

TURNING THE TIDE

REGENERATING
LONDON'S
THAMES GATEWAY





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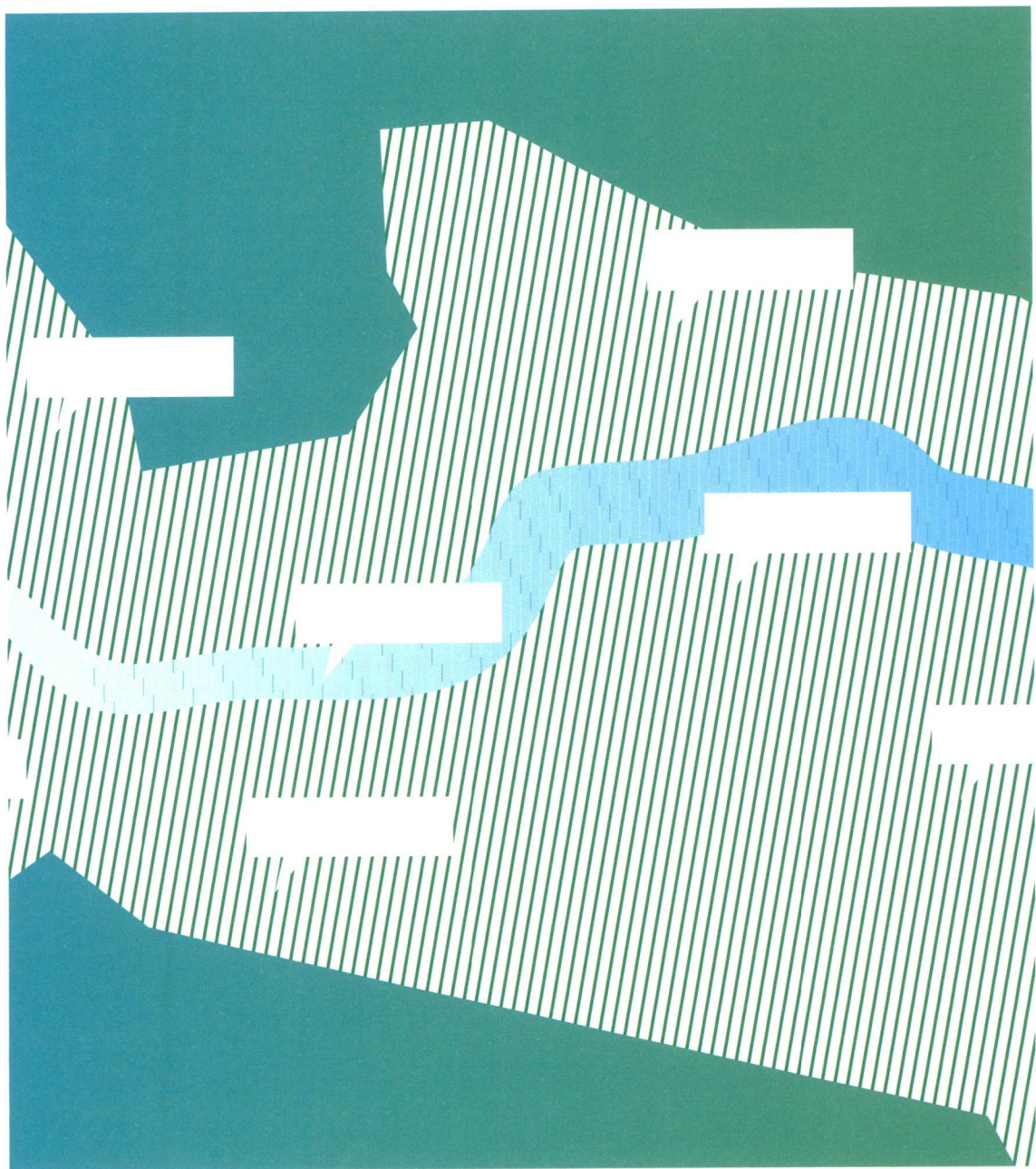
5 JULY - 2 SEPTEMBER 2006
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LONDON THAMES GATEWAY IS THE KEY FOCUS OF DEVELOPMENT FOR GROWTH IN THE CAPITAL AND A PRIORITY FOR LONDON AND NATIONAL GOVERNMENT. IT IS ALSO, HAPPILY, HOME TO THE OLYMPIC AND PARALYMPIC GAMES IN 2012. BUT WHAT IS THE GENERAL PRINCIPLE AT WORK? ARE THERE TOO MANY COOKS? IS ANYONE REALLY TAKING THE LEAD? IS IT TOO DEPENDENT FOR ITS VISION ON PRIVATE DEVELOPERS? THIS EXHIBITION PRESENTS THE STATE OF PLAY, LOOKS AT CURRENT PROJECTS AND HOW IT MIGHT LOOK, FEEL AND WORK IN THE FUTURE.

WHO DOES WHAT?

Tony Travers of the London School of Economics has described Thames Gateway as a 'muddle of overlapping mechanisms'. Myriad organisations have an input into the development of Thames Gateway under the overall guidance of the Department for Communities and Local Government within central government. This list covers those connected with just the London end of the wider Gateway area and includes the interplay between local authorities, urban development corporations and local regeneration partnerships.

ARCHITECTURE AND URBANISM UNIT (SOON TO BECOME DESIGN FOR LONDON)

Headed by architect Richard Rogers, the A+UU champions good design. Located at City Hall, the unit employs eight core staff and external consultants who work on projects across the GLA Group, principally with Transport for London and the London Development Agency. The A+UU's Thames Gateway work includes developing a 'design-led vision for London's largest area of change that prioritises the quality and design of the built environment.' Key areas include the Lower Lea Valley, the evolving 'City East' project and the Green Grid.

BEXLEY REGENERATION PARTNERSHIP

BRP's strategy is to identify major development sites and opportunities to improve the image and attractiveness of the area, to complete the South Thames Development Route through the borough and encourage improvements to local access and circulation in conjunction with new development and to develop riverside residential areas.

BRITISH WATERWAYS

British Waterways is responsible for the inland waterway network within the Thames Gateway.

CABE

CABE, the Commission for Architecture and the Built Environment, has been asked by the ODPM, now DCLG, to lead on the creation of a document about the identity and character of Thames Gateway. The client for the document is the Thames Gateway Strategic Partnership, and it will be used to inform the strategic framework for Thames Gateway commissioned by ODPM, which is being prepared over the summer of 2006.

DEFRA

The Department for Environment, Food and Rural Affairs (DEFRA), whose broad aim is to further sustainable development, is chairing a working group on the Thames Tideway and 2012 Olympic Games. This aims to develop an agreed action plan to address concerns about sewage pollution of the River Lea which may affect the Olympic Games in 2012 and must have regard to other longer term initiatives relating to sewer overflow issues in the Thames Tideway. In 2004, DEFRA and the then Office of the Deputy Prime Minister (ODPM) jointly launched Greening the Gateway, the Government's vision for green space in the Thames Gateway.

DEPARTMENT FOR COMMUNITIES AND LOCAL GOVERNMENT SUSTAINABLE COMMUNITIES PLAN

The DCLG is the government department leading on the development of Thames Gateway and is currently preparing a framework for the next stage, with new housing targets and more of a focus on delivery. Thames Gateway is a 'national priority for regeneration and growth'. It intends to follow its 'Creating Sustainable Communities' report of March 2005 with the new framework and expects to produce a draft form of the framework by November 2006 and a full report after the government's spending review next March. Housing projections are expected to rise.

ENGLISH HERITAGE

English Heritage has undertaken a strategic characterisation study of Thames Gateway's historic environment to develop a broad understanding of the historic landscapes, built heritage and buried archaeological sites. Ultimately, this will form a framework to aid English Heritage and its partners in responding to the plans and proposals for the Gateway.

ENGLISH NATURE

English Nature champions the conservation of wildlife, geology and wild places in England. It is a Government agency set up by the Environment Protection Act 1990, funded by the Department of Environment, Food and Rural Affairs, and it gets involved in projects such as landscape-scale delivery of biodiversity within the framework of sub-regional

projects such as Thames Gateway and the Thames Landscape Strategies. It also has direct input into the Mayor's Strategies, including the Spatial Development Strategy and the Biodiversity Strategy.

ENGLISH PARTNERSHIPS

EP is the government's regeneration agency, and is charged with developing two brownfield sites in the Thames Gateway in particular – Greenwich Peninsula and Barking Riverside. It also helps decontaminate land and set up infrastructure to aid development, promotes housing developments and acquires and assembles land for development. EP is spearheading the competition to provide £60,000 homes, providing land to accommodate the schemes.

