

CITY

MAYOR OF LONDON

IN

THE

EAST

CITY IN THE EAST

200,000 homes
280,000 jobs
600,000 Londoners



Boris Johnson Mayor of London

In mid-2000 Richard Rogers, who led the Mayor's Architecture and Urbanism Unit, felt that what was needed in the Thames Gateway was a big idea, to capture the imagination, something that seemed to be absent from the debate about its future. This resulted in City East, a plan for the Royal Docks that radically changed its land use. Gone was the Victorian Tate and Lyle syrup and canning factory, the meat rendering plant and City Airport (to allow greater building heights). The Royals was re-imagined as a city in its own right. A plan that at the time was not a million miles from the plans that developers like Ballymore, who had purchased extensive riverside sites had commissioned for themselves.

There was a reasonable frustration about the slowness of the statutory planning system, by both AUU and developers, to actively plan for change rather than just describing and protecting the present status quo. The Thames Gateway never lacked for visions and masterplans of all shapes and sizes, but it always seemed to lack any coherent idea about its purpose within the wider city. As a consequence the plans didn't really gel together. Understandable given that in 2005 the planning of London and planners in London were still trying to get used to the idea of planning the city as a whole rather than as 32 separate boroughs.

The consequences of trying to resolve land allocation, and particularly housing and industrial allocation within individual borough boundary red lines were significant. Newham, Tower Hamlets, Greenwich and Barking and Dagenham are not far apart geographically, but the way their local plans articulated their futures, they may as well have been different worlds. In turn the London Plan whilst providing a written description of what the Thames Gateway might be, didn't provide any spatial guidance as to what this might look like on a plan.

Whilst the Thames Gateway didn't lack for land, much of it was heavily contaminated and demand for development for both housing and commercial was rather thin at that time. City East was in part a polemical piece and so wasn't founded in the statutory planning system it was looking to challenge. Which meant it couldn't influence development. It was also in its own way like the borough plans a world of its own, rather than a part of the wider city.

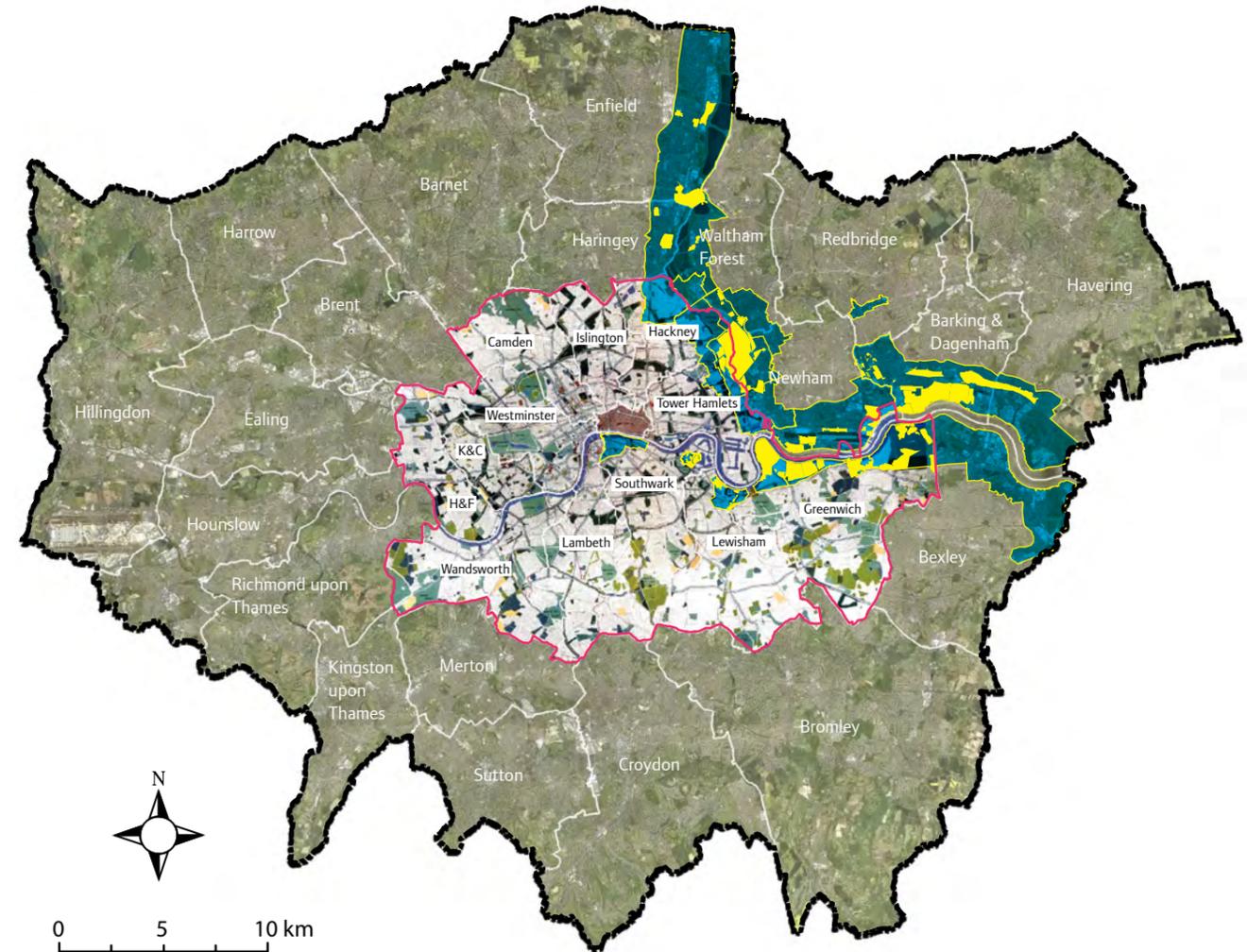
Ten years later London's growth is driving a renewed interest in the east, and the potential exists to plan for it as part of the city rather than apart from the city. This plan is necessary to efficiently manage the allocation of commercial, industrial, retail and housing land across the wider east of London and to consider relationships beyond the GLA boundary into Thurrock and Dartford. Importantly, we have the opportunity to achieve a better fit between transport plans and spatial plans and to use the GLA's and borough's land holdings to speed up delivery.

