idea Stores and libraries, protects existing facilities where they meet an identified local need and the building is suitable for its use.

- 2.4 Policies S.CF1 and D.CF2 of the Local Plan (2020) seeks to protect existing community facilities which would include Idea Stores, libraries and archives.
- 2.5 The Asset Strategy Scoping, Principles and Priorities paper for Tower Hamlets for 2015-2020 was referred to Cabinet in December 2015 and outlines that no additional facilities should be managed by the Council unless long term revenue and maintenance funding is secured.

### ***Community Centres***

- 2.6 In terms of the evidence and policy direction for this asset class, the Community Buildings Review - Recommendation Report approved by the Mayor in Cabinet on the 1st November 2016 is still relevant despite its age. This report identifies that many of the community buildings are in poor condition (and would be costly to repair) and have a plethora of management arrangements.
- 2.7 This report also recommended that a network of community hub buildings should be established throughout the borough allowing multiple occupation, higher quality facilities and bookable spaces. This approach will be more economically efficient whilst offering a better service to residents. Where it is not possible to provide a hub property in a locality, existing community centres may be retained.
- 2.8 Ideally, community hubs will include spaces that can be hired on an hourly basis (e.g. meeting rooms, community halls, activity space, board rooms) as well as spaces that can be rented on a longer-term basis (accommodation for local voluntary and community sector organisations that require a longer-term base). They will be equipped with free Wi-Fi where possible. There should also be secure lockable storage for organisations that might use the spaces on a regular basis.

### ***Youth Centres***

- 2.9 The Council has statutory requirements to deliver youth centre facilities. In particular, the Education and Inspections Act 2006 requires that Local Education Authorities must, so far as is reasonably practicable, secure access for young people (13 to 19 year olds and 13 to 24 year olds with learning disabilities) to both educational and recreational leisure-time activities that will benefit the personal and social development of young persons in the authority's area.
- 2.10 Under Section 507B of the Education Act 1996, local authorities have a duty to secure so far as is reasonably practicable, sufficient services and activities for young people aged 13 to 19, and those with learning

difficulties to age 24; to provide equality of access for all young people to the positive, preventative and early help they need to improve their well-being, and benefit the personal and social development as defined in Subsection 13.

- 2.11 Chapter 7: Supporting Community Facilities of the LBTH Local Plan (2020) recognises the specific needs and priorities associated with the provision of community facilities (e.g. youth centres) across the borough and seeks to promote and facilitate through new development.

### 3. Existing Provision

#### *Idea Store/Library and Historical Archives*

- 3.1 There is currently one Idea Store/library within the Core Study Area (CSA). Chrisp Street Idea Store provides an area of 1,100sqm and is located within the Poplar Ward.
- 3.2 Floor areas included in table 24 below relate to library and ancillary uses within Idea Stores only. Non-library floor areas are not included. This is in line with the Public Libraries, Archives and New Development - A Standard Charge Approach (2008) produced by the Museums, Libraries and Archives Council.
- 3.3 There are no Historical Archives within the Leaside CSA. The nearest Historical Archive is the 'Tower Hamlets Local History Library & Archives' which provides an area of 1,550sqm of archives and serves the entire Borough. It is located approximately one mile from the border of the CSA. This archive provides its service to the entire Borough.

#### *Community Centres Including Youth Centres*

- 3.4 Table 23 below provides the name and size of community halls within or near to the Leaside area. As shown, there are a total of 5 facilities, mostly located in the Poplar ward. These facilities have a combined area of 555sqm.

**Table 23 – name and size of Community Halls serving the Leaside area**

<b>Name</b>	<b>Size (Sq. M GIA)</b>	<b>Ward</b>
1-2 Discovery House	142	Poplar
Birchfield Estate TA	126	Poplar
Will Crooks Welfare Centre	141	Poplar
Teviot Community Centre	102	Lansbury
St Mathias Meeting Rooms	44	Poplar
<b>Total</b>	<b>555</b>	

3.5 Youth Service facilities are currently provided from 21 community spaces across the boroughs. Three of these facilities are located within the Leaside CSA.

3.6 The three facilities located in the Leaside area are:

- Poplar HARCA Spotlight;
- Poplar HARCA Workhouse; and
- Poplar HARCA Linc.

## 4. Projected Demand

### *Population Projection*

4.1 The projections used in this chapter are based on two population growth scenarios, described in Chapter one of this document. These scenarios are described below:

- **Scenario one** uses the Tower Hamlets average rate of 2.47 person per household. This person per household rate is higher than the national average of 2.36 but the same as the London average.
- **Scenario two** uses a higher estimate of 2.7 person per household which is estimated based on LSOA household and population data from 2011 census data.

### *Idea Stores*

4.2 Table 24 below provides the indices by which benchmarking for the delivery of libraries and archive facilities should be undertaken to assess levels of required provision. Please note that the indices in question are aspirational targets that may not align with the delivery practices of a land constrained borough like Tower Hamlets.

**Table 24: Supply vs Demand – Idea Stores (all sizes are in sqm)**

Year	Projected Population	Existing Provision of Idea stores	Projected Idea Store demand	Library Deficit
2020	36,494 – 37,443	864	1095 - 1123	-231 - -259
2025	49,096 – 51,218	864	1473 - 1536	-672 - -609
2030	56,765 – 59,602	864	1703 - 1788	-839 - -924

4.3 The information contained in Table 24 above shows that, at present, there is a technical deficit in the provision of Idea Stores and libraries of 231 –



259 sqm. Should the population increase at the rate which is projected this deficit would increase to 839 – 924sqm by 2030.

- 4.4 Given that existing Idea Stores and libraries range from 800sqm to 3,500sqm in size, the deficit projected in 2030 could be met by the provision of one new facility.
- 4.5 The current Idea Store Strategy (2009) directs that Idea Stores and libraries have a catchment area of one mile. The Council should aim to ensure that as much of the borough is within the catchment of one of these facilities. More detailed and fundamental principles of delivery are can be found within the original policy document, Idea Store Strategy (2000).
- 4.6 The Public Libraries, Archives and New Development - A Standard Charge Approach (2008) produced by the Museums, Libraries and Archives Council, provide benchmark measures for idea stores which have been adopted by LBTH as aspirational targets, however it is acknowledged that this is often constrained by delivery practices.
- 4.7 In terms of archive facilities, as there is only one facility in the Borough, the most up to date version of the Borough-wide IDP provides the technical supply/demand of this asset type.
- 4.8 As of 2019 this asset type was considered to have a shortage of approximately 301sqm rising to 687sqm in 2030.
- 4.9 Given the projected population increase in the Leaside area is greater than the average of the borough as a whole; the shortage projected across the Borough is likely to be less than will be experienced within the Leaside area.

