

MAYOR OF LONDON

CITY

IN

THE

EAST

# CITY IN THE EAST

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

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.

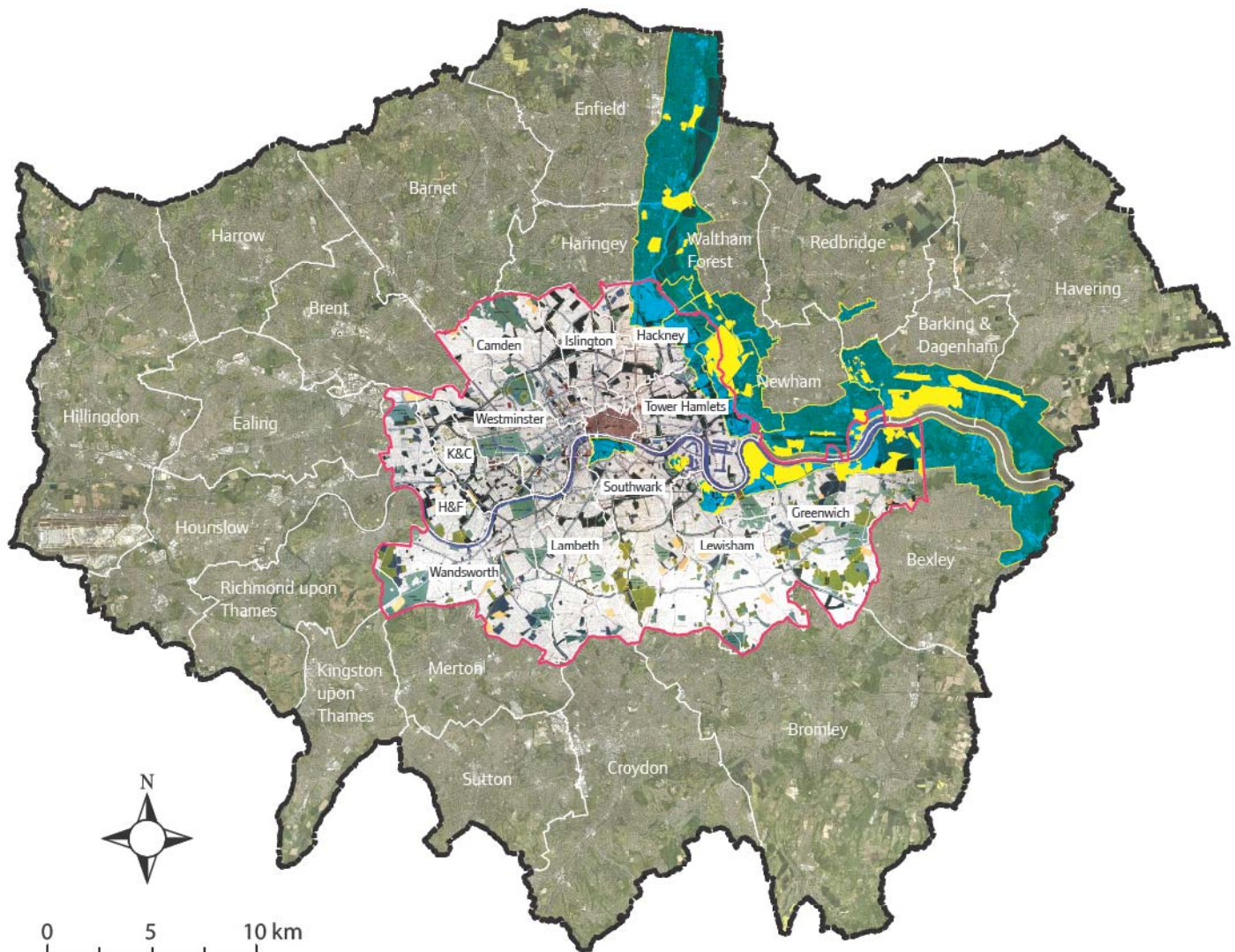
Ten years later London's growth is driving a renewed interest in the east, and the potential exists to plan for it as part of the city rather than apart from the city. This plan is necessary to efficiently manage the allocation of commercial, industrial, retail and housing land across the wider east 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.

The 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.

The 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



**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

work progresses on the frameworks, and more detailed physical planning is carried out, more development capacity is usually found.