Until recently London could rely on existing infrastructure provision but as the population increases this is no longer the case. Experience with the Vauxhall Nine Elms Development Infrastructure Funding Study (DIFs), and subsequently at White City and Old Oak show the benefit of providing spatial plans with a firm foundation in viability and costed programmes for transport, social and utilities infrastructure.

My Infrastructure Plan and its associated Board has provided the locus and means to get the buy in and involvement of utility providers at a senior level in the plan making and plan delivery process.

My Housing SPG identifies that with the agreement of the Boroughs a fixed percentage of affordable homes can be set in the Opportunity Areas and Housing Zones based on the viability of development. This will provide greater certainty for the delivery of all types and tenures of housing.

That the scale of potential change has increased dramatically can be seen on the plan overleaf. The East London Opportunity areas in 2004 were estimated to have a minimum capacity for 52,000 homes. In 2015 that has increased to over 200,000 (as a minimum). As work progresses on the frameworks, and more detailed physical planning is carried out, more development capacity is usually found.



Abercrombie's 1943 County of London plan overlaid on the 2015 Greater London Authority coverage area

- County of London boundary (1943)
- City in the East - development areas
- City in the East - Opportunity Areas

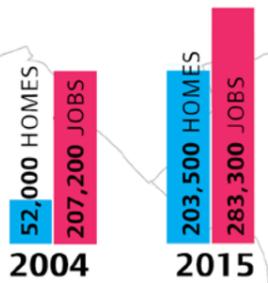
But this isn't just about numbers. The GLA is working with its partners to deliver a suite of Opportunity Area Planning Frameworks that form a credible spatial plan. They will provide the narrative for the delivery of London's largest remaining contiguous development opportunity within its current boundaries - The City in the East.

This scale of development isn't going to be delivered overnight. To avoid adding further monuments in the Thames Gateway master plan graveyard, these frameworks will be sufficiently robust and flexible to withstand the test of time whilst providing sufficient discipline to create desirable places in which to live and work.

The timing to plan as an integrated part of the wider city couldn't be better. The majority of borough plan core strategies are about to be reviewed, the London Plan review will commence post May 2016 and TfL's plans are progressing at pace. There is developer interest, there are significant public land holdings being brought forward for delivery and there is strong local and strategic leadership to deliver the long heralded City in the East.

The Abercrombie County of London Plan stopped at the Lee River, beyond which was Essex and Kent. Part of our work is to try to overturn the historic perception of the east being seen as apart from London, rather than as a part of London. It is time to reclaim the City in the East for London!