ENVIRONMENT AGENCY

The Environment Agency has done work on the potential for flooding in the Thames Gateway area. Through its TE2100 project, the agency is examining a strategic, river basin-wide approach to deliver the required level of protection for the 21st century.

HOUSING CORPORATION

The Housing Corporation is the Government agency responsible for regulating and investing in housing associations in England. It has worked on housing at Royal Arsenal, Greenwich Millennium Village, Dartford Town Centre and Rochester Riverside.

LEA VALLEY REGIONAL PARK AUTHORITY

The authority was created by an Act of Parliament to regenerate and manage 10,000 acres of the Lea

WHO DOES WHAT?

Valley for the provision of leisure, recreation and nature conservation for the benefit of Hertfordshire, Essex and Greater London. It was established to regenerate the Lea Valley from what it brands as 'a neglected back yard' into a 'green wedge' extending right into the inner parts of east London. Its purpose is to help meet the ever growing and various leisure needs of the people of Hertfordshire, Essex and Greater London (a population well in excess of nine million and multi-cultural by nature), whilst conserving nature and improving the environment.

LEASIDE REGENERATION

Leaside Regeneration is a company with a mission to deliver 'innovative and exemplary' sustainable regeneration. Water City aims to transform east London into a 'Venice of the east' by rediscovering its hidden network of waterways.

LOCAL AUTHORITIES

The local authorities in Thames Gateway are Tower Hamlets, Newham, Barking and Dagenham, Havering, Lewisham, Greenwich and Bexley. Their tasks are to set out community strategies, prepare local development frameworks and spatial visions, identify local housing needs, encourage and enable investment and commission masterplan work.

LONDON DEVELOPMENT AGENCY

The LDA is a regional development agency and the Mayor's body responsible for driving London's sustainable economic growth. Part of that remit is to develop the Thames Gateway, where the LDA is one of the largest landowners, with more than 600

acres of land. The LDA and partners have published a framework for the area – the London Thames Gateway Development and Investment Framework – that sets out how 91,000 new homes and supporting services could be built in the area by 2016.

THE LONDON THAMES GATEWAY DEVELOPMENT CORPORATION

The London Thames Gateway Development Corporation was established to deliver jobs and housing. Funded by the Department for Communities and Local Government and governed by an independent board of directors, its aim is to accelerate the pace of regeneration. It can acquire, hold, manage, reclaim and dispose of land and other property; carry out building and other operations; seek to ensure the provision of water, electricity, gas, sewerage and other services; provide funding and undertake any appropriate activity which may underpin the regeneration of the London Thames Gateway area.

MISC 22

MISC 22 was a specially designated Cabinet committee set up and chaired by Prime Minister Tony Blair at the time of the launch of the then ODPM's Sustainable Communities document to carry forward development of Thames Gateway strategies. Its remit was to 'consider how far and on what timescale to seek to develop the Thames Gateway – in particular to consider the requirements and the funding implications for transport infrastructure and other key public services.' According to the Cabinet Office, it no longer meets. However, there continues to be a committee for the Olympic and Paralympic Games

and another for housing and planning, whose terms of reference include affordable housing. This, says the Cabinet Office, is obviously of crucial significance to the Gateway.

OLYMPIC DELIVERY AUTHORITY

The Olympic Delivery Authority (ODA) is the public body responsible for ensuring delivery of the new, permanent Games venues, infrastructure and legacy facilities for London. Working alongside the London Organising Committee of the Olympic Games (LOCOG), it is responsible for preparing the 500 hectare Olympic site. Its powers include buying, selling and holding land; making arrangements for building works and the installation of transport and other infrastructure; developing an Olympic Transport Plan, and making orders regulating traffic on the Olympic Road Network. It is also establishing itself as the local planning authority for any particular area, subject to a separate statutory process.

ROYAL SOCIETY FOR THE PROTECTION OF BIRDS

The RSPB has challenged the Government to ensure genuinely sustainable development that recognises and promotes the importance of the natural environment. The Thames Estuary regularly supports over 200,000 wildfowl and wading birds over the winter and is a staging post for many hundreds of thousands of migrating birds during the Spring and Autumn.

THAMES GATEWAY LONDON PARTNERSHIP

The Thames Gateway London Partnership is supported by all 12 local authorities in the London Thames Gateway area, five universities, the local Learning and Skills Council and the strategic health organisation. Its remit includes skills development, environmental and transportation improvements, the European dimension, community safety and community involvement. TGLP is a strategic and lobbying organisation, not a delivery body.

TRANSPORT FOR LONDON

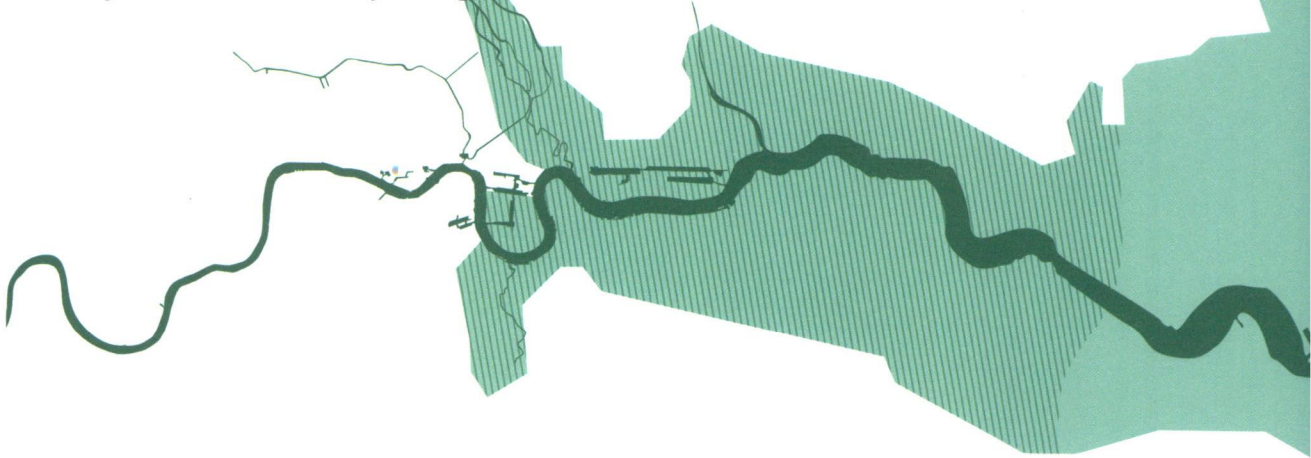
Transport for London (TfL)'s role in the London Thames Gateway area is crucial in providing infrastructure such as bridges (the proposed Thames Gateway Bridge being one) and rail systems or extensions to support regeneration.

WOOLWICH REGENERATION AGENCY

Woolwich Regeneration Agency aims to develop Woolwich as a strategic location within the Thames Gateway by improving the town centre's facilities and services and ensuring that new developments and the transport infrastructure are integrated. It was set up by Greenwich Council with support from the ODPM and London Development Agency.

SIGN OF THE THAMES

The London Thames Gateway boundary is defined in a Government document, *RPG9a – The Thames Gateway Planning Framework*. Development of such a large area takes time. It is instructive to compare the development programme of the Gateway with that of Canary Wharf. The latter 87 acre site – which is predominantly offices – took some 25 years to get to where it is today. The former is some 500,000 acres, with more of a residential component and far more complex transport infrastructure requirements. London Thames Gateway will probably still be a key element of the Mayor's agenda in 2050.



SHADED AREA: LONDON THAMES GATEWAY
SOLID AREA: THAMES GATEWAY



BIG ISSUES

Development of London Thames Gateway – or indeed any large scale area of the UK – inevitably throws up all sorts of challenges in a number of different areas. The following represents the key ones likely to have a bearing on the immediate future, given the nature of the site, the land, politics and social issues.

CLIMATE CHANGE

Climate change is the world's most major environmental challenge. Rising global temperatures will bring changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather events. For the London Thames Gateway this means the prospect of flooding, since much of the area lies in the flood plain. The government says it aims to implement policies through local authorities to ensure all new development is sited appropriately. The Environment Agency is developing a strategy for flood risk management, while the DCMG is looking at the feasibility of making the Gateway carbon neutral.

DENSITY

The general thrust in terms of development in the Thames Gateway, in line with current planning principles including the London Plan, is towards higher density levels. A 2004 LSE report – A Framework for Housing in the Thames Gateway – recommends building at moderately high density – an average of 50 to 100 homes per hectare and more in the inner Gateway – to allow potentially much more ambitious building targets, but which supports family houses with gardens as well as higher density flats for childless households. Planning authorities are

expected to avoid housing developments which make inefficient use of land (those of less than 30 dwellings per hectare net) encourage developments which make more efficient use of land (between 30 and 50 dwellings per hectare net) and seek greater intensity of development at places with good public transport accessibility.