### ***Community Centres***

- 4.10 Demand for community centres is difficult to assess on a quantitative basis. The quality of facilities is essential to provide adequate coverage to a community. The Community Buildings Review - Recommendation Report identifies the types of facility the Council needs to deliver to support the community.
- 4.11 The Community Buildings Review - Recommendation Report approved by the Mayor in Cabinet on the 1st November 2016 identifies a need to create a network of hub community buildings in order to best serve local communities with good quality, relatively inexpensive accommodation that is fit for purpose and available in the size required and at the times needed.

- 4.12 Geographically, given most of these facilities are located in Poplar, new community buildings should be located in more northern and eastern areas within the borough as this is where the provision is at its lowest.

### ***Youth Centres***

- 4.13 The delivery of youth of facilities across the borough was reviewed and the number buildings that are operated from were reduced from 39 to 21. This number of facilities is deemed to be meeting the need.
- 4.14 Despite this reduction of surplus, it will be important to ensure that supply of youth facilities continues to meet demand. The projected population growth is likely to create additional demand and therefore it is likely that additional facilities with specialised resources will have to be provided.
- 4.15 The model for delivering youth centres is currently undergoing review. The proposal is to standardise delivery of youth centres and retain five of the Council's existing buildings for the purpose of youth centres. This review is expected to align with the Council's approach to delivering multi-use Community facilities, as set out above.
- 4.16 Further monitoring of the provision should be carried out to ensure any change from projected population doesn't result in an un-met demand, or surplus of provision.

## 5. Projects

- 5.1 Table 25 below sets out infrastructure projects that are planned to provide Community Facilities within the Leaside Area.
- 5.2 No projects with committed funds have been identified which are relevant to the Leaside area.

**Table 25: Projects identified to help meet the need for Community Facilities, Youth and Community Centres, Local Presence or Idea store facilities**

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development categorisation comments	Notes
					Start	Finish		
East London Heritage Centre	Borough-wide	Provision of a fit-for-purpose historical archive facility in order to meet existing and future archiving obligations	Concept	£17,000,000	2020	2022	Desirable	Current building not fit for purpose, placing historical artefacts and documents at risk Two options are currently being considered.
Site Allocation – Chrisp Street Refurbishment	Lansbury	Refurbishing existing facility and extension as part of Chrisp Street works	Planning permission for Chrisp Street redevelopment project granted	£500,000	2020	2022	Desirable	This has been confirmed by Poplar HARCA.

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development categorisation comments	Notes
					Start	Finish		
Multimedia Development	Borough-wide -	Provision of a state-of-the-art development of existing buildings to increase youth service capacity and resource to local young people	Concept	£2,000,000	2020	2021		<p>Development idea similar to Soapbox:  <a href="https://www.soapboxislington.org.uk/">https://www.soapboxislington.org.uk/</a></p> <p>Possible locations:</p> <ul style="list-style-type: none"> <li>• Haileybury</li> <li>• Limehouse</li> </ul>
<b>Total:</b>				<b>£19,500,000</b>				

## **6. Delivery**

- 6.1 Given the expected population growth of the borough, it is suggested that at appropriate points Tower Hamlets CIL funding is considered for allocation to the delivery, operation and maintenance of Idea Stores.
- 6.2 It is suggested that the position regarding the Council's youth centre facilities is kept under review and that where projects including those for new facilities are developed further and may require funding, that CIL and S106 are considered for application to these projects.
- 6.3 It is suggested that the position regarding the Council's multi-use community facilities is kept under review and this evidence base is updated once firm proposals have been approved.
- 6.4 All opportunities should be considered in the context of the Asset Strategy Scoping, Principles and Priorities paper for Tower Hamlets for 2015-2020 which was referred to Cabinet in December 2015 requiring that no additional facilities are to be managed by the Council unless long term revenue and maintenance funding is secured.

## 10. Strategic Flood Defence Infrastructure

### 1. Introduction

- 1.1 This chapter details the need for and provision of strategic flood defences.
- 1.2 The borough is bounded by the River Thames to the South and the River Lea to the east. Much of the Leaside Core Study Area (CSA) is located within Flood Zone 3a (as designated by the Environment Agency) The zone designated as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or annual probability of flooding from the sea (>0.5%) in any year.
- 1.3 The provision of infrastructure relating to flood defences is significant to maintain the safety of the current and future population of Tower Hamlets.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government.
- 2.2 A Strategic Flood Risk Assessment (2017) was undertaken to help inform the new Local Plan (2020) and has therefore been considered throughout this chapter.
- 2.3 National planning policy considers that inappropriate development in areas at risk of flooding should be avoided, but where development is necessary, it should be made safe without increasing flood risk elsewhere. Local policy provides criteria for assessing new proposals in order to ensure that where development is acceptable there is a reduced risk and impact from flooding.
- 2.4 In addition to these policies, the Council have recently published an Integrated Water Management Plan for the Isle of Dogs and South Poplar area in collaboration with the Greater London Authority (GLA). The study area also includes parts of the Leaside Core Study Area (CSA). The document provides guidance on how developments and the study area as a whole, can better deal with and integrate storm water management measures to minimize the risk of flooding.

- 2.5 The Environment Agency generally oversee strategic flooding issues and any related projects would need to be led by them, as such projects would have significant implications for others administrative areas.
- 2.6 The Thames Estuary 2100 Plan sets out how the Environment Agency and partners can work together to manage tidal flood risk in the Thames Estuary. It provides a plan for improving the tidal flood defence system for the period to 2100 so that current standards of flood protection are maintained or improved taking account of sea level rise. This plan is of relevance to Tower Hamlets, due to the significant level of dependence on the tidal flood defence system.

### **3. Existing Provision**

- 3.1 Across the borough there are several flood defences in place to reduce the risk from flooding, such as river walls and locks. The Thames Tidal Defences provide substantial protection to the borough from flooding.
- 3.2 In addition, most significant developments built in the last few years will have incorporated SuDS. However, most SuDS are not provided or maintained by the Council, and therefore a record of these facilities is not held. The Council has also provided SuDS on public highways to reduce flooding. SuDS are designed to mitigate site specific flooding so do not constitute 'Strategic Flood Defences', but the existence of these projects mean it is worthwhile noting them.

### **4. Projected Demand**

- 4.1 The Leaside area is expected to double in population over the next 10 years. The sections of the Leaside area which are within Flood Zone 3a are considered to be the areas of greatest need for strategic flood defences.
- 4.2 The Council in partnership with the GLA commissioned consultants to develop an Integrated Management Plan (IWMP), which covers both the core and wide areas of the Leaside Area Action Plan. This document has recently been published. It examines how improvements to wastewater networks (sewers), drainage and potable water supply are required to manage the impact of additional growth and there is a need to ensure that flood risk to the area is managed, and if possible reduced.
- 4.3 The IWMP highlights that the solution to this challenge will need to be an integrated approach which considers how the whole water cycle can be managed locally to be sustainable and to make infrastructure capacity

available to accommodate development. This can be done by considering how water management solutions can be combined, seeking to make use of water sources considered as waste (excess rainfall, or foul water) as a resource to reduce potable demand and abstraction from the natural environment, reduce flood risk and increase capacity in waste water infrastructure.

