

LTGDC'S response to the Outer London Commission consultation is as follows. Some overall points are set out followed by responses under the three headings, Economic, Quality of Life and Transport.

These comments have been agreed by the LTGDC Board at its meeting on 5/5/09 but may be supplemented by further general comments over the next week i.e. up to 12/5/09.

- The London Thames Gateway has been consistently identified as a major national and London Plan growth priority for some years. The Corporation's operational areas in the Lower Lea Valley and London Riverside have also been specifically identified in the London Plan as Opportunity Areas where growth is a priority.
- These two Opportunity Areas include the potential OLC super-hub of Stratford town centre but also include other important growth hubs at the existing centres of Canning Town (4500 housing units proposed) and Barking Town Centre (6000 housing units proposed) and at proposed centres of Bromley by Bow/Sugar House Lane (3650 housing units proposed), Thameside West (2250 housing units proposed) and Barking Riverside (10,800 housing units proposed). All of these growth points or hubs are located in or on the edge of outer east London and include provision for retail, employment, schools and health centre development to be brought forward in an integrated way. These proposals are also accompanied by specific transport infrastructure proposals such as Crossrail, DLR extensions and bus transit schemes which are subject to various levels of Government and London Mayoral support at present.
- The Corporation consequently considers that while it would not be opposed to an OLC super-hub designation of Stratford which specifically yielded greater infrastructure investment for the existing town centre in particular, this should not be at the expense of a downgrading or deprioritisation of other centres such as Canning Town or Barking and in particular should not be seen as a reason for continuing to stall on necessary transport investment in DLR and bus transits which support places such as Barking Riverside and Thameside West where much has already been invested by public sector partners such as the HCA.
- The Corporation is also supportive of recent HCA initiatives around local investment agreements and identification of strategic sites which, it is understood, will help promote better co-ordinated investment in areas such as Canning Town. These should be reflected in any identification of hubs or growth points by the OLC.

Economic

- It is very difficult to ‘pick winners’ as far as employment growth sectors are concerned as can be witnessed by many of the recent assumptions of the growth of financial services used in economic forecasting underlying GLA thinking on projects such as City East.
- There are two areas however where the Corporation is aware of particular pressure for employment and business growth – sustainable waste and energy industries and logistics and distribution. Both of these are likely to be particularly suitable for parts of outer east London, subject to assurances about employment levels and skills required and design and appearance.
- Any designation of super-hubs must not disadvantage employment opportunities and development outside such super-hubs and the need to provide suitable infrastructure for those opportunities

Quality of Life

- Existing sequential tests set out in national, regional and local planning policies should continue to be reinforced so as to prioritise development in existing and planned centres well served by existing and proposed public transport
- Investment should continue to be prioritised in green infrastructure in the form of East London Green Grid, Lea Valley River Park and the Olympic Legacy Park, Rainham Wildspace and Cross River Park
- There has been a long history of neglect of environmental conditions in parts of outer east London because of its industrial legacy. There needs to be a reprioritisation across London to deal with this including remediating the adverse impacts of odour from Beckton Sewage Treatment Works on large parts of Newham and Barking and Dagenham

Transport

- The acceptable balance between accessibility by public or private transport will vary across outer London dependent on what transport already exists. Wherever growth is promoted however, there should be a positive promotion of and investment in suitable forms of public transport.
- Clearly, limitations on car parking with new development in growth areas or elsewhere can only be realistically applied where public transport is capable of providing the levels of accessibility required.
- Any promotion of higher density developments at super-hubs or other accessible growth points can only be considered if the design quality of the developments meets high standards including addressing local urban design and heritage requirements.
- Suitable transport infrastructure is vital for the economic success and improvements to quality of life that are objectives for outer London and the development corporation. Particular centres such as Barking town centre require high quality local transport links such as East London Transit and the potential Barking to Royal Docks busway.