

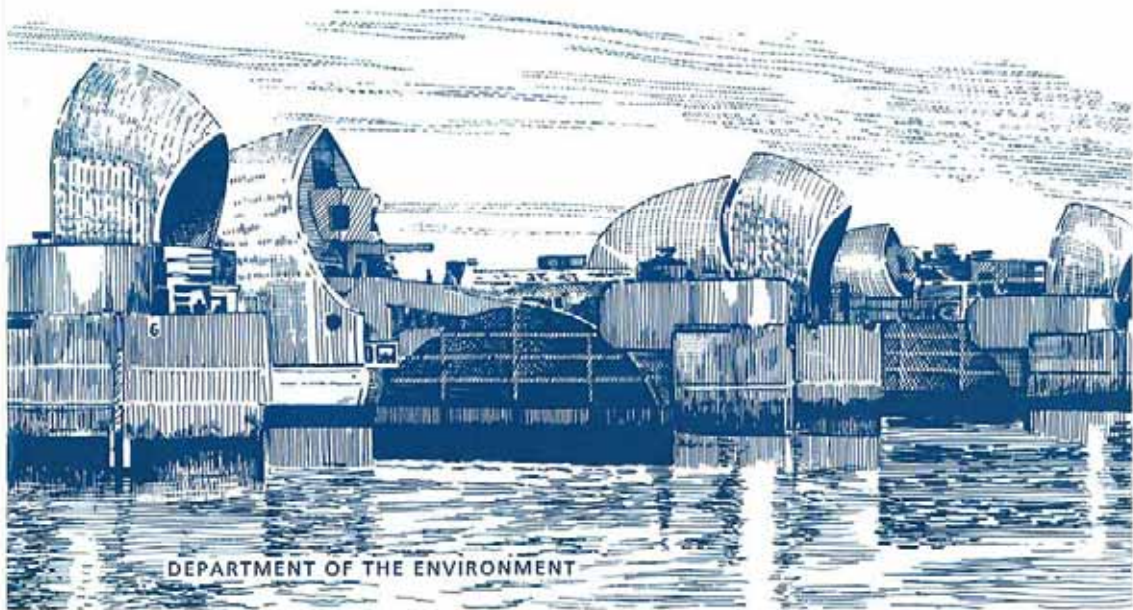
Creating opportunity...

THE THAMES
GATEWAY
PLANNING
FRAMEWORK

RPG 9a



THAMES
gateway

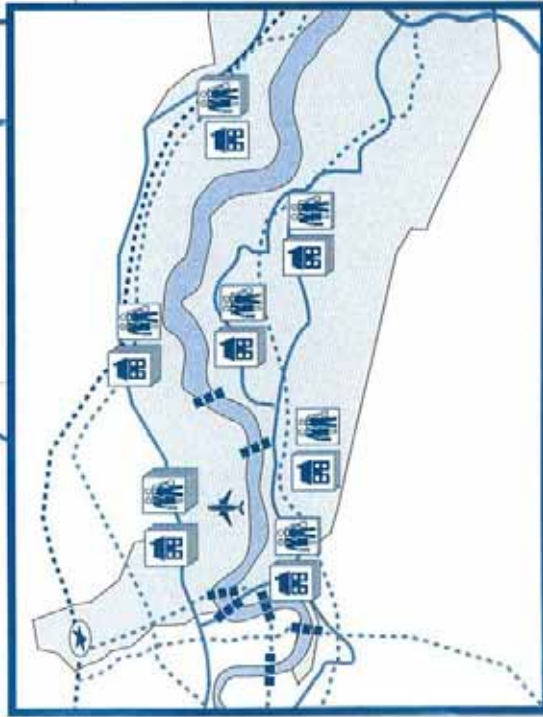
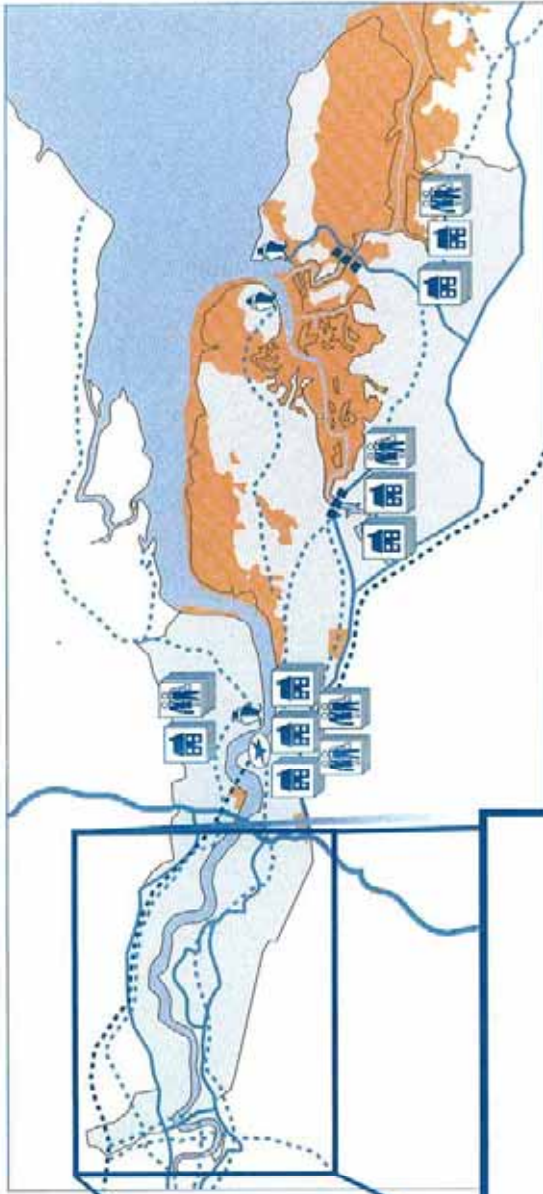


DEPARTMENT OF THE ENVIRONMENT













THAMES Gateway

Framework Diagram



KEY

-  Area opportunities for new homes 2,000
-  Area for employment (hectares) 50
-  Priority areas for nature regeneration
-  Transport improvements: Channelled Busway / Rail Link
-  Potential CTRL Station
-  Other rail
-  Road
-  Principal port: Areas & schemes in Thames not identified
-  Principal airport
-  New river crossings under construction or consideration along with Lower Thames Crossing Feasibility Study east of Dartford

THE THAMES GATEWAY PLANNING FRAMEWORK

RPG 9a



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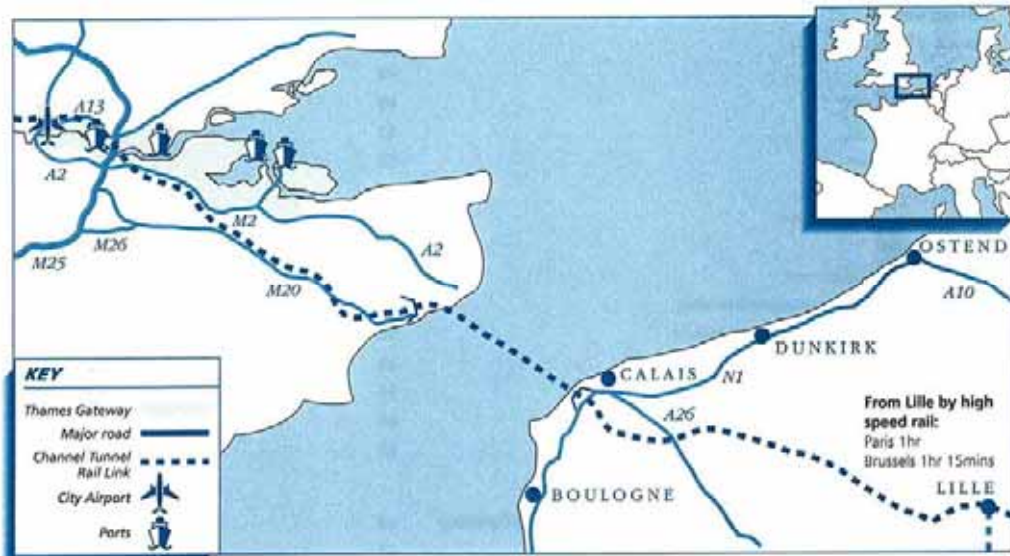
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PART ONE – *Thames Gateway*



Thames Gateway into
Europe

CHAPTER ONE

Introduction

1.1 "Thames Gateway" embodies the vision for the future of the area previously known as the East Thames Corridor, extending from Docklands in London to Tilbury in Essex and the Isle of Sheppey in Kent. The new name reflects this area of opportunity; at the threshold of Europe's largest city and of the expanding continental marketplace.

1.2 This document describes that vision and sets out the policies which the Government has adopted to guide its future planning. It is in two parts:

Part One: describes the area's potential and the broad agenda for action - for the many bodies which will play a part in determining its future;

Part Two: comprises the "Planning Framework", which forms a supplement to the Regional Planning Guidance for the South East which was published in March 1994.

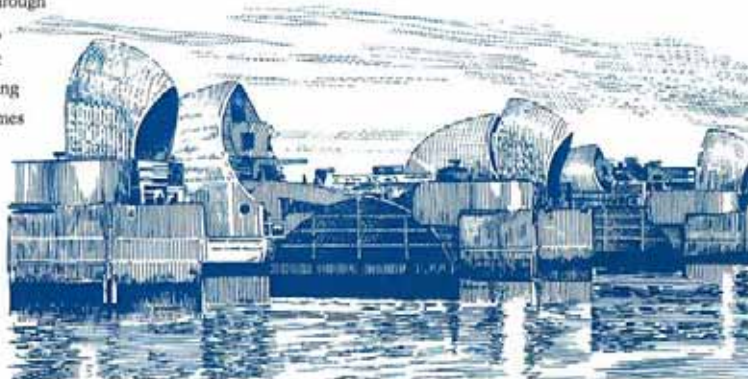
1.3 Within London and the South East:

"...the East Thames Corridor presents the main opportunity for growth. This part of London, South Essex and Kent has the capacity over the longer term extending beyond the period of this guidance to accept significant levels of housing and employment development, alongside improvements in environmental quality. The Corridor will benefit particularly from planned transport infrastructure investment and the area's location, close to the heart of London yet well related to the Channel Tunnel and the improving links to the expanding continental market, creates the potential to attract higher levels of investment."

Regional Planning Guidance for the South East - 1994

1.4 At its origin the East Thames Corridor was a collection of substantial and disparate development sites, some seen as difficult to bring into productive use, in an area with more than its fair share of industrial dereliction and environmental damage. Thames Gateway will change that by setting the framework for a sustained and sustainable programme of economic, social and environmental regeneration.

1.5 Thames Gateway has new opportunities. It lies between the heart of London, Europe's leading business centre, and the heart of the newly unified and expanding European market. The Channel Tunnel is now open, and key decisions on the route of the Channel Tunnel Rail Link (CTRL), through Thames Gateway and into central London, are in place. The rest of the strategic transport infrastructure is undergoing substantial and rapid improvement. Thames Gateway has a wide variety of development sites, part of the legacy of changes to its economy. In places it has a natural environment and historic heritage of national and international quality.

Thames Barrier

1.6 In promoting growth in Thames Gateway the aim must be to foster sustainable patterns of development, consistent with the approach outlined in Sustainable Development: the UK Strategy. In particular, it is important to ensure a close relationship between development and the transport network, in accordance with PPG13 Transport. For the potential of Thames Gateway to be realised, it will be necessary to take a fresh approach to the area's environment, and to encourage the highest quality in its new developments.

1.7 Taken together, the outstanding opportunities and the revised policy approach create the potential for Thames Gateway to become a focus for new jobs and new homes, offering an improved quality of life for those who live and work there. There is no doubt that over time the market will respond to the new opportunities. However, without a coherent overall framework for the area, and arrangements to ensure that efforts to promote its economic and environmental improvement are properly co-ordinated, there is a risk that the past patterns of sporadic and piecemeal development will be repeated. In particular, it is unlikely that the full scale of the opportunity will be realised. This document provides that overall framework.

1.8 The objectives for Thames Gateway are therefore:

- to improve economic performance, enhancing London's position as a major World and European city;
- to maximise the opportunities, for new economic activity and jobs, created by the improving transport connections to continental Europe;
- to work with the market, building on existing economic and community strengths, reinforcing the economic base, and at the same time attracting new economic investment, strengthening existing communities as well as attracting new residents;
- to encourage a sustainable pattern of development, optimising the use of existing and proposed infrastructure and making the fullest possible use of the many vacant, derelict and under-used sites which previously supported other activities;
- to safeguard and enhance natural and man made environmental assets and, where necessary, raise the quality of the local environment; to encourage the highest quality in the design, layout and appearance of new developments.

1.9 There are substantial economic, social and environmental challenges to be faced. Tackling these, and realising the vision, requires action on a variety of fronts, going beyond the scope of land use planning. This document provides a framework, not only for decisions on land use and infrastructure development, but also for environmental improvement projects, business initiatives, training strategies, housing policies and the management of natural and heritage resources. In short, it will provide a context for action on all the fronts needed for growth to be a successful stimulus to regeneration.

1.10 The vision of Thames Gateway is not imposed. This guidance reflects the many comments received, both through consultation on the draft document and through the many discussions that led to its preparation in the first place: with local authorities and the many others with an interest in the outcome. Importantly, the vision draws together many existing aspirations and is firmly rooted in what is already beginning to happen. It will only be achieved if there is a co-ordinated approach between all those with an

interest in the area: private business, the public and voluntary sectors, and all those who live and work in Thames Gateway.

The Planning Framework

1.11 The Planning Framework outlined in Part Two is an important component in realising the broad objectives set out above. It seeks to:

- establish a set of principles which will guide the consideration of future proposals for the development and environmental enhancement of the area;
- set out agreed strategic objectives for economic and housing development, transport and the environment; and
- outline a land use vision for the sub-region, together with more detailed guidance on how that might be reflected at the local level.

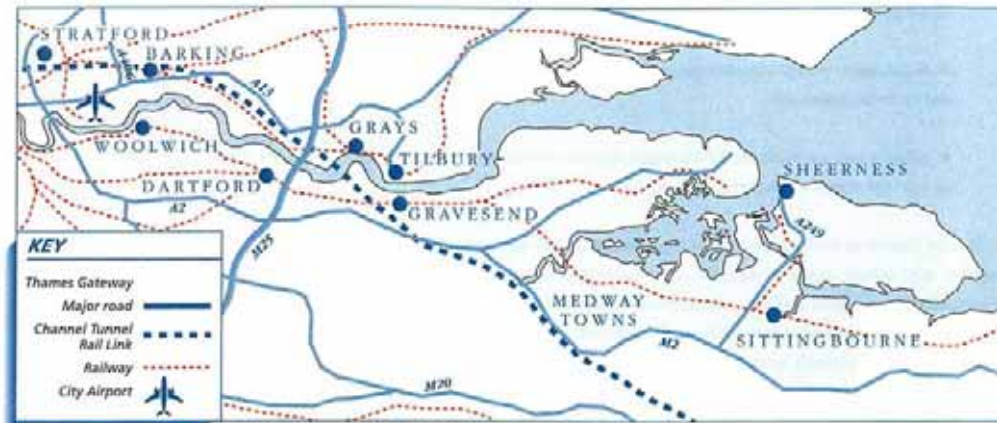
1.12 The Framework has been drawn up in close consultation with local authorities, business interests, land owners, transport operators, environmental groups and, just as important, community interests. Many useful comments have been received from those who live in the area, through the opportunity provided for public comment on the draft Framework. The intention has been to provide a strategy which not only demonstrates the opportunities for investment and development but which will be supported by the existing communities within Thames Gateway.

1.13 The Planning Framework is a supplement to the *Regional Planning Guidance for the South East* (RPGSE), published in March 1994. The guidance it contains will complement *Strategic Guidance for London Planning Authorities*, currently issued in draft for consultation, and forthcoming *Planning Guidance for the Thames*. RPGSE covers the period 1991 - 2011, but this Planning Framework looks further forward into the future. Its horizon is not fixed, recognising that the opportunity of Thames Gateway lies in the long-term as much as the more immediate future.

1.14 The Framework provides the context for the revision of statutory development plans produced by local authorities. When reviewing their development plans, local authorities should consider whether the proposed policies are consistent with national policy or regional and strategic guidance. This RPG contains certain policy advice which is specific to Thames Gateway and takes account of the special circumstances of the region. It may therefore in detail not always be identical to national policy as expressed in PPGs. Similarly, revision of development plans should be consistent with RPGSE and, for the London Boroughs, with *Strategic Planning Guidance for London Planning Authorities*. The guidance set out here will also be reflected in decisions taken by the Secretary of State on planning matters.

1.15 The guidance set out in this document applies to the Thames Gateway area, as defined and described in Chapter 2. However, there are important inter-relationships with the surrounding parts of London, Essex and Kent. These wider areas also can share in, and benefit from, the future of Thames Gateway. Development plans should reflect the scope that exists for relating the opportunities of Thames Gateway to the needs and aspirations of the wider area.

CHAPTER TWO

Thames Gateway**Definition of the Area****Thames Gateway**

2.1 The Thames Gateway area is shown above. A map showing the boundary in detail is at Annex 4. Within London, the area comprises a narrow band on either side of the River Thames, eastward from Deptford Creek and the Royal Docks, but also extending northwards up the Lea Valley to embrace the opportunities for regeneration at Stratford. The northern boundary is generally the line of the A15. This marks a significant change of character between the riverside commercial strip and towns such as Barking and Hornchurch. On the south bank the riverside strip is less clear cut, with commercial uses on the riverbank punctuated by settlements such as historic Greenwich and Woolwich and, more recently, the new town of Thamesmead. The boundary broadly follows the A207.

2.2 This riverside strip has hosted many of London's service industries, such as power generation, gas works and docks. Most have now gone, leaving dereliction in their wake. There is a variety of commercial and storage activity, much of it haphazard and visually intrusive, together with concentrations of manufacturing industry, port related activity and land for development.

2.3 In Kent the A2/M2 provides the southern boundary, beyond which are the North Kent Downs: pleasing countryside of an unspoilt character. The towns of Dartford, Gravesend, Rochester, Chatham, Gillingham and Sittingbourne are included. All have distinct identities reflecting their histories. Beyond lie broad expanses of water and marsh, and the Isle of Sheppey. The area has an important natural heritage, pockets of industry which rely on the remote landscape, and important deep water ports.

2.4 Essex in Thames Gateway comprises the industrialised part of Thurrock: the processing plants, oil storage and refineries at Purfleet, the port at Tilbury and the town of Grays. Recent additions have been the new community of Chafford Hundred and the Lakeside shopping and commercial complex.

Opportunities and Constraints

2.5 The scope for the development and environmental enhancement of the Thames Gateway area has been identified in a number of studies. The main features were drawn out for Government by consultants Llewelyn-Davies¹.

The area has:

- a large (4000 hectares) and varied supply of development sites close to the centre of London, with the potential for flagship projects;
- some £4.5 billion of transport enhancements in hand and the prospect of high speed international and domestic rail services on the new Channel Tunnel Rail Link;
- access to air transport: it is well placed for Stansted and its own airport, London City, is attracting services to a range of UK and European destinations;
- scope for development to be concentrated on previously used sites, which will in general enable maintenance of the Green Belt and the preservation and enhancement of natural habitats or historic heritage of national or international quality;



Rochester Castle

- existing strengths in a number of business sectors and the potential to benefit from emerging business opportunities, including those presented by the improving links to continental Europe; and,
- many fine waterfront locations which can provide an attractive setting for development.

However there are also problems to tackle:

- a need for improvements in road and rail links, with the Thames forming a barrier to north-south movement;
- a legacy of environmental degradation: the place where London generated its power and dumped its rubbish, producing derelict sites and a web of overhead power lines;
- actual and potential land contamination, although less than 20% of the developable area has been subject to potentially serious contaminating uses;
- under-achievement in the amount and types of new development secured and employment opportunities offered: at the bottom of the recession parts of Thames Gateway had unemployment rates of over 25%; and,
- a lack of ambition and a readiness to accept uninspired development, leading to a self-reinforcing cycle of environmental degradation.

2.6 It was the consultants' view that by maximising the opportunities these problems could be overcome.

Reference

¹ *East Thames Corridor, A Study of Development Capacity and Potential prepared for the DoE by Llewelyn-Davies, Roger Tym and Partners, TecEcon and Environmental Resources Ltd.*

CHAPTER THREE

Thames Gateway – A Partnership for Action

3.1 A great deal is already being done by a wide range of organisations and interests in the public, private and voluntary sectors, to promote a better future for Thames Gateway. However, realising the vision for Thames Gateway will require the active and continuing participation of all those involved, including central government departments and agencies, local authorities, the training and enterprise councils, private businesses, local communities and interest groups.

3.2 The objectives for Thames Gateway can only be achieved by enabling the market to respond to the opportunities which are emerging. The vision for Thames Gateway will not be realised over-night. It is a long term, 20-30 year programme, to be achieved by a combination of market forces and better co-ordinated, clearly focused, public programmes.



The Royals

3.3 The long term development of Thames Gateway's sites and regeneration of its communities is a key objective. But just as important is recognition that decisions taken now, in response to Thames Gateway's new opportunities, will determine its character, future growth and development for decades to come. The success of Thames Gateway is not dependent on the creation of new administrative structures for development control and financial decision-making; partnership is the key. But partnership requires commitment by those operating within existing structures to take decisions consistent with this guidance.