- 4.4 The IWMP approach will provide a framework of suggesting solutions at a strategic level. This will be for infrastructure providers, such as water companies, in planning for investment and at the same time supporting developers in understanding what they need to do to deliver development in the most sustainable way, from a water management perspective whilst also adhering to water related planning policy.
- 4.5 The area covered by the IWMP has been divided into six areas, two of which are within the area covered by the Leaside Area Action Plan, 6A Core AAP Area and 6B Wider AAP Area. Within the draft version of the document it evaluates each area against the following elements:
- Re-use and demand reduction;
  - Demand offset potential;
  - Infiltration;
  - Rainwater attenuation in green infrastructure;
  - Discharge to surface water body;
  - Discharge to watercourse; and
  - Discharge to Sewer.
- 4.6 The review of each area is concluded by setting out a number of delivery options/interventions which would be beneficial in the management of water within the particular part of the study area.
- 4.7 Studies from the Environment Agency regarding Strategic Flood Defences in Tower Hamlets indicate the defences that serve the borough will require improvement. In response to this study the Environment Agency TE2100 plan has commenced to raise defences in line with sea level rises across the Thames estuary.



## 5. Projects

5.1 Table 26 below sets out infrastructure projects that are planned to provide flood defence infrastructure within the Leaside Area.

**Table 26: Projects identified to help meet the need for Strategic Flood Defence Infrastructure**

*Projects which have been committed to:*

Project Reference	Ward	Description	Project Status	Cost	Timescales		Development Categorisation	Notes
					Start	Finish		
Flood mitigation works	Borough-wide	Flood mitigation works	Started	Can vary depending on amount of Flood Grant received	2016	2022	High Priority	On an annual basis a varying proportion of flood grant money is used to finance these types of projects. The amount of money received from flood grant each year can vary and along with the amount spent on other projects. It is an aspiration that these mitigation works shall be on going. However, this is dependent upon sufficient funding being available
Installation of Sustainable Drainage Systems (SuDS) on highways	Borough-wide	A programme of installation of SuDS to enhance flood mitigation measures, including but not limited to the projects listed below.	Started	Can vary depending on amount of Flood Grant received	2016	2025	High Priority	On annual basis a varying proportion of flood grant money is used to finance these types of projects. The amount of money received from flood grant each year can vary and along with the amount spent on other projects. It is an aspiration that these mitigation works shall be on going. However, this is dependent upon sufficient funding being available
<b>Totals:</b>				<b>TBC</b>				

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Integrated Surface Water Modelling *	Borough-wide	Remodelling of Critical Drainage Area to incorporate sewer capacity into the surface water modelling, along with more detailed localised data	Concept – baseline studies completed	Not yet known	2019	2022	Desirable	FDGIA funding Received £30,000
Flood Defences *	Borough-wide	Repair and maintain flood defences as a Riparian Owner	Preliminary investigation	Not yet known	2018	2022	Critical Enabling	The defences have been identified. Notice has been served to LBTH by the Environment Agency. Potential funding sources are being investigated.
<b>Total:</b>				<b>TBC</b>				

## **6. Delivery**

- 6.1 It is suggested that the position regarding strategic flood defence infrastructure is kept under review, and that where projects are identified that may require funding, that CIL and S106 are considered for these projects.

## **11. Strategic Energy and Sustainability Infrastructure**

### **1. Introduction**

- 1.1 This chapter details the need for and provision of strategic energy and sustainability infrastructure. The vast majority of energy that serves the borough is privately provided and outside of the Council's remit.
- 1.2 The Council has relatively limited influence over the provision of this infrastructure. It is therefore difficult to calculate the current and future needs of this asset class in line with the projected population growth.

### **2. Policy Context**

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government. The London heat map published in 2011 has data relevant to this asset class.
- 2.2 Local policy promotes delivering decentralised and renewable or low carbon energy.
- 2.3 Local Plan Policies S.ES1 and D.ES6 promotes low and zero-carbon energy generation through:
  - Safeguarding existing renewable and decentralised energy systems;
  - The implementation and promotion of a network of decentralised heating and energy facilities which will have the potential to link a wider sub-regional network;
  - Exploring the use of waste to energy facilities;
  - Working with partners inside and outside the borough to explore ways of implementing decentralised energy systems; and
  - Supporting development designed to make use of renewable energy technology.

- 2.4 Policy D.ES7 of the Local Plan (2020) identifies the requirement to deliver zero carbon development which is essential in minimising emissions in the Borough.
- 2.5 Policy S.ES1 of the Local Plan (2020) outlines that proposals will be supported which minimise the use of natural resources and work proactively to enhance the quality of the natural environment. The policy provides a number of examples of how this can be delivered including following the energy hierarchy; be lean, be clean and be green.
- 2.6 The Council's latest and most relevant strategy concerning strategic energy and sustainability infrastructure is a document called 'Opportunities for Sustainable Energy & Biodiversity Enhancement within the London Borough of Tower Hamlets'. This strategy sets out a number of possible locations to deliver decentralised energy generation such as Fish Island, Chrisp Street, Aldgate as well as sites that currently have gas works located on them.
- 2.7 The LBTH Heat Mapping Study undertaken in 2011 identified eight focus areas for further investigation into the delivery of decentralised energy networks. Blackwall and Bromley by Bow were identified in the study as focus areas as priorities for decentralized energy networks.
- 2.8 The Council declared a 'climate emergency' at a Full Council meeting on 20th March 2019 and has set ambitious targets within the Carbon Management Plan to deliver CO<sub>2</sub> emission reductions from Council operations and also set a council wide target to be net zero carbon by 2025. The Net Zero Carbon Plan to deliver the Climate Emergency aims were adopted by Cabinet in March 2020. The plan requires the following actions to deliver key energy and carbon savings:
- Power – Increase renewable energy generation for council buildings
  - Buildings – Retrofit existing buildings to reduce energy demand
  - Transport – Accelerate replacement cycle of the council's fleet to more sustainable vehicles, including electric, hybrid or other fuel sources as appropriate
  - Waste – Target reduction in production of waste and increased recycling rates
  - Land – Increase tree planting
  - Other sectors – Procurement to take into account carbon emissions of all procured goods and services