GREEN SPACE

Green space is an important element of many plans for the London Thames Gateway. Architect Terry Farrell's plans envisage a national park for the area, while the Olympic plans have a major green space at the heart of the masterplan. Landscape architect Lovejoy has also produced a research study on the area's baseline landscape situation and potential – concluding it needs a regional identity, which is the subject of current work by CABE. Nature conservation is also a priority on green spaces in the Gateway, including Sites of Special Scientific Interest and Ramsar sites. Finally, the Green Grid will involve the creation of new public areas and enhancement of existing parks and green spaces. In East London this means 'a living network of parks, green spaces, river and other corridors connecting urban areas to the river Thames, the green belt and beyond.'

HISTORY

The economy of London has long been tilted in favour of the west. Part of the thinking behind the various Thames Gateway strategies, begun by Michael Heseltine in 1991 with his East Thames Corridor idea, is to regain that equilibrium by shifting it eastwards. The chasm between East and West is a throwback to when London's East End was seen as a labour source for industries along the Thames, which throughout history was a vital corridor for trade, travel and industry. Most of the inland areas have been inhabited since earliest prehistory and there has been no period when the land has been empty of people, their buildings or their work.

HOUSING PROVISION

The Government's Creating Sustainable Communities document proposed that by 2016, at least 120,000 homes will be built across the wider Thames Gateway area, in sustainable communities with around 35% affordable for rent or purchase by first time buyers including key workers. The figures are subject to change and are expected to rise in a new framework being written by the Department of Communities and Local Government, principally because of demographic figures – more divorces, etc – outstripping supply. The London Thames Gateway Development Corporation has been set up to lead the housing and jobs targets.

SKILLS

The target for jobs is currently 180,000 in the Gateway by 2016. The London Thames Gateway Development Corporation is leading the creation of skills in the region to cater for this. Already in London Riverside there is the Centre for Engineering and Manufacturing Excellence, a partnership between Ford, local and regional development agencies and

two colleges, which train 1000 students a year in engineering and ICT. Unemployment rates across London Thames Gateway are in excess of 10 per cent, 20 per cent in some wards. The London Plan predicts up to 636,000 additional jobs by 2016, 250,000 of them in East London.


SUSTAINABILITY

The broad underlying factors governing the sustainable communities include their ability to integrate with existing communities, return derelict and contaminated brownfield land to productive use, preserve and enhance the Gateway's environmental and cultural heritage, promote the prosperity and vitality of town centres and local businesses and ensure that infrastructure and local services are in place when the community needs them. Sustainable urban drainage systems are also thought to be essential, while the review of the Mayor's London Plan will include carbon dioxide reduction targets.

TRANSPORT

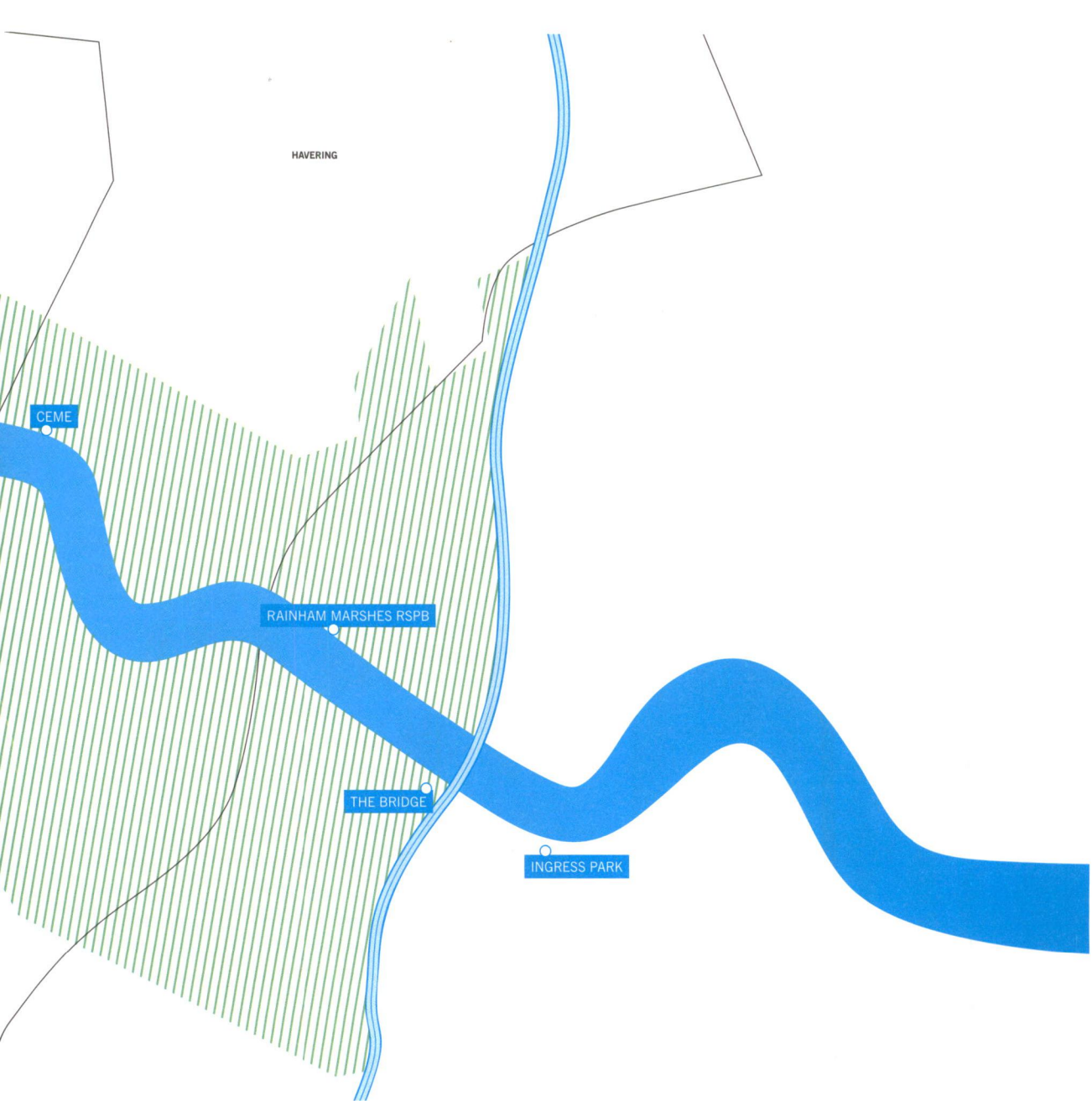
Transport is a key consideration in effective economic regeneration. In Thames Gateway, the network is already under strain and new developments will be focused on transport hubs and areas with good existing or planned transport links. Key to the area will be the Channel Tunnel Rail Link and improved public transport network in East London, along with road improvements, a proposed bridge to link north and south of the Thames at Beckton to Thamesmead (which has a provisional offer from the Department of Transport of £200m of PFI credits towards construction) plus DLR and tube enhancements. Transport for London and the Highways Agency are crucial in this regard.

THE RU



THE SUCCESS OF LONDON
THAMES GATEWAY AS A PLACE
TO LIVE AND WORK WILL BE
LARGELY DEPENDENT ON THE
QUALITY OF THE PROJECTS
DEVELOPERS AND OTHER
ORGANISATIONS ACTUALLY BUILD.
THE SCHEMES WHICH FOLLOW
ARE BY NO MEANS EXHAUSTIVE
BUT GIVE AN IDEA OF THE WAY
THE PLACE IS TAKING SHAPE
FROM LARGE SCALE SCHEMES
LIKE BARKING RIVERSIDE TO ART
INTERVENTIONS ON THE A13.



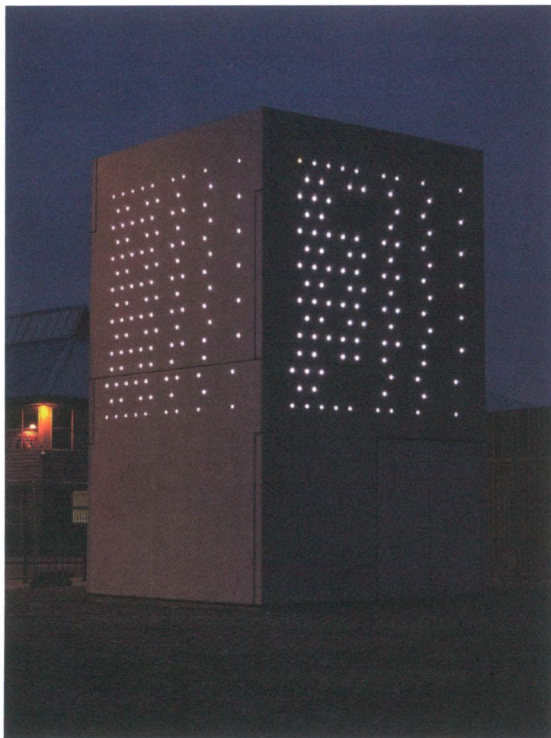


A13 ARTSCAPE

A13 Artscape is an ambitious public arts project aimed at improving the congested, hostile landscape of the A13 road in Barking and Dagenham. The project introduces artist-designed landscapes, greener verges, cycle ways and footpaths, lighting schemes, refurbished subways and landmark features that punctuate the route and signify place. The masterplan for the scheme is the work of Tom de Paor, a Dublin-based architect.