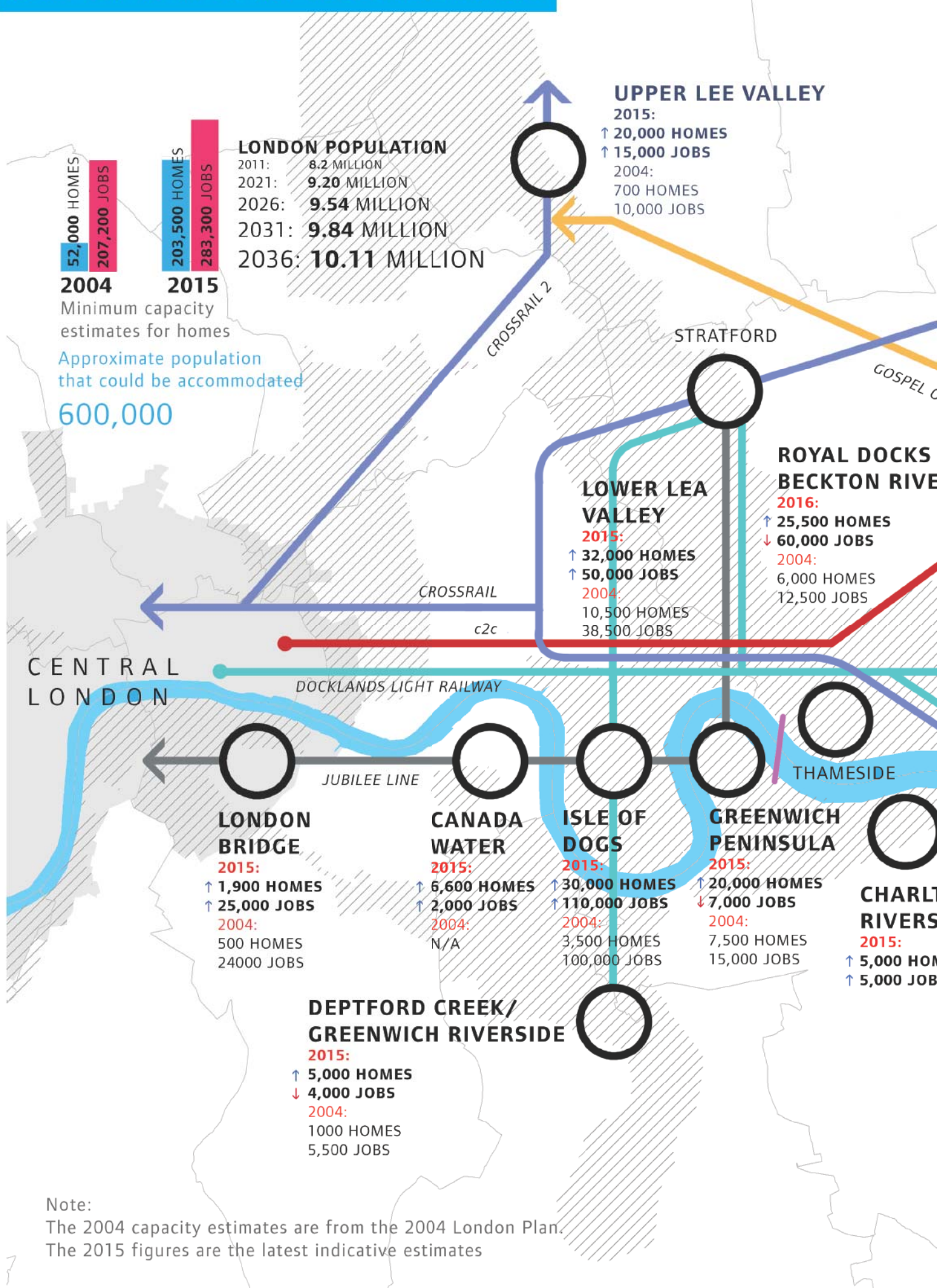
But this isn't just about numbers. The GLA is working with its partners to deliver a suite of Opportunity Area Planning Frameworks that form a credible spatial plan. They will provide the narrative for the delivery of London's largest remaining contiguous development opportunity within its current boundaries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

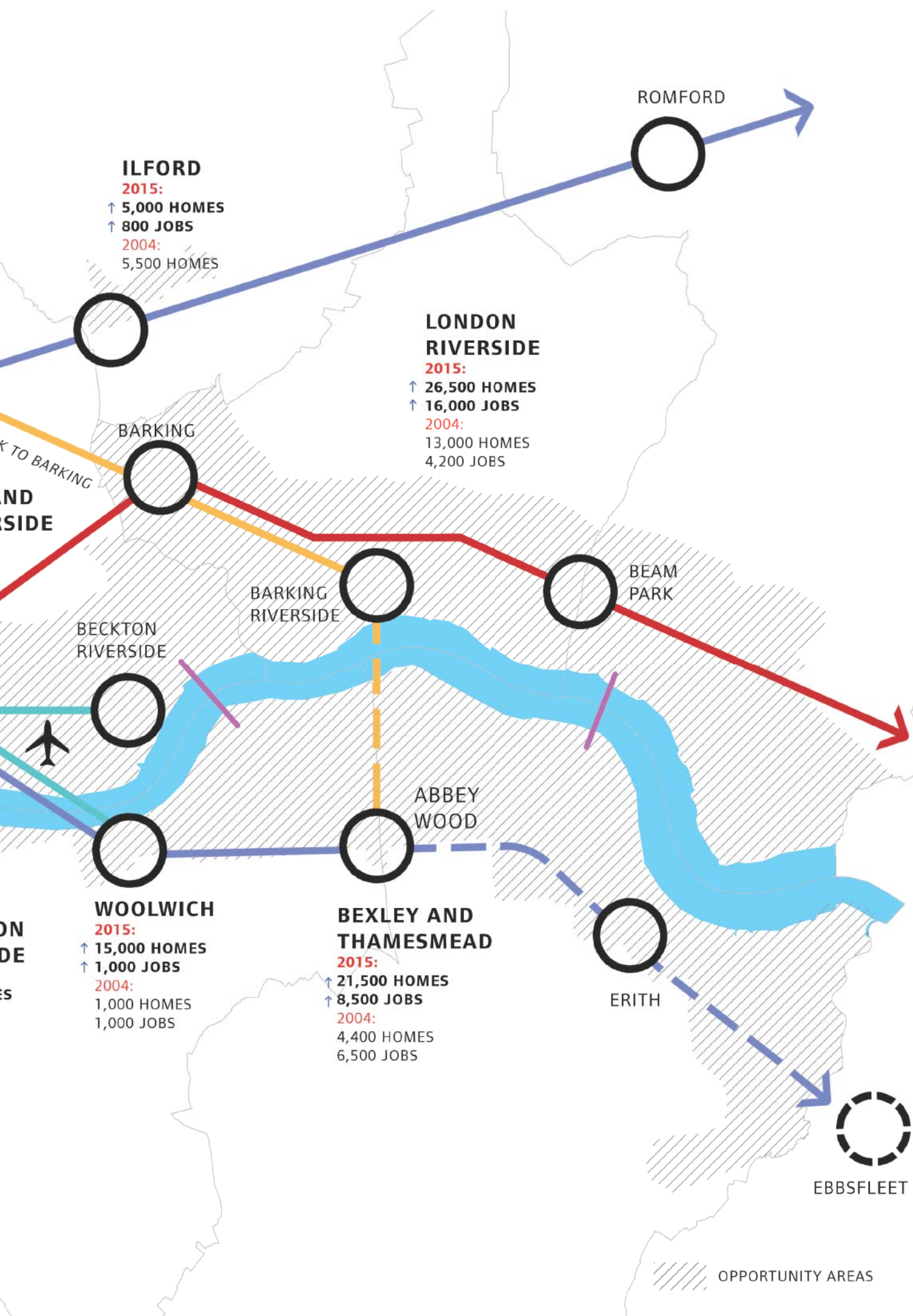
This scale of development isn't going to be delivered overnight. To avoid adding further monuments in the Thames Gateway master plan graveyard, these frameworks will be sufficiently robust and flexible to withstand the test of time whilst providing sufficient discipline to create desirable places in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