- 2.9 The Council delivers a variety of borough-wide carbon offsetting projects which will play a key role in working towards delivering the wider Zero Carbon Borough requirements for 2050.
- 2.10 The specific Mayoral pledges the carbon fund is to deliver are:
- to continue the Boiler Scrappage Scheme;
  - to continue to fund a Carbon Emission Reduction programme; and
  - to work with the public sector, businesses and residents to devise ambitious, cost-effective plans to meet the UK100 pledge to go carbon free.
- 2.11 As part of the Infrastructure Coordination & Delivery Pilots Programme the council are working in partnership with the GLA and other key energy infrastructure stakeholders to develop a more coordinated approach to delivering and maintaining energy infrastructure in the Isle of Dogs and South Poplar area. As the Leaside area will also be undergoing significant levels of growth, the outputs from this programme will be used to inform the future approach taken to maintain and deliver energy infrastructure in the Leaside area. The initial outputs of the programme are scheduled for delivery early 2021

### 3. Existing Provision

- 3.1 There is no council owned combined heat and power system within the Leaside area, however there are numerous privately owned facilities, generally located on development sites of 500 units or more.
- 3.2 Current ongoing projects to reduce CO2 emissions include the SME Grants Project, Schools Retrofit Grants Project and the Fuel Switching Scheme. Future projects will include:
- Affordable Warmth Home Visits Programme
  - Schools Retrofit Project Phase 2
  - Residential Boiler Replacement Programme Phase 2
  - Community Tree Planting Project
  - Bio-Solar Installation Project
  - SME Carbon Reduction Project Phase 2
- 3.3 Some of the above projects are not considered to be infrastructure in terms of the legal definition for which monies associated with developer

contributions can be spent on. In cases such as this, there are other sources of funding which could be used to deliver them.

## 4. Projected demand

- 4.1 The Leaside population is estimated to double in size over the next 10 years. The projected increase will result in higher demand for energy. In order to meet its lower carbon initiatives, the council will need to ensure that as much of this energy as possible can be produced using lower carbon methods.
- 4.2 In addition to efficient delivery of energy there is a need to reduce energy use and associated carbon emissions across the borough, with the aim of achieving a Zero Carbon Borough. The key challenge is to reduce current carbon emissions to zero from existing buildings, and ensure new development is designed to meet our zero carbon ambitions.
- 4.3 In order to promote low and zero-carbon energy generation in the borough, the Council could:
- Specify all new schemes to be built to on-site zero carbon standards;
  - Consider expanding the Council's existing combined heat and power system;
  - Consider the provision of new Council-owned combined heat and power systems if applicable to the development scenario;
  - Continue to promote the provision of decentralised energy systems on privately owned strategic development sites and secure low-cost heat for future LBTH residents;
  - Continue to deliver carbon offsetting projects;
  - Roll out Electric vehicle charging network across the borough; and
  - Rollout energy efficiency retrofits across the borough.

## 5. Projects

5.1 Table 27 below sets out Strategic Energy and Sustainability Infrastructure projects that are planned within the Leaside Area.

**Table 27: Projects identified to help meet the need for strategic energy and sustainability infrastructure**

*Projects which have been committed to:*

Project Reference	Ward	Description	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Carbon offsetting	Borough-wide	Schools Retrofit Project	ongoing	£200,000	2019	2021	Desirable	
Carbon offsetting	Borough-wide	Low carbon heating project (boiler replacement)	ongoing	£600,000	2019	2022	Desirable	
Carbon offsetting	Borough-wide	SME energy efficiency grants	ongoing	£200,000	2019	2021	Desirable	
Carbon offsetting	Borough-wide	Bio-solar installation project	ongoing	£500,000	2020	2023	Desirable	
<b>Total:</b>				<b>£1,500,000</b>				

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Project cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Carbon offsetting	Borough Wide	EV charging network	Ongoing	unknown	TBA	TBA		
<b>Total:</b>				<b>TBA</b>				



## **6. Delivery**

- 6.1 Given the council has several ongoing carbons offsetting pipeline projects funding should continue to be allocated towards these projects.

## 12. Council Managed Markets Infrastructure

### 1. Introduction

- 1.1 This chapter details the need for and provision of infrastructure to support council managed markets.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government.
- 2.2 At a local level there is the 'High Streets and Town Centres Strategy 2017 – 2022' which outlines the value of local markets and recognizes the importance of their function for local communities.
- 2.3 National planning policy sets out that local planning authorities should retain and enhance existing markets and, where appropriate, re-introduce or create new ones. In addition, national policy requires that steps should be taken to ensure that markets remain attractive and competitive. Local policy supports the growth of street markets in town centres due to the role that they play by adding retail variety, promoting local enterprise and local character.
- 2.4 Policy D.TC7 of the Local Plan (2020) states that developments impacting on existing markets will only be supported where it can be demonstrated there is an improvement in the quality of the public realm and market itself, the capacity of the market being maintained and there being appropriate storage and servicing facilities available. Furthermore, subject to proposals meeting the criteria set out within the policy, new markets are also encouraged.

### 3. Existing Provision

- 3.1 Across the Borough there are 10 council managed markets with an annual turnover of over £21 million and 300 employment opportunities provided between them.
- 3.2 Within the Leaside Core Study Area there are two council managed markets:

- Chrisp Street; and
- Stroudley Walk.

## 4. Projected Demand

- 4.1 Whilst it is difficult to define the current demand for street markets, it is considered that the demand for markets will continue to rise with an increase in population.
- 4.2 While this increase is likely to result in additional use of existing markets, it is worth noting that with potential socio-economic changes to the composition of the borough's population, the demand for markets is unlikely to also double. This is due to the increased availability and competitive nature of other markets such as online shopping and larger supermarkets/department stores.
- 4.3 Generally, two markets serving a catchment of this size and population, including the projected increase, is considered an adequate provision.
- 4.4 As well as considering the potential to deliver new markets, improvements to existing markets need to be considered. In this case the Chrisp Street Market is provided with an electrical supply; however, the Stroudley Walk Market has no supply and could benefit from an upgrade.
- 4.5 Modernising and standardising the existing Stroudley Walk Market will promote its growth and service to the local community and could alleviate an increase in demand should it arise during population growth within the area.
- 4.6 Both of these market sites are expected to undergo redevelopment in the coming years as sites adjoining these markets are developed more intensively. Chrisp Street is set to undergo an upgrade mentioned in the High Streets and Town Centres chapter of this document. Stroudley walk will likely be developed in the future. At such time, care must be taken to ensure the market remains or is upgraded as the current stalls do not have standardised rigs or access to electricity.

## 5. Projects

5.1 Table 28 below sets out Infrastructure project that relates to council managed markets planned within the Leaside Area.

5.2 A table showing projects with committed funds has not been included in this section as there are none.

**Table 28: Projects identified to help meet the need for market related infrastructure**

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
New rig provision (including Chrisp St and Stroudley Walk)	Borough-wide	Rollout of standardised rigs in the borough's markets	Pilot started	£500,000	TBC	TBC	Desirable	
<b>Total:</b>				<b>£500,000</b>				

## **6. Delivery**

- 6.1 It is suggested that the position regarding the provision of market-related infrastructure is kept under review and that where projects are identified that may require funding, that CIL and S106 are considered for application to these projects.