ABBOTT'S WHARF

This colourful scheme by the affordable housing provider East Thames Housing Group and private developer Telford Homes sits on a canalside site at Abbott's Wharf on the Limehouse Cut in Poplar, East London. It includes 201 dwellings arranged over four separate buildings set perpendicular to a new mooring basin to open up views of the canal from the nearby Bartlett Park. The buildings are in a mix of tenures: affordable rent, shared ownership and private sale, but architects Jestico + Whiles strove to design the project so that there is no outward evidence of this in terms of the design quality and materials or in the treatment of external spaces. A particular feature is the use of frameless glass balconies which were delivered to site complete and bolted on.



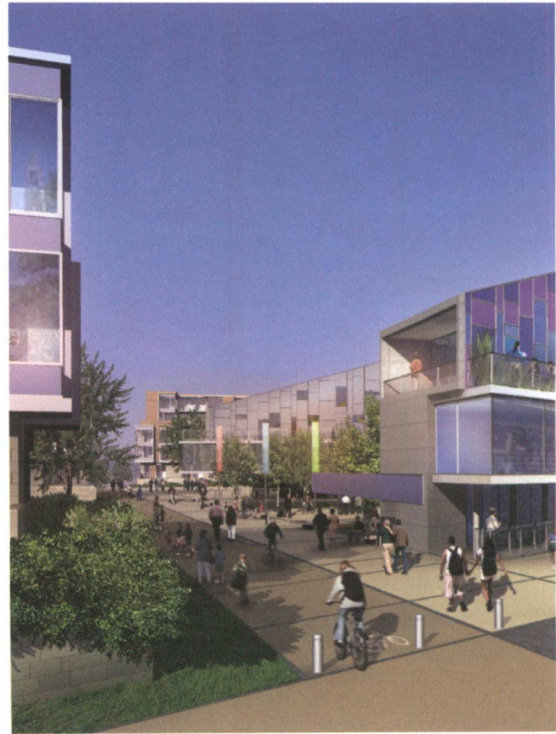
BARKING CENTRAL

Barking Central is designed by Allford Hall Monaghan Morris originally for Urban Catalyst – now for Redrow – to create 200 homes and a lifelong learning centre on the site of an original library. The project sits adjacent to the existing town hall and includes the creation of a new civic square. The £27 million project is on site and projected to be completed this year (2006).



BARKING RIVERSIDE

Barking Riverside is a high density community being developed on 150 hectares of land with two kilometres of Thames waterfront, in Barking and Dagenham. Close to Barking town centre and set to be home to more than 26,000 people, the scheme includes schools, shopping, parkland, healthcare facilities, access to the river and improved transport connections. Project partners are housebuilder Bellway Homes, English Partnerships and Barking and Dagenham Borough Council. The project, masterplanned by Dutch architects and urban designers Maxwan, is awaiting outline planning permission.



CANARY WHARF

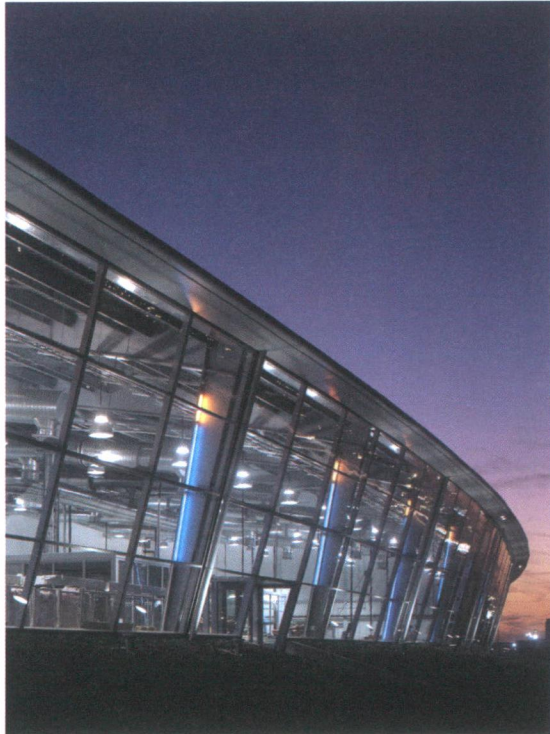
Canary Wharf kick started the development of the Docklands in 1988. It now extends over 97 acres and includes buildings by some of the world's leading architects, including Cesar Pelli, Foster and Partners and Terry Farrell. 80,000 people work there and around 14.1 m sq ft of office and retail space have been constructed to date.

Churchill Place forms the eastern gateway to Canary Wharf and currently comprises four buildings, including One Churchill Place, which is occupied by Barclays PLC. It also has a new retail building of 20,000 sq ft enclosed by a semi-circular glazed roof while a main retail area will incorporate a new library/ideas store for the London Borough of Tower Hamlets. 5 Churchill Place will be built to the east of One Churchill Place and will comprise 200,000 sq ft over 12 storeys.



CEME

The Centre for Engineering and Manufacturing Excellence was designed by architects Sheppard Robson and funded by the London Development Agency, London Riverside, Ford Motor Company and Government and European stakeholders. It aims to provide and encourage learning activities that build engineering, manufacturing and business capability in the Thames Gateway.



CENTREWAY

A Barratt-developed scheme of one- and two-bedroom apartments in Ilford town centre, close to Ilford Station.



CHANNEL TUNNEL RAIL LINK

The Channel Tunnel Rail Link is the first major new railway to be built in the UK for more than a century and will be served by three new stations at St Pancras, Stratford and Ebbsfleet. The line is set to open in 2007. Stratford City will be developed around the new CTRL station (pictured below).



CONTAINER CITY

Container City is a versatile system of providing affordable accommodation for a range of uses made from shipping containers, a concept devised by Urban Space Management. The scheme is at Trinity Buoy Wharf at East India Dock, a Victorian industrial complex just across the Thames from the O2 Dome.

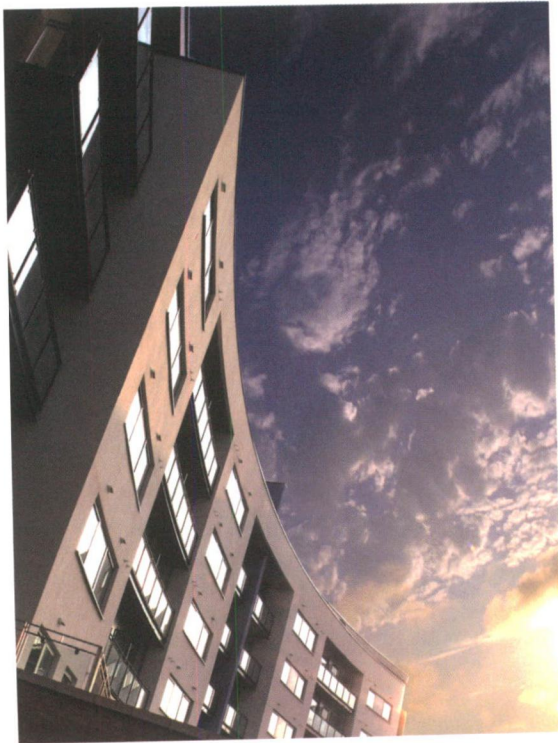
CONVOYS WHARF

Convoys Wharf is a 40-acre site on the Deptford waterfront once owned by News International, which is to be turned into a mixed-use community of homes, businesses and leisure facilities – more than three million square feet in total. In the Hutchison Whampoa project designed by Richard Rogers and Partners, about 3,500 flats are planned, 35 per cent of which will be affordable. The London Borough of Lewisham granted planning approval for the masterplan in 2005.



THE CRESCENT AT THAMES WALK

This new residential development by Barratt is built around a crescent of apartments, which face the river at Thamesmead.



CROSSRAIL

Cross London Rail Links (Crossrail) is a 50/50 joint venture company formed by Transport for London (TfL) and the Department for Transport (DfT) that has been tasked with promoting and developing a new route through London, from Shenfield and Abbey Wood in the East, to Maidenhead and Heathrow in the West. Crossrail was allocated a budget of £154m in 2001 by central Government to carry out feasibility work and to acquire Parliamentary powers. The project will include a series of new stations and tunnels in central London and could be completed by 2015. Funding has yet to be agreed for the estimated £10 billion cost (Q1, 2002 prices), which includes £3bn contingencies.