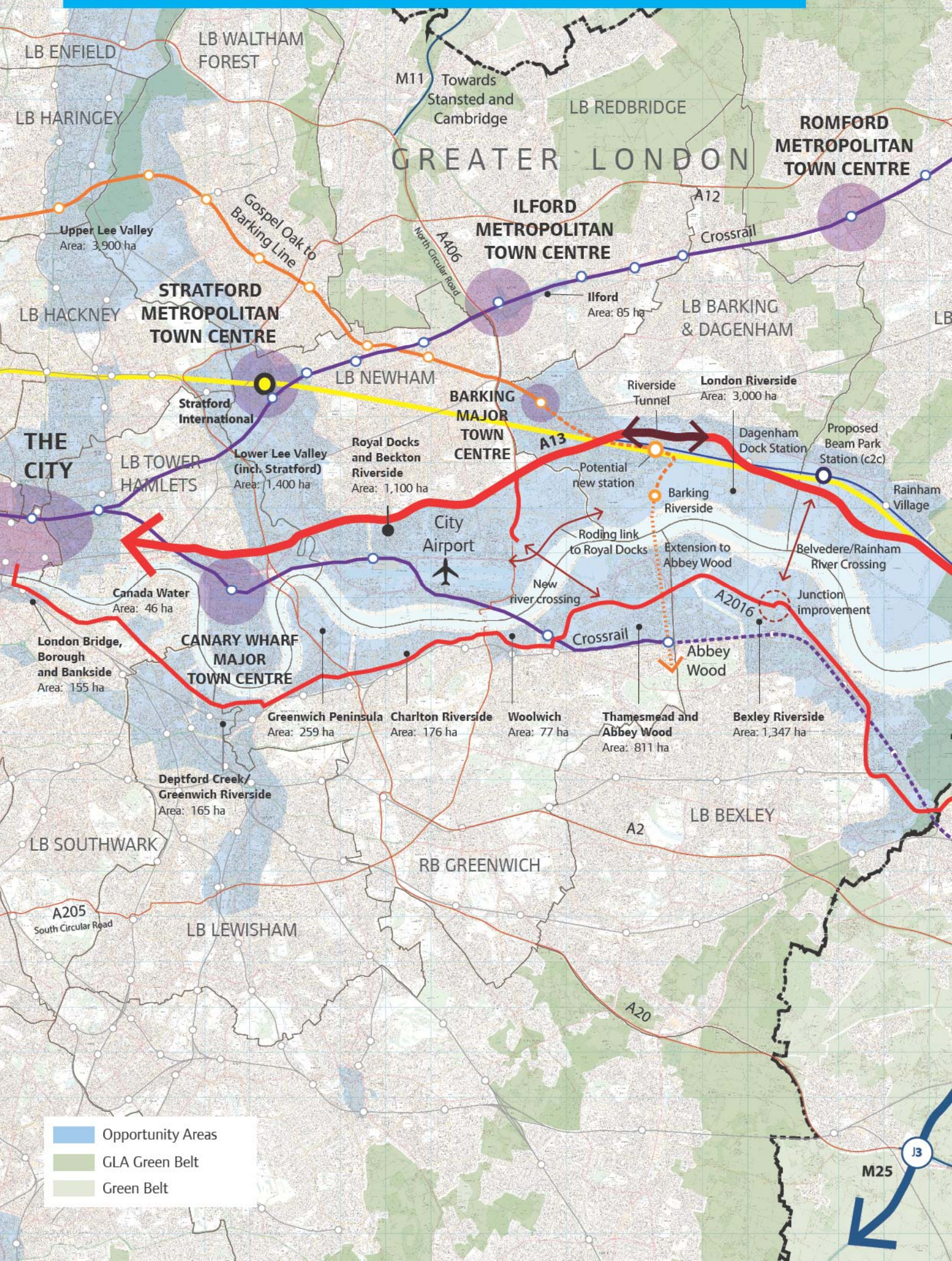
The timing to plan as an integrated part of the wider city couldn't be better. The majority of borough plan core strategies are about to be reviewed, the London Plan review will commence in 2016 and TfL's plans are progressing at pace. There is developer interest, there are significant public land holdings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