## **13. Public Safety and Emergency Services Infrastructure**

### **1. Introduction**

- 1.1 This chapter details the provision of and need for infrastructure dedicated to public safety, including infrastructure relating to CCTV provision as well as emergency services.
- 1.2 The council delivers a range of projects that improve public safety, such as road network enhancements, lighting upgrades, town centre improvements, etc. These projects are included elsewhere in this document. This section is focused predominantly on CCTV and Emergency Services.
- 1.3 The Council is working with emergency service providers to determine what the current and future needs are for this type of infrastructure asset. Whilst the council will not be providing this type of infrastructure, it will help where necessary to ensure that this infrastructure is delivered as and when required.

### **2. Policy Context**

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government. At a local level there is the Tower Hamlets CCTV Approach agreed in 2019. The issue of public safety is however encompassed in other policies for highway safety, public realm and general design principles.
- 2.2 A cabinet report titled 'Tower Hamlets CCTV Approach' sets out 18 recommendations to maximise the effectiveness of CCTV. The key purpose of investing in CCTV in Tower Hamlets is to detect and investigate crime and provide reassurance to residents. The existing analogue system is outdated and therefore capital funds have been allocated for a digital upgrade of the entire CCTV street network and the command and control room.
- 2.3 Policy D.DH2 of the Local Plan (2020) specifies that new development is required to positively contribute to the public realm through creating opportunities for natural surveillance and designing out concealment, and

therefore passively promoting public safety through the design of new development.

### **3. Existing Provision**

- 3.1 The physical infrastructure relating to public safety that the Council can provide, principally constitutes CCTV and associated supporting infrastructure.
- 3.2 Within the Leaside Core Study Area (CSA) there are approximately 10 CCTV cameras.
- 3.3 Emergency Services are generally managed and operated external to Council.
- 3.4 Currently within the Leaside area, there is one fire station inside the CSA (located Gillender St, and one near the area but outside of the CSA (located near Poplar Town Centre).
- 3.5 There are no police station facilities within the CSA, however there are a number in the adjoining area, ranging from 'Contact Point' facilities to 'Deployment Bases'.

### **4. Projected Demand**

#### ***CCTV Network***

- 4.1 There are no standards/benchmarks for the level of CCTV required per person because spatial and coverage considerations are more relevant. However, given the population of the Leaside area is expected to increase by more than double its current population over the next ten years, so the need for additional CCTV infrastructure will also significantly increase.
- 4.2 It is worth noting that CCTV infrastructure, in the form of a fibre network, is also used to support other council services like connectivity to children centres, schools, council buildings and going forward into smarter cities design.
- 4.3 A transformation programme to replace and upgrade the end of life CCTV network hardware of cameras, and command and control centre equipment has commenced. Capital funds have been agreed and a technical specification is being developed. The network and control centre will be fully digital in time for a move to the new Town Hall in Whitechapel in 2022.

- 4.4 The phased replacement programme will consist of:
- Upgrading the entire network of CCTV cameras from analogue to digital; and
  - Upgrading the command and control centre hardware and software to support a digital network.

### ***Emergency Services***

- 4.5 As spatial and coverage considerations are more relevant for this type of infrastructure, it is difficult to undertake a quantitative analysis to establish the extent to which the Council is meeting its obligation regarding delivery.
- 4.6 Borough boundaries are not relevant for emergency (999) response purposes. The London Fire Brigade plans and locates its fire stations and fire engines to ensure London-wide cover so the areas covered by fire stations are not, therefore, consistent with borough boundaries.
- 4.7 Significant levels of development and resulting population growth will likely result in the need to deliver more infrastructure dedicated to public safety including both police and fire stations.
- 4.8 As emergency services are generally managed and operated outside of the Councils remit, continued monitoring and collaboration with these service providers should be encouraged to ensure that emergency services are aware of the expected increase in population.
- 4.9 The Council is working with emergency service providers to determine what the current and future needs are for this type of infrastructure asset. Whilst the council will not be providing this type of infrastructure, it will help where necessary to ensure that this infrastructure is delivered as and when required.
- 4.10 Council will continue to proactively engage with representatives of the emergency services to ensure that there is careful monitoring of need and provision of this type of infrastructure as the population within the borough continues to expand.



## 5. Projects

5.1 Table 29 below sets out Infrastructure projects that relate to public safety infrastructure within the Leaside Area.

5.2 Projects identified as Borough-wide concern projects that cover multiple wards.

**Table 29: Projects identified to help meet the need for public safety related infrastructure**

*Projects which have been committed to*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
CCTV Improvements	Borough-wide	Improvements to the CCTV infrastructure in the Borough – informed by the Tower Hamlets CCTV Approach	Design	£3,100,000	July 2020	September 2022	Desirable	
<b>Total:</b>				<b>£3,100,000</b>				

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Police station *	Borough-wide	Extending existing facilities or co locating with other facilities	Concept	£9,097,000	TBC	2037	Essential Mitigation	LBTH lead (Planning to secure) this links to MOPAC/MPS strategic approach to local policing - Listed in Isle of Dogs and South Poplar OAPF DIF Study.

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Ambulance station *	Borough-wide	Increase in Poplar Ambulance station	Concept	£5,825,000	TBC	2042	Essential Mitigation	LBTH lead (Planning to secure) - Listed in Isle of Dogs and South Poplar OAPF DIF Study.
Fire station *	Borough-wide	Development of one additional fire station 2,500sqm	Concept	£12,584,000	TBC	2027	Essential Mitigation	LBTH lead (Planning to secure) - Listed in Isle of Dogs and South Poplar OAPF DIF Study.
<b>Total:</b>				<b>£27,506,000</b>				

## **6. Delivery**

- 6.1 Given the likelihood that more CCTV infrastructure will be required in future, it is suggested that CIL/S106 be considered for allocation to the projects in the table above.
- 6.2 Council will continue to work with emergency services to ensure this infrastructure is delivered when and where it is required. Particularly in areas of high growth.

## 14. Waste Management Infrastructure

### 1. Introduction

- 1.1 This section details the provision of facilities required to deliver the Council's statutory duties as both a Waste Planning and Waste Collection/Disposal Authority.
- 1.2 Alongside waste facilities provided by the Council, there are a number of privately owned/run waste facilities within the borough. These do and will continue to supplement the offer of existing and future council run facilities including their service to the Leaside area. However, while these private facilities meet the London Plan requirements for land set aside for waste management (waste apportionment targets), they do not provide capacity for the Council to deliver its statutory waste functions.
- 1.3 Waste disposal infrastructure can generally be strategically located and is generally assessed across the borough as a whole. Any specific information which applies to the Leaside area is discussed below. Relevant borough-wide considerations are also included.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), the Mayor of London's Environment Strategy and the National Planning Policy Framework (NPPF) (2019) produced by central government.
- 2.2 Locally, the Mayor in Cabinet has set the future direction for waste management and cleansing services in a series of decisions. Additionally, the Council's Waste Management Strategy 2018-2030 sets out the framework for waste services from which operational, planning and any future procurement decisions will be based until the year 2030.
- 2.3 The council are currently working on a new Supplementary Planning Document (SPD) to cover Waste Management. This is expected to be completed in 2021.
- 2.4 Planning policy supports the safeguarding of the capacity of existing waste sites which have been identified, and support is given for other waste management facilities in certain locations. There is also a drive to promote recycling as part of a waste management hierarchy and the

requirements of the Mayor of London's Environment Strategy for London to achieve 50% recycling of Local Authority Collected Waste (LACW) by 2025 and 65% of Municipal Waste and 75% of business waste by 2030.