DONNYBROOK QUARTER

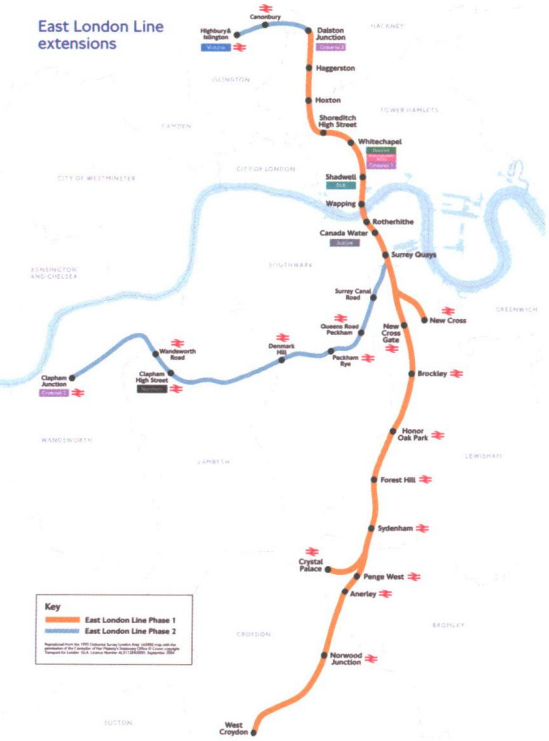
Donnybrook Quarter was commissioned by Circle 33 Housing Trust in 2003, and is a model for large scale, high density, low rise urban design. The scheme is laid out around two new 7.5m wide tree lined streets bordered on each side by two and three storey buildings. At their intersection, at the heart of the scheme, the two streets broaden out into a square. Balconies and oriel windows overhang the street, terraces and the numerous front doors create a sense of ownership and the opportunity for personalisation (pots, deck chairs, hanging baskets).



EAST LONDON LINE

The East London Line Project (formerly known as ELLX) is a Transport for London project to extend and upgrade the existing (London Underground Limited) East London Line, converting it into a new metro-style (National Rail) train service. This will provide services that will extend north to Highbury & Islington, south to West Croydon and west to Clapham Junction and in the future could potentially facilitate 'orbital' journeys around London.

To be delivered in two phases, Phase One will extend the existing line north to Dalston Junction and south to Crystal Palace and West Croydon. Phase Two will extend the line west to Clapham Junction and connect North London Line stations at Canonbury and Highbury & Islington. Phase One of the project will be delivered by June 2010, in time to support the 2012 Olympic Games.



THE GREEN GRID

The Green Grid is a 'living network of parks, green spaces, river and other corridors connecting urban areas to the river Thames, the green belt and beyond.' The Thames Gateway London Partnership is co-ordinating the Green Grid programme on behalf of the East London Green Grid Steering Group. Delivering it will involve creating new public areas and enhancing existing parks and green spaces. The concept is not designed to displace current open space projects or programmes, but to strengthen the awareness and support for their delivery and management under a single strategic banner.



GREEN SPACE: FUTURE SCENARIO
3 BIG GREEN SPACE PROJECTS

GREENWICH MILLENNIUM VILLAGE

The Village was the first Millennium Community to be identified. Designed by Ralph Erskine with EPR for the first phases and Proctor Matthews for the latter, the village is being developed by Greenwich Millennium Village Ltd (GMVL), a joint venture between Countryside Properties and Taylor Woodrow, working in association with social housing partners Moat Housing Group and Ujima Housing Association.

671 homes are already built and occupied, including a number of live/work units, while an integrated school and health centre funded by English Partnerships opened in 2001.



GREENWICH PENINSULA

The £5 billion regeneration of 190 acres of the Greenwich Peninsula is being led by Meridian Delta (MDL), a joint venture between Lend Lease and Quintain Estates and Development PLC, working together with English Partnerships. The masterplan developed by Farrells comprises 10,000 new homes as well as a business district, shops, two schools and community and leisure facilities. Anschutz Entertainment Group is responsible for the redevelopment of The Dome into "The O₂"; a 23,000 capacity arena and entertainment district. (The entire development will take about 15 years to complete with the first phase, The O₂ and a new square opening in summer 2007.)



HEART OF EAST GREENWICH

English Partnerships is leading the regeneration of the former Greenwich District Hospital site to create a new landmark facility for East Greenwich. The mixed-use development will include a new library, leisure, health and retail facilities alongside new affordable and private homes.



INGRESS PARK

Ingress Park is an award-winning seven year housing development by Crest Nicholson in the grounds of an ancient abbey overlooking the Thames at Greenhithe. Built on a 29 hectare site 2 miles east of the M25 Dartford Crossing and close to the Bluewater shopping centre, Ingress Park is a seven-year programme to build 950 homes, shops, live-work units and a new school. The scheme – designed by Fraser Stewart and Tibbalds TM2 – is set within 72 acres of wooded parkland and includes houses and apartments in residential areas that reflect the architecture of the grade II listed abbey and Kent's historic villages. Although just outside the London Thames Gateway area, Ingress Park has been included as an exemplary 'suburban' scheme, as opposed to the higher density projects closer to the centre.



LEAMOUTH PENINSULA

Developers Ballymore Properties aim to transform under-utilised land at the gateway to the Lower Lea Valley. Working with architect SOM, the plan is for a 6.91 ha site at a bend in the River Thames north of the Dome and Greenwich peninsula. The scheme includes new housing (between 1665 and 1990 units at the 4.63 ha northern section of the site and 1100 and 1325 units on the 2.28 ha southern site), offices, shops, cafés, cultural and educational facilities in buildings from 3 to 27 storeys tall, along with public spaces landscaped by Martha Schwartz, parking and extensive riverfront access. The core of activity in Canning Town will extend across the river via a landmark pedestrian linkage designed by Thomas Heatherwick, which will be supported from nearby buildings.



LEWISHAM TOWN CENTRE

Urban Renaissance Lewisham, a regeneration partnership led by Lewisham Council, has begun a project to redevelop the Town Centre. It is supported by £15.9 million of Government funding which will, in turn, trigger more than £200m of private sector investment. Regeneration consultants Urban Practitioners has been appointed by Lewisham Council to work on a Development Strategy for Lewisham Town Centre. The team will undertake an urban design analysis, propose a framework for the design of the public realm and come up with a strategy for potential development sites in and around the town centre.



LONDON CITY AIRPORT

Situated just 10 miles from the West End, City Airport serves 25 European destinations, via 15 airlines. It lobbied for the extension of the DLR from Canning Town to the Airport and on to North Woolwich, and the railway opened for passengers on 2nd December 2005. In line with the Government's Aviation White Paper and a masterplan it has developed, the airport plans to grow to accommodate up to 8 million passengers by 2030 to support the growth of the capital.



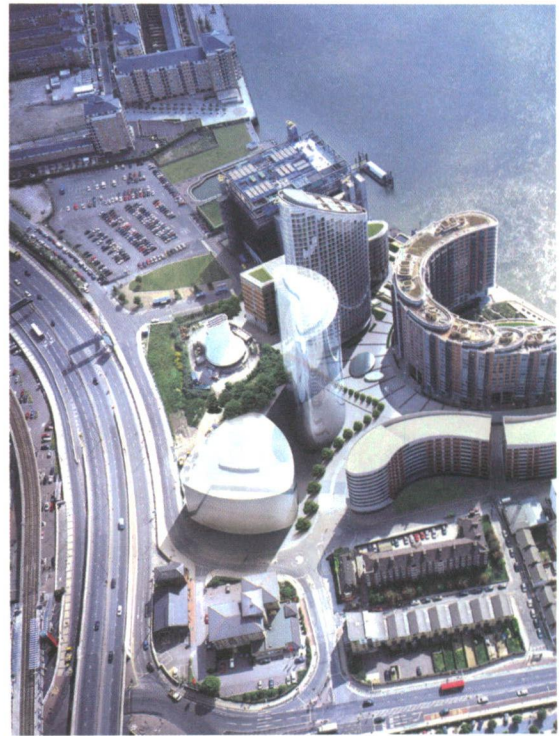
MILLENNIUM QUARTER

The Isle of Dogs is a Thames Gateway Zone of Change. The London Borough of Tower Hamlets is promoting sustainable long-term development and the Millennium Quarter has been identified as a key development area on the Isle of Dogs and a focal point for the next phase of regeneration. A masterplan was prepared and adopted as Interim Planning Policy in September 2000. The masterplan vision is for this area to become part of the new commercial centre in Tower Hamlets focused on Canary Wharf. It will offer a mix of uses, commercial – large and small scale, residential – for sale and rent, leisure, shopping, open spaces and community facilities.