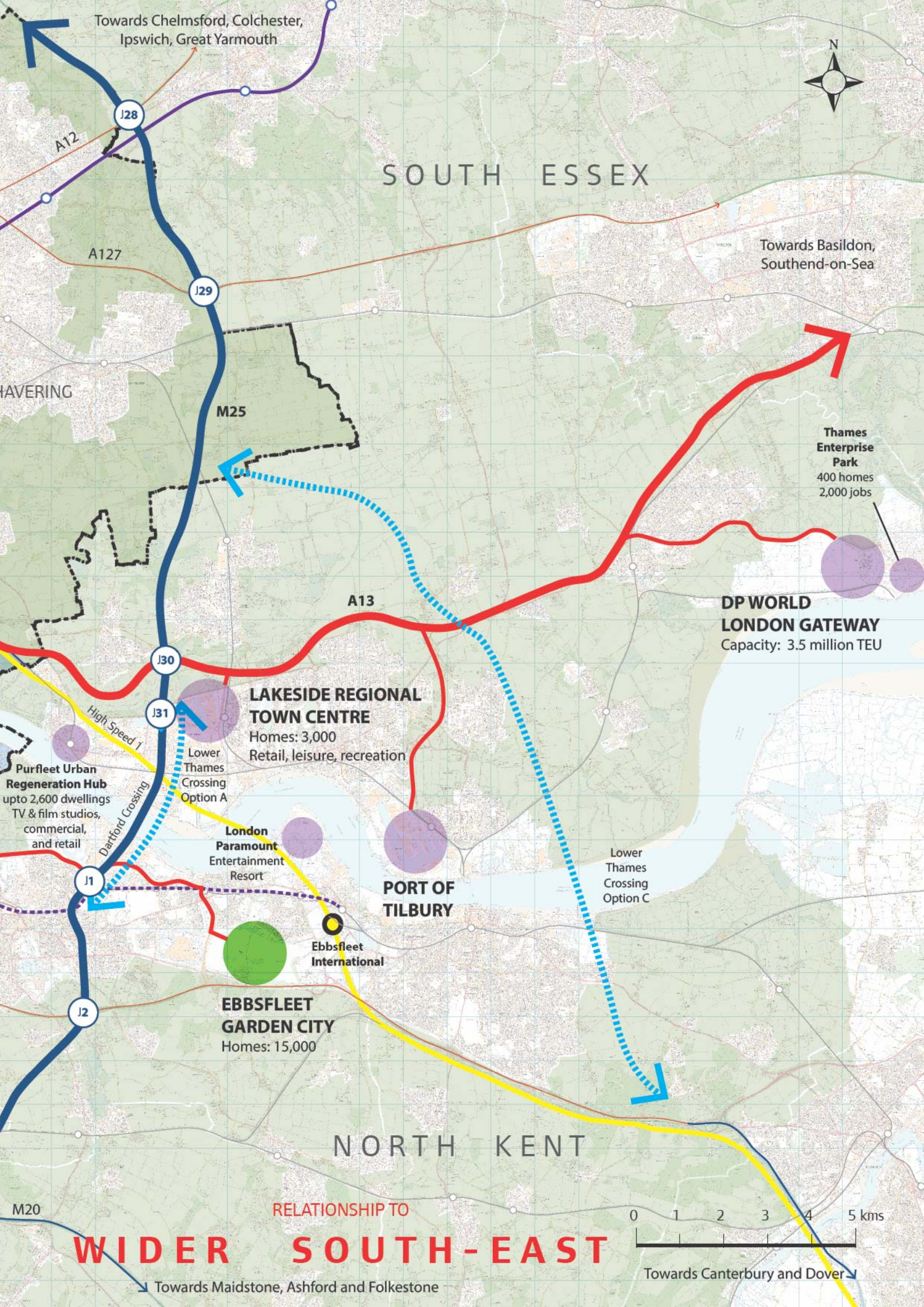
The Abercrombie County of London Plan stopped at the Lee River, beyond which was Essex and Kent. Part of our work is to try to overturn the historic perception of the east being seen as apart from London, rather than as a part of London. It is time to reclaim the City in the East for London!