- 2.5 Policy S.MW1 of the Local Plan (2020) not only safeguards existing waste sites, it also identifies new areas that are suitable for waste facilities with the potential for delivering the Council's apportionment target. Empson Street is one of the sites listed in the policy and is within the Leaside Core Study Area (CSA). Fish Island is also listed and is in relatively close proximity to the CSA.

### **3. Existing Provision**

- 3.1 In terms of waste management infrastructure that supports the delivery of the Council's statutory waste functions to the Leaside CSA, the following sites exist:

- Yabsley Street: This is the Council's Waste Transfer Station and Reuse and Recycling Centre, operated by Cory Riverside Energy; and
- Blackwall Depot: This site houses the majority of the fleet of waste and cleansing vehicles required. Further vehicles are stored at other Council sites around the borough due to the limited capacity of this site which is currently the only depot site suitable for delivering waste management services. The Mayor in Cabinet has designated this site as the primary site for future service delivery.

- 3.2 The Council also provides a number of recycling banks across the borough.

- 3.3 The Council brought the waste services in-house at the end of March 2020 and will need to provide increased depot capacity to respond to growth and increased commercial waste activities. More waste management vehicles will need to be accommodated as the borough continues to grow. This project is in its feasibility stage although no firm proposals have yet been formed.

### **4. Projected Demand**

- 4.1 The current provision of facilities is suitable to serve the current population, however all of the scenarios in the Council's Waste Management Model project an increase of household waste. The Council also has plans to expand other waste collection services. This will result in the need to increase the capacity of waste management facilities and depot space.

- 4.2 The Council's Household Waste Model takes two approaches to projecting waste growth, population growth alone and population growth overlain with economic growth factors.
- 4.3 Modelling of the borough has indicated that waste quantities could increase by approximately 20% by 2026/27. It should be noted that the model and the study are based on a number of assumptions. The Household Waste Model based its assumptions on household projections data from the GLA 2014 round strategic housing land availability assessment, Department for Communities and Local Government (SHLAA DCLG) long-term projections.
- 4.4 This projection is based on a population increase of less than 30%. If the Leaside CSA population is expected to more than double over the next 10 years, it can be assumed that the total waste generated will exceed these initial borough-wide estimates.
- 4.5 Increased bulking facilities for dry recyclable materials may also be necessary to facilitate enhanced recycling services in the future in response to the anticipated regulations on Extended Producer Responsibility for Packaging Waste.
- 4.6 Projected increases in waste output will result in the need to increase the Council's capacity for dealing with waste. Delivery options for depot functions are being considered by the Council's asset management function.
- 4.7 Larger waste management infrastructure can generally be strategically located; however, for reasons of service delivery, resilience and efficiency, any depot location would need to be within the borough or on the immediate boundary. The number of suitable sites is very limited and as a consequence the Mayor in Cabinet has determined that the existing Blackwall Depot site be designated the location for future service delivery for depot functions including waste service delivery. Additional capacity to meet growth should be developed at this location through more effective use of the available land. Options for this are being developed by the Council's asset management function.
- 4.8 In early 2020 the GLA commissioned a master planning exercise to assess the development potentials for industrial intensification, and potentially some mixed-use development, at 3 sites in the Leaside area:
- Blackwall Trading Estate
  - Gillender Street Waste Transfer Station
  - Empsom Street

- 4.9 The study is being delivered by a consortium of planners, specialist industrial architects, property advisers and transport consultants, and is also assessing capacity in similar Leaside areas in the London Borough of Newham.
- 4.10 One aspect of this study will be to establish whether the Blackwall Depot operations can, in theory, be relocated at one of, or a combination of, Empsom Street and the Gillender Street waste transfer station site in the future, and to assess the financial viability of such a move.
- 4.11 Such a scenario would require a considerable land assembly exercise and would also require access and transport issues to be addressed. It is unlikely to occur in the short to medium term, and probably at a point after the Council has a consolidated depot and ancillary activity at the Blackwall site. However, if viable, it would result in depot activity moving to a site or sites with strategic industrial or waste transfer planning designations, located close to the A12, freeing up the Blackwall site for a likely mixed use residential and commercial in a riverside location close to Canning Town and East India Dock stations.
- 4.12 Further monitoring of population growth and capacity of these facilities will be required to ensure adequate supply of Waste Management facilities continues as the population of this area increases.

## 5. Projects

5.1 Table 30 below sets out Infrastructure projects that relate to waste management infrastructure within the Leaside Area.

5.2 There are no projects with committed funds relevant to this asset class.

**Table 30: Projects identified to help meet the need for waste management related infrastructure**

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Depot capacity*	Borough-wide	Increase the in-borough depot capacity to meet growth and meet statutory waste duties	Feasibility study in progress	£40,000,000	2020	2021	Essential Mitigation	
Vacuum waste disposal system*	Borough-wide	Developing and implementing waste bulking system	Concept	£4,000,000	2020	2021	Desirable	
Dry Materials Bulking Facility	Borough-wide	Dry recyclable materials bulking facility	Concept	£12,000,000	2022	2023	Desirable	
Northumberland Wharf Waste Transfer Station (WTS) and Re-use and Recycling Centre (RRC)*	Borough-wide	Refurbishment of existing WTS and RRC, machinery and building	Concept	£6,000,000	2026	2027	High Priority	The last refurbishment (2006) of the facility (machinery only) cost £4,000,000
<b>Total:</b>				<b>£72,000,000</b>				



## **6. Delivery**

- 6.1 In due course it is suggested that CIL/S106 is considered for allocation to the projects in the table above.
- 6.2 The future delivery of waste infrastructure will need to be closely monitored as any changes in forecasted population growth and/or methods of waste collection/processing will directly influence the requirement for this type of infrastructure.