NEW PROVIDENCE WHARF

New Providence Wharf is a 1.8 m sq ft (176,000 sq m) mixed use development comprising office, residential, hotel and leisure uses. The first two phases of the riverside development provide 1050 new homes, 25 per cent of which are affordable. The final phase is under construction and will be completed in 2006. The developer is Ballymore and SOM are the masterplanners and architects.



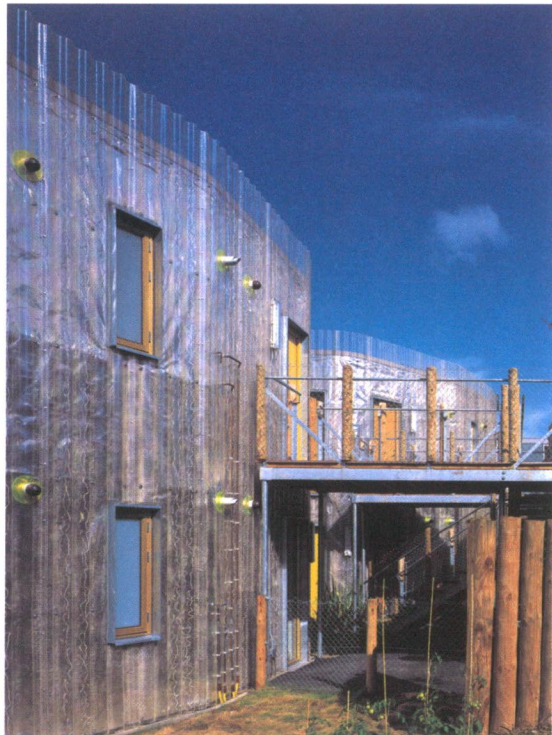
OLYMPIC PARK

The Olympic and Legacy masterplan will transform the Lower Lea Valley, turning it into a new urban quarter. A multi-disciplinary team of EDAW, HOK Sport, FOA and Allies and Morrison have designed a masterplan that provides the necessary facilities for the Olympic Games in 2012 as well as providing a sustainable legacy for the area.

The legacy masterplan provides 9,100 new homes and a major parkland along the River Lea, linking Hackney Marshes with the River Thames.

PEABODY HOMES, BOXLEY ST

Low-cost homes at Boxley Street in Silvertown by Ash Sakula were commissioned after a competition held by the Peabody Trust. Space is configured differently from normal flats – the hall is large, living room small, and the scheme is clad in translucent silver and gold fibreglass.



PEABODY HOMES, EVELYN RD

This Evelyn Road scheme of 12 affordable flats in West Silvertown, Newham, won a Civic Trust Award and was described by judges as 'an imaginative and landmark building'. Designed by Niall McLaughlin, the £1.5 million scheme features diachronic glazing developed with the artist Martin Richman. The scheme was developed with the builders, Sandwood Design and Build.



PERUVIAN WHARF

Peruvian Wharf is a 7.7 hectare site on the north bank of the Thames overlooking a stretch of river known as Bugsby's Reach. The plans – designed by architect EPR – include new homes, offices and a hotel developed and integrated with a covered working aggregates wharf, cement import facility and a passenger pier – the first time a wharf has returned to the site since the 1960s. The planning application for the project has been submitted by Capital and Provident Management Ltd and is the subject of a planning inquiry. A decision is expected in 2007.



RAINHAM MARSHES

Only a few ancient landscapes remain in London, and this reserve owned by the Royal Society for the Protection of Birds is one of them. Bought from the Ministry of Defence in July 2000, its former use as shooting ranges has preserved much of the original medieval land-form and marshland wildlife and is now the largest remaining expanse of wetland bordering the upper reaches of the Thames Estuary.



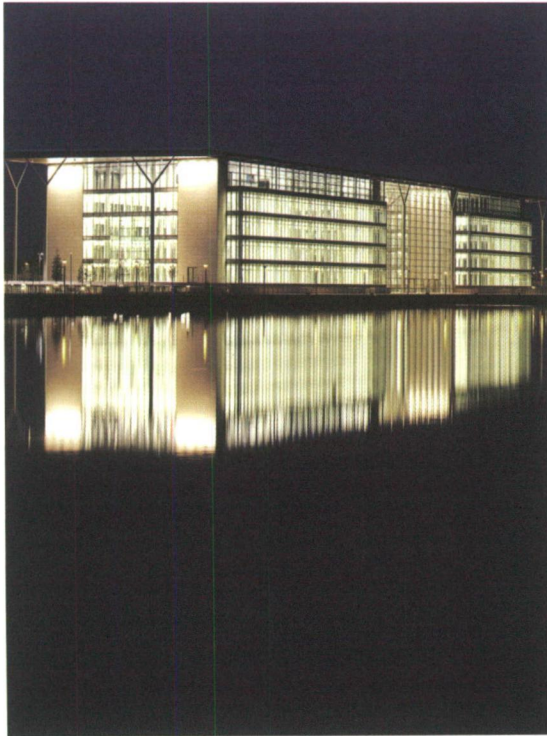
ROYAL ARSENAL, WOOLWICH

Berkeley Homes, in partnership with public and private stakeholders including the London Development Agency, Greenwich Borough Council and English Heritage, began work on the site in 1998, and are due to complete in 2015. Currently the site provides 400 homes for approximately 1,000 people, including affordable housing, and commercial space for businesses. Berkeley Homes now has planning consent for the next phase of the scheme, comprising 3,000 new homes and 300,000 sq ft of commercial space, including a theatre, multi-screen cinema, hotel, bars and restaurants. Architects are Allies and Morrison.



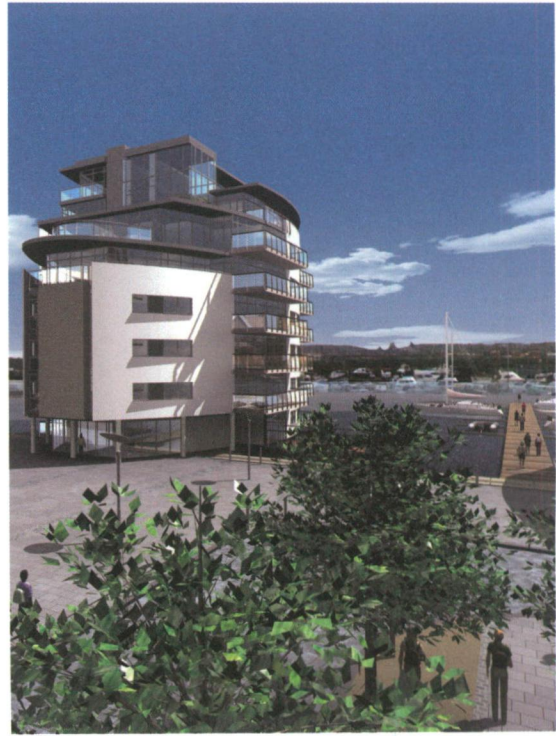
THE ROYALS BUSINESS PARK

The Royals Business Park will be London's largest urban business park when it is complete, with a projected workforce of 8,000 people. Situated on a one-mile waterfront site fronting the Royal Albert Dock and opposite the London City Airport, the London Development Agency masterplan comprises 148,640 square metres (1.6 million square feet) of office space on a 20 hectare (50 acre) site, and 9,290 square metres (100,000 square feet) of leisure and retail facilities. The site includes Building 1000, the currently empty £70m landmark first phase of the Royals Business Park, which was jointly developed by Development Securities, Standard Life Investments and the London Development Agency. Designed by architects Aukett Europe, it includes two glass and steel buildings, linked by a winter garden.



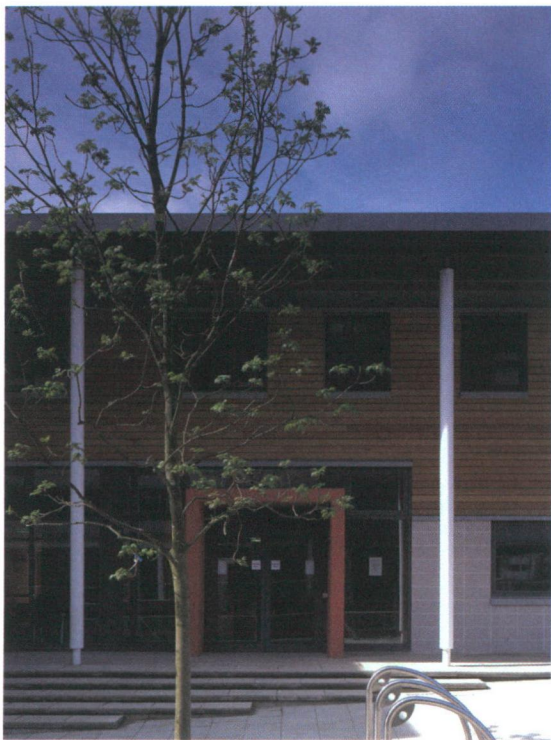
ROYAL QUAY

Architect Jestico + Whiles' masterplan for Royal Quay for developer Furlong City and the London Development Agency aims to interrupt the linear dock edge walk, and actually sit buildings in the water. Sited at one end of the Olympic Rowing Course and close to the Gallions Reach shopping centre, the scheme involves commercial property, a newly constructed yacht marina and over 440 new homes arranged in 10 buildings. These residential elements are focused around a central urban square, orientated to maximise views of the dock, whilst setting the listed Victorian Gallions Hotel behind – now a restaurant, health spa and small business centre – in a contemporary urban context. Block C of the scheme, consisting of 51 apartments, will be taken by The Community Housing Association. Building of the project is set to start this August.