3.4 The Planning Framework therefore provides a basis for coordination in a wider sense than land use planning. It should inform the exercise of the wider responsibilities of the local authorities concerned. This means the specific environmental and development needs of Thames Gateway will be taken into account in their local roads programmes, the environmental quality of their own installations, and in the management of their corporate functions and identities. This guidance will also form the context for the implementation of existing, relevant Government policies and programmes, going wider than the planning system. As matters arise for decision, the specific needs of Thames Gateway will be taken fully into account.

Partnership in Practice

3.5 At the level of Thames Gateway as a whole, co-ordination of the activities of the various public authorities takes place in the Thames Gateway Forum. Chaired by the sponsor Minister for Thames Gateway, this brings together all the local authorities at the political level, along with relevant Government Departments and other agencies.

3.6 At a more local level two new bodies have been established. *The Thames Gateway London Group* provides an arena for discussion of matters of particular relevance to the London and Essex parts of Thames Gateway. Consideration is being given to ways of involving London based business interests in a Thames Gateway London Regeneration Partnership. *North Kent Success* brings together local authorities and representatives of the local business community from Darford to Swale in promoting the vision for the Kent part of Thames Gateway. These bodies are producing programmes for action on a variety of fronts - business support, environmental improvement, promotion.

Chatham Maritime



3.7 Partnership is also the key to bringing forward the development of Thames Gateway's major sites. Landowners, developers and local planning authorities are working together in development partnerships at Barking Reach, Havering Riverside, Greenwich Waterfront, Kent Thames-side and in Swale. It is through partnership that enhanced levels of investment can be attracted to Thames Gateway. Increasingly it is through partnership mechanisms that regeneration programmes are being applied (see para 3.14). The more effective partnerships, particularly at the local level, involve the community itself. This involvement has several advantages. It helps local people to contribute to and benefit from improvements in the prosperity of the area. Equally, it gives them a stake in the life and well being of their communities.

Helping the market to respond

3.8 Much will depend on the business community not only responding to the opportunities, but having the confidence to give a lead. There is good reason to be confident. Thames Gateway is becoming an increasingly prosperous business location. In the period 1980-92 the number of businesses based in the area grew by 52%, as against the regional average of 44%. There are now some 40,000 businesses in operation. The locational strengths of the area will increasingly have an effect on business investment decisions.

3.9 However, it will be necessary to address the constraints to investment identified by Lewelyn-Davies. In particular, there is a need to secure improvements in road and rail links, to encourage development on previously used sites and to seek improvements in the quality of the environment. The Planning Framework can contribute to this by ensuring that appropriate policies are in place. Implementation of those policies has already begun.

3.10 On **transport**, the Government and local authorities are already contributing substantially to the opening up of the development potential of Thames Gateway through main programme investment. Details of the current and planned investment in roads and railways in Thames Gateway are set out in Chapter 5. In addition, some of the largest allocations of Transport Supplementary Grant (TSG) in recent years have gone into Thames Gateway. The new package approach of local authority transport funding in urban areas means there is now greater flexibility for local authorities to reflect local priorities in transport plans, to act jointly on cross-boundary initiatives, and to integrate transport plans with development plans. Local authorities are encouraged to take advantage of this in future bids and bring forward balanced transport strategies for their areas.

3.11 The Private Finance Initiative will facilitate public/private joint ventures in infrastructure provision and development projects. River crossings could prove particularly attractive, in that the full benefits from infrastructure provision can be readily captured. Thames Gateway has many existing or potential examples: the Queen Elizabeth II Bridge, the Jubilee Line Extension to Stratford, the DLR extension to Lewisham, the Channel Tunnel Rail Link, a Woolwich Rail Crossing, a crossing in the Gallions Reach area, and a lower Thames crossing.

3.12 On **land**, much will depend on owners having realistic expectations of land values and on developers adopting the new approach to the environment provided for in this guidance. In the short term, it will be those previously used sites without major preparation

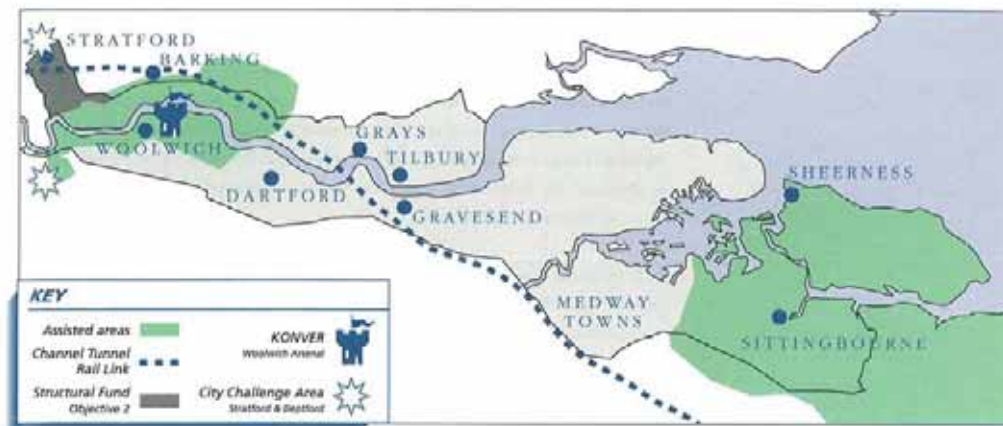
costs which will tend to be brought forward first. Over time a combination of judicious public investment in support of the private sector, and increases in land values, will help to bring forward the more difficult opportunities for recycling land. Enhancements in the value of land can be expected from improved location and accessibility and the application of the principles set out in this guidance, in particular the new environmental standard.

3.13 On the **environment**, Thames Gateway has a variety of attractive locations, for example on the riverside. Application of this guidance through the planning system will give confidence that high quality investments will not be undermined by declining standards on neighbouring sites and elsewhere in Thames Gateway. It will contribute to improvements in the overall environment and image of Thames Gateway, as new permissions are given only for development which is consistent with its principles. This will in turn underline confidence both in the increasing value of land and in the prospects of a better return on investment from developing it to high standards.

Regeneration Programmes

3.14 The broad approach to implementing the policies for Thames Gateway outlined above is supported by a large number of regeneration programmes and initiatives. These are helping to improve the competitiveness of Thames Gateway and to foster opportunities for local people and communities. In particular:

- through the first round of the Single Regeneration Budget Challenge Fund Government Offices for the Regions are bringing assistance and investment of £54 million to partnership projects worth over £220 million, in Stratford, the north bank of the Thames from Beckton to Rainham, Grays, Tilbury, Woolwich, the Medway Towns and the Isle of Sheppey. Further opportunities to bid for funding are envisaged: the second bidding round closes in September 1995.
- English Partnerships, the main public body with responsibility for promoting regeneration across England through land reclamation and development, has Thames Gateway as one of its priority areas. The Chatham Maritime development, and an £8 million investment in Phase 1 of the development at Barking Reach, are current projects. English Partnerships is exploring prospects for the regeneration of Woolwich Royal Arsenal.
- The London Docklands Development Corporation (LDDC) has invested £560 million in land reclamation and infrastructure provision for the Royal Docks.
- Stratford City Challenge: public funds are being used in partnership with substantial private sector finance to provide £250 million of investment for a variety of regeneration projects, including new rail and bus stations, an industrial heritage centre, a new arts centre, and refurbishment of the shopping mall.
- Stratford is also designated under Objective 2 of European Community (EC) Structural Funds: providing support for site infrastructure, transport, business development, environmental improvement and education/ training initiatives.



- other EC programmes are playing a part: for example, SPRINT, for innovation and technology transfer, which is contributing to the development of plans for the London Science Park at Dartford, and a science and technology park at the Royal Docks; KONVER, which is assisting the Woolwich area to adjust from its reliance on defence-related industries; and LIFE, a programme for environmental initiatives.

Helping make Thames Gateway happen

- Deptford City challenge has already levered in £22 million of other resources from £8 million expenditure on regeneration projects, and is expected gain up to £100 million of private sector investment for the area from £60 million of Government expenditure.

- Intermediate Assisted Areas status for the London and Swale parts of Thames Gateway: grants are available for job-related investments or innovation projects, and for roads and water and sewerage services for areas being developed for industry.

- The Lee Valley Regional Park Authority's development programme provides opportunities for leisure, tourism and open space facilities, all of which can contribute to regeneration and the quality of life in the wider area.

- Thames Chase Community Forest: with over 90 km² adjoining Thames Gateway this joint venture between the Countryside Commission, Forestry Commission and five local authorities, provides an enhanced environment, new habitats and recreation opportunities. Through the Forestry Authority's Woodland Grant Scheme there is support for the planting and management of woodlands for public access, habitat creation and landscape rehabilitation.

- Groundwork Kent Thames-side undertakes a wide range of economic, social and environmental initiatives to promote regeneration through environmental action, in partnership with public authorities, business, landowners and the community and voluntary sector. A new Groundwork Trust has been established covering the Medway and Swale.

Investing in People

3.15 The vision for Thames Gateway includes a broader economic base, founded on employment sectors which are growing, and economic development which meets the needs and aspirations of the local community. The development of skills and expertise through training and education, particularly further and higher education, will be important for business success. Government is keen for those living in Thames Gateway to share in that success.

3.16 Matching new jobs with the required skills involves the private and voluntary sectors. The Training and Enterprise Councils (TECs) and Employment Service have an important role in enabling the unemployed to take up the job opportunities which will arise and in improving skills in the workforce. TECs in Thames Gateway are also promoting inward investment and business development, and are active partners in local regeneration initiatives.

3.17 Higher education institutions can contribute, not only to improving the educational, training and cultural infrastructure of the area, but in stimulating economic development. The University of Greenwich with campuses in south London and north Kent and the University of East London, north of the Thames, are important contributors to economic development and to partnerships for regeneration. There are several examples in Thames Gateway of successful collaboration between academic and private sectors in business development. Both Universities are expanding to new sites and will be important focuses in their communities.

3.18 For the most to be made of the talents and resources of local people, regeneration must also encompass all aspects of the quality of life, including health and cultural opportunities. In developing the guidance in the Planning Framework, local authorities and other agencies are encouraged to respond positively to these wider matters of community regeneration. They should seek to bring forward policies which are complementary to those in development plans for physical regeneration. Overall, the aim should be to put in place the right conditions for creating vibrant and sustainable communities.

Beckton



PART TWO –
Thames Gateway : Planning Framework



Planting for the
future

CHAPTER FOUR

A Fresh Approach

Objectives

4.1 This guidance amplifies the policies set out in Regional Planning Guidance for the South East. Within London, the Boroughs will also need to have regard to Strategic Guidance for London planning authorities. This guidance describes in broad terms an allocation of uses to the main development opportunities. The aim is to secure a moderate level of growth in the medium term as part of the expected overall change in the balance of new development in the South East region from the west to the east. Higher levels of growth may be possible in the longer term, as the area responds to the opportunities created by the improving links to continental Europe.

4.2 A clear statement of objectives and an agreed set of land use policies will help Thames Gateway to flourish and attract investment; helping the area to gain more jobs, a stronger economy and a better quality of life for those who live and work there. The aim is for the Planning Framework to:

- foster the full realisation of the area's opportunities, and provide the context that will enable individual developments to be taken forward with confidence;
- be flexible enough to allow the area to respond to a range of levels of public investment and market interest over the long term;
- protect environmental assets and identify improvements to the environment which can be undertaken through a more co-ordinated approach; and be based on the principles of sustainable development.

Principles for the Planning Framework

4.3 The objectives for Thames Gateway (set out in para 1.8) are reflected in a set of Framework Principles - principles which will inform land use guidance and decisions on development. These principles are set out in detail in Annex 1.

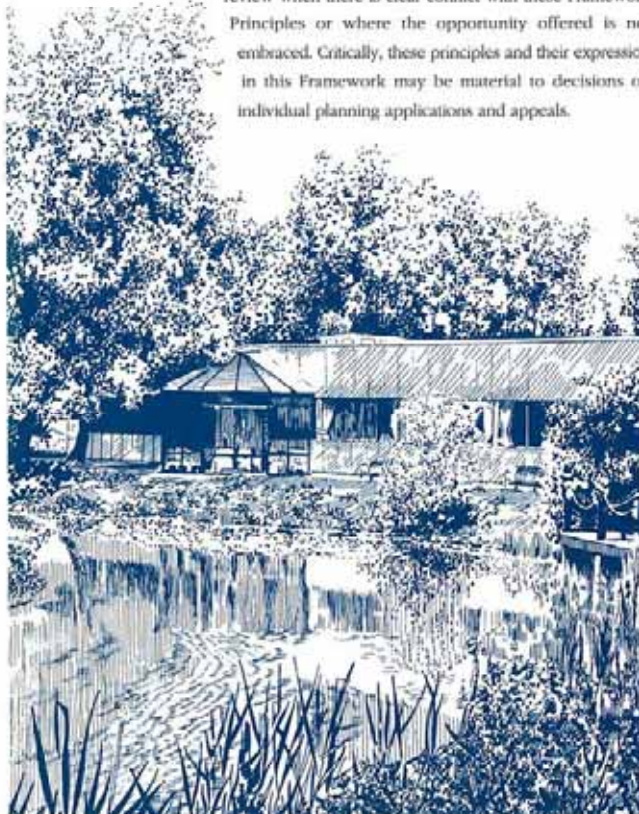
In summary they highlight:

- the number, scale and potential quality of many of the development sites, which provide a significant resource for growth and regeneration. The strategic importance of these development opportunities must be recognised and, where necessary, aspirations for their future must be raised: making the most of the Thames Gateway opportunity;
- the importance of getting the right mix of development onto the major opportunity sites, in order to create vibrant communities, where the relationship between homes and places of work, commerce, relaxation and leisure are more sustainable: creating a vibrant and sustainable pattern of communities;

- the benefits to be gained by ensuring that proposed improvements in the transport system, and the opportunities for new development, are considered together; reducing both the need for travel and reliance on the motor car: closely relating transport and land use opportunity;
- the economic and environmental potential of the river and river-front and the need to avoid loss of the waterfront to developments which do not benefit significantly from a riverside location: bringing life to the river and river-front; and
- the scope for environmental improvement and economic regeneration to complement each other and the need to adopt a new approach of greater care for the environment. This means making more of the wealth of environmental assets - including the man-made and natural heritage - and encouraging high quality in the built environment. It is essential to break out of the self reinforcing cycle of environmental blight: a new environmental standard.

These Framework Principles are important. They should be taken into account, wherever relevant, in land use decisions affecting Thames Gateway. They have informed the strategy described in this guidance.

4.4 Local authorities in their development planning should adopt the same approach. Development plans are in varying stages of their life-cycles and reflect to differing degrees, expectations of the east Thames area. Local authorities are asked to undertake an early review when there is clear conflict with these Framework Principles or where the opportunity offered is not embraced. Critically, these principles and their expression in this Framework may be material to decisions on individual planning applications and appeals.



CHAPTER FIVE

Thames Gateway tomorrow**The Overall Strategy**

5.1.1 Achieving the vision of Thames Gateway demands a clear development framework. Without a broad strategy for land use, transport and environmental improvements, the approach described in Chapter 4 will be less effective. It will be harder for local decisions to support longer term ambitions.

5.1.2 The strategy set out in this guidance draws from the work of Llewelyn-Davies¹ and has regard to the aspirations of the local authorities in the area. It is informed by the studies carried out on the intermediate station options on the CTRL².

5.1.3 While development is to be encouraged at suitable locations throughout Thames Gateway, the strategy envisages two main centres of development:

- i) **The Royals and Stratford:** a focus where substantial growth can be expected, promoting a stronger association between Thames Gateway and the commercial heart of the capital. There are major opportunities for the market. The strategy anticipates that, together, the Royals and Stratford can function as the western focus for Thames Gateway, gaining sufficient development impetus to help regeneration in a wider part of East London, north and south of the River Thames.
- ii) **Kent Thames-side:** Dartford and Gravesend north of the A2 is expected to be a growth area of regional significance. There are locational advantages for business which are different from those in other parts of Thames Gateway. This suggests that development in Kent Thames-side can complement growth in London. Without this focus for growth, regeneration would depend too much on demand for development spreading outwards from the commercial centre of London. Kent Thames-side's growth will focus on damaged land and can provide significant opportunities for employment, helping to reduce Kent's current reliance on London for jobs. With a commensurate reduction in the need to travel this can offer a significant step towards a more sustainable form of development.

5.1.4 The local application of the strategy is described in the area guidance in Chapter 6. Those places in Thames Gateway where change is likely to occur are highlighted, together with those areas where development is to be constrained. These are shown in broad terms on the framework diagram.

5.1.5 In addition to the two strategic centres the main areas for change include Greenwich Peninsula and Barking Reach where new communities are promoted, and Havering Riverside, which is a site of strategic significance capable of accommodating a single, land extensive project together with homes and other job opportunities.

5.1.6 Much can also be anticipated from existing centres of employment and from the large areas which already provide homes. For example, the Medway Towns, Chafford Hundred and Thamesmead are expected to provide substantial opportunities, some of which benefit from proximity to historic and natural environments of national quality. The strategy makes the most of the potential of Thames Gateway's rivers with the Medway estuary and Essex Thames-side, in particular, supported as centres of port operations. Essex Thames-side also benefits from proximity to the M25 and has advantages for modern distribution/logistics.

5.1.7 Overall, the strategy promotes regeneration as part of an improving environment where areas for conservation are clearly identified, where the countryside is valued in its own right and where there is protection for the best and most versatile agricultural land. The strategy also provides protection for the character of individual towns, ensuring that communities retain their separate identity. Implementation requires strong support for the Metropolitan Green Belt (MGB). Other than changes on Kent Thames-side, this guidance does not propose any changes in Green Belt boundaries. The strategy also affords strong protection to the internationally important marshes of the Thames and Medway estuaries and the Swale.

5.1.8 To achieve the vision of Thames Gateway, planning policies must support the overall strategy and its local implementation. Many aspects of the economy and living environment of Thames Gateway are influenced by proposals in development plans and the day to day exercise of planning control. The way this influence is exercised is all important and is considered next.

Economic Development

5.2.1 If Thames Gateway is to realise its full potential then development plans should be responsive to market forces and opportunities, and meet the needs and aspirations of the local community. It means building on existing strengths and making the most of the competitive advantages of Thames Gateway. Equally, it means bringing forward a framework within which to foster employment prospects for local people.

Canary Wharf from
the Royals




Economic Strengths

Unrivalled cluster of development sites close to London and M25 - more than 4000 hectares, an area bigger than Milton Keynes;

major companies - blue chip and household names;

European bridgehead by rail, sea, air and road - enhanced by opening of the Channel Tunnel and its Rail Link; and

dramatic improvements in transport infrastructure now under way or programmed - some £4 billion of schemes in hand, not counting the Channel Tunnel Rail Link.

5.2.2 The introduction of new technologies and the development of skills and expertise through training and education is an important part of this. It is vital that those living in the area are able to share in economic success and benefit from as well as cope with economic change.

The Potential

5.2.3 Some of the growth will come from economic sectors already well represented in Thames Gateway. For instance, manufacturing (about 20% of all employment), which includes pharmaceuticals, paper, electrical and automotive engineering, will continue to bring growth to the economy. Therefore, development plans should provide a secure land use context for existing industry and sufficient space for growth, as well as opportunities for new industry. In order to avoid the loss of the potential for employment, industrial areas which are not in conflict with this guidance should not be favoured for other forms of development.

5.2.4 There is already a market for office development in Thames Gateway. In the Medway Towns there has been growth in the financial services sector. Office activities have had, and will continue to play, an important role in mixed use business developments. It is important to build on these strengths.

5.2.5 However, the effects of the 'office over-hang'¹⁴ in the South East may inhibit demand for significant levels of new office floor space in the short to medium term. The scope for substantial office development in new locations in Thames Gateway will be limited except where quality space can be provided in a premium location (for example in Docklands, or linked with an intermediate international station on the CTRL).

5.2.6 This underlines the importance of making the most of the competitive advantages of Thames Gateway. Several studies have identified potential demand sectors¹⁴.

5.2.7 Thames Gateway's pivotal location for access to the major markets of continental Europe (from Britain) and the British market (from Europe) makes it important for the distribution/logistics sector. Local authorities should, through their development plans, identify sites suitable for the needs of modern distribution. Adequate size and location are critical. Sites which facilitate multi-modal handling of goods and which are close to the M25 should be considered first. However, sites which have the potential to accommodate other regional needs should not be used for these space extensive, and often low employment, uses.

5.2.8 Thames Gateway's ports are some of the most important in the UK. Sheerness and Thamesport have considerable potential. Adequate landwards access is crucial to their success, as is the successful management of their relationships with the valuable nature conservation resource of the Medway.

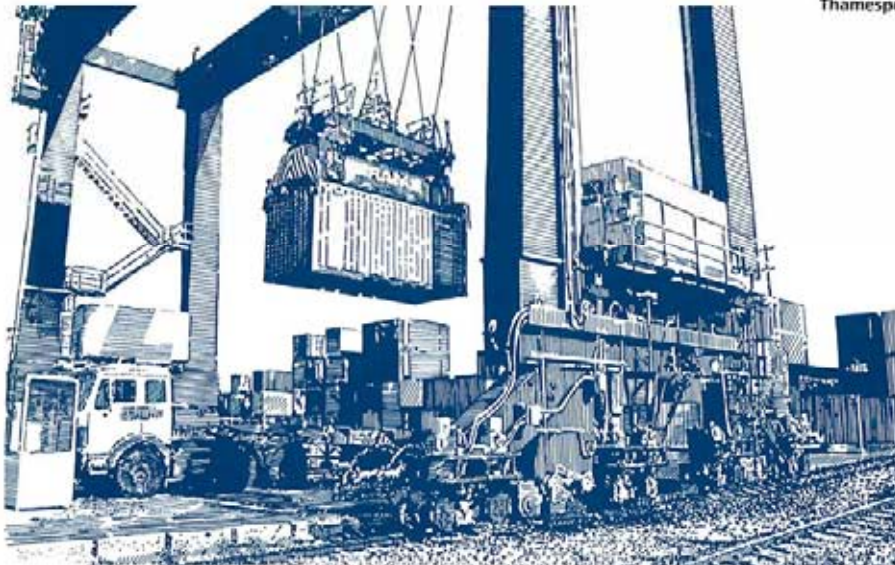
5.2.9 There is similar potential for the Port of London, including Tilbury. The Thames handles 10% of the UK's shipping trade, 50 million tonnes in 1993 and the Port of London Authority (PLA) is forecasting an expanding market. But wharves and berths in London have been lost to developments which can afford to pay more for a waterfront location. Port capacity will continue to face such competition.