# CITY IN THE EAST NUMBERS

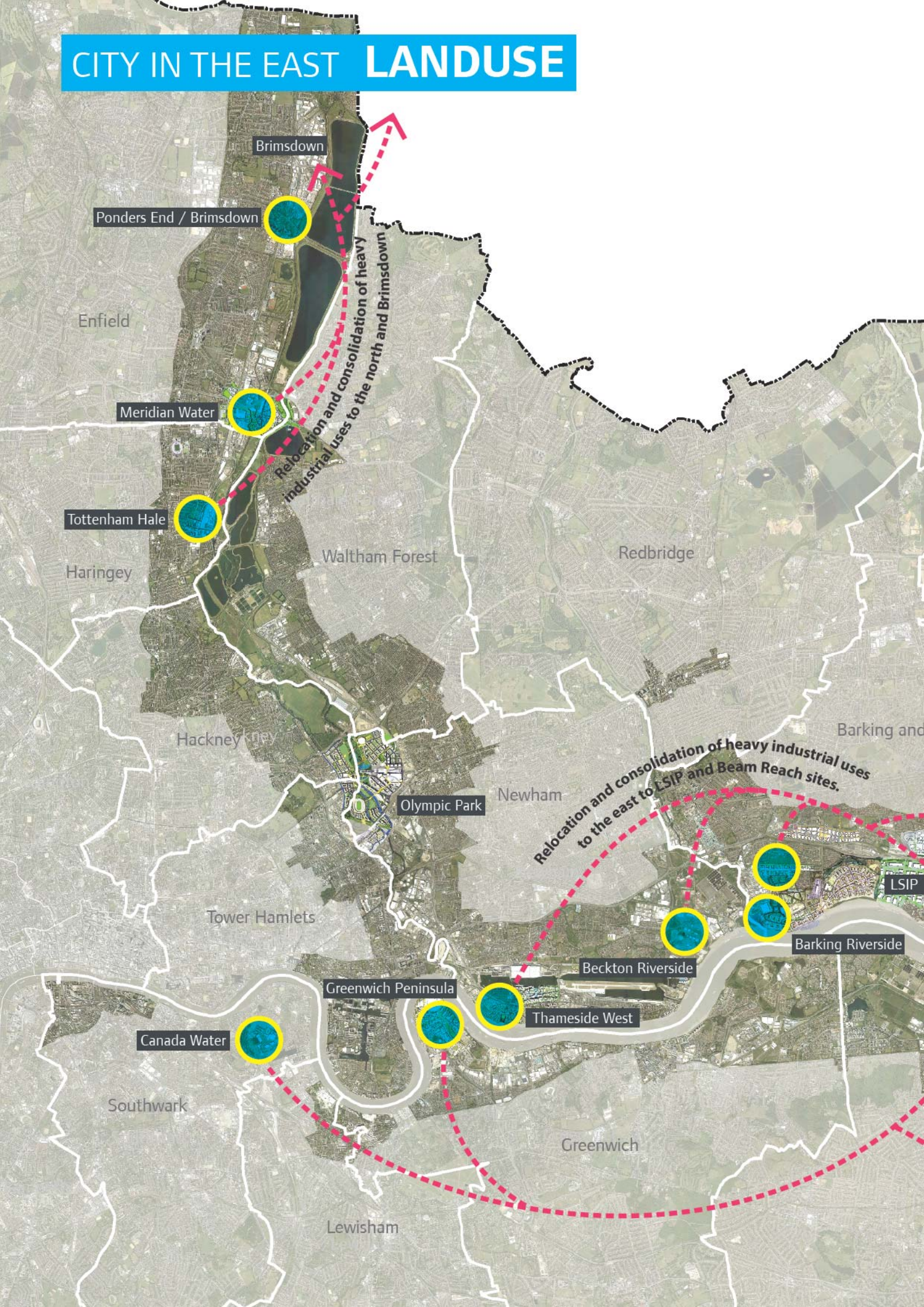




CITY IN THE EAST **WIDER SOUTH EAST**



# CITY IN THE EAST LANDUSE



## LAND USE PLAN FOR CITY IN THE EAST

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

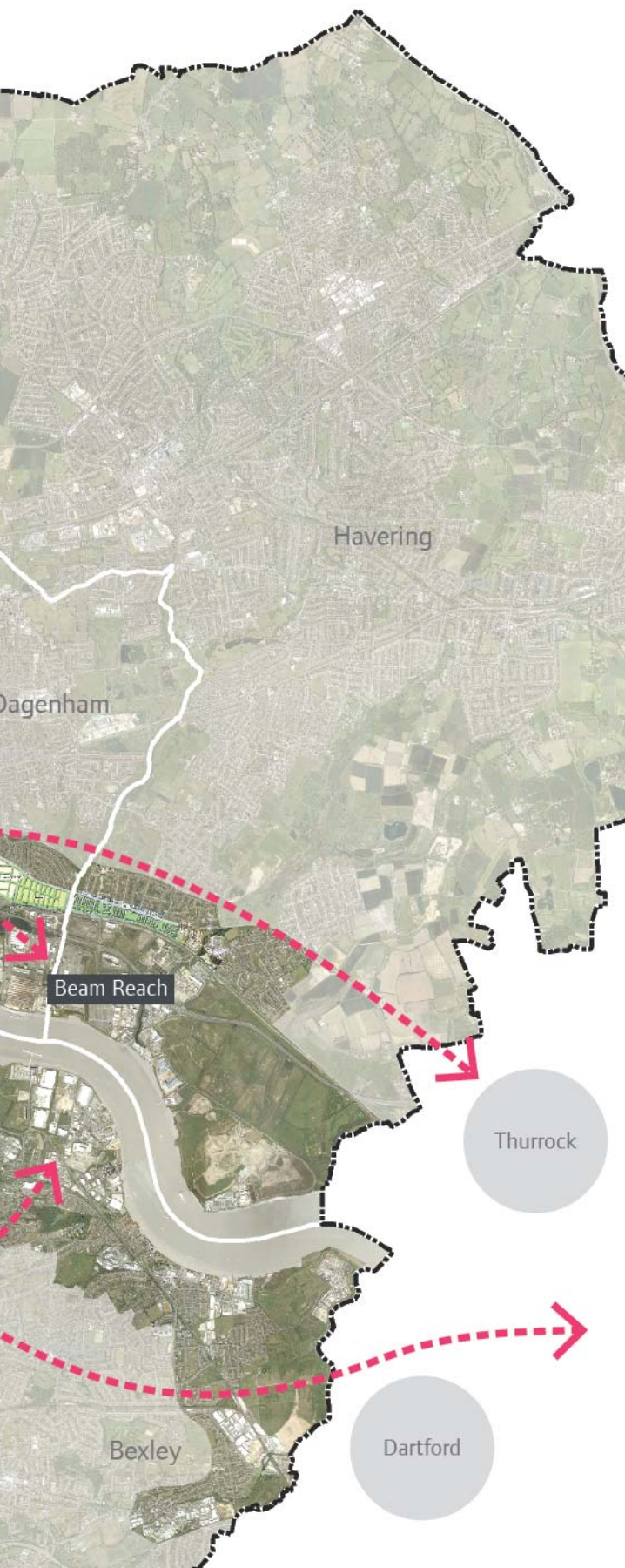
The growing city also needs to function economically. London continues to be the home of successful and growing manufacturing businesses and the continual employment growth in Central London. The need to service the wider population is driving demand for distribution and logistics operations, particularly with the growth of online retailing, as well as supporting waste recycling and the closed loop economy.