SCORE

The SCORE (Sports Club Orient) project, is a community-owned and managed club in Leyton, north-east London. The centre will provide a range of sports facilities including football pitches, basketball and netball courts, multi-use games area and an athletics track. The architects are Penoyre and Prasad.



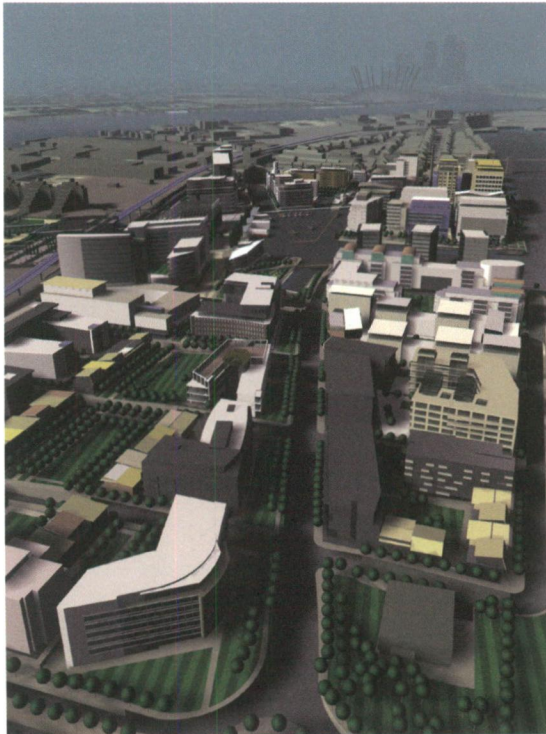
SILVERTOWN AQUARIUM

The Biota! Aquarium project has a resolution to grant outline planning permission as part of the regeneration of Silvertown Quays. The 14,000 sq m building, designed by Terry Farrell and Partners, will feature plants and animals combined with research and conservation work, and education programmes. It will be located directly opposite the area's new DLR station.



SILVERTOWN QUAYS

Silvertown Quays is a mixed-use development to create a new heart for the Royal Docks in East London. The redevelopment of the 24 hectare (59 acre) site, adjacent to the Royal Victoria Dock, London E16, is the largest site to receive outline planning permission in the Thames Gateway area. The former docklands will be transformed into residential, offices, workspace, retail, leisure, entertainment and local facilities to support a waterfront community. The masterplan by Urban Strategies International (USI) includes an aquarium designed by Terry Farrell & Partners and allows for the provision of 5000 residential units, 8,925 sq m of leisure, 7,600 sq m of flexible workspace, an 8,000 sq m hotel, 8,000 sq m of community facilities and 4,320 sq m of retail. KUD International and LDA are joint developers.



STRATFORD CITY

This project ran into problems when the development partners fell out with each other. Australian retail giant Westfield has now taken control. The planning application for Stratford City, made in 2004, was the largest single application ever approved in London, comprising 1.2 million sq m (13.6 million sq ft) of development. The 73 ha of former railway lands surround the Channel Tunnel Rail Link Station which will connect Stratford to the centre of London and to the continent. Over the next 15 years Stratford will form a new metropolitan centre in the East End and act as a catalyst for the redevelopment of the Thames Gateway. The masterplan by Fletcher Priest, Arup Associates and West 8 envisages a set of urban districts, each with its own distinctive character. Stratford City will be home to 11,000 new residents and a workplace for 30,000.



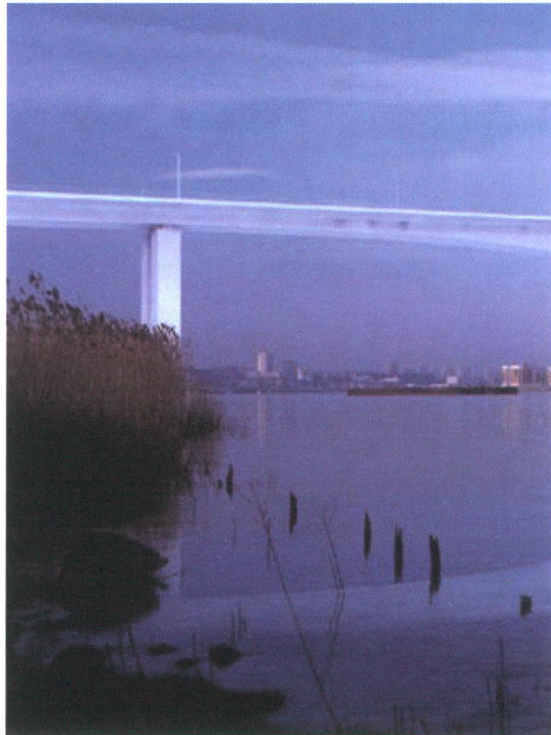
TANNER STREET, BARKING

Tanner Street is a dense, mixed-use, mixed tenure city quarter in Barking laid out as a street network on an intimate scale made with a hard edge of buildings. The scheme comprises 165 apartments and houses. At its heart is a new public square, with a 10-storey landmark building marking where a number of public routes intersect. The project is designed by Jestico & Whiles and Peter Barber Architects.



THAMES GATEWAY BRIDGE

Transport for London has proposed a new road bridge – the Thames Gateway Bridge – to connect Beckton in Newham to Thamesmead in Greenwich. Whether or not it gets built is dependent on the result of a public inquiry completed earlier this year. The bridge is designed by Marks Barfield (designers of The London Eye) and Halcrow, and estimated to cost £383m.



THE BRIDGE

Situated next to the QEII Bridge, The Bridge is a major regeneration project developed by ProLogis and Dartford Borough Council. The Broadway Malyan-designed scheme aims to transform a 264-acre brownfield site into 'a dynamic new community for the information age'. Along with 1.5 million sq ft of business space and 1,500 new homes, The Bridge will include a 'primary school of the future' and the new Fastrack public transport system.



UNIVERSITY OF EAST LONDON

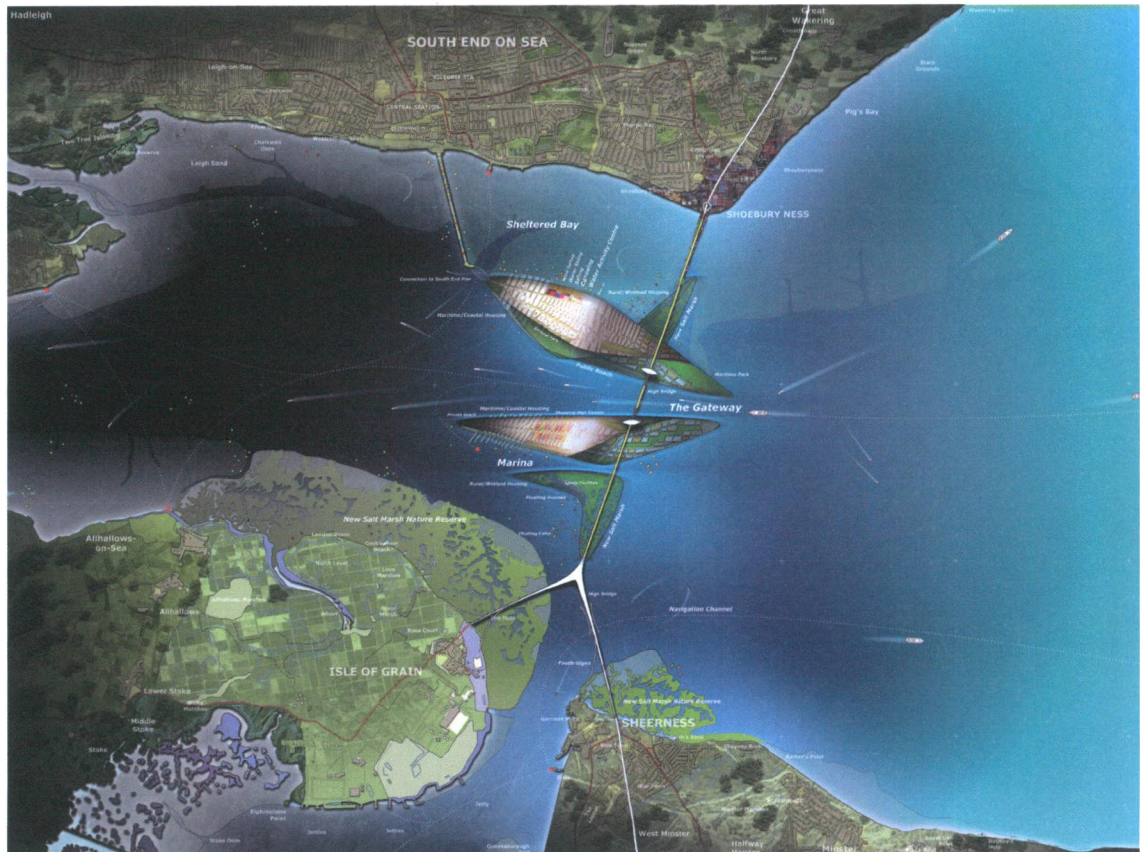
The University of East London has over 19,000 students. Built originally to designs by Edward Cullinan Architects, it is now developing both its Docklands and Stratford campuses. At Docklands next to the Royal Albert Dock, having already designed a new School of Architecture and the Visual Arts, it is building a waterfront Learning Resources Centre, IT labs and a 400-seat lecture theatre, a Knowledge Exchange Centre, a Centre for Entrepreneurship as part of its Business School and student residences.