Development plans should, therefore, provide a clear and secure land use context for port operations. Sites for port facilities, consistent with this guidance, should be identified and safeguarded. Possible locations for new port facilities, which may be required to contribute to meeting the demand anticipated by the PLA, are considered in Chapter 6. Deep water is important, as are compatible neighbouring land uses, the availability of a rail connection and satisfactory access to the primary road network. Once locations have been identified, consistent development control in support of the facility is necessary to provide the certainty for continued investment.

5.2.10 It is important to encourage the transport of freight by water, particularly heavy goods such as aggregates. Landing points need to be identified where there is scope for onward transport by rail. Where aggregates are landed by large vessels in deep water, the possibility of onwards movement by smaller vessels should be considered. Suitable aggregate wharf locations will be those where there are no unacceptable environmental impacts and where any prejudicial effects on other land uses or development opportunities can be minimised. As an alternative to bringing forward proposals for individual wharves, mineral planning authorities could identify broad areas of search where it is felt that new wharves will be acceptable.

5.2.11 Providing opportunities for leisure and recreation is part of the key to securing the quality of life necessary for successful regeneration. Together with tourism, which currently under-performs in the area, it is an industry with significant prospects for economic growth.

5.2.12 Thames Gateway has particular advantages for projects which need extensive sites with good access to large markets. There are opportunities for new national and international facilities which can make important contributions to London as a World City: sports stadia, exhibition and conference centres and leisure parks.



Thamesport

Llewelyn-Davies growth sectors:

Distribution/logistics

Ports

Destination leisure

Environmental technology

Tertiary education

Health services

5.2.13 The history of Thames Gateway and its heritage also provide scope to develop heritage experiences to rival those of established national tourist destinations. Much is already being done, for instance at Greenwich, Rochester and the Historic Dockyard at Chatham. But more can be achieved, in particular by building from the maritime importance of the Thames estuary: the sequence of defence works, spanning five centuries, designed to protect London, and the Royal Naval Dockyards.

5.2.14 There is the potential to establish new attractions, eg. at Woolwich Arsenal, Tilbury Fort, and at Three Mills in Stratford. Proposals are being formulated for a Millennium Festival in Greenwich which could provide a major focus for regeneration.

5.2.15 There is an opportunity to consider the relationship between individual tourist attractions. Too often existing land uses provide unnecessary obstacles and transport opportunities are missed. Links between tourist attractions of strategic importance are considered in Chapter 6. Local authorities, in their development plans, need to consider this and the effects of adjoining land uses on visitor attractions. They should also provide for a range of hotel accommodation specifically for the visitor market.

5.2.16 Higher and further education institutions, particularly those where the emphasis is on new technologies and on developing strong links with commerce and industry, are important for the future of Thames Gateway. Higher education has a key role in economic and social regeneration and the sector itself can be a significant employer. The synergy between research, higher education and business, for instance as represented by science and technology parks, can be helped by the development plan process identifying locations which have the potential to accommodate this mix of uses. The ability to create a quality environment will be an important consideration. Locations of strategic importance are considered in Chapter 6.

Retailing

5.2.17 As the economy of Thames Gateway strengthens there will be new opportunities for retailing. The sector is already a significant employer and it can make a substantial contribution to employment needs - particularly for part-time working. PPG6 emphasises the role of existing town centres. This, together with the need to fashion development patterns that both minimise the need to travel and promote transport choice, suggests that new retail facilities should be located within the communities they will serve.

5.2.18 Town centres in Thames Gateway can be the focus of a range of services and shopping facilities which can contribute to regeneration in the wider area. However some centres have not flourished as they might, and their quality and attractiveness could be enhanced. A range of factors may need to be addressed, including upgrading existing facilities, making the best use of derelict or under used land, enhancing the environment and securing the effective management and promotion of the town centre. Local authorities must be realistic in their expectations and look to build on the essential qualities of their town centres. For example, there may be scope to provide a shopping environment with character, through positive efforts to secure the conservation and enhancement of historic buildings and townscape.

Environmental technology

5.2.19 New technologies have an increasing role in addressing environmental pollution and their providers will generate employment. There is a market in Thames Gateway for these new technologies. Local authorities should consider such uses sympathetically.

Energy generation

5.2.20 The area has in the past been characterised as a location for energy generation projects. It is probable that there will be future pressures: for a new generation of power stations to replace existing facilities or for waste-to-energy plants. Previously, the attraction has arisen in part from the perceived lack of environmental constraints. The new environmental standard brought forward by this guidance means that the grounds for that perception are removed. Proposals for lines, cables, and switching plant to support energy generation will also be assessed in the light of this guidance, including the full expression of the Framework Principles set out in Annex 1.

5.2.21 New power stations should also be well related to their markets to reduce energy transmission wastage and be sited so as to minimise their environmental and amenity impact. Combined heat and power schemes planned in advance of major developments can be particularly useful. The impact of energy transmission may, in exceptional circumstances including in urban locations, be ameliorated by rationalising or putting underground overhead power lines. Waste to energy plants should, in addition, be well related to the source of the waste which will be the plant's fuel.

"Poor-neighbour" industries

5.2.22 Through their development plans, local authorities should make positive provision for those industries which can be a source of localised environmental problem and nuisance. They satisfy a market demand and can also be an important source of jobs.

5.2.23 One option is to identify locations for special industry parks: dedicated estates, comprehensively managed and employing the best in environmental technology. In considering suitable locations, local authorities should address both environmental impacts and the wider implications for regeneration - including those for image. Generally, such parks will be best located in, or adjacent to existing industrial areas or, where waste processing is involved, next to waste management operations.



Grain



Table H1
Housing potential¹ in
Thames Gateway

| | 1991 - 2006 | post 2006 ² | total |
|-----------------------------------|----------------|---------------------------|-------|
| Western Focus | 7000 | 1700 | 8700 |
| Barking & Dagenham | 4500 | 1200 | 5700 |
| Havering | 800 | 1200 | 2000 |
| Greenwich | 8600 | 2200 | 10800 |
| Bexley | 3400 | – | 3400 |
| Thurrock | 6800 | 1000 | 7800 |
| Kent Thames-side | 10000 | 19000 | 29000 |
| Medway Towns | 11000 | 7000 | 18000 |
| Swale | 7000 | 6000 | 13000 |
| Thames Gateway | 59100 | 39300 | 98400 |

¹ from sites >10 units in London, >12 units in Thurrock and >5 units in Kent

² indicative: from identifiable potential

5.2.24 Over time there may be less pressure on the east Thames area to provide landfill sites for waste disposal. This will come about as a result of the Government's target for recycling (at least 25% of all household waste by the year 2000). It also derives from waste increasingly being dealt with closer to its source, in order to reduce transport distances and the potential polluting effects of large scale facilities. The 'proximity principle', under which waste should be disposed of (or otherwise managed) close to the point at which it is generated, is described more fully in PPG25 'Planning and Pollution Control', and for London Boroughs, the approach is further described in draft *Strategic Guidance for London Planning Authorities*. There will remain, however, some demand to use suitable sites in the area for waste disposal. Appropriate locations will be those where there are no conflicts with the principles of this Framework. Further guidance on appropriate locations for waste-to-energy plants is set out in PPG22 'Renewable Energy'.

Homes

5.3.1 Without the provision of sufficient housing opportunities to meet likely demand, the South East's economic competitiveness may be impaired. Thames Gateway can play an important part in satisfying that demand.

5.3.2 If the principles in this Framework are applied to the site opportunities identified in Chapter 6, Thames Gateway could be expected in due course to provide over 110,000 new dwellings¹. About 70,000 new homes can be anticipated by 2006. A significant proportion of these will be in London and Essex, particularly in the early and middle years of the period covered by this guidance. The potential of Thames Gateway in Kent extends into the longer term.

5.3.3 Regional Guidance sets out a distribution of housing for the South East for the period 1991-2006. No specific figure is given for Thames Gateway, but the figures for London, Kent and Essex take into account the potential contribution from the area, based on the advice of SERPLAN and LPAC. The application of this guidance should not require any reappraisal of the regional distribution in the short term.

5.3.4 Table H1 provides a detailed breakdown of the likely contribution to the overall total of new homes from individual parts of Thames Gateway. The table reflects the area breakdown used in Chapter 6: 'Thames Gateway - in detail' and identifies the contribution from large sites only. The figures are indicative of the potential and will be subject to testing and up-dating through the development plans process. In the meantime, they have informed other aspects of this guidance.

Providing Places for New Homes

5.3.5 The potential for new development in Thames Gateway does not mean existing residential areas are to be given less emphasis. They will continue to provide homes for the majority of Thames Gateway's residents. They can also help to meet housing needs through conversions, refurbishment programmes and small scale housing schemes. In many locations, it will be necessary for planning policies to encourage an improvement in the quality and amenities of both the housing stock and of the local environment.

5.3.6 Local authorities, applying the Framework Principles, should give priority to developments which involve the recycling and re-use of vacant and under-used urban sites, before considering the release of greenfield land. The aim is to create a sustainable relationship between homes, workplaces and the full range of facilities which support communities. Proposals which minimise the need to travel, especially by private car, and which take advantage of the least congested parts of the transport network should be encouraged.

5.3.7 However, the main scope for new housing provision will lie in the major opportunity sites. Schemes are under way at the Royals, Barking Reach, Thamesmead, Chafford Hundred and Chatham Maritime. Other major opportunities will arise at Greenwich Peninsula, on Kent Thames-side, at Havering Riverside, and on the Hoo Peninsula and in Swale. Many benefit from a waterfront location which can provide a highly attractive residential environment.

5.3.8 Opportunities should be identified for satisfying the full range of housing needs expected in Thames Gateway: affordable housing as well as for the 'executive market'. The creation of urban villages represents an important approach. They can provide developments of sufficient scale⁶ to support a range of amenities, but small enough for homes, jobs and essential facilities to be within walking distance of each other.

5.3.9 The quality of the residential environment will influence perceptions of Thames Gateway as a place in which to live. Planning policies can help, for example by encouraging the provision of attractive open spaces and ensuring that the densities of new residential developments are sensitive to the environments in which they are set. Higher densities should be encouraged, where they can take advantage of public transport links; where access to important facilities can be achieved by walking or cycling; and where they enable residential and employment uses to be closely located, to provide a more sustainable form of development. Achieving higher densities should not lead to a deterioration in environmental amenity.

Affordable housing

5.3.10 Affordable housing is a key need for existing and future residents of Thames Gateway. Local authorities are asked to plan, especially on the larger opportunity sites, for a reasonable mix and balance of house types and sizes to cater for a range of housing needs. PPG3 "Housing", provides advice on affordable housing.

5.3.11 In seeking the provision of affordable housing local authorities should base their assessments on evidence of need (and, if they wish, an understanding of adjoining authorities' assessments) and on site suitability. For the London and Essex part of Thames Gateway, a 1995 report by the London Research Centre, "Affordability in the ETC"⁷, provides background information. The table at Annex 2 to this guidance, drawn from information supplied by the local authorities, provides an indication of the possible need for affordable housing. The figures are not put forward as targets for affordable housing - waiting lists in particular are poor indicators of demand, and it would be misleading to construct quantitative requirements from them. For London in particular the assessment covers areas outside Thames Gateway - sites in these areas can contribute to satisfying the identified need.

Environment

5.4.1 *Sustainable Development: the UK Strategy*⁸ sets a clear agenda for accommodating future development needs. The environment is to be seen as an asset vital for life and is to be passed on to future generations in the best possible condition. This does not mean that development should not take place, but that it should have proper regard to environmental impact. Indeed it is the scope for meeting development needs whilst also achieving environmental objectives that distinguishes the Thames Gateway opportunity.

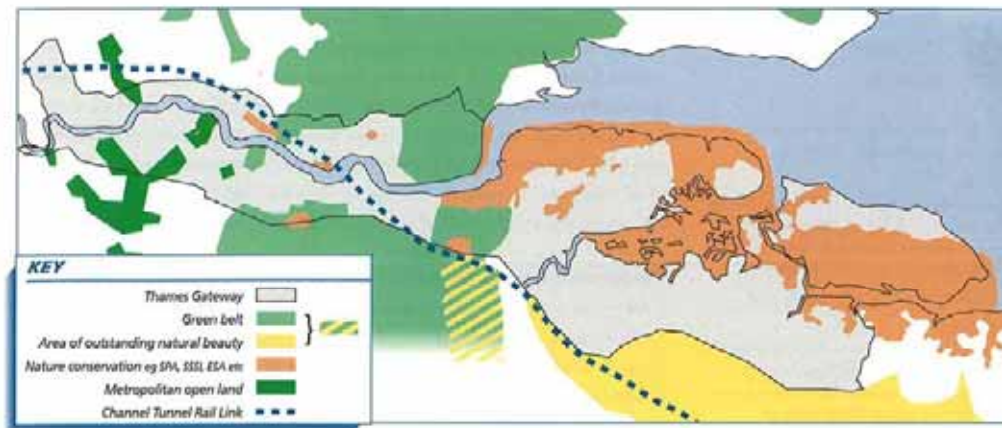
5.4.2 The diagram **'Thames Gateway Environment and Ecology'** shows the main environmental features of the area. Whilst these areas are afforded special protection, the emphasis in this guidance is on an overall improvement of environmental quality. This should be a central theme in the preparation by local authorities of their responses to Local Agenda 21.

Natural Environment

5.4.3 Thames Gateway is at the core of the Greater Thames, an almost unbroken chain of estuarine habitats of international significance for overwintering birds. It also contains many nationally scarce plants and invertebrates. Extensive tracts of the marshes and mudflats of the Thames and Medway Estuaries and the Swale are given national and international protection - as Sites of Special Scientific Interest (SSSIs), as Special Protection Areas (SPAs) under the EC Birds Directive and as wetlands designated under the Ramsar Convention. Intertidal mudflats higher up the Thames, though fragmented, can also provide a significant ecological resource.

Greater Thames





5.4.4 The sustained quality of these habitats depends upon effective management of the complete coastal zone, including protection and enhancement where necessary of coastal water quality. Effective management will be helped by an understanding of the dynamics of natural coastal processes. Advice on the consideration of proposals which affect SPAs and SSSIs is given in PPG9, Nature Conservation.

5.4.5 Other ecological resources may not have the scientific significance or expanse of the estuarine marshlands. However many, particularly in London, gain importance from their amenity and educational value, in an otherwise urban landscape. Local authorities should reflect this importance in their development plan policies.

5.4.6 The wetland ecosystems, especially of the lower Thames, the Medway and the Swale, also provide a landscape of unique character. This stems from the combination of marsh, mudflat, water and a distant skyline. This landscape has more than a local importance within Thames Gateway and development which would affect its character should not normally be allowed. Elsewhere, other natural features, such as woodland, are important elements of the landscape. As is the case with sites of ecological value, these natural features gain an additional importance when they are situated in what is otherwise an urbanised environment: tree cover and open tracts of green are especially important in the built up areas of Thames Gateway and should be retained and extended wherever possible.

Built heritage

5.4.7 The area has a wide and full range of historic features, from visible and buried archeological remains to historic buildings and structures. These reflect the long history of man's activities in the east Thames area. Much of Thames Gateway's archaeology is well documented but there is scope for further evaluation. Planning policies should recognise in particular, the potential of the estuarine environment to yield remains which could be well preserved because they are waterlogged and/or deeply buried. Guidance is provided in PPG16: Archaeology.

Thames Gateway environment and ecology



Heritage

Outstanding examples include:

The Thames Estuary defence systems

The Royal Arsenal at Woolwich

The historic centre of Rochester, including the Norman castle and cathedral

Greenwich Park and Observatory

The former naval dockyards at Chatham and Sheerness

The Swanscombe Skull site

5.4.8 The natural and built heritage of Thames Gateway is often interwoven, and together can form a significant element around which to plan the future of the area. Chapter 6 suggests ways in which these features can contribute to the wider economic and environmental goals for Thames Gateway. Local authorities, working together with expert organisations, should ensure that appropriate detailed policies, in line with PPG15: Planning and the Historic Environment, are in place to protect the settings of these features, including the strategic views to and from the principal historic sites. The setting and visual appeal of Greenwich and Rochester are especially important.

Environmental improvement

5.4.9 The vision for Thames Gateway is concerned with enhancing the environment. This can mean making better use of assets or creating new features of benefit; an example is habitat creation as an integral part of new development. Landscape rehabilitation is also important. For many, the perception of the east Thames area has been of an environment ravaged by industrial uses over the years - a degraded and in places derelict landscape.

5.4.10 The overall approach should be to promote an improvement in the quality of the environment offered by Thames Gateway, reflecting locally the aims of Government's "Quality in Town and Country" initiative⁵ and the emerging Thames Strategy¹⁰. Attention to the design of new buildings, and how they relate to their surroundings, is part of this. It is equally important to look critically at the existing environment to ensure it contributes to its full potential. This will mean giving closer attention to ameliorating those aspects of Thames Gateway's environment which inhibit regeneration. In the town such deterrents could include poorly maintained public buildings and street furniture, intrusive flyposting, excessive littering or uncared for landscaping. In the country, especially in the 'urban fringe', damaged landscapes (including those affected by pressures from recreational pursuits which are urban in character) can deter investment.

5.4.11 There is a considerable range of environmental improvement initiatives already underway in the area. They also help to provide increased public access and measures to promote understanding and enjoyment of the natural and cultural environment.

These initiatives include:

- existing programmes for the restoration of derelict land;

Greenwich



- Groundwork Trusts, which promote sustainable regeneration through environmental action in partnership with public authorities, the private sector, and the community and voluntary organisations;
- the Thames Chase community forest in East London, and schemes for a community forest or tracts of community woodland in North Kent;
- the Countryside Stewardship scheme which offers incentives for the management of land in a manner which preserves and enhances the environment;
- the designation of an Environmentally Sensitive Area in North Kent, which promotes the continuation of traditional farming practices, and encourages measures to enhance the environment; and
- environmental improvements being carried out by partnerships assisted by funding from the Single Regeneration Budget.

5.4.12 Environmental flagship projects can benefit the wider profile of Thames Gateway. These might be based, for example, on the Thames Estuary defence system or the estuarine marshes where 'conservation parks' (areas where public access and interpretation of nature conservation resources are provided) could raise the profile of one of Thames Gateway's key assets. It is important that planning policies provide for access in a manner which does not damage the resource which people have come to see and enjoy.

5.4.13 There can be benefits from 'greening' initiatives of local importance. These can include structural planting of the main transport corridors, the short term greening of sites awaiting development (or safeguarded for a future use, riverside wharves being a case in point) and "urban fringe management" to secure environmental improvement and the beneficial use of the countryside.

Leisure and the quality of life

5.4.14 Leisure affects economic, social and physical well-being and is important for the quality of life. For Thames Gateway to compete as a place in which to live, local authorities should put in place planning policies which encourage the provision of a wide range of leisure facilities and allow the market to respond to the demand for recreation. This demand will come from both those who already live in the area and from those who will live or work in new developments. Leisure facilities should be considered as an integral part of the living environment, helping to turn new developments into new communities.

5.4.15 Open space for recreation and amenity is a vital element in the quality of urban living environments. Well used amenity areas serving existing communities should be safeguarded through development plans, and land use policies should highlight opportunities for improving the use of less well frequented open spaces. In planning new communities local authorities should allow for the provision of open space for both informal and formal recreational needs. PPG17 'Sport and Recreation' provides advice on the scale of provision.

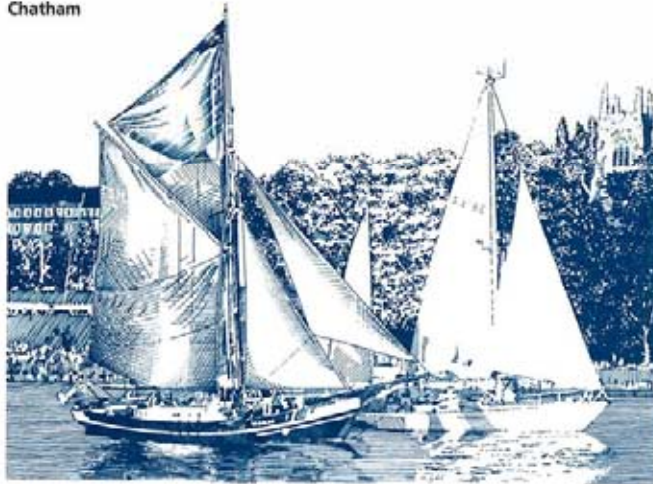
5.4.16 There are opportunities to link open spaces in Thames Gateway. A 'green grid' could be created to join the main open areas with river frontages and to link existing and new communities. The grid should be identified in development plans and safeguarded by planning policies. Linked with this 'green grid', river fronts can be opened up for public access with walkways/cycle paths and parks or viewing areas. These can build on and support the proposed national trail "the Thames Path" and the proposed "Heart of London" cycle route. The Thames Waterfront strategy prepared by Groundwork Kent Thames-side is a useful example of an area based approach to opening up the river. In those instances where public access is likely to have a detrimental effect on a significant and sensitive wildlife resource a precautionary approach should be taken. This may mean management to withhold access.