The land use plan consolidates and intensifies 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 London Sustainable Industries Park, 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 wider opportunities in east London.



 New mixed use residential centres

0 1 2 3 4 5 kms



# 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.

## OLYMPIC LEGACY SPG

A DIFS study was completed in 2012

## ROYAL DOCKS AND BECKTON RIVERSIDE

DIFS has been commissioned by the GLA and should be reporting by late 2016. 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 GLA work with local authorities to undertake Development Infrastructure Funding Studies (DIFS) for Opportunity Areas within City in the East. Similar studies have been carried out for other OAs including Vauxhall, Nine Elms and Battersea and White City.

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

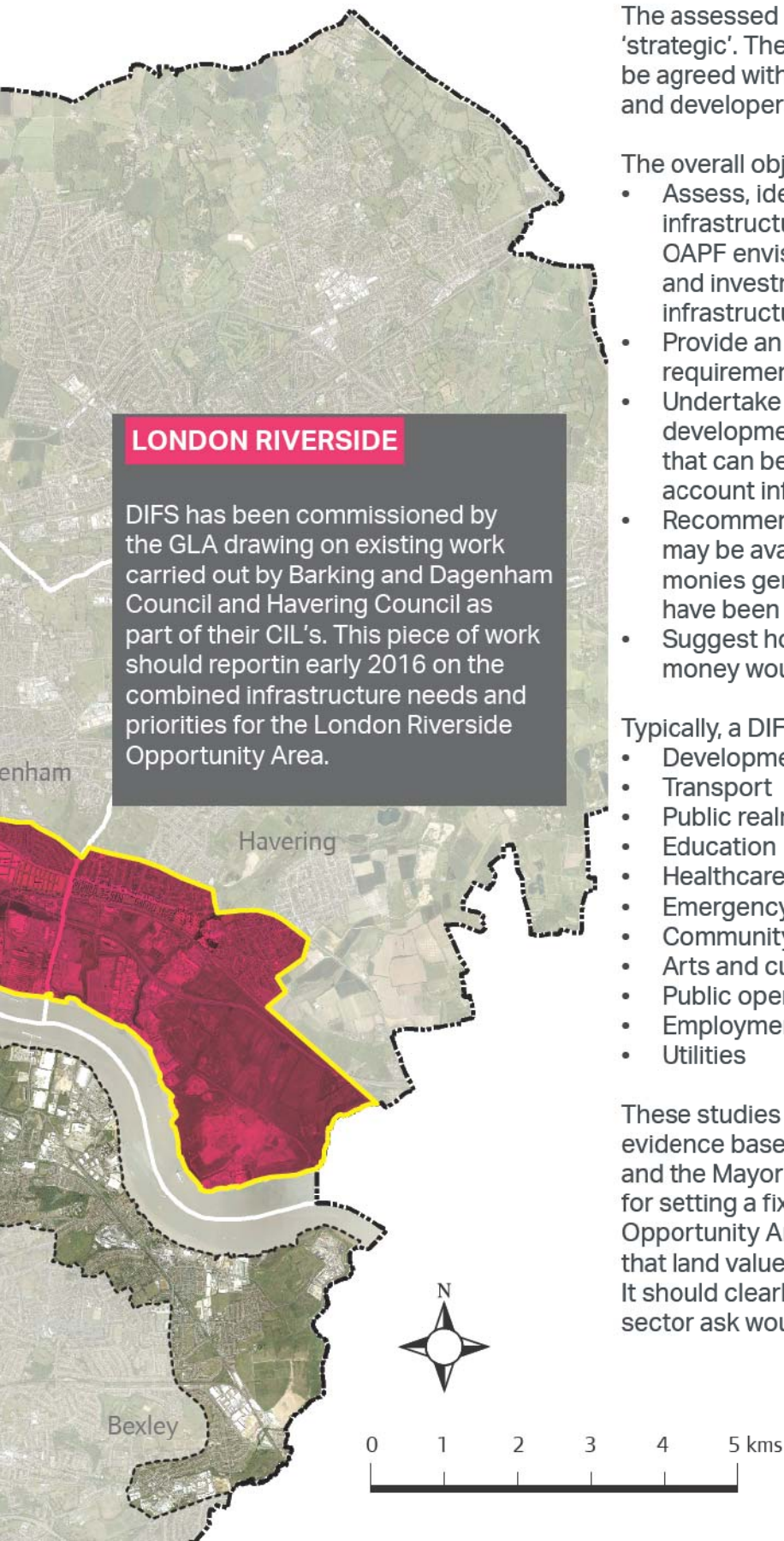
The overall objective of the DIFS is to:

- Assess, identify and quantify the strategic infrastructure necessary to deliver the growth the OAPF envisages, including assessing the delivery and investment plans of landowners, agencies and infrastructure providers
- Provide an overall costing of the infrastructure requirements.
- Undertake a viability assessment of the proposed development and the level of affordable housing that can be viably delivered when taking into account infrastructure, S106 and CIL costs.
- Recommend what alternative funding mechanisms may be available to bridge the funding gap after monies generated by S106 contributions and CIL have been taken into account,
- Suggest how projects can be prioritised and where money would be most beneficially spent.

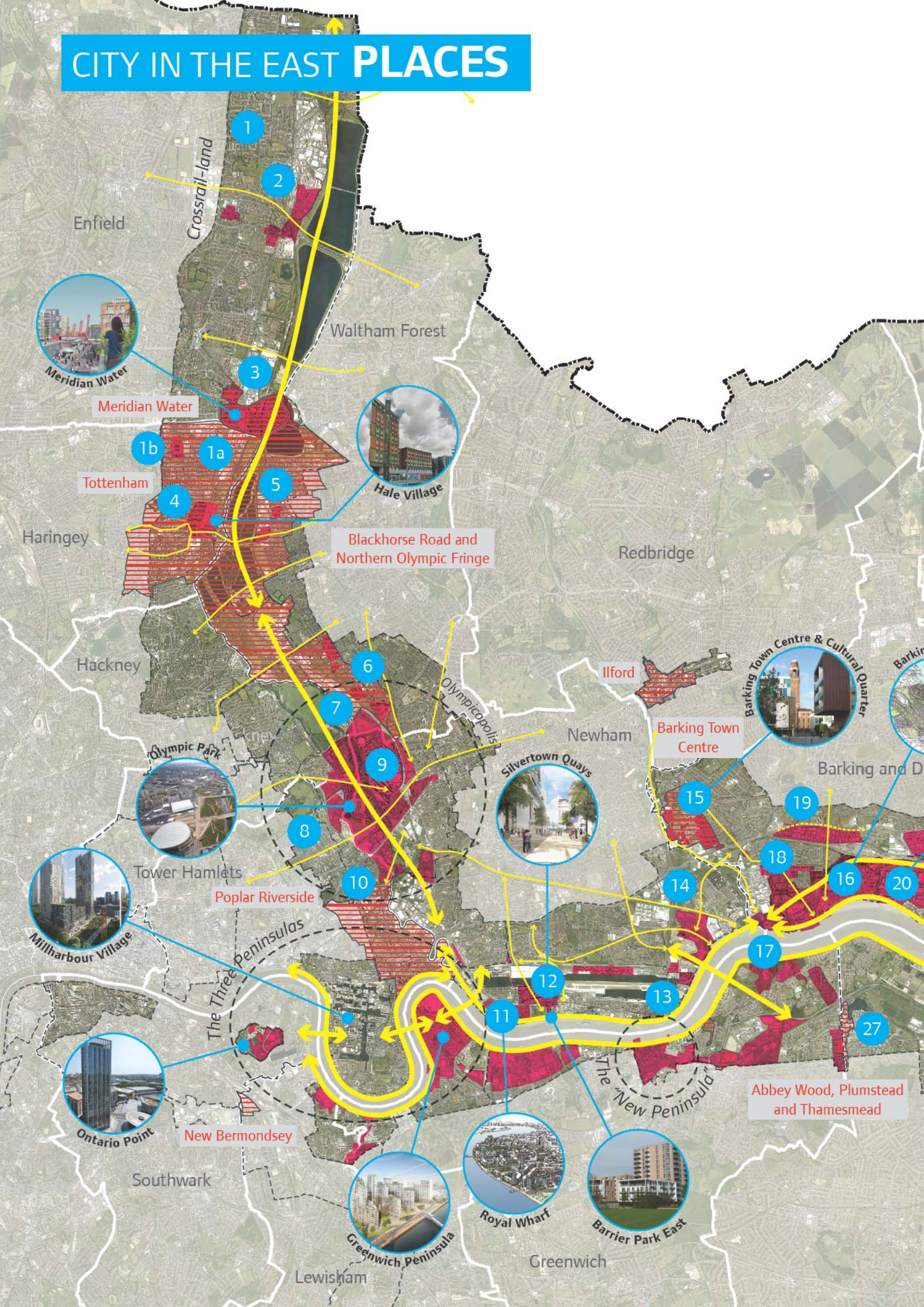
Typically, a DIF study examines the following:

- Development viability and affordable housing
- Transport
- Public realm improvements
- Education
- Healthcare
- Emergency services
- Community centres; libraries 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 CIL. They can also form the basis for setting a fixed rate of affordable housing within Opportunity Areas. An effective DIFS should ensure that land value is captured for the wider public benefit. It should clearly signal to landowners what the public sector ask would be of a developer.