CITY IN THE EAST NUMBERS



Minimum capacity estimates for homes
Approximate population that could be accommodated
600,000

LONDON POPULATION
2011: 8.2 MILLION
2021: 9.20 MILLION
2026: 9.54 MILLION
2031: 9.84 MILLION
2036: 10.11 MILLION

UPPER LEE VALLEY
2015:
↑ 20,000 HOMES
↑ 15,000 JOBS
2004:
700 HOMES
10,000 JOBS

ILFORD
2015:
↑ 5,000 HOMES
↑ 800 JOBS
2004:
5,500 HOMES

LONDON RIVERSIDE
2015:
↑ 26,500 HOMES
↑ 16,000 JOBS
2004:
13,000 HOMES
4,200 JOBS

LOWER LEA VALLEY
2015:
↑ 32,000 HOMES
↑ 50,000 JOBS
2004:
10,500 HOMES
38,500 JOBS

ROYAL DOCKS AND BECKTON RIVERSIDE
2015:
↑ 15,000 HOMES
↓ 40,000 JOBS
2004:
6,000 HOMES
12,500 JOBS

LONDON BRIDGE
2015:
↑ 1,900 HOMES
↑ 25,000 JOBS
2004:
500 HOMES
24,000 JOBS

CANADA WATER
2015:
↑ 6,600 HOMES
↑ 2,000 JOBS
2004:
N/A

ISLE OF DOGS
2015:
↑ 30,000 HOMES
↑ 110,000 JOBS
2004:
3,500 HOMES
100,000 JOBS

GREENWICH PENINSULA
2015:
↑ 20,000 HOMES
↓ 7,000 JOBS
2004:
7,500 HOMES
15,000 JOBS

CHARLTON RIVERSIDE
2015:
↑ 5,000 HOMES
↑ 5,000 JOBS

WOOLWICH
2015:
↑ 15,000 HOMES
↑ 1,000 JOBS
2004:
1,000 HOMES
1,000 JOBS

BEXLEY AND THAMESMEAD
2015:
↑ 21,500 HOMES
↑ 8,500 JOBS
2004:
4,400 HOMES
6,500 JOBS

DEPTFORD CREEK / GREENWICH RIVERSIDE
2015:
↑ 5,000 HOMES
↓ 4,000 JOBS
2004:
1,000 HOMES
5,500 JOBS

CENTRAL LONDON

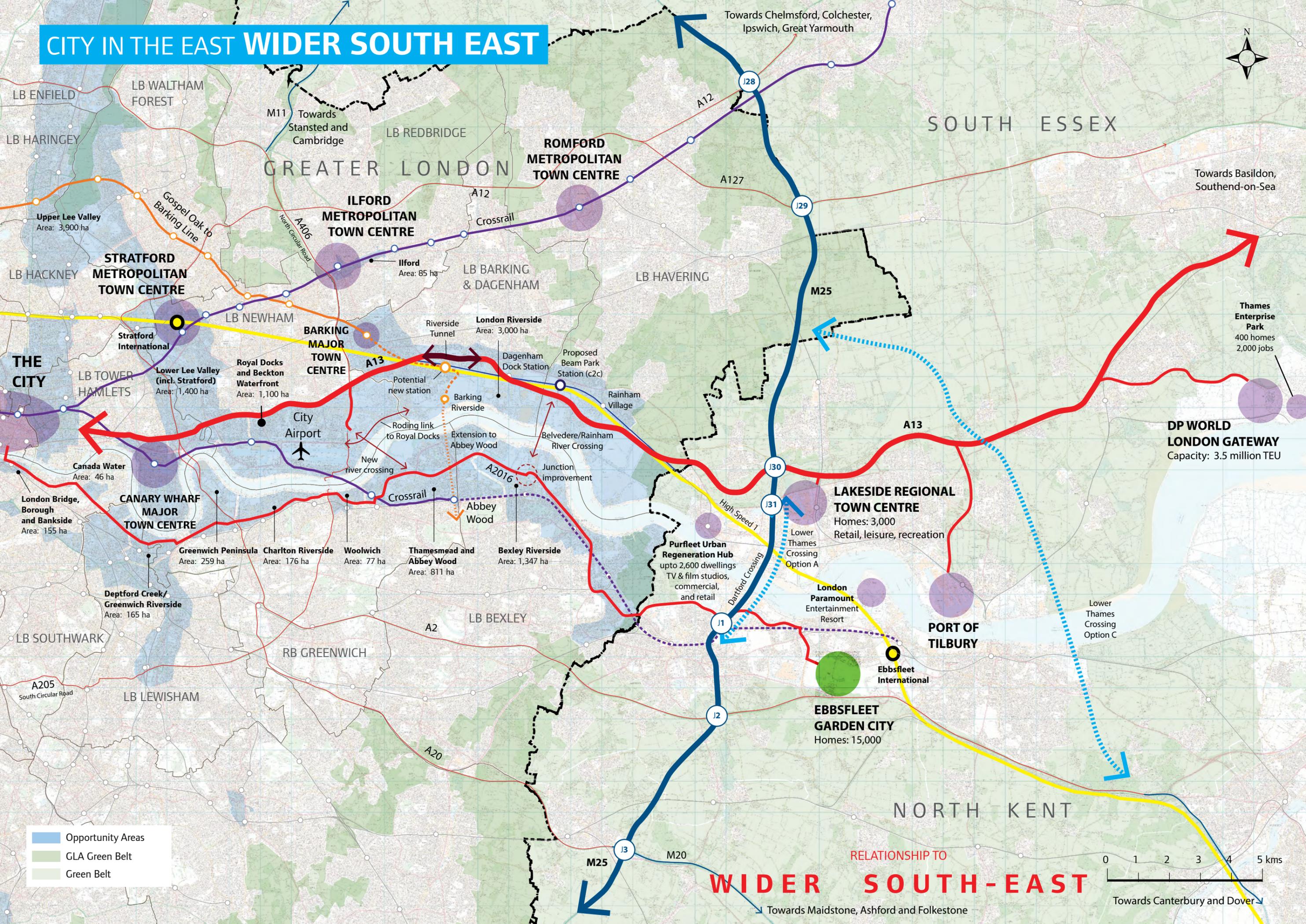
ROMFORD

EBBSFLEET

Note:
The 2004 capacity estimates are from the 2004 London Plan.
The 2015 figures are the latest indicative estimates

OPPORTUNITY AREAS

CITY IN THE EAST WIDER SOUTH EAST



- Opportunity Areas
- GLA Green Belt