Water

5.4.17 The water areas of Thames Gateway can be an asset for leisure and tourism. Water-based recreation is of regional significance in the Medway estuary. There is, however, only limited scope for greater use of the Medway without affecting important nature conservation interests, including those of the marine environment. An integrated approach to the river's management can help secure the optimum level of use. The recreational use of the Thames and its tributaries should be also encouraged. One way forward is to provide opportunities for additional leisure craft moorings. When considering proposals, local authorities should take into account effects on the commercial use of the river, including navigation and safety issues, as well as on the river's nature conservation value.

5.4.18 The supply of water is an important issue. Development plans will need to allow for a rate of development that is compatible with the ability of infrastructure to meet increasing demands for water, and for the treatment of sewage. In some areas there may be short term constraints. Demand measures, including recycling and re-use schemes, should be encouraged wherever possible. In the longer term new infrastructure can be provided, including, if necessary, inter-regional transfers.

Chatham



5.4.19 Many development opportunities are low-lying sites on the river-front. The advice of the National Rivers Authority (NRA) and MAFF should, therefore, be taken fully into account at the early stage of the formulation of new proposals. In many instances where there is a risk from flooding, capacity assessments or proposals already take into account measures for amelioration. These may include land raising (capping may in any event be necessary to address ground conditions) or flood walls. Flood walls can, however, have serious visual implications and divorce development from the waterfront. Local authorities through development control should, therefore, when flood walls are necessary, seek to use them as positive features. Access to the riverside should be incorporated where possible.

Pollution

5.4.20 In bringing forward development proposals, local authorities should be aware of the possible impacts on air quality. Advice on planning and pollution control is given in PPG25. Locally, the 1995 HMIP report "An assessment of the effects of industrial releases of nitrogen oxides in the East Thames Corridor"¹¹ is useful background, and research under the new East Thames Chair in Environmental Conservation at the University of Greenwich will provide information on a range of atmospheric pollutants.

5.4.21 A main finding of the HMIP report is that the dominant source of NO₂ in Thames Gateway is emissions from motor vehicles. The greatest benefit to reducing ambient NO₂ levels will come from the introduction of catalytic converters. Whilst there are likely to be significant reductions in emissions by the year 2000, in the longer term progressive increases in traffic growth could undo much of this gain. This guidance, therefore, implements the recommendation in the HMIP report that a modal shift away from the motor car should be encouraged and a strategy adopted to limit the demand for road transport.

Transport

5.5.1 Transport supports access to markets, jobs and the necessities of modern living. For Thames Gateway to compete successfully, it must provide no less than the level of accessibility available elsewhere. With the potential for substantial regeneration in Thames Gateway there is an opportunity to plan transport and land use together, reflecting the guidance in PPG13 'Transport'. This integrated approach will help prevent unnecessary impacts on the environment and allow significant steps to be taken towards a more sustainable form of development.

5.5.2 Initially, the emphasis will be on utilising the capacity of the existing transport network and building on the benefits of the substantial investment already going into the east Thames area. Table T1 sets out transport improvements which are either under construction or under consideration for the Thames Gateway area. Over £4 billion over a period of 10 years, not counting investment in the CTRL and other projects which are to be taken forward by private finance,¹² such as the Docklands Light Railway (DLR) extension to Lewisham.

“The main goal for sustainable development in the transport sector must be to meet the economic and social needs for access to facilities with less need for travel and in ways which do not place unacceptable burdens on the environment.”

Sustainable Development: the UK Strategy

5.5.3 The route of the Channel Tunnel Rail Link has been safeguarded and the hybrid Bill to authorise the link has received its Second Reading. The CTRL can provide fast access for business and leisure to and from the continent, and high speed commuting into London. Thames Gateway will benefit from the international and domestic station proposed at Ebbsfleet in Kent Thames-side, and a junction with the North Kent Line will enable domestic trains from the Medway Towns and Gravesend to access the link into London. The option of an additional station at Stratford in east London has been left open and will be further considered in the light of assessments made by the private sector bidders for the project. Final decisions are expected later in 1995.

The approach

5.5.4 The improved network can support the development of many of the major sites in Thames Gateway. There may be a case for further investment over time, particularly when additional investment can help secure a more sustainable relationship between development and transport. Some of these potential enhancements are described in the area guidance in Chapter 6. A number of these projects may well be attractive to private finance. Others will need to be funded by contributions from the development they facilitate. Other than in those instances, and leaving aside the question of river crossings, covered in paragraph 5.5.8 below, it would be premature for this guidance to propose specific additions to the considerable investment already going into transport infrastructure.

5.5.5 There are several reasons for this. Most important, it is now clear that the benefits to accessibility from planned road improvements may be greater than previously anticipated. Pressures on capacity may be eased both by advances in the technology of traffic management and through higher vehicle occupancy rates. Occupancy rates and the overall number of trips can both be influenced by ensuring that the cost of using a car reflects the wider cost of that decision. Improvements to public transport, including continuing improvements to bus services, are also likely to reduce dependence on the car. A greater emphasis on and support for walking and cycling will also help. All of these factors, especially when viewed together, suggest that the road network in Thames Gateway may be able to accommodate more new development than previously forecast.

5.5.6 Successfully applying the Framework Principles, particularly the need for development to be well related to public transport links, and for land use patterns to facilitate walking and cycling, will reduce the need to commute and the need to travel by private car. Making better use of the Thames for transport will help keep some traffic, particularly freight, off the area's roads. However, there remains a need for improvements to the road network in Thames Gateway. For example additions to capacity may be the best means of supporting development in certain locations and addressing congestion, especially where it affects the economic health and quality of life of the community. Envisaged improvements to the road network have implications for the planning of the type, mix and intensity of new development, and its location and timing. These are examined in the area guidance provided in Chapter 6.

5.5.7 The timing of transport improvements will have implications for the sequence and pace with which some of the development opportunities can be brought forward. However, in future the timing of many transport improvements will be for the private sector, reflecting market conditions. The development strategy needs to be sufficiently

flexible to respond to this. A prescriptive programme of priorities and phasing of transport improvements would soon be overtaken by events. Nevertheless, it will be helpful both for development planning and investment decisions to highlight the potential contributions to regeneration from proposed improvements to transport provision.

New Crossings for the River Thames

5.5.8 New and improved cross river links are needed to address the recognised imbalance between the number of river crossings to the east and west of London and to remove the north/south barrier effect of the Thames. The River itself has a role to play in transport movement but the small number of crossings east of the City of London has added substantial distance and time to what could be short road or rail journeys. New crossings will help the area function more efficiently and will increase the potential hinterland of many of the development sites in Thames Gateway. Improving access can assist the Government's aim of attracting investment to the area.

5.5.9 Additional river crossings could do much to meet the Government's aim of providing for the economic and social needs of access more sustainably, with less need for travel. The aim is to consider first options for cross-river links which maximise the use of public transport where it offers a realistic alternative to the car. Wherever possible cross-river road links should provide for the use of public as well as private modes of transport. The following schemes could contribute to these objectives:

- **Jubilee Line Extension (JLE)** which crosses the river twice in Thames Gateway. The station at North Greenwich is important for the development prospects of Greenwich Peninsula and the JLE enhances Stratford's importance as a communications centre.
- **DLR extension to Lewisham:** connecting Greenwich and Deptford Creek to central London via the Isle of Dogs. Will support tourist potential and provide access to job opportunities.
- **Third Blackwall Crossing:** necessary to ease congestion on both banks of the Thames and will help to bring forward development opportunities and promote a more balanced land use pattern.
- **a river crossing in the Gallions Reach area:** the original East London River Crossing was conceived as a link for trunk road traffic between the A406 and the A2. Withdrawal of those proposals demonstrates Government's commitment to environmentally sensitive solutions to transport requirements. A shortened, more local scheme could offer important transport and environmental benefits provided there was sufficient mitigation of the impact it might have on local roads. A crossing in this area would give access to the Royal Docks from a wide area of south London, including Thamesmead, and add to the Royals' attractions for projects of metropolitan significance. The need to give greater encouragement to the provision of opportunities for public transport suggests consideration of the scope for improvements to local accessibility through a multi-modal or prioritised public transport crossing.

Table T1

| Scheme | cost | by |
|---------------------------|--------|--------------------|
| Rail: | | |
| Jubilee Line Extension | £1.98n | 1998 |
| DLR Extension to Beckton | £275m | 1994 |
| DLR Extension Lewisham | £100m | + |
| Kent Link modernisation | £800m | 1994 |
| Refurbishment of LTS Line | £83m | 1995 |
| CTRL | £2.78n | early next century |
| Crossrail | £2.88n | |

Road:

| | | |
|---|-------|--------------------|
| A13 Improvements, Docklands to M25 | £470m | under construction |
| Hackney to M11 Link | £240m | under construction |
| Blackwall Third Crossing | £170m | ** |
| A2 Kidbrooke Park improvement | £14m | ** |
| M25, js 30 and 31 & improvement to A13 | £50m | ** |
| A249 M2 to Iwade improvement | £57m | under construction |
| A249 Brielle Way, Sheerness | £1m | completed |
| A249 Iwade - Queenborough improvement | £76m | ** |
| M2 widening, junctions 1-4 | £170m | * |
| A2/A282 improvement | £26m | ** |
| A river crossing in east London (Gallions Reach area) | | |
| Study for a lower Thames Crossing | | |

Schemes supported by TSG:

| | | |
|-----------------------------------|-------|--------------------|
| Medway Towns Northern Relief Road | £176m | 1998 |
| A206 Woolwich Road widening | £20m | 1998 |
| STDR & Dartford Northern Bypass | £30m+ | c2001 ¹ |
| Staplehurst Link | | |
| Choates Manor Way | | |
| Bexleyheath town centre | | |

* Trunk Roads in England 1994 Review: Priority 1 Scheme

** Trunk Roads in England 1994 Review: Priority 2 Scheme

+ Subject to private finance being forthcoming

¹ Subject to funding

- **“Thames Gateway Metro”:** initial development work has identified the potential of a new cross river rail connection between the North Kent line at Woolwich and the North London line at the Royal Docks (Woolwich Rail Tunnel). This could allow a metro service to link several areas in need of regeneration. It could help improve the balance and integration of the South East London labour markets, particularly with the link to the development opportunities at the Royals. The metro service could also link development potential on the south bank of the Thames with the IPS at Ebbsfleet. The development work has suggested that the project may be able to attract private finance, particularly if implemented in stages, and it cannot be certain that there will be any public finance provision. The tunnel and metro service could contribute to the achievement of sustainable development objectives by encouraging local and commuter trips to be made by rail. In this context, local authorities should consider a pattern of land use which could contribute to the principles of sustainability through the public transport opportunities of what could be called a “Thames Gateway metro”.

- **a lower Thames crossing:** would improve the regional accessibility of the Medway Towns and Thamesport and also facilitate the creation of a major labour market in Kent and Essex Thames-side. By easing congestion in North Kent it would help advance development opportunities.

- **the CTRL:** will provide, in addition to international services, a fast rail link between the Medway Towns, Kent Thames-side and London, and relieve congestion on existing lines.

Other transport improvements

5.5.10 Other improvements to transport provision in Thames Gateway range from strategically important proposals, listed in Table T1, to improvements more local in their effects. All contribute in some way to regeneration. Investments in public transport include:

- **the Kent Link modernisation:** more reliable and comfortable journeys will encourage travel by rail and help reduce pressures on road capacity;

QEII Bridge



- **the London, Tilbury and Southend line improvements:** resignalling to reduce delays will allow the line to support development opportunities more effectively than previously;

- **East London LRT:** Local Authorities in the area have completed a preliminary appraisal of the scope for a light rapid transit system supporting the major development sites on the north bank of the Thames. This could provide an alternative to the car for local journeys between the new communities, new and existing places of work, and established town centres.

- **Crossrail:** would place Stratford on London's east-west rail link, giving direct access to areas west of the capital; the Secretary of State for Transport has commissioned further work to examine the case for the scheme, and the potential for private finance.

More local schemes which authorities in Thames Gateway could consider would include bus priority measures, which can allow operators to offer a faster, more reliable and therefore more attractive service.

5.5.11 Proposed improvements to the trunk road network include:

- **the A13 improvements from Docklands to the M25:** will ease congestion on the main road artery on the north bank of Thames Gateway, allowing several major developments to be brought forward. In particular the improved A13 will give direct access to Havering Riverside;

- **Hackney M11 link:** gives access from Stratford to the M25 and beyond. It reinforces the potential of Thames Gateway's western focus;

- **Dartford A2/A282 improvement:** provides free-flowing slip roads between the A282 and A2 at M25 junction 2 and widening of the A2 from the M25 to the junction at Bean. With the addition of a fourth eastbound lane on the A2 to the east of Bean, congestion will be further eased and the Bluewater regional shopping centre able to come forward;

- **A249 M2 to Iwade Improvement:** will give local environmental relief and improved access from the Isle of Sheppey and Sittingbourne to the M2;

- **Second Swale Crossing:** is important for the economic prosperity of Sheppey and the Port of Sheerness; and

- **M2 widening Junctions 1-4:** will ease congestion and improve Thames Gateway's access to the Channel ports.

5.5.12 There are also several significant improvements to local roads which contribute to regeneration. The following are supported by TSG:

- **the South Thames-side Development Route (STDR):** is important for Thames Gateway both in London and Kent. It has been funded in part from TSG and from the private sector and includes the Dartford Bypass opened last year. The STDR will remove through traffic from several towns and open up development sites from Thamesmead to Gravesend allowing new job opportunities to be created. It will contribute to the transport network of the growth area at Kent Thames-side;
- **B2006 Staplehurst Road Link:** will link the A249 Iwade bypass with the recently completed Sittingbourne Industrial Route, and so give new industrial sites in Sittingbourne access to the strategic road network;
- **Choates Manor Way improvement:** will upgrade this key access road leading from the A13 to the Dagenham Industrial Area, including crossing the CTRL and the London Tilbury and Southend line, as part of the East Thames-side Partnership SRB project;
- **the Medway Towns Northern Relief Road, including the Medway Tunnel** will give substantial relief to the centres of Strood, Rochester, Chatham and Gillingham and improve access to the Isle of Grain and the significant development at Chatham Maritime; and
- **A206 Woolwich Road widening:** will ease congestion and enable development sites to be advanced at Charlton.

Timing of improvements

5.5.13 The anticipated sequence of development in Thames Gateway illustrated in Chapter 7 draws together these improvements to the strategic transport network with the potential of the major development areas. Local authorities' own transport planning should be informed by this sequence and by an understanding of the importance of transport both in releasing the potential of development land and in linking areas of deprivation and unemployment to new job markets.

References

¹ *East Thames Corridor, A Study of Development Capacity and Potential* prepared for the DoE by Llewelyn-Davies, Roger Tym and Partners, TecnEcon and Environmental Resources Ltd.

² For example see:

- *Intermediate Stations, Socio Economic and Development Impacts* prepared for the British Railways Board by Pleda PLC;
- *CTRL and Station Strategy - Regeneration in East London* prepared for LPAC by Victor Hausner and Associates;
- *Stratford International Passenger Station - the case*, prepared by the Stratford Promoter Group;
- *London (Rainham) International Parkway Station*, submission by the Havering Riverside Regeneration Consortium; and,
- *The Channel Tunnel Rail Link and associate investment: a joint statement in support of the proposed Ebbsfleet International and Domestic Passenger Station* by the Kent Thames-side Group.

³ See the work by Business Strategies Limited for the London Planning Advisory Committee.

⁴ *Economic Role for North Kent* prepared by PA Cambridge Economic Consultants for Kent County Council; *North East London Business Prospects* prepared by Glenny.

⁵ The figure includes completions from 1991 and for the period up to 2006 an estimate of the contribution from small sites and conversions.

⁶ See HMSO publication, *Alternative Development Patterns: New Settlements* by the University of Reading and David Lock Associates.

⁷ *Affordability in the East Thames Corridor* London Research Centre Report November 1993.

⁸ *Sustainable Development. The UK Strategy* HMSO Command Paper 2426.

⁹ *Quality in Town and Country – A Discussion Document*, Department of the Environment, 1994.

¹⁰ *Thames Strategy*, Department of the Environment, 1995

¹¹ HMIP 1993 Report *An assessment of the Effects of Industrial releases of Nitrogen Oxides in the East Thames Corridor*.

¹² The concept of a Thames estuary airport, Marinair, is also being promoted.

CHAPTER SIX

Thames Gateway in Detail

This chapter provides more detailed guidance for those parts of Thames Gateway where major new development is expected to occur or, conversely, where the emphasis is to be on nature conservation. Outside these areas, new development opportunities are fewer, or the need for detailed guidance is less. The general policies in this Planning Framework apply throughout Thames Gateway.

The Royals and Stratford

Thames Gateway's Western Focus

6.1.1 Chapter 5 identifies the Royal Docks and Stratford as the western focus for development in Thames Gateway. They have the potential to both complement the traditional business areas of the capital and to influence the economic success of a wider part of East London.

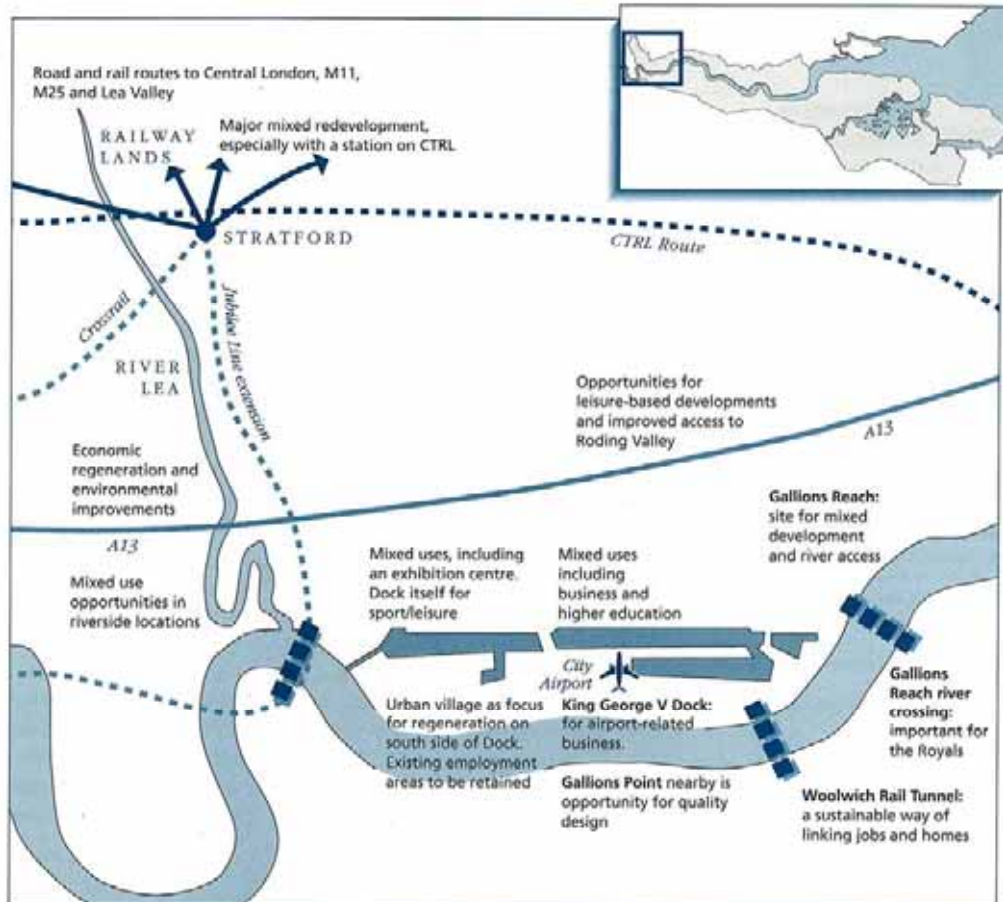
6.1.2 There are some 400 hectares of developable land, capable of providing several significant commercial developments and many new homes. The Royals and Stratford enjoy a pivotal position at the interface of Thames Gateway with central London, the new commercial centre of the Isle of Dogs, and development opportunities in the Lea Valley. There are sites with the capacity and locational advantages to provide opportunities for the market to provide developments of London wide significance. Overall, planning policies should encourage development which can bring a lasting improvement to the physical environment and quality of life in East London.

6.1.3 There have been significant successes already in securing regeneration in Docklands. One example is the new community at Beckton. Overall, this record of achievement means that those bringing forward individual developments can have confidence in the prospects of renewal over the wider area, and can take advantage of the considerable investment in transport infrastructure that has already taken place.

The Royals: key sites

6.1.4 The waterfront sites of the Royal Docks provide some of the most attractive development opportunities in London. Overall, some 160 hectares are available with a wide range of development capabilities. All benefit from the results of a substantial transport development programme; the London Docklands Development Corporation alone has spent over £350 million building roads and railways to give easy access to the Royals.

6.1.5 18,000 people already have their homes in the area and homes for another 10,000 or more might be provided. There is a similarly substantial scale of employment opportunities but much will depend on attracting major developments. This underlines the importance of establishing the Royals as a place to locate. A river crossing in the Gallions Reach area in East London is important for achieving the proposed level of development. Similarly, a Woolwich Rail Crossing would link the Royals with a wider labour market and would help to secure proposals for major commercial floor space.