# CITY IN THE EAST PLACES



## UPPER LEE VALLEY 20,100 homes 15,000 jobs

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

## OLYMPIC LEGACY 32,000 homes 50,000 jobs

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

## ROYAL DOCKS 25,500 homes and 60,000 jobs

11. Thameside West 4,500 homes 4,500 jobs
12. Silvertown Quays 3,003 homes 20,700 jobs
13. Albert Island 1,500 jobs
14. Beckton Riverside 5,000 homes 10,000 jobs

## LONDON RIVERSIDE 26,500 homes 16,000 jobs

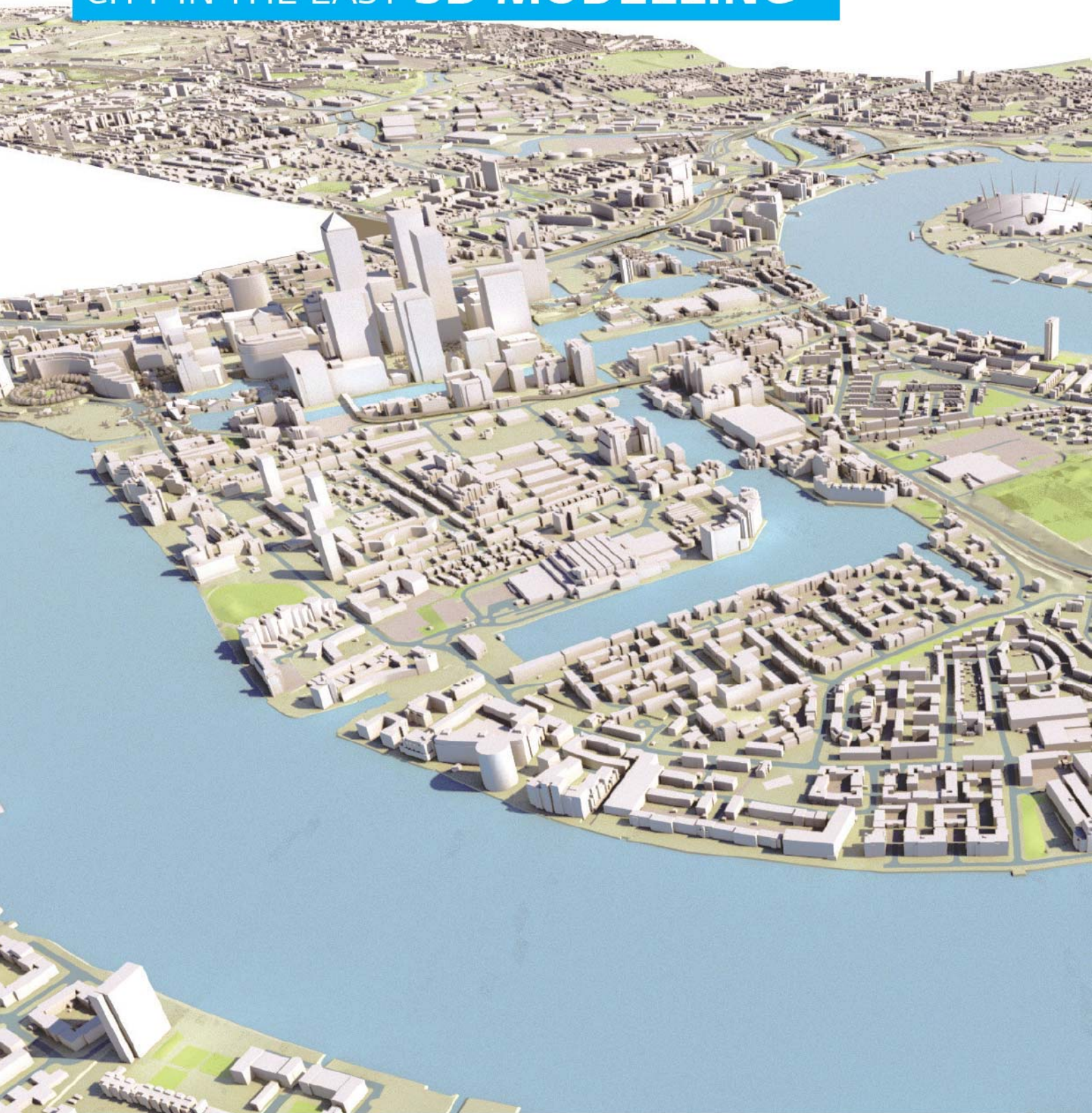
15. Barking Town Centre
16. Barking Riverside 10,800 homes 65,600 sq. m. commercial
17. Creekmouth
18. Thames Road
19. Castle Green
20. Sustainable Industries Park
21. Barking Power Station
22. A1306 sites including Rainham and Beam Park

## BEXLEY RIVERSIDE 21,500 homes 8,500 jobs

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



# 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 a 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.



# CITY IN THE

## Assistant Director - Planning

Stewart Murray

stewart.murray@london.gov.uk

020 7983 4271

## Senior Manager

Colin Wilson

colin.wilson@london.gov.uk

020 7983 4783

## Applications Manager

Justin Carr

justin.carr@london.gov.uk

020 7983 4895

## OAPF Manager

Darren Richards

darren.richards@london.gov.uk

0207 983 4287

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

## Greater London Authority

The Queens Walk

London SE1 2AA

[www.london.gov.uk/cityintheeast](http://www.london.gov.uk/cityintheeast)