- Green Belt

0 1 2 3 4 5 kms

RELATIONSHIP TO WIDER SOUTH-EAST

Towards Canterbury and Dover

Towards Maidstone, Ashford and Folkestone

Thames Enterprise Park
400 homes
2,000 jobs

DP WORLD LONDON GATEWAY
Capacity: 3.5 million TEU

LAKESIDE REGIONAL TOWN CENTRE
Homes: 3,000
Retail, leisure, recreation

PORT OF TILBURY

EBBSFLEET GARDEN CITY
Homes: 15,000

Purfleet Urban Regeneration Hub
upto 2,600 dwellings
TV & film studios, commercial, and retail

Thamesmead and Abbey Wood
Area: 811 ha

Bexley Riverside
Area: 1,347 ha

Woolwich
Area: 77 ha

Charlton Riverside
Area: 176 ha

Greenwich Peninsula
Area: 259 ha

Deptford Creek/ Greenwich Riverside
Area: 165 ha

London Bridge, Borough and Bankside
Area: 155 ha

Canada Water
Area: 46 ha

Royal Docks and Beckton Waterfront
Area: 1,100 ha

Lower Lee Valley (incl. Stratford)
Area: 1,400 ha

Upper Lee Valley
Area: 3,900 ha

ROMFORD METROPOLITAN TOWN CENTRE

ILFORD METROPOLITAN TOWN CENTRE
Ilford Area: 85 ha

STRATFORD METROPOLITAN TOWN CENTRE

THE CITY

LB ENFIELD
LB WALTHAM FOREST
LB HARINGEY

LB REDBRIDGE

LB BARKING & DAGENHAM

LB HAVERING

LB HACKNEY

LB NEWHAM

BARKING MAJOR TOWN CENTRE

London Riverside
Area: 3,000 ha

Rainham Village

LB TOWER HAMLETS

City Airport

Abbey Wood

LB BEXLEY

RB GREENWICH

LB LEWISHAM

LB SOUTHWARK

NORTH KENT

SOUTH ESSEX

GREATER LONDON

Towards Basildon, Southend-on-Sea

Towards Chelmsford, Colchester, Ipswich, Great Yarmouth

M11 Towards Stansted and Cambridge

A12

A127

M25

A13

Dagenham Dock Station

Proposed Beam Park Station (c2c)