TERRY FARRELL'S VIEW

Architect and urban designer Sir Terry Farrell first proposed his concept of a national park for the Thames Gateway area in mid 2003 and launched with English Heritage, CPRE and DEMOS in December 2003. Now his practice has formed a consortium to push the ideas more widely to the public and private sectors. The consortium includes Experian, Halifax Bank of Scotland for its investment advice, Battle McCarthy on energy, Scott Wilson on engineering, the Future Foundation, EC Harris and Farrell's. Its broad thrust is to envisage Thames Gateway as the showcase for environmental industry in the UK and Europe, a bio-region focusing on new technology, creating energy and by-products from waste and the creation of a carbon sink for the capital. The work will include a 12 point plan and end up as a document with the intention of gaining support from central government and the private sector.

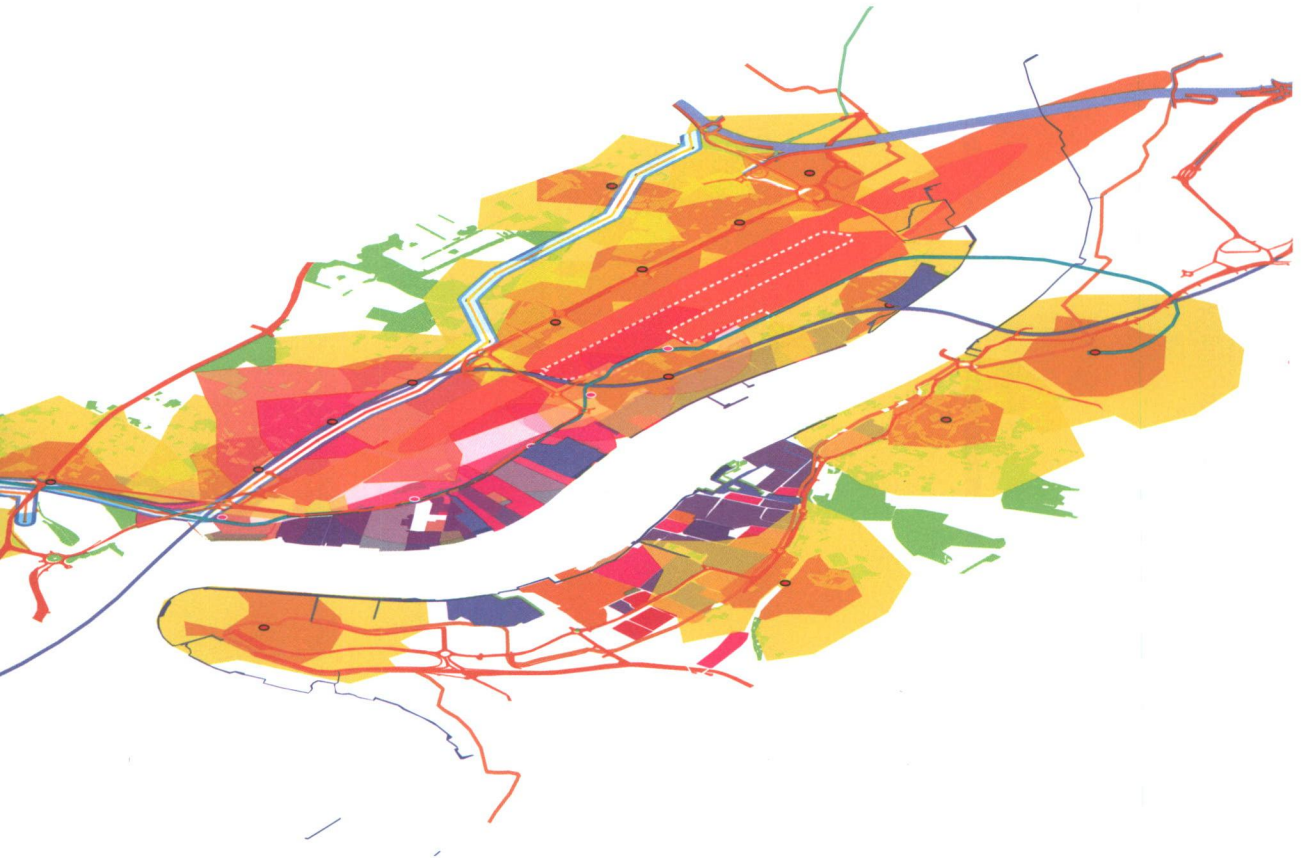
Initial concept for a new connection across the Thames Estuary



CITY EAST

'City East' is the internal working title for a coordinated view of planning project being done by the GLA and AUU (now known as 'Design for London'), which has been part-sponsored by the LDA, TfL and the then ODPM, with the Borough of Newham on its steering group. Its aim is to look at development opportunities in the Royal Docks, Canning Town, Custom House and North Woolwich. Newham has just produced a draft action plan for large parts of this area and City East will feed into its final version, and perhaps end up as a separate publication itself as well. Newham has stated that it wants to reutilise 40% of industrial land in the Thames-side area and this principle is broadly reflected throughout the City East work, to create better prospects and more sites for more housing. The end result will be a more tightly planned area with higher densities.

View of the Royals and surrounding areas showing higher density development







Whilst there are many organisations leading the development of London Thames Gateway, the perception remains that this is an area without an overall leader. Central government has chosen to put forward targets in terms of housing and jobs figures by 2016 and is working on a strategic framework to add notes on delivery, but to many developers and the public, it still appears to be an un-joined-up, messy, unplanned affair. Partially, Government's response is that the sheer scale and heterogeneous nature of the area militates against any grand vision run from Whitehall in favour of local delivery via the boroughs. The UDCs are commissioning masterplans for key areas. The Olympic and Paralympic Games of 2012, meanwhile, represent the boon of a fixed timetable offering certainty to regenerative efforts. And the interim framework the DCLG is working on for this November promises more on delivery, phasing and the economic potential of the area. But for the holistic and inspiring vision that a project of this scale and significance deserves, we are still waiting...

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WEDNESDAY 12 JULY

SIR TERRY FARRELL, TERRY FARRELL
AND PARTNERS

WEDNESDAY 19 JULY

MARK BRIERLEY,
ARCHITECTURE AND URBANISM UNIT, GLA

WEDNESDAY 26 JULY

DAN RINGLESTEIN, SKIDMORE, OWINGS AND MERRILL

WEDNESDAY 2 AUGUST

JASON PRIOR, EDAW

WEDNESDAY 9 AUGUST

ROS DUNN, DEPARTMENT FOR COMMUNITIES
AND LOCAL GOVERNMENT

THURSDAY 10 AUGUST

DAVID TAYLOR, SILVERTOWN QUAYS LIMITED

WEDNESDAY 16 AUGUST

DAVID LUNTS, EXECUTIVE DIRECTOR OF
POLICY AND PARTNERSHIPS, GLA

WEDNESDAY 23 AUGUST

DUNCAN INNES, ENGLISH PARTNERSHIPS REGIONAL
DIRECTOR, LONDON THAMES GATEWAY

WEDNESDAY 30 AUGUST

ERIC SORENSEN, CHIEF EXECUTIVE,
THAMES GATEWAY LONDON PARTNERSHIP

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