6.1.6 The major development opportunities being promoted in the area of the LDDC include:

- **The Royal Victoria Dock** which could have a range of uses. On the north side, there is sufficient land to accommodate a project of regional, or wider, significance. A major exhibition centre has been proposed and a preferred developer selected by the LDDC. A development of this sort would provide an important boost to image and could contribute to London's world-city role. The opportunity, therefore, should be safeguarded through the development plan; although periodic review of this safeguarding in the light of market response may be appropriate. On the south side of the dock, there are initiatives to focus an urban village on West Silvertown and to create a new park alongside the Thames Barrier. Both reflect the approach set out in this guidance.

The Royals and Stratford



Investment in infrastructure at the western focus of Thames Gateway

Achieved:

Site clearance, treatment and advance landscaping at the Royals

Royal Albert Spine Road

Connaught Crossing

Western and Eastern Gateways

DLR extension to Beckton

DLR extension to Stratford

Lower Lea Crossing

Limehouse Link

London City Airport

A13 Improvements

To come:

Hackney M11 Link

Third Blackwall Crossing

Jubilee Line Extension

A13 improvements

Under consideration:

Crossrail

Woolwich Tunnel and metro

CTRL station at Stratford

A river crossing in the Gallions Reach area

A combined heat and power energy project for the Royals

- **The Royal Albert Dock (North) and Albert Dock Basin:** a higher education facility and a science park (for which EC funding is helping to assess the feasibility) could be accommodated here. Both can influence the regeneration of a wider area. They are image raisers and important for attracting business development. The environment and transport links offered by the Albert Basin make it particularly suited to accommodate a development of note. The development plan should also provide for water based activities on the Royal Albert Dock and Basin to complement the quality development that is sought.

- **King George V Dock:** planning policies should provide for business opportunities which can benefit from proximity to the City Airport.

- **Gallions Point:** the setting, on a bend of the Thames with views along the river and over the King George V Dock, provides an opportunity for a quality development. A residential use may be appropriate, together with the provision of a major public space to allow enjoyment of the waterfront. The entrance lock to the King George V Dock could provide a focus for such a facility.

6.1.7 Outside the LDDC area the main development site is at Gallions Reach. The site of the former Beckton gas works provides an opportunity for a major mixed development. This could include retailing although the effect on the vitality and viability of nearby town centres will be a key consideration. The strategic links which could be provided by a Gallions Reach river crossing close to the site, suggest the major emphasis should be on business floor space. Further north, in the vicinity of the A13/A406 interchange, there are several sites known locally as the Beckton Gateway. These serve as an entry point to the Royals. Planning policies should encourage development commensurate with the gateway location. Commercial and leisure based developments would be appropriate.

Stratford

6.1.8 Stratford is already one of London's most accessible locations especially by public transport, and with each new enhancement the advantages of its location increase. These advantages are sufficient to justify the inclusion of Stratford with the Royals as Thames Gateway's western focus.

6.1.9 The future of the Stratford railway lands, and the potential of support from the EC Structural Funds together with the Single Regeneration Budget, will influence regeneration at Stratford, as would the image benefits of an intermediate station on the CTRL.

6.1.10 The railway lands, as the focus of a wider development area (including opportunities at Hackney Wick, Thornton Fields and Temple Mills), have several advantages as a development location. In particular, they are within easy reach of Stratford town centre and its rail services and the M11 extension connects the site directly to the motorway network. The scope for redevelopment will initially be constrained by the continuing use of the site for railway purposes, including construction of the CTRL. The latter, however, will require the relocation of some uses from the site, allowing for subsequent redevelopment. Additionally, and over

time, the value of the development opportunity may give impetus to the prospect of relocating other operational uses. Much will depend on market demand at the time and the availability of sites for relocation.

6.1.11 The development plan should encourage a mixed use development of the railway lands, exploiting the excellent public transport connections. Office, housing and leisure uses could be located here and, given the locational advantages of the site, modern distribution/logistics will be important. A station on the CTRL would add to the attractiveness of this development opportunity and help to optimise the strategic contribution to regeneration in East London.

6.1.12 More generally at Stratford, planning policies should encourage uplift in existing residential and employment areas, allowing them to contribute effectively to regeneration. In the town centre, Stratford City Challenge provides an important impetus. Through partnership, it is working to refurbish the shopping area, provide new bus and rail stations and create a new arts, cultural and entertainment centre. Planning policies should support these initiatives. Elsewhere, the development plan should bring forward policies to support regeneration. In the lower Lea Valley, to the south of Stratford, it will be important to encourage the retention of industrial activity, whilst providing scope for modernisation and expansion. At Three Mills, proposals which would adversely affect re-use of the redundant historic buildings (for an industrial heritage visitor centre and as a home for the National Fairground Museum) should not be allowed without special justification. With the land resource at Mill Meads, these innovative projects can help boost the image of Stratford.

The River Lea

6.1.13 The development plan should give favourable consideration to proposals which provide environmental improvement in the river valley. In particular, planning policies should encourage the opening up of the river and its banks to allow access to the ecological interest, green spaces and permit management and enhancement. There is also scope for its use as a navigable waterway, with leisure and recreational opportunities. Redevelopment which affects the river should be considered in the light of these objectives. One example is the Poplar Gas Works site. Currently under-used, it could provide the opportunity for several hundred jobs and allow the creation of a valuable riverside walk.

6.1.14 At Leamouth some 40ha of land is available with a vacant river frontage. It is important to retain the East India Dock basin. A mixed residential and commercial development is proposed for Brunswick Wharf, which is appropriate. Planning policies should also seek to retain and enhance the existing Leaside employment areas.

Some of the advantages of locating at Stratford:

City 10 mins

by the Central Line
by main line rail
by the A11

City Airport in 15 mins

East Anglia 1hr by InterCity

Canary Wharf 10 mins by DLR

Stansted Airport in 35 mins by the M11

M25 in 10 mins by M11

Waterloo in 20 mins by Jubilee Line Extension



The attractions of Greenwich:

Cutty Sark

The National Maritime Museum

Gipsy Moth

The Observatory

The Meridian and Park

The Royal Naval College

The market

St Alfege's Church

The Queen's House

The success:

2 million visitors each year

Greenwich Riverside

6.2.1 The river-bank from Deptford Creek to the Thames Barrier is part of the wider Greenwich Waterfront, an area which has seen long-term decline in its traditional riverside industries but is poised to benefit from the eastward shift of the focus of central London, and is gaining from the impetus given to regeneration by the Greenwich Waterfront Development Partnership. There is great variety of potential, including places for industry and homes, and a rich historical and built heritage.

6.2.2 Securing these opportunities depends in part on making the most of the land available for development. Planning policies should therefore be directed towards securing development on the key sites in a manner that contributes to regeneration in the wider area.

Greenwich Peninsula

6.2.3 The major site, with 120 hectares and over one mile of river frontage, is one of the largest and most prominent development opportunities in Thames Gateway. However, the legacy of contamination makes development difficult. There is concern that land uses could be established here which require little in the way of site cleansing and provide limited support for regeneration. This would not make the most of the opportunity.

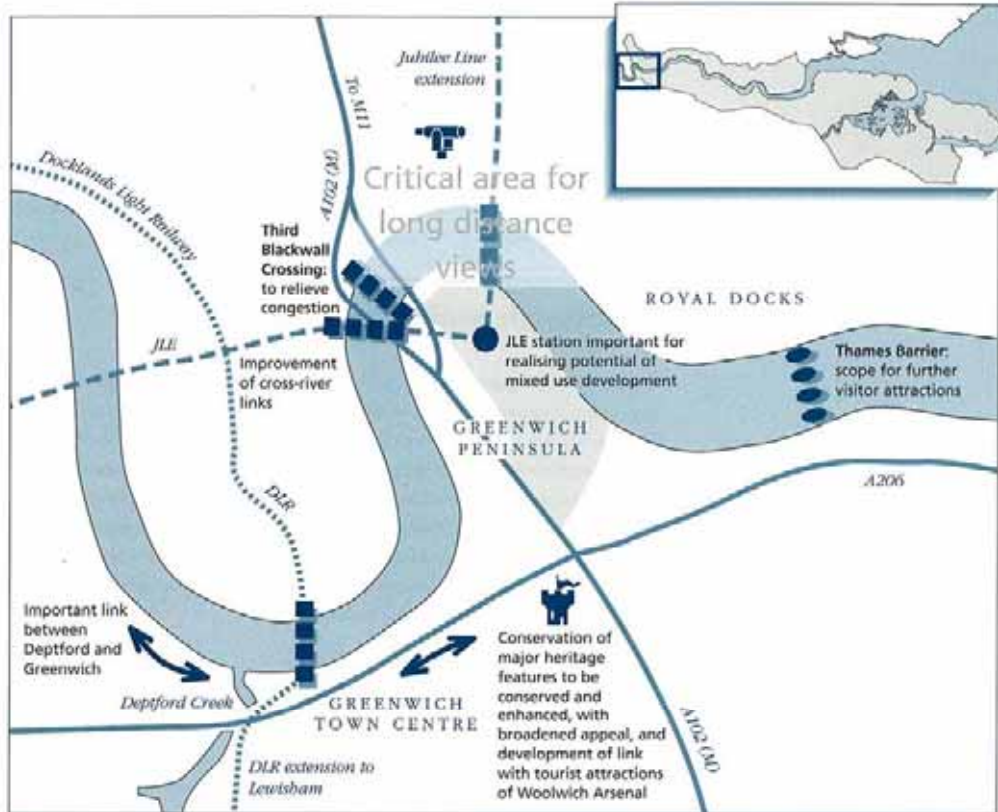
6.2.4 Proposals are being brought forward for a major exposition on this site as part of the Millennium Project. This could provide the impetus for site reclamation and the basis for longer term development as a new community. Development work locally suggests that over 5000 homes could be provided. There should also be opportunities for business and office uses, as part of a mixed development providing a range of facilities.

6.2.5 Improvements in the accessibility of the Peninsula will be a key factor in securing regeneration. The proposed Third Blackwall Crossing will help by reducing congestion on the A102. The additional capacity will be designed to avoid prejudicing the development potential and appearance of the waterfront of the Peninsula. The Jubilee Line Extension has been routed through the Peninsula following a promised private sector contribution to the cost of building the station. The station will form a crucial link between the development opportunity and central London, Docklands and Stratford and will influence the quality of development attainable here.

6.2.6 There are opportunities on the Peninsula to make significant and long-lasting contributions to views along and across the Thames. In particular the visual links with the Isle of Dogs to the west and the Royal Docks to the east will need to be addressed. The quality of these contributions will be critical for this part of Thames Gateway.

Deptford Creek

6.2.7 Although much smaller than Greenwich Peninsula, Deptford Creek's importance lies in the contribution it can make to regeneration in the area between Deptford and Greenwich. There is potential to attract employment opportunities and to attract tourists away from the congested core of Greenwich town centre. To secure



these objectives, the local authorities concerned should continue to consider together the planning of the Creek and the wider area. The strong boat building and historic traditions provide themes for improvement. Public access to the Creekside and to the Thames should be an integral part of regeneration as should efforts to improve the quality of the environment of the Creek itself.

Greenwich Riverside

6.2.8 Although already within easy reach of central London and other parts of Thames Gateway, Deptford Creek will especially benefit from the improvements to public transport that the Docklands Light Railway extension to Lewisham and the Jubilee Line Extension will bring.

Greenwich Town

6.2.9 Greenwich is historically and architecturally of national significance. Development plan policies should promote the conservation and enhancement of this important asset of Thames Gateway. A particular example, is the need for successful implementation of proposals to address the effects of congestion in the town centre. Otherwise, the condition of some of the historic buildings will continue to deteriorate and the public spaces and shopping areas will provide less desirable environments than they might.



Heritage at Woolwich Arsenal

| | |
|--|---------|
| Royal Brass Foundry <i>(Grade I listed building)</i> | 1716/20 |
| Military academy building <i>(Grade II *)</i> | 1716/20 |
| Verbruggen's House | 1772 |
| The Main Guard House | 1788 |
| Dial Arch Block | 1716/20 |
| Riverside Guard Rooms | 1814 |
| Royal Laboratory pavilions | 1696 |
| Grand Store | 1806/13 |
| Rifle Shell Foundry Gateway | 1856 |
| MiddleGate House | 1808 |
| Middle Gate | c19th |
| New Carriage Store | 1728 |
| Armstrong Gun Factory | 1858 |
| New Laboratory Sq | 1810 |
| Duke of Wellington Statue | 1848 |
| Officers' quarters <i>(all Grade II listed)</i> | 1716/20 |

6.2.10 Proposals should build on current initiatives to restore Greenwich's historic fabric and upgrade the environment. There is also a need to broaden the appeal for tourists beyond the narrow area around the Cutty Sark. Establishing waterborne and other links with new tourist facilities at Woolwich Arsenal and Deptford Creek would be one way to achieve this.

6.2.11 The DLR extension to Lewisham will enhance access by public transport and reduce some of the effects of road traffic.

Woolwich and Thamesmead

6.3.1 These neighbouring towns, on either side of the Royal Woolwich Arsenal, have been competing for new development. This has been particularly evident in retailing and has not always been to the advantage of both towns. The availability of Woolwich Arsenal for development from 1995 could, in the absence of clear land use policies, add unnecessary uncertainty. It is important, therefore, to establish a strategy for the future of Woolwich Arsenal that benefits both the regeneration of Woolwich and the development of Thamesmead. This strategy should be incorporated into the development plan at an early date, in order to provide the secure planning context necessary for regeneration.

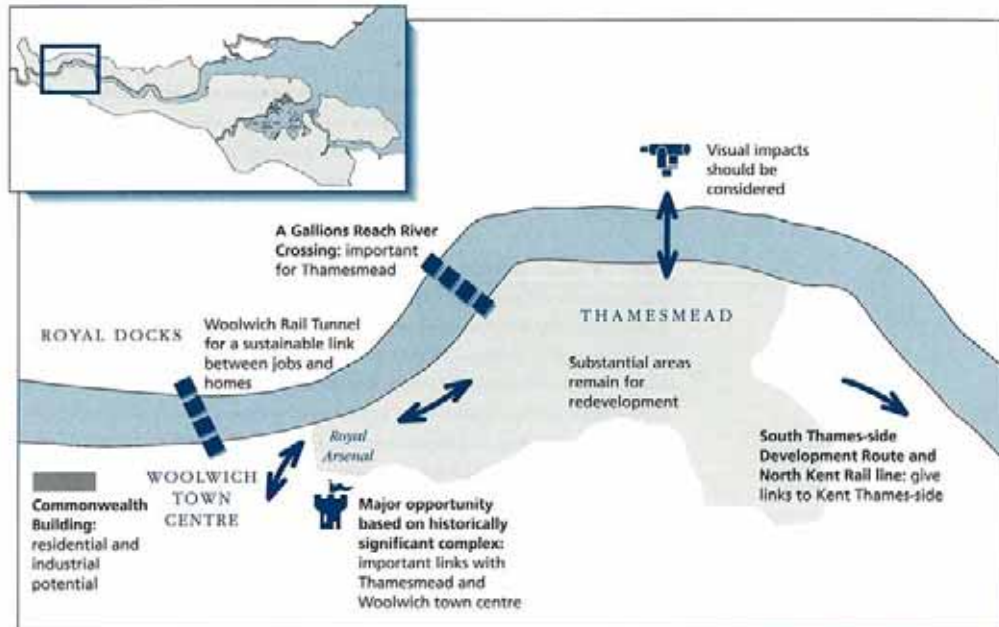
Woolwich

6.3.2 There are already several assets on which to focus regeneration in Woolwich. It is an important centre for employment and it has a riverside location. It will benefit from a major award of grant under the Single Regeneration Budget. The 30 hectares of the Woolwich Arsenal (west) site will add to this potential. This is a major development opportunity which, with careful planning, can promote the regeneration of a wider area of Woolwich.

6.3.3 The emphasis should be to bring forward proposals for Woolwich Arsenal which introduce new uses to the site which are appropriate to the listed buildings and their setting. Planning policies should recognise the potential of the waterfront location and the quality of the buildings. Proposals for educational uses and for a major landmark use for tourism (the Gunner Heritage Museum) should be considered.

6.3.4 As parts of Woolwich Arsenal are of national importance, individual proposals should, however, only come forward within a strategy which affords protection to the key historic assets. These may include archaeological remains dating from prehistoric times. Further evaluation will be necessary before proposals involving new development can be confirmed.

6.3.5 At present the Woolwich Arsenal site is isolated, both from Woolwich Town Centre and from Thamesmead. Opening up pedestrian and bus links from the Town Centre to the river and to Thamesmead must be an important component of the development plan.



Thamesmead

6.3.6 Thamesmead was conceived as a self-contained town over 25 years ago. There is now a wide range of housing, employment and community facilities and the town is well on its way to accommodating the target population of some 40,000. To make the most of the investment that has gone into Thamesmead (including roads and land reclamation), it is important that the development is completed successfully. This will involve bringing forward those significant opportunities which remain. They can support some 4500 homes providing a range of housing types (including low and medium cost homes), many of which should be able to benefit from a waterfront location. Completion of the town centre together with the development of the remaining allocations of employment land could generate some 2500 new jobs.

6.3.7 The lasting success of Thamesmead will depend in part on the quality of its links with the wider Thames Gateway. This in turn, relies on a consistent approach to the planning of the town, not least across borough boundaries. It is especially important that Thamesmead is not considered in isolation from its neighbours. The potential of nearby development opportunities, principally those at Woolwich Arsenal, are important in this context. Equally, the development of the waterfront at Thamesmead should have regard to the views that are being created when seen from Barking and Gallions Reaches.

6.3.8 For both Woolwich and Thamesmead there is a need to build on recent improvements to accessibility. The completion of the South Thames-side Development Route will help. So would a multi-modal Gallions Reach river crossing in East London, provided it did not lead to congestion on the A2016, affecting the economic health of Thamesmead. A Woolwich or Thames Gateway metro, linking the North Kent and North London lines could be a significant contribution to increasing mobility by public transport and could help to open up employment opportunities north of the river to those living to the south.

Woolwich and Thamesmead

Barking Reach

6.4.1 The local vision for Barking Reach, now incorporated into the development plan, is for the area to become a significant new community in Thames Gateway; about 5500 homes could be developed over a period of 20 years. With a community of this size, a full range of housing opportunities should be provided, including affordable homes.

6.4.2 A new community, however, is more than just new homes. It concerns where people will work, and their full living environment. The relationship of the homes at Barking Reach to wider job opportunities, including the important focus for employment at Dagenham and existing focuses of community such as Barking town centre, will be critical to securing a sustainable future. This can be promoted by careful and coordinated planning of land use and transport, including the promotion of walking and cycling, and improvements to public transport and the management of traffic. It will be important for the provision of employment opportunities proposed as part of the Barking Reach development to keep pace with the provision of homes.

6.4.3 A better environment will also be critical to securing successful regeneration. The current project plan involves relocation and safe disposal of material in the Renwick Road tip, capping of areas of contamination, putting some of the power lines underground, landscaping, tree planting and opening up the river frontage. Areas of ecological value should be secured.

6.4.4 The Thames waterfront is a significant feature of Barking Reach. Used to its full potential, it can provide leisure opportunities and contribute to environmental quality.

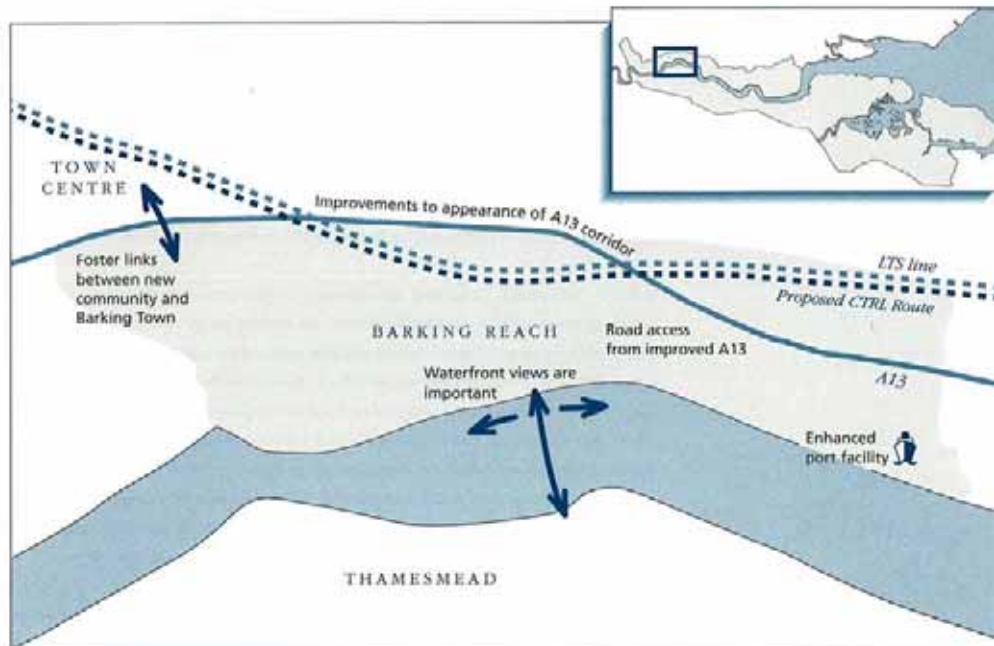
6.4.5 Care must be taken in fashioning links between the new community and the wider area. These will be important in integrating the new development with wider facilities, including those of Barking town centre. Public transport, including a possible East London LRT, will have an important role. Visual links also need to be considered. For instance, the success of the waterfront at Barking Reach will depend, in part, on the views across the River Thames. This should be a consideration when assessing development proposals on the Thamesmead waterfront.