Barking Riverside

Belvedere/Rainham River Crossing

A2016

High Speed 1

Dartford Crossing

J1

J2

M25

M20

J3

J28

J29

J30

J31

Lower Thames Crossing Option A

Lower Thames Crossing Option C

London Paramount Entertainment Resort

Ebbfleet International

Gospel Oak to Barking Line

North Circular Road

A12

Crossrail

Riverside Tunnel

Potential new station

Roding link to Royal Docks

Extension to Abbey Wood

New river crossing

Crossrail

Abbey Wood

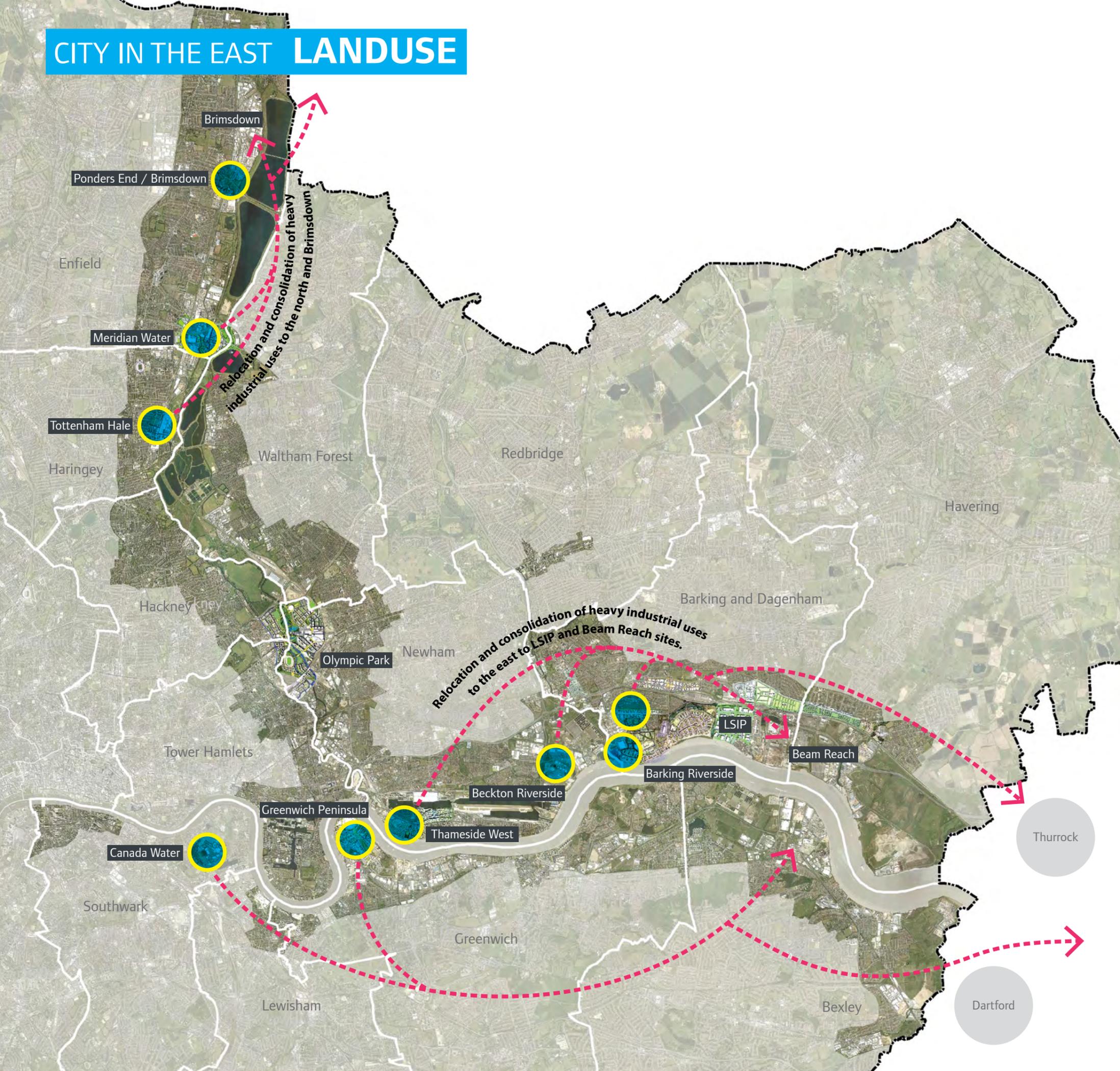
A2

A20

A205

CITY IN THE EAST LANDUSE

LAND USE PLAN FOR CITY IN THE EAST



London needs to accommodate a growing population within its boundaries and so needs to make the most of its land assets. Underused industrial land has in the past been seen as providing the main reservoir for additional housing capacity. The choice has often been seen as a binary one of housing vs industry.

But the growing city also needs to function economically and the growth in employment in Central London and the need to service the wider population, particularly with the growth of on line retailing is driving demand for distribution and logistics operations, and the growth of waste recycling and the closed loop economy, whilst at the same time London continues to be the home of successful and growing manufacturing businesses.

The land use plan simply looks to consolidate and intensify larger industrial facilities in locations where they have access to the city and the M25. And where they can operate on a 24 hour basis without creating problems for residential neighbours.

The LSIP, the land the GLA have recently sold to Segro and the soon to be redeveloped Barking Power Station provide land on to which to relocate and grow new industries.

In the new residential centres that are being created within Thameside West, Beckton and London Riverside, the potential exists to accommodate new places of work that can coexist with residential uses and add life and vibrancy to these new communities.

The relocation of industrial uses to areas with good access to the strategic road networks further out to the east and north, and re-development of derelict and underused brownfield land provide substantial opportunities to optimise both land use and land values in the east. Opportunity Area Planning Frameworks, produced jointly by the local councils, the GLA and TfL, seek to capitalise on these opportunities by setting out the future direction of travel - they set out future land use and development estimates, public realm, transport and environment strategies, as well as delivery and funding mechanisms. City in the East, collectively represents these opportunity areas as well as opportunities in East London outside their boundaries.