## 15. High Streets & Town Centres

### 1. Introduction

- 1.1 This chapter details the provision and need for infrastructure improvements and enhancements to High Streets and Town centres. It highlights where there is policy support for projects identified to deliver these improvements and enhancements. The objective is to improve high streets and town centres competitiveness and performance.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government
- 2.2 National planning policy directs local authorities to support town centres being at the heart of local communities by working with transport providers to improve access to these centres. Local policy encourages the provision of a hierarchy of integrated transport interchanges that offers access to a range of public transport modes across the borough.
- 2.3 Policy S.TC1 of the Local Plan (2020) aims to promote the good design of town centres, ensuring an appropriate and well-integrated spatial layout is achieved that connects to surrounding areas.
- 2.4 The Local Plan (2020) also contains a number of themes and planning policies that feed into the High Streets & Town Centres (HS&TC) Strategy (2017-2022) including:
- Enhancing the vitality and viability of our High Streets & Town Centres through the protection of our local retail offer, while also promoting their diversification as hubs for leisure, social and community activities, as well as night time economy uses;
  - Providing opportunity for employment growth in High Streets & Town Centres;
  - Encouraging street markets and promote their role as 'drivers of local enterprise, character and footfall';
  - Promoting active lifestyles and healthy food choices; and
  - Providing opportunities to support temporary /meanwhile uses that help to activate and revitalise vacant high street units.

- 2.5 The HS&TC Strategy was adopted by the Council in October 2018 and sets out the Council's approach to improving the competitiveness and performance of key local high streets and town centres.
- 2.6 A set of Performance Indicators (PIs), provided by Association of Town Centre Management (ATCM), were used to review characteristics of each key local high street. These PIs are ranked to provide a baseline position for their performance. The ranking for each PI will be reviewed annually to help track the impact of high street regeneration programmes and improvements in their performance.
- 2.7 This review process highlighted common areas of improvement needed across key local high streets, which are summarised under five priorities:
- Priority 1: Improve the retail offer on the high street;
  - Priority 2: Develop and support local partnerships;
  - Priority 3: Improve management of the public realm;
  - Priority 4: Improve the management of street markets; and
  - Priority 5: Reduce anti-social behaviour on the high street.
- 2.8 The HS&TC Strategy sits within a hierarchy of Council strategy documents and supports the delivery of wider priorities and outcomes including: the Community Plan, the Strategic Plan, the Local Plan, the Community Engagement Strategy, the Green Grid and associated Public Health strategies.
- 2.9 The Council's Community Plan provides a long-term vision for the borough articulates local aspirations and needs and sets out a vision for Tower Hamlets Town Centres:
- "By 2025 Tower Hamlets will be refocusing on its Town Centres, ensuring they are places at the heart of civic life, which are vibrant, inclusive and accessible. The role of each town centre will differ, in order to serve all members of the community, according to character and function. Each Town Centre will form part of a rejuvenated, interconnected network of hubs for shopping, leisure, civic and associated housing uses."*
- 2.10 The Council's Strategic Plan (2020-2023) sets out corporate priorities and outcomes to be achieved by the Council and includes measures to monitor and track outcomes. The following priorities from the Strategic Plan (SP) are supported in the HS&TC Strategy:
- Priority 1: People are aspirational, independent and have equal access to opportunities.

- Priority 2: A borough that our residents are proud of and love to live in.
- Priority 3: A dynamic outcomes-based Council, using digital innovation and partnership working to respond to the changing needs of the borough.

2.11 Under the Local Plan there are service level plans and strategies, which link into the aims of the HS&TC Strategy. These include the:

- Community Engagement Strategy (2018-2021) aims to support strong, active and inclusive communities who can influence and shape the borough where they live and work. Involving local people in decisions about their local high streets and encourage the use of local enterprise.
- Green Grid Strategy and associated Public Health strategies, encourage healthy activities and the promotion of walking / cycling and use of public transport, all of which can be encouraged within the borough's town centres.
- Waste Strategy (2018-2030), considers improvements to waste collection and commercial waste recycling rates.

2.12 Other service level plans include the emerging Anti-Defacement Strategy and the draft Air Quality Action Plan, both of which will make recommendations that will affect our High Streets & Town Centres.

### **3. Existing Provision**

3.1 The Council's Local Plan 2020 sets out the current local network of high streets, their designation and hierarchy from parades to Town Centres and Major Centres.

3.2 Chrisp Street can be considered the main town centre for the Leaside area.

3.3 The Leaside area is experiencing significant housing development and economic growth. The planned redevelopment of Chrisp Street Town Centre includes investment in shop units and the street market.

3.4 The High Streets & Town Centres team are carrying out research into 'last mile' delivery operating models. The research project aims to explore the viability of local independent high street businesses reaching more customers by offering a home delivery service, and in-turn improving their competitiveness. This work involves carrying out a survey with small high street businesses to determine their level of interest and requirements for such a service.

- 3.5 A survey will also be carried out with last mile delivery companies providing a delivery service for businesses to their customers to determine the scale of such a service to make it viable and sustainable. The outcome of this development work will be used to inform the project delivery model for a last mile / home delivery service and the budget for infrastructure etc. required.
- 3.6 Whilst the last mile delivery project is not necessarily specific to the Leaside area, this location has been identified as a possible location of such a facility/service.

#### **4. Projected Demand**

- 4.1 The Leaside area is projected to grow significantly over the next 10 years and its population is expected to nearly double over the next 10 years (2020-2030).
- 4.2 Housing developments near town centres and key local high streets including Chrisp Street within the Leaside area will significantly increase the number of residents living near these locations.
- 4.3 The Council's High Street & Town Centres (HS&TC) team are completing feasibility studies into public realm improvement plans for local high streets to improve the visual appeal of shops and streetscape, declutter street furniture, optimise use of public space, integrate waste management, improve security, improve street markets and promote footfall.
- 4.4 The HS&TC team is also carrying out on-street and online market research surveys with existing and potential customers to:
- identify unmet needs that high street businesses and market traders could meet;
  - capture market intelligence and share it with local businesses; and
  - develop business support packages for high street businesses and market traders.
- 4.5 A last mile delivery/distribution facility could increase the accessibility of existing business within the borough which is partially useful for the Leaside area which will largely be redeveloped for residential use rather than commercial or otherwise.

## 5. Projects

5.1 Table 31 below sets out Infrastructure projects for supporting successful High Streets and Town Centres within the Leaside Area.

5.2 No table showing committed projects is included for this asset type as there are no relevant projects to this area

**Table 31: Projects identified to help meet the need for supporting successful High Streets and Town Centres**

*Potential projects identified to meet future need (uncommitted projects):*

Project Reference	Ward	Description	Project Status	Estimated cost	Estimated timescales		Development Categorisation	Notes
					Start	Finish		
Last mile distribution concept study	various	Viability study of local independent high street businesses reaching more customers by offering a home delivery service, and in-turn improve their competitiveness. This work involves carrying out a survey with small high street businesses to determine their level of interest and requirements for such a service.	concept	£1000	2020	2021	Desirable	This project has been completed in house and was a minor study which did not accumulate costs.
<b>Total</b>				<b>£1000</b>				

## **6. Delivery**

- 6.1 In due course it is suggested that CIL/S106 is considered for allocation to the project in the table above.
- 6.2 As more information becomes available regarding the 'Last Mile' concept Study, it may be appropriate the funds are allocated however at the time of writing this report the project is only just commencing and not enough information is available to commit to this project.