6.4.6 There should continue to be provision at Barking Reach for commercial users of the River Thames. Those port facilities which can adhere to the new standard for environmental quality should be especially encouraged. The focus for port and port related activities should be the industrial area at Halfway Reach, where there is deep water. Ready access to the A13 and facilities for onward movement by rail, including access to the Ripple Lane Freight Depot, are important considerations. Any port facility should be designed to be compatible with the wider housing opportunities.

6.4.7 Similar considerations should apply to proposals for the employment areas adjoining Barking Reach: in particular, commercial uses should not adversely affect the potential for residential development on Barking Reach.

Key dates:

| | |
|--------------------------------------|---|
| Early 1980s | Power stations close |
| 1988 | Master Plan |
| 1992 | Barking Reach Enabling Board formed |
| 1992 | Derelict land grants for site investigation |
| 1993 | Barking Reach Development company |
| 1994 | English Partnerships investment |
| 1995 | Phase 1 starts |
| £1,500,000 investment to date | |



6.4.8 Existing access arrangements to Barking Reach from the A13 will need to be upgraded. This will enable sites to be brought forward for high quality developments capable of raising the profile of the area and signalling the entrances to Barking Reach. It is equally important that the wider appearance of the strategic approaches to Barking Reach, principally the A13, is commensurate with the potential. Achieving this will require substantial efforts to soften the visual appearance of the A13, with help from the Single Regeneration Budget, and will include tree planting and hard landscaping.

Barking Reach

Havering Riverside

6.5.1 Havering Riverside contains one of the largest development opportunities in Thames Gateway. It is also in part an SSSI, important for migratory birds. The mix of nature conservation value, riverside landscape and some 240 hectares of potentially developable land makes it an attractive proposition for inward investment. In particular, its size could accommodate a major project, one which might otherwise be lost to London or the region. Communications by road are being improved. The realigned A13 will link the site directly to the M25, only 5 km to the east, and there are rail links to the City via the upgraded LTS Line.

6.5.2 The potential of the site has already been recognised by the private sector, for instance, MCA's 'Universal City Theme Park' and the proposal in 1992 for an international exhibition centre. Achieving these types of development depends on the appropriate market conditions.

6.5.3 A context for development, reflecting Havering Riverside's importance for nature conservation, has been established through the development plan. The broad approach remains appropriate and is reflected in this guidance. Rainham Marsh is considered suitable for economic development of strategic importance for the regeneration of Thames Gateway. Development of the lagoons could proceed either in parallel or sequential to the development of Rainham Marsh. In either case, development should be supported by a package of positive measures to benefit nature conservation commensurate with its impact on the existing nature conservation interest.

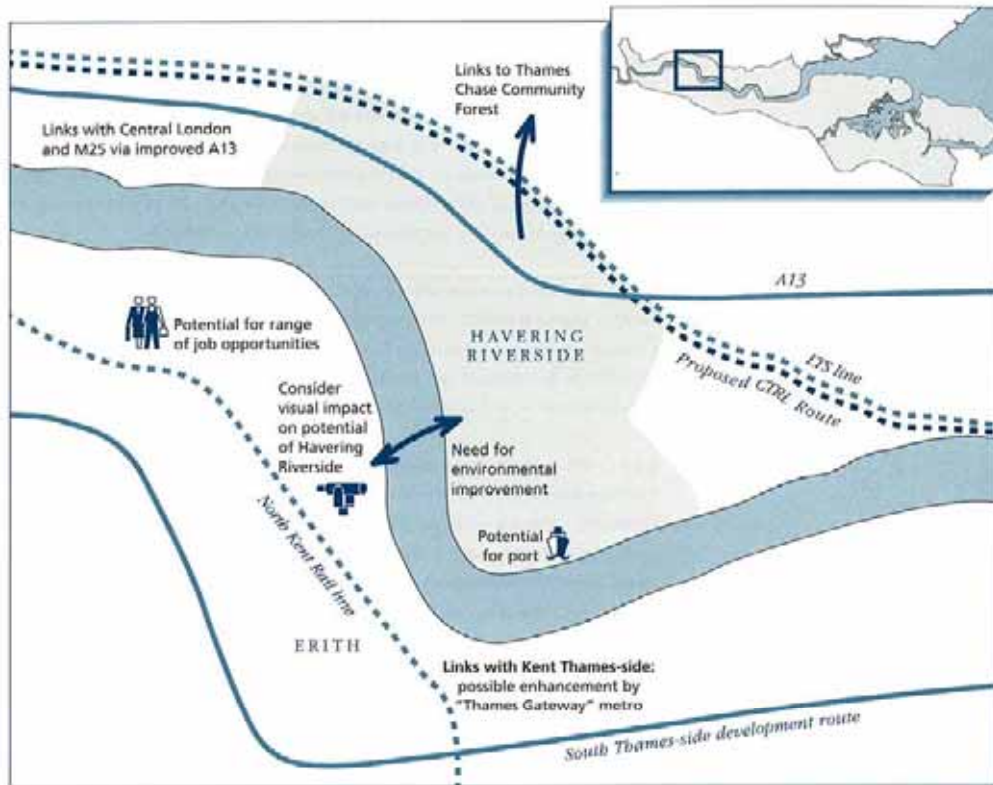
6.5.4 Unplanned, piecemeal development would prejudice the opportunity of Havering Riverside and would conflict with the context set by the development plan. That does not mean that development can only proceed through a single, large, project. There is scope for early redevelopment of redundant industry on the margins of Havering Riverside, and for bringing forward development incrementally, especially where this offers early use and long term job creation from redundant land. Such an approach should still reflect the site's strategic potential and environmental value. The strategic potential should not be eroded, and, the opportunity to secure the continuing management of the nature conservation resource should not be lost. This suggests an important role for a master plan or development brief for Havering Riverside.

6.5.5 Applying the principles of this guidance, the master plan should emphasise mixed use developments as much as single, land-extensive uses. Good communications, helped by the prospect of a station on the CTRL at Ebsfleet, suggest Havering Riverside could provide tourist and international visitor attractions or a European base for multinational companies. The site is large enough to accommodate a university campus associated with science based industry, research and technology transfer or environmental technologies.

6.5.6 Havering Riverside should contribute a residential environment as well as commercial opportunities. A strategic contribution might be through an architectural park where designers can set new standards of design: an area for innovation, raising the profile of this part of Thames Gateway.

6.5.7 The deep water at Coldharbour Point provides potential for a modern port facility, away from the main development site. Accommodating a port facility should not be at the expense of important nature conservation interests or of the wider strategic role of Havering Riverside.

6.5.8 Development of strategic importance will not be secured without creating the right environment - appearance is important, as are the nature conservation resource and the links with existing communities. For Havering Riverside to provide the strategic opportunities it is capable of, more needs to be done to provide the appropriate environment and setting. The importance of views over the River Thames, and of providing open space and green parks on a scale to reflect the development opportunity, is part of this; as is the management of the natural heritage. But so are the site's approaches and its near-neighbours.



6.5.9 The development plan should therefore provide for an improving environmental setting for Havering Riverside. The extensive areas of open, tipped land adjoining the Thames need restoration and landscaping to create leisure opportunities and wildlife habitats. A re-appraisal of the effect on Havering Riverside of some of the commercial uses at Coldharbour Lane and Ferry Lane is called for. Normally, encouraging an improvement in environmental standards to reflect the principles of this guidance will be sufficient. In other cases it may be necessary to encourage relocation. Relocation need not be away from the area but could be to a special industry park located close to Havering Riverside, reflecting the guidance in Chapter 5. Land at Manor Way and to the west may be suitable. To avoid uncertainty, the development plan should identify those locations where the new environmental standard is to be required from an early date and those areas where uses which have difficulty in meeting this standard would be better situated.

Havering Riverside and Erith Reach

Erith Reach

6.6.1 Erith Reach, the river front from Belvedere to Erith, is a diverse area. The town of Erith and adjoining riverside is a community undergoing regeneration and there are significant opportunities (over 50 hectares) for the creation of new jobs in the Erith-Belvedere employment area, one of the largest in Thames Gateway.



Investing in transport in Essex Thames-side

QEII Bridge

A13 Wennington to Mar Dyke

£30 million

M25 improvements at jcts 30 and 31, together with improvements to the A13 at Lakeside

combined value of £45-50 million

Feasibility study for a lower Thames crossing

Improvements to London, Tilbury and Southend Line

£83 million

30 minutes from Stansted Airport

6.6.2 The Belvedere area has in part been home to some of the traditional, image depressing, uses associated with the east Thames. Some are of a specialised nature, are not easy neighbours and may have depressed wider potential. This underlines the need for continuing environmental enhancement and improvement of the area over the life of this strategy. It is important that development in the locality meets the new environmental standard. It should not deter further job creating developments, including port related development building from the potential of wharves such as that at the site of the (now demolished) Belvedere Power Station.

6.6.3 The need to avoid adverse effects on the wider potential for employment creation applies equally to the consideration of cross-river impacts, in particular to those on the strategic potential of Havering Riverside. The River Thames vistas are important in this context. Proposals must take into account their impact on views from both banks as well as the scope that may exist for enhancement of current aspects.

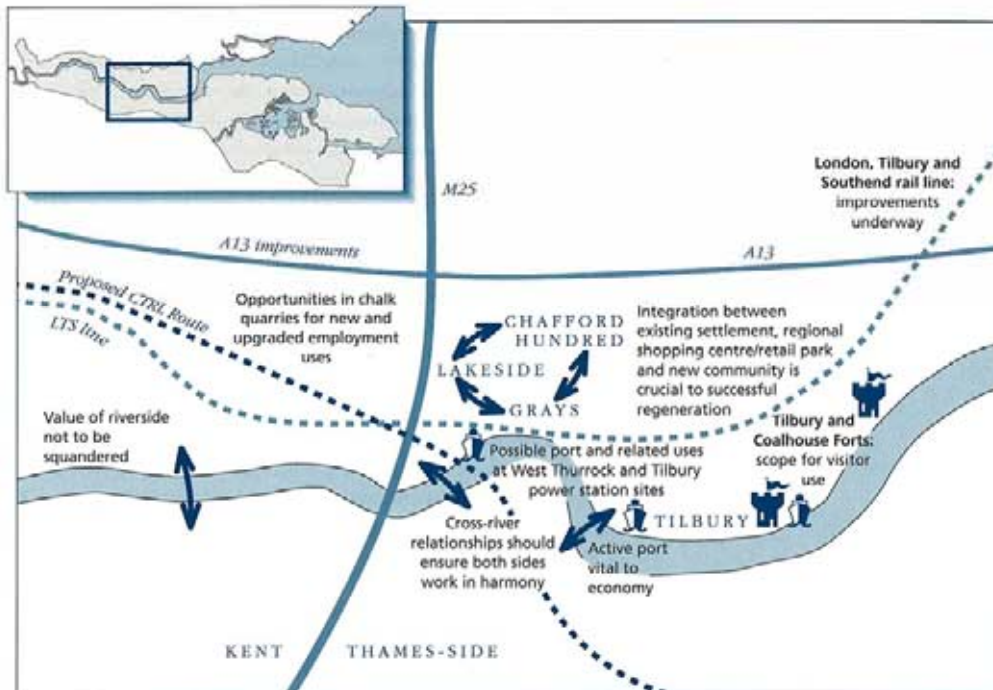
6.6.4 The accessibility of the area has improved with the opening of the Dartford Northern Bypass and will improve further with the Erith-Thamesmead Spine Road (Phase IV). There is scope for further improvements to transport infrastructure to support regeneration, examples include the potential offered from the "Thames Gateway metro", from a Gallions Reach river crossing, and from linking more effectively the Crayford Industrial area with the wider road network.

6.6.5 There are opportunities at Erith for mixed use developments and for further environmental improvement both in the town centre and adjoining riverside development areas. It will be important to achieve a high standard of design upon redevelopment, and future expectations should not be based on existing standards. The riverside footpath is almost complete and opportunities should be sought to bring forward both its completion and improvement. In the longer term, a ferry or other transport connection linking Erith to Havering Riverside may be feasible. Suitable landing points should be safeguarded on both banks with a view to allowing the benefits of the substantial opportunities at Havering Riverside to be available to those living on the south bank.

Essex Thames-side

6.7.1 Essex Thames-side is that part of the Borough of Thurrock lying south of the A13. It includes the towns of Grays, Purfleet and Tilbury. All have suffered from a decline in the heavy industry and mineral extraction which provided much of the area's employment. That decline has also left an environmental legacy of substantial amounts of derelict land.

6.7.2 Essex Thames-side is also where the M25 crosses the River Thames, a key position in Thames Gateway. Completion of the motorway and the QEII Bridge have provided impetus to the efforts made locally to strengthen and diversify the local economy. Development opportunities have also benefited from the improving quality of the environment, brought about, in part, through economic restructuring.



6.7.3 Development has focused on the reuse of worked out chalk pits close to the M25 and A13. The Lakeside regional shopping centre and the new village of Chafford Hundred are well known examples. The completion of the Chafford Hundred development is a priority.

6.7.4 There remain, however, many sites in need of regeneration. Essex Thames-side's contribution to growth in Thames Gateway can be significant. Planning policies should foster those opportunities which can benefit from proximity to the major transport routes which cross Thurrock, but which do not require adjustment to the Metropolitan Green Belt. In particular, sites should be identified which can meet the exacting requirements of the modern distribution/logistics industry. In considering opportunities, the programmed improvements to the A13 should be taken into account, together with the longer term potential that may arise with a lower Thames Crossing.

6.7.5 There are significant opportunities for commercial development with a similar scale of opportunity for new homes. Local estimates suggest that the capacity of Essex Thames-side is in the order of 8000 additional homes (including the commitment of 4000 dwellings at Chafford Hundred). Some 200 hectares is available for commercial development. This can be augmented by the scope that exists for port-related development at Tilbury Docks and land being made available at the West Thurrock Power Station site which might also support port-related development.

Essex Thames-side

6.7.6 The opportunities for redevelopment, in particular the chalk quarries west of the M25 outside the Metropolitan Green Belt, should be brought forward in a co-ordinated manner through the development plan. The relationship to established communities and the scope for environmental upgrading should figure prominently in the development of proposals. The contribution that new developments can make to the visual quality of Essex Thames-side is also an important consideration, especially in prominent locations alongside strategic transport routes.

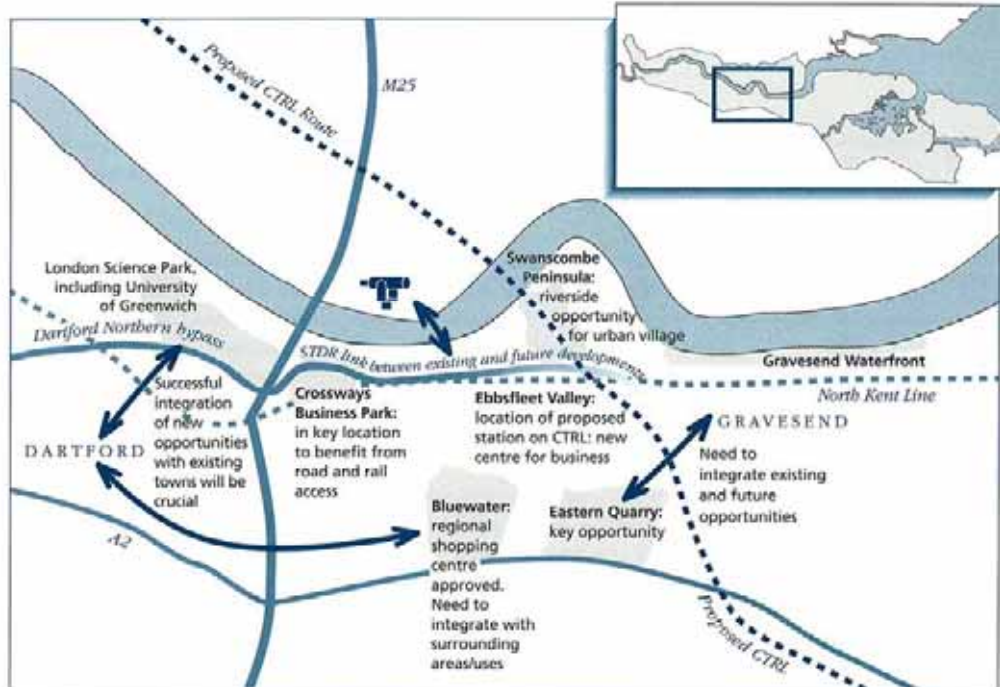
The River Thames

6.7.7 Essex Thames-side has 13 miles of river frontage. This accommodates a wide range of industrial and port activities, including the Port of Tilbury, one of the UK's largest. Employment uses dependent on the waterfront location should not be threatened by redevelopment proposals for non port-related uses. Similarly, the expansion necessary for economic success should, wherever possible, be facilitated by planning policies. This is especially the case for the Port of Tilbury where the contribution to the economy can be significant. There may also be opportunities in this area to provide new port facilities. Subject to the provision of satisfactory landwards access, preferably by rail, the deep water adjoining the sites of West Thurrock and Tilbury power stations would make these suitable locations for consideration.

6.7.8 Some parts of the waterfront are, however, dominated by unattractive industrial activities which do not obviously benefit from the riverside location. The development plan should encourage positive use of the riverside. Where appropriate, relocation should be encouraged to suitable sites. Planning policies should also encourage residential developments on the waterfront. Providing homes closer to the many employment opportunities on the waterfront will contribute to a more sustainable pattern of development. Making more of the waterfront will take time but opportunities will arise.

6.7.9 Planning policies should also help to open up the River Thames for recreation and tourism. In particular, more can be made of the Tilbury and Coalhouse Forts dating from 1670 and 1870 respectively. These are fine examples of the former Thames defence systems and benefit could be gained from their wider publicity and appreciation.

6.7.10 In bringing forward proposals for sites which have a River Thames frontage, the effect on views from Kent Thames-side will be an important consideration. The success of Thames Gateway's eastern focus for development will be influenced in part by the quality and types of development on the Essex waterfront. The mix, arrangement and visual impact of land uses in the vicinity of the QEII Bridge, including redevelopment of West Thurrock Power Station, are particularly important. Special justification will be required for proposals which could adversely effect the potential of the strategically important development opportunities at North Dartford, Stone Marshes, Swanscombe Peninsula and the Gravesend Waterfront.



Kent Thames-side

Kent Thames-side

6.8.1 Chapter 5 has described the importance of Kent Thames-side, the Boroughs of Dartford and Gravesham north of the A2, for securing the vision of Thames Gateway. Building from the advantages of access to the M25, attractive available sites and increasing ease of access to the continent, Government will encourage a new centre of growth, sufficiently large to help the shift in emphasis from west to east that is central to regional guidance.

6.8.2 Development of strategic significance is happening already on Kent Thames-side:

- at the Crossways Business Park - 100,000m² of offices and distribution, supported by hotels and conference facilities.
- at the Bluewater regional shopping centre where construction is about to start - 140,000m² of retailing and leisure floor space (mostly pre-let) makes it one of the largest in the UK.
- at the new Dartford campus for the University of Greenwich detailed plans are being drawn up for facilities for 5000 students.



Improving roads and railways on Kent Thames-side:

The opening of the QEII bridge

The £14m Dartford Northern Bypass open to traffic in 1993

The South Thames-side Development Route

Upgrading of the A2 at its junction with the M25

Kent Link Networker trains £800m of route modernisation

Feasibility study to assess the need for a lower Thames crossing

- the London Science Park at Dartford where the backers (including the Borough Council, Glaxo-Wellcome and the University of Greenwich) have funding from the EC for development work.

6.8.3 Government and local authorities, working in partnership with the private sector, are making things happen on the ground. The list of transport improvements benefiting all of these developments is especially impressive.

6.8.4 The attractions of Kent Thames-side have been strengthened by the favouring of Ebbsfleet for the M25 station on the CTRL. The station can make a major contribution to the regeneration of the Dartford/Gravesend area, helping attract commerce which wants to benefit from close proximity to the London market but also needing good connections to the continent and to the regions north of the capital. A station can also underpin a quality housing market, necessary for securing lasting regeneration.

6.8.5 Government is encouraged by the commitment and enthusiasm of the local authorities, working with business, to achieve regeneration. Securing the best from the opportunities on Kent Thames-side will, however, require the right planning policies to be in place. Local authorities are, therefore, asked to look to an early review of their development plans to provide the context for supporting regeneration and to provide consistency with this guidance.

The main opportunities

6.8.6 In reviewing development plans, it will be important to foster locations capable of attracting development which can secure a change in image, economic buoyancy and an improved quality of life. The following sites are of strategic significance and will benefit from a clear land use context:

6.8.7 **North Dartford:** proposals for North Dartford to become the focus of a high quality science and business park, closely allied with the new campus to be built for Greenwich University, reflect the vision of Thames Gateway. The University and the science park are especially important for raising aspirations of what can be achieved. Establishing research links with local business will also benefit the local economy. To support these ambitions the development plan should help secure an environment of the right quality. This will mean steering land uses which would make poor neighbours to other, more appropriate, locations. Protection of the Metropolitan Green Belt between Erith and Dartford, including the Crayford and Dartford Marshes, will be important.

6.8.8 Development at North Dartford can influence and benefit a wider area through the good road links with Thames Gateway in London and with the M25, via the new Dartford Northern Bypass. This, however, will require an early resolution of the capacity constraint at Junction 1A/A282 and upgrading of the STDR to the west of the Bypass may be called for. Accessibility by public transport is also important - appropriate connections to Dartford town centre and other focuses of development should be encouraged.