 New mixed use residential centres



CITY IN THE EAST INFRASTRUCTURE

UPPER LEE VALLEY

A DIFS study was completed in August 2015, which has identified the need for new primary schools and secondary schools and GP provision in Tottenham Hale and Meridian Water. Thames Water are planning to upgrade the Deephams Sewage Works, and the Edmonton Eco Park is planned to become a centre for a District Heat and Power Network.

Additional DIFS work has been commissioned to look at gas, electricity and telecoms utilities provision in the Upper Lee Valley to support new population growth. This should report in early 2016.

LONDON RIVERSIDE

DIFS has been commissioned by the GLA drawing on existing work carried out by Barking and Dagenham Council and Havering Council as part of their CIL's. This piece of work should be reporting in early 2016 on the combined infrastructure needs and priorities for the London Riverside Opportunity Area.

ROYAL DOCKS AND BECKTON RIVERSIDE

DIFS has been commissioned by the GLA and should be reporting by late 2015. An additional report on utilities is to be commissioned. This will complement the work underway for the London Riverside Opportunity Area.

DEVELOPMENT INFRASTRUCTURE FUNDING

The Greater London Authority working with the local authorities is undertaking Development Infrastructure Funding Studies (DIFS) for Opportunity Areas (OA's) within "City in the East". Similar studies have been carried out for other OA's including Vauxhall, Nine Elms and Battersea (VNEB) and White City.

The infrastructure assessed is that deemed to be 'strategic'. The extent of strategic infrastructure to be considered would be agreed with all parties, including landowners, developers and utility providers. It is essential that land owners and developers are a core part of this discussion.

The overall objective of the DIFS is to:

- Assess, identify and quantify the critical enabling strategic infrastructure i.e. social, public realm and transport necessary to deliver the growth the OAPF envisages. This includes assessing the delivery and investment plans of land owners, agencies and infrastructure providers, including utilities.
- Provide an overall costing of the infrastructure requirements so that the figure is known.
- Undertake a viability assessment of the level of development proposed and within that, the level of affordable housing that can be viably delivered when taking into account infrastructure, S106 and CIL costs.
- In the event of a 'funding gap' after monies generated by Section 106 contributions and CIL have been taken into account, recommend what alternative funding mechanisms might be available to bridge the gap.
- Provide a commentary on the prioritisation of projects and where money would be most beneficially spent.

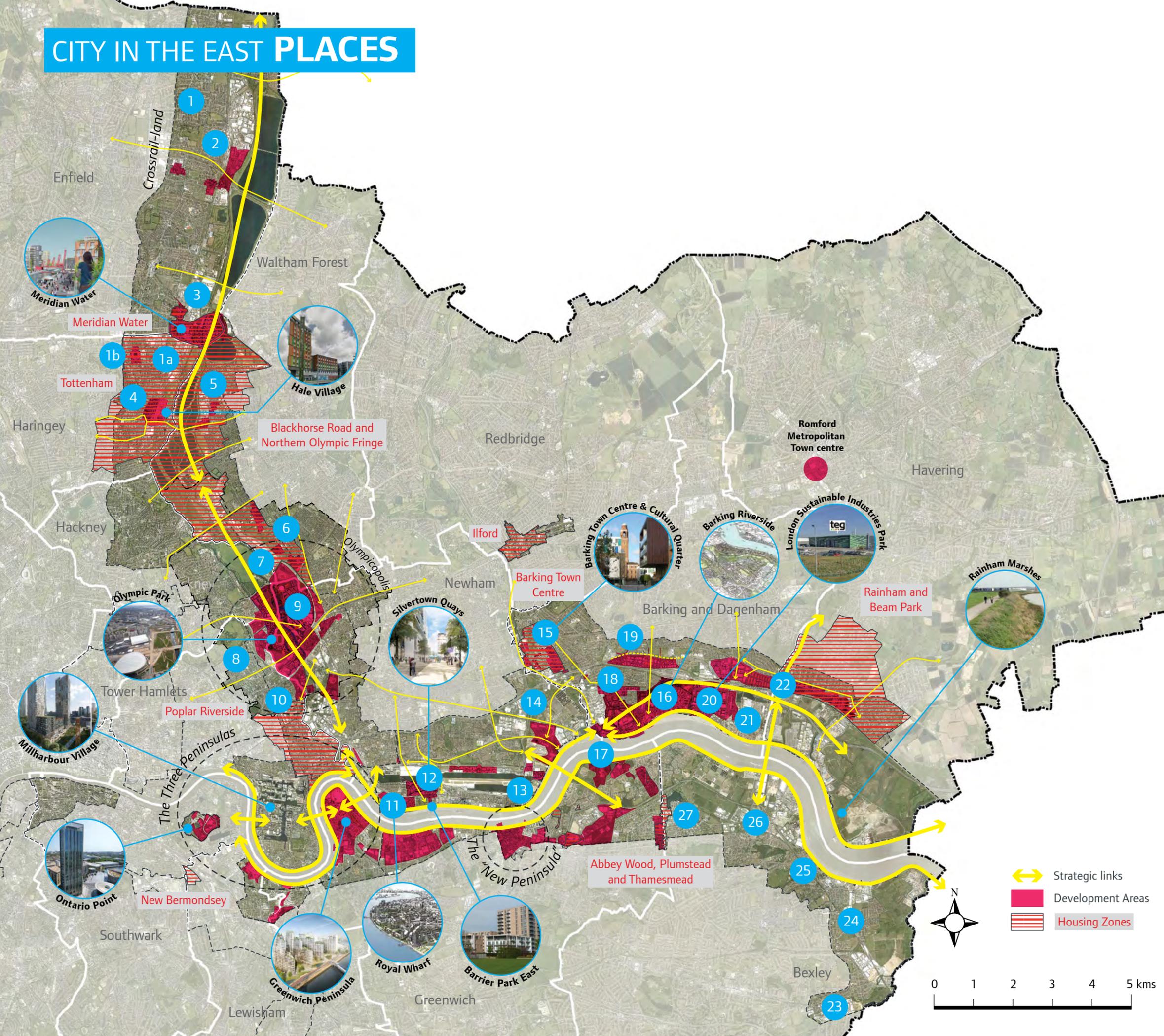
Typically, a DIF study examines the following areas:

- Development viability including the effect of affordable housing levels on viability
- Transport
- Public realm improvements
- Education
- Healthcare
- Emergency services
- Community centres; libraries /archives and youth provision
- Arts and cultural centres
- Public open space, sport and play space
- Employment and training
- Utilities

These studies are informed by and complement the evidence base for the potential review of the boroughs' and the Mayor's Community Infrastructure Levies. They can also form a basis for setting a fixed rate of affordable housing within Opportunity Areas. An effective DIFS ask should ensure that Land Value is captured for the wider public benefit, because it clearly signals to landowners what the public sector ask would be of a developer.



CITY IN THE EAST PLACES



UPPER LEE VALLEY

20,100 homes and 15,000 jobs

- 1. A10 / A1010 corridor
- 1a. Northumberland Park
4,500 homes and 4,000 jobs
- 1b. High Road West masterplan
1,600 homes and 700 jobs
- 2. Ponders End masterplan
1,100 homes and 700 jobs
- 3. Meridian Water masterplan
5,000 homes and 3,000 jobs
- 4. Tottenham Hale District Centre framework
5,000 homes and 4,000 jobs
- 5. Blackhorse Lane masterplan
2,500 homes and 1,000 jobs

OLYMPIC LEGACY

32,000 homes and 50,000 jobs

- 6. Northern Olympic Fringe
3,000 homes and 110,000 sq. m. commercial
- 7. Olympic Park
2,000 homes and 50,000 sq. m. commercial
- 8. Hackney Wick and Fish Island
6,000 homes and 160,000 sq. m. commercial
- 9. Stratford
12,000 homes and 700,000 sq. m. commercial
- 10. Southern Olympic Fringe
9,000 homes and 300,000 sq. m. commercial

ROYAL DOCKS

15,000 homes and 40,000 jobs

- 11. Thameside West
- 12. Silvertown Quays
- 13. Albert Island
- 14. Beckton Riverside

LONDON RIVERSIDE

26,500 homes and 16,000 jobs

- 15. Barking Town Centre
- 16. Barking Riverside
10,800 homes and 65,600 sq. m. commercial
- 17. Creekmouth
- 18. Thames Road
- 19. Castle Green
- 20. Sustainable Industries Park
- 21. Barking Power Station
- 22. A1306 sites including Rainham and Beam Park