## 16. Economic Development

### 1. Introduction

- 1.1 This chapter details the need for and provision of economic development infrastructure and is based on adopted plans, policies and strategies.

### 2. Policy Context

- 2.1 There are a number of plans and policies relevant to this asset class including the LBTH Local Plan (2020), as well as the adopted London Plan (2016) and Intend to Publish London Plan (2020) produced by the Greater London Authority (GLA), and the National Planning Policy Framework (NPPF) (2019) produced by central government.
- 2.2 At a local level there is the Growth & Economic Development Plan (2018) and the Tower Hamlets Strategic Plan 2019-22. Both of these plans aim to deliver sustainable and inclusive economic growth enabling all of our residents and businesses to prosper.
- 2.3 National planning policy outlines the importance of local planning authorities working with other providers to meet forecast demands for educational infrastructure. Local policy supports the wider skills training and education of residents.
- 2.4 Policies S.CF1, D.CF2, and D.CF3 of the Local Plan (2020) support the wider skills training and education of residents within the borough by promoting the role and growth of Idea Stores and libraries, and outlines provision for working with the WorkPath integrated employment support service. In addition, the Local Plan seeks to support development that promotes local enterprise, and the employment and skills training of local residents.
- 2.5 The Growth and Economic Development Plan (2018) is a roadmap for attracting new investment, ensuring long-term sustainable and inclusive growth. The focus of the plan is to help connect our residents and local businesses to growth and economic development by:
- a) Removing barriers that are locking our young and working age residents out of the jobs market; and
  - b) Creating the conditions for business growth by ensuring the right kinds of support and space are available.
- 2.6 It is acknowledged that spatial development and regeneration also have implications for employment and skills and these dimensions will be



considered with the Council's work on regeneration in parallel with this Growth and Economic Development Plan.

- 2.7 By focusing on finding solutions to the above in consultation with partners, businesses and the wider community, the Council will work to create better conditions for inclusive growth, economic development and employment generation.
- 2.8 The Council's focus and priority is to be the enabler and facilitator of local support; to prioritise those people who require the most help and to harness the benefits of economic growth across London, for all local residents to share in.

### **3. Existing Provision**

- 3.1 Existing economic activity in the study areas differs to the rest of the borough. The sectors with the highest representation in the Leaside area tend to be industrial, such as manufacturing, wholesale & retail trade and construction. These sectors tend to be less dense in terms of employment, but they provide important, diverse roles for a variety of individuals. This contrasts to the rest of the borough, where office-based sectors dominate the workforce, driven by major financial districts in Canary Wharf and the City Fringe.
- 3.2 The WorkPath service is a central component to the Council's commitment to employment and enterprise infrastructure. Working across the borough in partnership with other departments including Housing, Health, Children's Services, community providers and specialists, the WorkPath service provides residents with a variety of services to upskill and support them into sustainable employment including employability training packages, assisted job search, housing and child care advice. WorkPath supports the hardest to reach communities and workless families through a dedicated Information, Advice and Guidance team offering one to one support.
- 3.3 The new WorkPath partnership expands outwards to create a brand under which providers and agencies can all place the client at its heart, joining up to provide the range of provision needed to support someone in their complex journey to overcome barriers and access employment.

## 4. Projected Demand

### *Non- residential growth*

- 4.1 The Council's vision anticipates that the Lower Lea Valley has and will continue to see comprehensive regeneration and redevelopment of former and unused industrial areas.
- 4.2 Four sites are currently employment sites and are identified in planning terms as a Strategic Industrial Location or a Local Industrial Location. These are:
- **Empson Street** - Strategic Industrial Location (SIL) The site plays an important sub-regional industrial, warehousing and waste management role serving not just the borough, but other parts of Central London. Housing is not suitable in this location due to potential conflict with existing and future industrial uses.
  - **Ailsa Street** - Site Allocation Land Use Requirements include:
    - Housing
    - Employment: Provision of employment numbers through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail
    - Retention of the safeguarded waste site
  - **Blackwall Trading Estate** - Local Industrial Location (LIL) Industrial sites to be protected to support the long term needs of the borough through the retention of SIL's and LIL's to secure the long term provision of industrial space.
  - **Gillender Street** - Local Industrial Location (LIL) Industrial sites to be protected to support the long term needs of the borough through the retention of SIL's and LIL's to secure the long term provision of industrial space.

### *Borough Employment and Economic Activity Information*

- 4.3 The employment rate for working age residents (16-64) in Tower Hamlets is 73% which is just behind the London rate of 74.2%. The overall rate of economic inactivity is slightly higher than national averages (22.5% against 21.3% for Great Britain).
- 4.4 For most employment performance indicators, Tower Hamlets falls below the average performance of other London boroughs. This indicates the need for investment to overcome the barriers to work, increase skill levels and increase employment and business start-up support opportunities for residents.

- 4.5 There are a number of target groups that are overrepresented in benefit, poverty and inactive statistics. Initiatives should be tailored to target these groups:
- Women, particularly BME women
  - Disabled (Both Mental and Physical)
  - Young People
  - 50 years +
  - Ethnic Minority
  - Long Term Unemployed (2yrs+)
- 4.6 The Leaside area is overrepresented in the benefit, poverty and inactive economic statistics.
- 4.7 It is worth noting that there are complex barriers to labour market inclusion that require tailored and sustained interventions to address a range of issues including affordable childcare, housing, health, debt, confidence, basic skills and labour market experience before being job ready.
- 4.8 A variety of infrastructure projects listed within other chapters of this document will need to be delivered to support economic development within the borough, therefore it is important that this chapter is considered in conjunction with others.

#### ***Other Initiatives for Economic Development***

- 4.9 The WorkPath service will continue to assist those across the borough as described above. No new facilities are required within the Leaside area as the existing WorkPath offices and locations will continue to provide coverage of this location.
- 4.10 Affordable workspaces are a relatively new concept which can be considered to enhance economic development in the area. There are no council owned affordable workspaces proposed in this area, however it is recognised that should a private developer, with or without a council partnership, create such a space there would be a recognized benefit for residents with regards to economic development.
- 4.11 A 'last mile' distribution centre has been considered and is discussed in the 'high street and town centre' chapter of this document. This project is only just starting its feasibility/concept stage and is likely to be progressed in conjunction with the borough's economic development department as well as the town centre team. Details of this project are included in chapter 15 of this document.

## **5. Projects**

- 5.1 There are no economic development projects expressly relevant to the Leaside area. More high-level strategic projects do exist which may provide economic development infrastructure across the borough.

## **6. Delivery**

- 6.1 It is suggested that when more detailed project proposals are available, consideration is given to allocating CIL or s106 funding to these projects.