6.8.9 Stone Marshes: with the Crossways business park at its centre, this area offers a significant opportunity for quality mixed use developments. Its riverside location and proximity to the M25 has already proved attractive to the logistics sector. Logistics (perhaps allied to port operations) will continue to be important but planning policies should discourage, over time, employment units with space extensive requirements. The waterfront has clear potential for an expanded port operation but care will need to be taken to limit any adverse impacts on the wider environment.

6.8.10 Ebbsfleet Valley: a station on the CTRL, with high speed international and domestic trains serving Kent Thames-side, will provide a unique opportunity for a new focus of growth in the South East. Planning policies should, therefore, whilst respecting the landscape, natural and archeological features in the Valley, support the development of Ebbsfleet as a new commercial centre; offering employment opportunities for those who currently have to commute into London from north and east Kent. Local authorities and the promoter of the station are reminded of the importance of securing a quality of 'civic design' commensurate with the significance of the station's location.

6.8.11 Eastern Quarry: This brown field site (adjoining Bluewater and close to Ebbsfleet) can provide over 250 hectares of developable land, contained within well-defined boundaries, without the need for incursion into the open countryside. It is large enough to accommodate a high quality, compact, mixed use development in the form of an "urban village". An emphasis on providing homes would complement the major employment generating and retail developments envisaged for adjacent sites.

6.8.12 This site is currently within the Metropolitan Green Belt (MGB). However proposals to establish a revised MGB boundary, which will provide long-term protection for the open countryside to the south of the A2, are included in the Third Review of the Kent County Structure Plan. These proposals have been endorsed in the report of the Panel which held the Examination in Public. It would be imprudent to ignore the opportunity offered by Eastern Quarry. Its release from the MGB would allow growth on Kent Thames-side to be fashioned to reflect the principles of sustainable development, and provide for development important for the region.

6.8.13 Swanscombe Peninsula: the commanding views along the River Thames offer a valuable opportunity to secure quality development. Although in the short term, part of the Peninsula will be affected by construction works for the CTRL, this should not influence longer term proposals. Planning policies should encourage upgrading of the environment. Spoil from construction of the Thames tunnel for the CTRL may have a role in addressing issues of flooding and contamination.

6.8.14 Gravesend Waterfront: it is likely that several large industrial sites will over the lifetime of this guidance become available for redevelopment. To avoid the loss of the waterfront potential through piecemeal developments, the development plan should set out a clear context for the type of uses which will be appropriate. The emphasis should be on higher quality development. Proposals must be sensitive to the need to avoid adverse impacts on the historic townscape of Gravesend town centre and its relationship with the River Thames.

6.8.15 East Gravesend: there may be scope on the eastern periphery of Gravesend for rounding-off the urban area, perhaps associated with new infrastructure provision (for example an eastern distributor for Kent Thames-side: a road or part of a wider light rapid transit). It will be for the development plan at the appropriate time to consider whether such scope exists and whether residential or other land uses would be appropriate. Any development potential would be for the longer term and should not be considered in preference to opportunities for recycling previously used land. There should continue to be strong protection for the countryside between Gravesend and Strood and incursion into the areas of national and international importance for wildlife or the best and most versatile agricultural land should be avoided.

Improvements to transport

6.8.16 In their planning of Kent Thames-side, local authorities are asked initially to build from the considerable investment already going into the area's roads and railways. In the longer term, maximising the development and regeneration potential of Kent Thames-side will depend on the development of improved strategic and local transport links, focusing in particular on public transport.

6.8.17 Development and transportation planning in Kent Thames-side will need to be closely integrated to allow full reflection of the future, wider transport needs. This means working from the good understanding that currently exists of the interactions between the main development opportunities and the potential of planned improvements to transport infrastructure.

6.8.18 In developing this understanding, the emphasis should be on allowing for the accessibility necessary to support a strong economy but without excessive dependence on the private car, reflecting the guidance in PPG13 'Transport'. The need for road improvements should not be automatically assumed without considering more sustainable forms of transport. For instance, subject to finance, the extension of a 'Thames Gateway metro' to north Kent could be considered, together with the scope for a light rapid transit system linking the main development opportunities with existing town centres. Bus services will also have an important role to play.

6.8.19 It may be necessary to look again at transport proposals which are designed to cater for travel demand in the longer term yet take no account of the full potential of Kent Thames-side. For instance, there is an interdependency between the route and standard of the STDR, additional improvements to the A2 and the construction of a lower Thames crossing. These relationships need to be considered in the light of the emphasis in this guidance on public transport and an improving environment, of wider network constraint and the role of private sector finance.

6.8.20 Developing this clearer understanding will mean future public and private investment can support growth in the area more effectively and efficiently.

Environment

6.8.21 The scale of growth possible on Kent Thames-side over the longer term underlines the importance of applying the principles of this guidance consistently so as to secure environmental improvement. When reviewing their plans local authorities are asked to:

- plan for communities which reflect the objectives of sustainable development: jobs, housing and services should be within easy reach of each other;
- look for balance between the scale of housing opportunity and the likely demand from employment generating development;
- cater for the full range of housing needs: from those who cannot easily afford homes to the executive market;
- provide fewer sites for those uses which have both less exacting environmental requirements and adversely affect the appearance and potential of the wider area;
- achieve quality in the living environment being created;
- address broader regeneration issues in established communities; and
- integrate new and existing centres of community and commerce: for example, by encouraging homes close to Bluewater, allowing it to act as a focus in the new Kent Thames-side rather than standing alone as an out of town centre.

Potential for development

6.8.22 Development of the opportunities on Kent Thames-side stretches into the longer term. Local estimates of land capacity give a broad indication of what can be achieved. However, the pace of development will be moderated by the level of economic activity that can be secured.

6.8.23 On the basis of past performance, 17,000 or so new homes could be expected over the next 30 years. However, Government expects the emerging advantages of Kent Thames-side and the thrust of this guidance to foster a rate of growth greater than seen previously, allowing a fuller contribution to the region to be made earlier than would be expected from past trends. Local authorities are, therefore, asked to plan for a level of growth higher than that suggested by past performance.

6.8.24 Local estimates of capacity and potential take-up vary. Much will depend on the timing of the station on the CTRL and the provision of the infrastructure necessary to support regeneration. Accepting these uncertainties, Government considers local estimates of a potential, over the next thirty years or so, of an additional 30,000 new homes to be a reasonable expectation of what might be achieved with a station. The local authorities are therefore asked to review their development plans on that basis. Adequate land for the provision of jobs commensurate with this housing opportunity should be provided. A mix of site types and development possibilities will encourage take-up.



Greater Thames

has 10% of the UK's sand, mudflats and saltmarsh and provides 40% of the UK's coastal grazing marshes

supports 300,000 waterbirds

is the winter home to:

12% of the world's dark-bellied brent geese

9% of north-west Europe's redshanks

30% of the UK's grey plovers

>20% of the UK's black-tailed godwits

25% of the UK's avocets

Thames and Medway Estuary Marshes

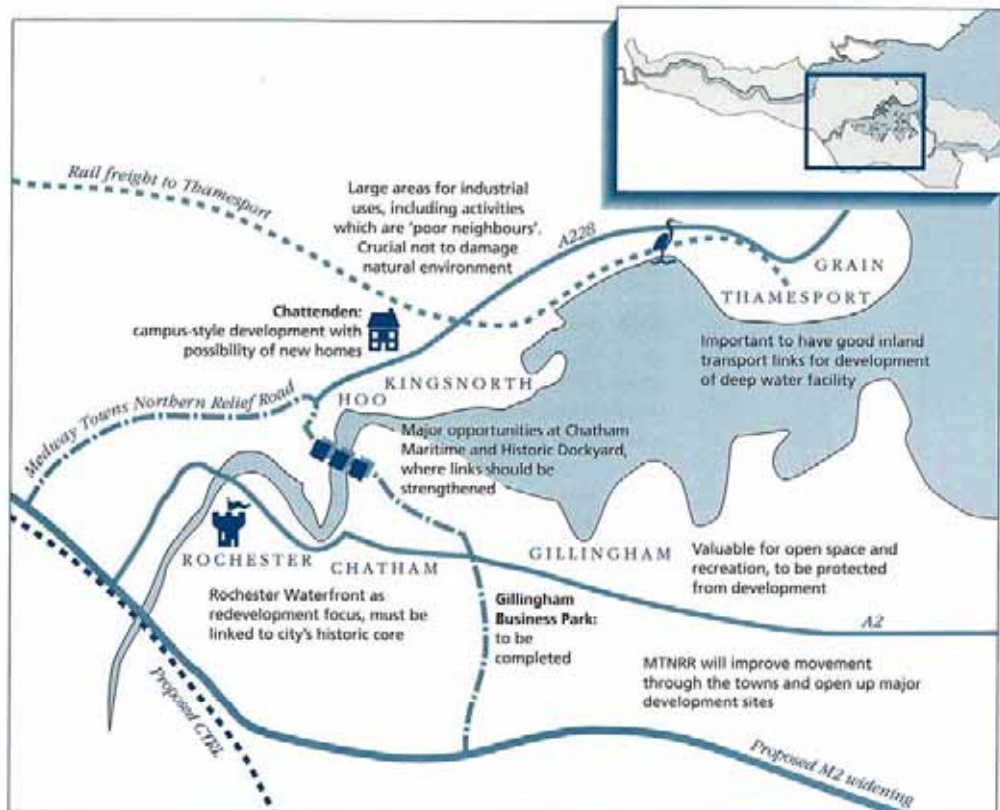
6.9.1 The estuarine marshes of the Thames (those downstream from Tilbury and Gravesend) and of the Medway comprise one of Thames Gateway's key assets. They are at the core of an almost unbroken chain of intertidal and coastal habitats which stretch from the Colne estuary in Essex to the Swale in Kent, one of the most important areas in Western Europe for overwintering and wading birds.

6.9.2 The landscape of the Marshes also has a unique character, gained from long-distance views and a sense of remoteness. Planning policies should provide protection for both the ecological and the landscape resource. Other than where the waterfront is already developed, proposals which do not support the long term conservation of the marshes would require special justification.

6.9.3 These resources also need to be managed to ensure effective conservation and enhancement. Matters such as the implications for the marshes of natural processes and farming practices and the resolution of competing demands from commercial and recreational uses, cannot always be directly influenced by planning policies. Initiatives such as English Nature's Thames Estuary project, the designation of the North Kent Marshes as an Environmentally Sensitive Area (ESA) and the North Kent Marshes Study already provide useful impetus. There is also a role for estuary management plans.

6.9.4 The preparation of such plans can bring together all relevant interests into a closer working relationship. A clear context for considering the range of management issues, consistent with this guidance should be provided by the development plan. Further guidance on estuarine issues is given in PPG20 : 'Coastal Planning' and in the forthcoming statement of national policy guidelines for the coast.

6.9.5 The development plan should also bring forward proposals for 'conservation parks'. These would facilitate public access to the nature conservation resource and foster conservation and enhancement jointly with recreation. They could be the focus of initiatives for 'green-tourism'. The development of flagship projects can also help to promote the significance of the estuarine and marshland resource in Thames Gateway. The preparation of such initiatives could take place in parallel with estuary management plans.



Medway Towns and the Hoo Peninsula

Medway Towns and Hoo Peninsula

6.10.1 The Medway Towns - Rochester, Chatham, Gillingham, Rainham and Strood - are home to more than 250,000 people and 4,000 companies. This makes them one of the biggest communities in the South East outside London and an important focus for commerce.

6.10.2 Following the closure of the dockyard at Chatham, Government investment, through the enterprise zone and in the area's roads, means regeneration is now well under way. One example is the recent growth in the financial services sector. The Towns are now well placed to make the most of their significant opportunities for high quality housing and business developments.

6.10.3 The main opportunities include those at Chatham Maritime, Rochester waterfront, Gillingham Business Park and the Frindsbury Peninsula. All will benefit from the £180 million Medway Towns Northern Relief Road, which includes a new tunnel under the Medway. This will give improved access to the M2 and take traffic away from the historic centre of Rochester.

English Partnerships

Chatham Maritime

Master Plan:

>110,000m² for offices and research and 2,000 homes

Already there:

Amec, Natural Resources Institute, Colonial Mutual, Abbey National, Central Television - jobs for 2,000

6.10.4 More generally, much of the attraction of the Medway Towns is the fine historic heritage. Rochester Castle, the Cathedral precinct and the High Street combine to provide an historic townscape of national importance. Chatham Dockyard is the most complete Georgian Dockyard in the world and is of national importance. All are key tourist destinations and are complemented by other attractions such as Fort Amherst, currently undergoing restoration. Open countryside close to the Towns, including the North Kent Downs (designated as an Area of Outstanding Natural Beauty - AONB), and large tracts of marshland of international importance for wildlife, add to the quality of the environment offered.

6.10.5 This unique environment needs to be fostered and protected. The development plan should, therefore, provide for regeneration opportunities to be brought forward without conflicting with this natural and built heritage. Direct impacts are relatively easily understood and prevented. It is equally important to consider the wider effects of increased traffic and new pressures for services generated by new development.

6.10.6 There is scope to improve the relationship between the historic heritage of the Medway Towns and the potential for development. One example, the importance of an effective link between Rochester waterfront and the historic core of the town, has been considered by the 'Rochester and Chatham Riverside Study'.

6.10.7 Another concerns the re-use of the Chatham Historic Dockyard. Much has been achieved at the Dockyard, but more can be done to foster links between its potential and that of Chatham Maritime. The Dockyard can offer imaginative commercial schemes for businesses and opportunities for homes. These and the opportunities at Chatham Maritime should complement one another. In particular, the architecture of Chatham Maritime should continue to reflect the importance of its waterfront location and proximity to the outstanding buildings of the Historic Dockyard. Overall, a townscape of note should be created.

6.10.8 The steps being taken to set up an Architecture Study Centre in the Medway Towns will help urban design follow on from the standards being set at Chatham Maritime. This innovative approach, supported by the Single Regeneration Budget, brings together local communities, the professions, the development industry and the local authorities to promote quality in planning, architecture and design.

6.10.9 Attention should focus on the urban area for the majority of new development needs, mainly on the many waterfront sites. New development can also provide the focus for the housing regeneration necessary in the inner parts of Strood, Chatham and Gillingham. However, in seeking these development opportunities those features of local importance - those which enhance an area's environment and character - should not be eroded. The green hillsides and backdrops of the Medway Towns are particularly valuable.

6.10.10 There should be only limited outward expansion and only onto peripheral sites well related to the existing structure of the urban area. Visual intrusion into the surrounding countryside should be avoided and there should be firm protection for the Green Belt and the best and most versatile agricultural land. Similarly, planning policies should steer development away from areas of urban fringe which provide locally valuable countryside and opportunities for recreation. The countryside to the north and east of Gillingham is particularly important in this context.

6.10.11 Much needed improvements to the road network have recently had a high priority. However, further increases in road capacity would start to damage those aspects of the Medway Towns which are fundamental to their character and attractiveness. With the possible exception of a peripheral road linking the southern suburbs of the Medway Towns, the emphasis over the longer term should be on improving public transport. A park and ride network is possible, providing fast access to the town centres. Also, the potential for Light Rail Transit and the population needed to support it, should be considered when bringing forward proposals through the development plan.

The Hoo Peninsula

6.10.12 On the Hoo Peninsula, with the exception of the locations considered below, significant development is not considered appropriate because of the need to protect the large areas of environmental and agricultural importance.

6.10.13 The increasing emphasis throughout Thames Gateway on environmental improvement and the need to avoid prejudicing the principal development opportunities, makes it likely that sites for 'poor-neighbour' uses will become increasingly scarce. Also, there will be increasing pressure to avoid the loss of prime sites to land-extensive uses with low employment rates. The size and the remoteness of the large industrial sites on the Isle of Grain and at Kingsnorth makes them suitable for accommodating those employment uses which may not be easily accommodated elsewhere.

6.10.14 Although degraded by industry these sites lie close to areas important for wildlife habitat and to the open countryside. A clear context should be provided by the development plan to encourage accommodation for these 'poor-neighbour' and space extensive uses; but without incurring damage to the natural environment and with close attention given to the impact on the wider landscape.

6.10.15 Thamesport, on the Isle of Grain, is a deep water port of increasing importance. Transport links should reflect this potential.

6.10.16 The release of land from the Defence estate at Chattenden could allow a more sustainable relationship to be fashioned between employment and homes on the Hoo Peninsula. Beyond the option for a campus style development focusing on a re-use of existing buildings, there could be scope for expanding the community into a new village. This would depend in part on the extent of the release from the areas used for defence training. It is therefore important for there to be a comprehensive response to the full potential at Chattenden, based on a thorough consideration of the contribution that might be made to the longer term development needs of the Medway Towns. It is equally important to avoid an incremental erosion of the opportunity.

6.10.17 Preferably, this strategic consideration should be through a review of the development plan. All options should be considered including that of a new village. This could provide scope for the improvement of the large areas currently used for defence training and could take advantage of improvements to the road and rail access to the Isle of Grain. A new village would need to be closely related to existing settlements to provide the most efficient size⁴.

Swale

6.11.1 Swale in Thames Gateway includes Sittingbourne and the Isle of Sheppey. Both have suffered substantial job losses over the last few years, unemployment at Sheerness on the Isle of Sheppey peaked at over 20% in 1993. Economic regeneration is therefore the main but not the sole planning issue. The area also has an exceptional natural heritage which needs to be conserved.

6.11.2 To help regeneration, Swale is now an 'Intermediate Assisted Area'. This allows Government support for industrial employment through the grant regimes described in Chapter 3. With this support, the good links to the continent, and the investment that is going into the road network, the area is set for economic recovery.

Isle of Sheppey

6.11.3 The deep sea port of Sheerness, the fifth largest in the UK for cargo and freight handling, will provide an important focus for regeneration both on the island and on the mainland. It is a significant employer in its own right and supports indirectly several hundred more jobs. Building from the success of the port, planning policies should provide suitable locations for 'value-added' processing and for distribution and transshipment uses. A second Swale crossing on the A249 will improve accessibility to the island and enhance its potential to attract inward investment. As a key to the economic success of the island, Government remains committed to this provision. It is equally important to continue to develop the potential of the rail connection to the island, including that for freight, building from the link to the port of Sheerness.

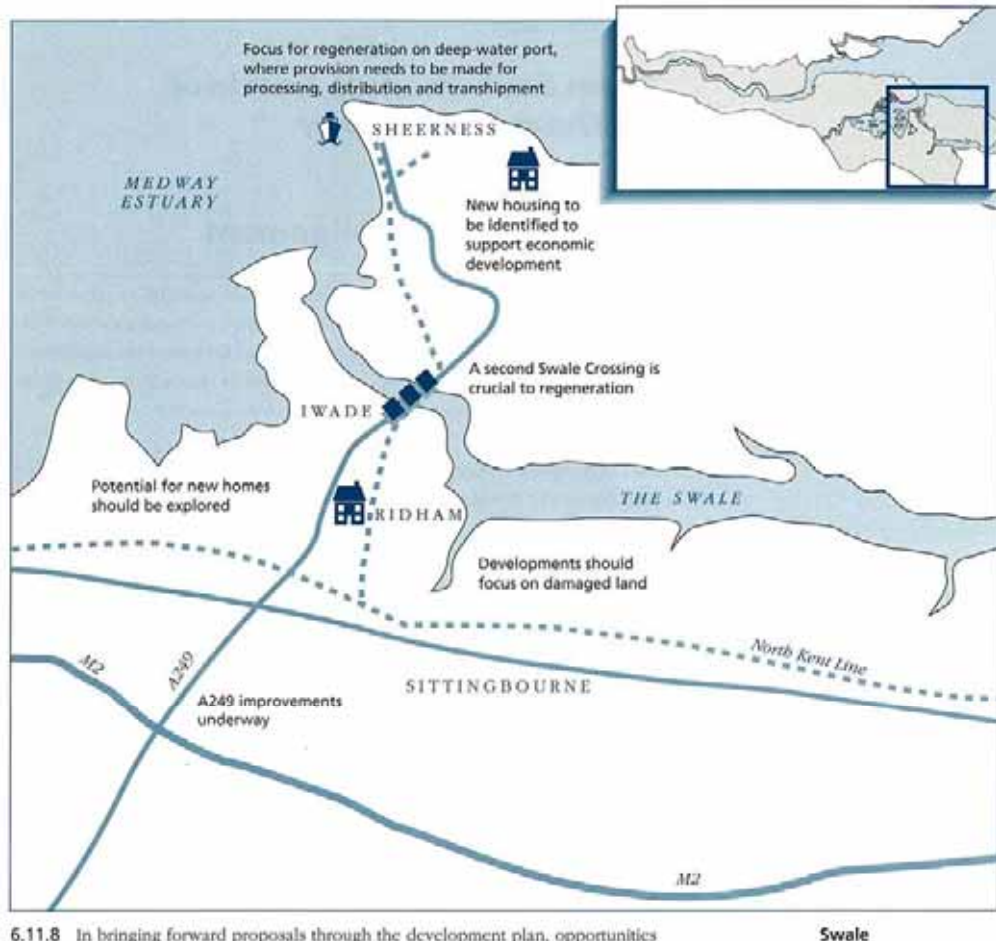
6.11.4 The development plan should bring forward an adequate supply and range of new housing on Sheppey to support economic development.

6.11.5 Whilst the emphasis of planning policies should be to support economic regeneration, this should be within an overall context of protecting important landscape and nature conservation sites. In particular, the development plan should provide for the long term conservation of the Medway and Swale SPAs.