BEXLEY RIVERSIDE

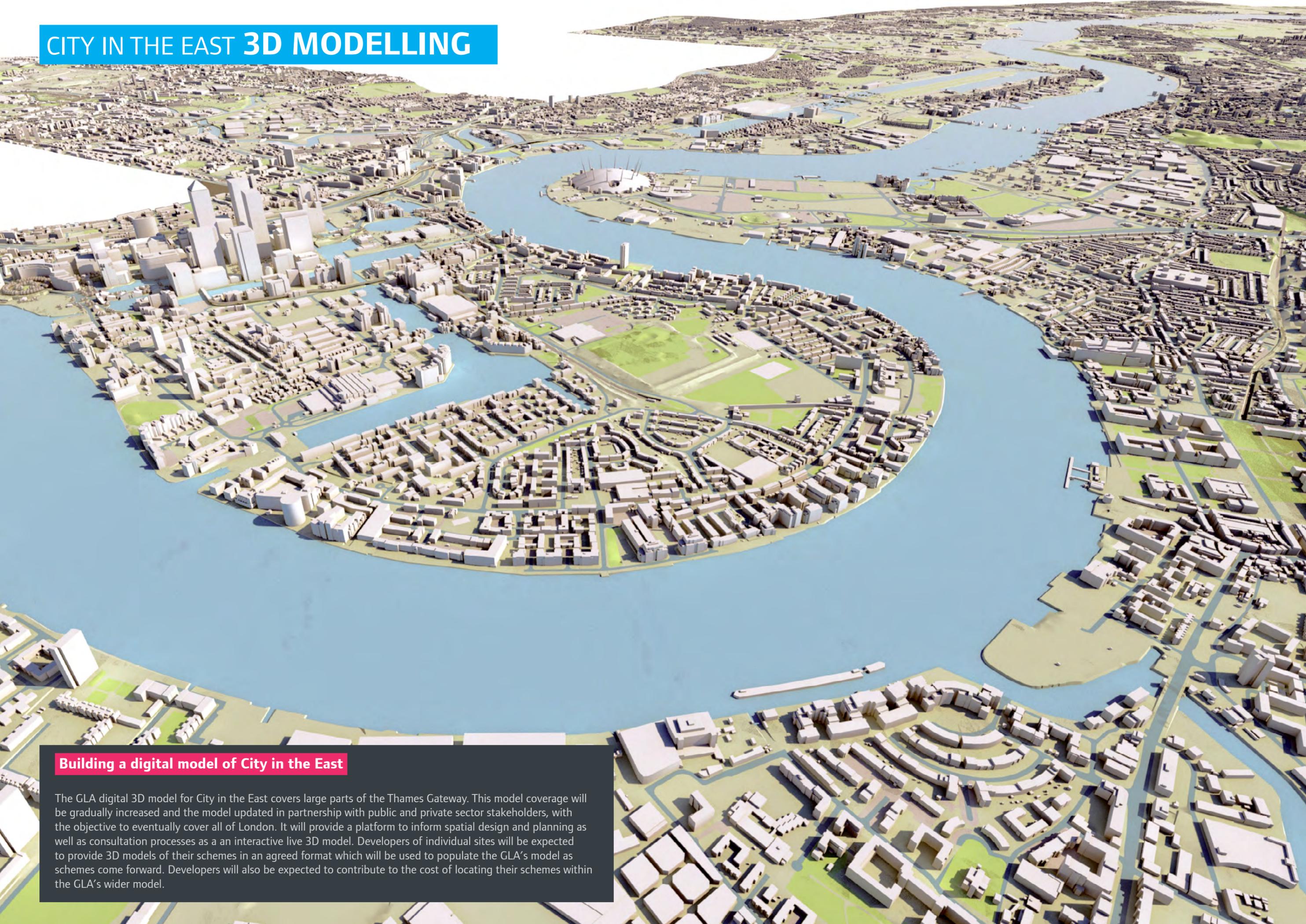
21,500 homes and 8,500 jobs

- 23. Crayford
1,000 homes and 500 jobs
- 24. Slade Green
2,000 homes and 1,000 jobs
- 25. Erith
2,500 homes and 1,000 jobs
- 26. Belvedere
11,000 homes and 5,000 jobs
- 27. Thamesmead / Abbey Wood
5,000 homes and 1,000 jobs

 Strategic links
 Development Areas
 Housing Zones



CITY IN THE EAST 3D MODELLING



Building a digital model of City in the East

The GLA digital 3D model for City in the East covers large parts of the Thames Gateway. This model coverage will be gradually increased and the model updated in partnership with public and private sector stakeholders, with the objective to eventually cover all of London. It will provide a platform to inform spatial design and planning as well as consultation processes as an interactive live 3D model. Developers of individual sites will be expected to provide 3D models of their schemes in an agreed format which will be used to populate the GLA's model as schemes come forward. Developers will also be expected to contribute to the cost of locating their schemes within the GLA's wider model.

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Well! These are tales of mystery!
And many a darkly woven lie
With men will easy credence gain;
Wile truth, calm truth, may speak in vain,
For eloquence, whose honey'd sway
Our mortal wits obey,
Can honour give to actions ill,
And faith to deeds incredible;
And bitter blame, and praises high,
Fall truest from posterity.

Translations of Pindar: The First Olympic Ode.
470 BC

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