Sittingbourne

6.11.6 Many of the opportunities for regeneration at Sittingbourne will result from the town's good accessibility to the A2 and the M2 via an improved A249. Areas for "employment-generating" development should therefore have easy access to the strategic road network. In bringing forward suitable areas the development plan should provide protection for the high quality agricultural land and landscape to the south of the town and the areas of importance for nature conservation to the north.

6.11.7 Possible areas of search will include land at Ridham away from the nature conservation interest, at Kemsley and to the north west of Sittingbourne. In the longer term a northern distributor road will allow development opportunities focusing on damaged land to be brought forward. These areas of search for future development amount to over 200 hectares and mostly re-use or focus on the recycling of damaged land. It will be for the development plan to establish the boundaries for these areas, and to bring them forward in a phased manner which is closely linked to improvements to the town's road infrastructure.



6.11.8 In bringing forward proposals through the development plan, opportunities should be sought to fashion a more sustainable arrangement of land uses than is currently seen at Sittingbourne. In realising the advantages of the development sites at Ridham and Kemsley for industrial and distribution uses, care needs to be taken to avoid the creation of unnecessary journeys. It is important that opportunities are provided to allow homes to be close to jobs, so as to reduce the need to travel.

6.11.9 One option to be explored is whether the changing demand for agricultural land might allow the expansion of Iwade, north of Sittingbourne. Carefully planned to protect the nearby nature conservation areas and high quality agricultural land, new homes at Iwade could complement the employment opportunities being brought forward at Ridham.

References

¹ Prepared for Rochester City Council by Chesterton, Llewelyn-Davies Planning and Parkman Buck Ltd

² See HMSO publication, *Alternative Development Patterns: New Settlements* by the University of Reading and David Lock Associates

CHAPTER SEVEN

From East Thames Corridor to Thames Gateway

A sequence of development

7.1 This Framework does not set an inflexible and unwieldy programme for implementation. The strategy described can be responsive to changing circumstances. Equally, the rate of development anticipated in Thames Gateway is not founded on a view constrained by existing perceptions. The aim is to change those perceptions, including those affecting the pace at which the private sector will invest.

7.2 This makes it difficult to describe, in terms of the main opportunities for regeneration and development, when changes are anticipated. However, it is helpful, for the forward planning of those investing in Thames Gateway, for this Framework to provide an understanding of the sequence in which the key opportunities are likely to be brought forward. This will be influenced by several factors, including the timing of provision of key infrastructure. The schedule opposite is intended to provide this understanding. It does not provide an order of priority, nor an expectation of phasing.

7.3 In the short to medium term the focus for new development will be those opportunities where regeneration is under way, for example at Thamesmead, Chafford Hundred, Crossways Business Park on Kent Thames-side and Chatham Maritime in the Medway Towns. Elsewhere, as the obstacles to implementation are cleared, rejuvenation will centre on opportunities such as those at the Royals, Barking Reach, Greenwich Waterfront and, at the eastern end of Thames Gateway, Sittingbourne.

7.4 The medium term will see the completion of many of the schemes being advanced now, and a quickening of pace at other opportunities, in particular on Kent Thames-side, which will be benefiting from the station at Ebbsfleet on the CTRL. In the longer term there will be a maturing of proposals for the earlier developments: a change in densities, and their flourishing as towns.

Monitoring and Review

7.5 Securing Thames Gateway from the East Thames Corridor will mean many changes for the foreseeable future. This guidance provides the framework for steering those changes, to optimise the benefits for Thames Gateway and for the region. The Framework will retain support and credibility only for so long as it remains relevant for delivering the objectives it has set. Monitoring will be essential. Working in partnership with Government, North Kent Success and the Thames Gateway London Group will have important roles in assessing performance against the objectives of this Framework, including the approach set out by the Framework Principles.

7.6 Monitoring will be informed by the conclusions of outstanding work such as on the Kent Thames-side Transportation Model. The need for and the timing of any review of this Framework will be closely related to the updating of the Regional Planning Guidance for the South East.

| | Possible development sequences | | |
|---------------------------------|--------------------------------|---------------------------|----------------|
| | SHORT | MEDIUM | LONG TERM |
| Royals and Stratford | | | |
| The Royals | | (Gallions Reach Crossing) | |
| Leamouth | (JLE) | | |
| Stratford | | | (CTRL Station) |
| Greenwich Riverside | | | |
| Deptford Creek | (DLR) (JLE) | | |
| Greenwich Peninsula | (JLE) | | (Blackwall) |
| Woolwich and Thamesmead | | | |
| Royal Arsenal | | | |
| Thamesmead | | | |
| Barking Reach | | (A13 improvements) | |
| Havering Riverside | | (A13 improvements) | |
| Erith Reach | | (STDR) | |
| Essex Thames-side | | | |
| Chafford Hundred | | | |
| Thames Waterfront opportunities | | | |
| Kent Thames-side | | | |
| North Dartford | | | |
| Crossways | | | |
| Bluewater | | | |
| Ebbsfleet / Eastern Quarry | | (CTRL Station, STDR) | (LTC) |
| East Gravesend | | | |
| Medway Towns and Hoo | | | |
| Medway Towns | | | |
| Chatham Maritime | | (MTNRR) | |
| Rochester Waterfront | | | |
| Chattenden | | | |
| Swale | | | |
| Sittingbourne | | | |
| Sheppey | | (Swale Crossing) | |
| Iwade | | | |

ANNEX 1

Planning Framework Principles

Making the most of the Thames Gateway opportunity

1. The number, scale and potential quality of many of the development sites in Thames Gateway provide a significant resource for growth and regeneration. Located between the heart of the nation's capital and the increasingly important, and - in terms of time - close, European markets, Thames Gateway has an unparalleled economic opportunity.
2. Thames Gateway's easy access to the Channel Tunnel will complement existing continental links by sea and air. The European dimension of the area's potential will be strengthened by Thames Gateway's access to the high-speed rail link through the Channel Tunnel. The significance of this European dimension is important for Thames Gateway itself and for the contribution that can be made to the regional and national economies.
3. This does not mean that on every site, for every land use decision there is a regional or wider dimension. But it does mean that opportunities should be optimised. The best sites should not be wasted on developments which offer little prospect, other than a reinforcement of existing development patterns and environmental quality. In some instances, this will mean raising aspirations for development.
4. Making the most of the Thames Gateway opportunity also demands a change of attitude. This means that the area should not continue to expect just more of the same in the development it accepts or the living environment it offers. Local authorities should encourage those activities which can produce economic uplift and environmental gains and discourage those which do not.

Creating a vibrant and sustainable pattern of communities

5. The future of Thames Gateway, and its contribution to the region, is as much concerned with the need for existing businesses to thrive and for communities to flourish as it is with the prospects for development on the large and varied supply of development sites. However, the scope for renewal and redevelopment away from the major sites, while considerable, will not produce the changes to be achieved from successfully implementing the larger opportunities. A principal focus for new development must be the large individual site.
6. The type and intensity of development on these large sites should not be considered in isolation. Developments can be created where the relationships between homes and places of work, and places of relaxation and leisure, are more sustainable. Within these sites an opportunity exists to host a mix of uses from which a more vibrant and sustainable form of development can be secured. Whilst mixed

developments should be the norm, account needs to be taken of the relationship between these large sites and existing development to determine whether the local priority lies with the creation of jobs or homes.

Closely relating transport opportunity and land use opportunity

7. Successfully relating transport opportunities and land use opportunities will produce the single largest contribution to sustainable development in the Thames Gateway: reduced need to travel and reliance on the motor car. Government is concerned that the relationship between land use and transport should work towards its environmental aims and not against them. The scale of the development potential produces a unique opportunity to optimise the relationship between land use and existing and proposed transport provision. The role of public transport, walking and cycling will be important.

8. The existing capacity of the transport network of the area, and the improvements already in the pipeline, should be fully exploited. Developments which would cause significant new demands to accommodate more travel, particularly when the journeys would be by car, will need special justification. Non-car based transport opportunities should be given priority, including making use of Thames Gateway's rivers. Wherever possible, new development should be located close to public transport interchanges.

Bringing life to the river and river-front

9. The use that is made of the river-front, and the quality of the development which is achieved there, is important to the success of any regeneration strategy for the East Thames area. The Thames dominates much of the area and the Lea, Medway and Swale have their own influences. Many waterside land uses have strong functional relationships with the river, others do not. The River Thames is a working port. The river is part of the transport structure of the area, it can provide an attractive setting for new development, it is an important natural resource and has a wealth of heritage.

10. Sometimes the potential of the river is recognised and exploited effectively. Frequently the river either cannot be seen or is ignored. There is universal acceptance that more can be made of the river and river-front. Government, through the River Thames Working Group chaired by the Department of Transport, has brought forward recommendations for making better use of the River Thames for transport and, through the Thames Strategy Study, has highlighted the importance of its contribution to London. This Planning Framework seeks to make more of Thames Gateway's rivers by adopting the principle of fostering the river and river-front. The aim is to avoid the loss of riverside sites for those uses for which they are particularly important. This means encouraging in the first place those land uses which need a waterfront location because they are river-dependent, though without excluding uses for which a site has a particular suitability in other ways. A river or waterfront location can

also be important for other land uses - for homes, for jobs, for open space - because of the quality and environmental value that is added.

11. Equally important is using the river and river-front sustainably. They are resources important in their own right and for nature conservation, as well as companions to development. One use on the river-front should not prejudice other uses, including those in its hinterland. This means that even when developments need to be on the waterfront they must also be considered in context with their neighbours.

A new Environmental Standard

12. Environmental improvement is prominent in the objectives set out in Regional Planning Guidance for the South East. This means that environmental considerations should be central to the formulation of planning policies. But the need for an enhancement of the environment is even more pressing for the east Thames area than for some other parts of the region. There are problems of image, both perceived and real.

13. The full potential of Thames Gateway will not be realised without a new approach of greater care for the environment. This means making more of the wealth of environmental assets in Thames Gateway - including its man-made and natural heritage. And, critically, breaking out of the self reinforcing cycle of environmental blight which has affected parts of the area. This is the new environmental standard to be applied to Thames Gateway.

14. Application of the new environmental standard means adopting higher standards than have in many contexts hitherto been applied. Examples of what this approach implies, in planning for the future of Thames Gateway, are given in this guidance. It will be for development plans to build on and develop the standard, to ensure there is timely and consistent implementation through development control.

15. Application of the new environmental standard means that proposals must emulate the best, particularly when the future of the Thames Gateway's key assets is at stake. That is not to say that those uses which have traditionally found a home to the east of London are no longer appropriate. Many perform essential services and are valuable sources of employment. But there must be a change in approach. Thames Gateway has a right to expect the same environmental quality as exists in other parts of the region.

16. This is not only of fundamental importance for the people who already live and work in Thames Gateway but for the full realisation of its development opportunities. There must be confidence in a commitment to improvement and to sustaining that improvement, so that the environment can be passed on to future generations in the best possible condition. It is essential that the decisions and actions of local authorities and other interests - both public and private -work with the grain of this expectation of environmental improvement.

ANNEX 2

Indicative demand for low-cost housing

(See Para 5.3.11)

| Local Authority | Existing resources | | | Indicative demand | | | | Placement | | |
|----------------------|--------------------|-----------------------|----------------------|---------------------------------|--------------|---------------|--------------------|------------------------|----------------------------|----------------------------|
| | Total stock | Local authority stock | Housing assoc. stock | Households accepted as homeless | Waiting list | | | Lets from waiting List | Housing assoc. nominations | % Housed from waiting list |
| | | | | | Total | With children | With special needs | | | |
| Barking and Dagenham | 64358 | 26867 | 597 | 494 | 1693 | 391 | 75 | 956 | 70 | 46.9% |
| Bexley | 89669 | 8766 | 2636 | 158 | 3597 | 597 | 77 | 369 | 347 | 19.1% |
| Greenwich | 89332 | 32702 | 5203 | 1393 | 10201 | 2632 | 225 | 863 | 202 | 9.2% |
| Hackney | 81641 | 40093 | 10257 | 2513 | 4667 | 1619 | 300 | 704 | 765 | 20.5% |
| Havering | 93992 | 13583 | 1270 | 328 | 2532 | 772 | 391 | 440 | 168 | 21.3% |
| Lewisham | 106367 | 35513 | 6694 | 1114 | 10507 | 3257 | 195 | 621 | 531 | 9.9% |
| Newham | 86676 | 24921 | 7146 | 1504 | 8766 | 2759 | 212 | 428 | 676 | 10.8% |
| Redbridge | 89293 | 6909 | 1519 | 603 | 1337 | 562 | 111 | 13 | 163 | 9.1% |
| Southwark | 107464 | 54865 | 9351 | 1653 | 7980 | 1054 | 89 | 2687 | 713 | 35.3% |
| Tower Hamlets | 72841 | 37887 | 7039 | 812 | 7559 | 1640 | 1000 | 1445 | 292 | 20.8% |
| Waltham Forest | 92362 | 16297 | 3873 | 823 | 11658 | 3899 | 1078 | 217 | 518 | 5.9% |
| Dartford | 33515 | 5402 | 636 | 143 | 1762 | 318 | 304 | 172 | 128 | 15.75% |
| Gillingham | 36121 | 3726 | 644 | 154 | 692 | 424 | 224 | 204 | 211 | 49.05% |
| Gravesham | 37442 | 7168 | 433 | 106 | 1942 | 663 | 520 | 188 | 17 | 10.01% |
| Rochester | 56916 | 0 | 1200 | 337 | 379 | 222 | 46 | 0 | 274 | 38.27% |
| Swale | 48421 | 1 | 7887 | 212 | 1869 | 482 | 179 | 0 | 306 | 14.70% |

ANNEX 3

Glossary

Area of Outstanding Natural Beauty (AONB) - designation confers formal recognition that the natural beauty of the area is of national importance and worthy of protection

Assisted Areas - areas designated by the Secretary of State for Trade and Industry on the basis of unemployment, and other economic criteria, for regional aid to industry.

Best and most versatile agricultural land - land graded 1,2 or 3a in accordance with the Ministry of Agriculture's Land Classification (ALC) criteria.

Brownfield site - not open countryside and often has accommodated previous industrial users.

City Challenge - local authorities in partnership with the private, public and voluntary sectors, and the local community, raise and compete for resources to implement comprehensive strategies for the regeneration of urban area.

Destination Leisure - includes facilities which are visited by a large number of people and have a sub-regional/regional or national/international attraction

Thames Gateway Forum - consists of Department of Environment, Department of Transport, Department of Trade and Industry, Department of Employment, local authorities, Port of London Authority, Union Railways, London Docklands Development Corporation, London Underground Limited, London Planning Advisory Committee, SERPLAN and the Government's environmental advisors (English Nature, English Heritage and Countryside Commission).

Environmentally Sensitive Area (ESA) - an area, designated by the Minister of Agriculture, under the 1986 Agriculture Act, where traditional farming methods have helped to create a distinctive landscape, wildlife habitats or historic features. ESA schemes promote the continuation of these farming practices and encourage measures which will enhance the environment.

European Community Structural Funds - a series of inter-related European Community funds and financial instruments which aim to remedy structural economic and social disparities within the community.

European Regional Development Fund (ERDF) - one of the Structural Funds, aimed at reducing gaps in economic development between the regions. It is only available in those areas which have been designated by agreement with the European Commission.

Flagship project - a significant investment of enduring architectural and/or environmental quality which attracts or propels other development

Greenfield site - site which has not previously accommodated urban development or other activities, normally open countryside.

Groundwork - a national network of local not-for-profit companies which promote sustainable regeneration through environmental action in partnership with public authorities, the private sector and the community and voluntary organisations.

Groundwork Kent Thames-side is a joint venture between the DOE, Kent County Council, the Wellcome Foundation, BCI, Gravesham Borough Council, Dartford Borough Council, and the Groundwork Foundation.

Her Majesty Inspectorate of Pollution (HMIP) - protects the environment by enforcing regulations to prevent pollution and provides expert advice to Government.

Thames Gateway London Group - grouping of authorities in London and Essex with interest in Thames Gateway.

London Planning Advisory Committee (LPAC) - is a Joint Committee of the London Boroughs and the Cities of London and Westminster. It advises on strategic planning and development issues including transport and informs the Government of the boroughs views on these matters.

North Kent Success - grouping of local authorities, business and other interests in Kent in Thames Gateway.

Planning Policy Guidance (PPG) Notes - provide concise and practical guidance on planning policies.

Poor Neighbour Industries - activities such as scrap yards which can have an adverse effect upon the environment of their local area.

Private Finance Initiative - a UK Government initiative, announced in 1992, with the aim of securing increased private investment in new infrastructure and public sector programmes and services.

Ramsar - convention about conservation of wetlands of international importance - especially waterfowl habitats.

Regional Selective Assistance (RSA) - supports employment related investment in Assisted Areas.

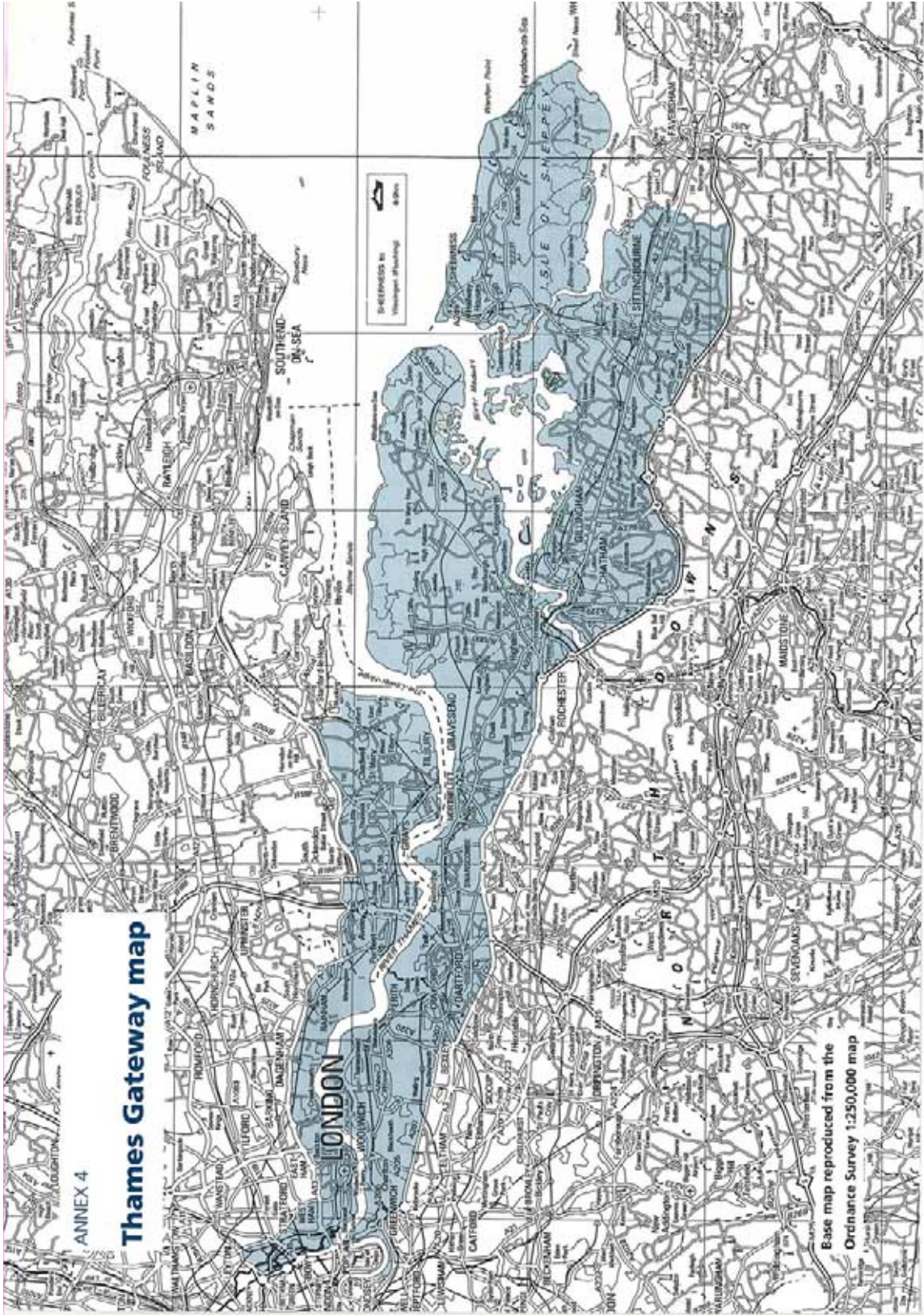
Regional Planning Guidance for the South East (RPGSE) - planning guidance issued by DoE in March 1994.

SERPLAN (London and South East Regional Planning Conference) - a regional planning and transportation organisation constituted by the London Borough Councils and the District and County Councils of the South East.

Single Regeneration Budget (SRB) - a UK Government initiative which combines in one fund 20 different previously separate programmes to provide flexible support for sustainable regeneration, economic development and industrial competitiveness so as to meet local needs and priorities.

Site of Special Scientific Interest (SSSI) - an area of land notified under the Wildlife and Countryside Act 1981 as being of special interest by reason of any flora, fauna, geological or physiographical feature.

Special Protection Area (SPA) - the European Community's Council Directive on the Conservation of Wild Birds -the Birds Directive- requires special measures to be taken to conserve the habitat of particular species and Member States are required to classify the most suitable areas for these species as SPAs. The European Community's Council Directive on the Conservation of Wild Fauna and Flora -the Habitats Directive- modifies the Birds Directive.



ANNEX 4

Thames Gateway map

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