

Dated 11th May 2010

LONDON THAMES GATEWAY DEVELOPMENT CORPORATION (1)
and
PADDINGTON CHURCHES HOUSING ASSOCIATION LIMITED (2)

DEED
made pursuant to section 106 of the
Town and Country Planning Act 1990
relating to Land at 150 High Street,
Stratford, London

CERTIFIED TRUE COPY

NORTON ROSE
Norton Rose LLP
3 More London Riverside
London SE1 2AQ United Kingdom
www.nortonrose.com

NORTON ROSE

DATE 12th May 2010

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THIS DEED is made on 11th May 2010

BETWEEN

- (1) **LONDON THAMES GATEWAY DEVELOPMENT CORPORATION** of 9th Floor, South Quay Plaza 3, 189 Marsh Wall, London E14 9SH (the "**Corporation**"); and
- (2) **PADDINGTON CHURCHES HOUSING ASSOCIATION LIMITED** (Industrial and Provident Society number IP17210R) of Capital House, 25 Chapel Street, London NW1 5DT (the "**Owner**").

WHEREAS

- (A) By virtue of the London Thames Gateway Development Corporation (Planning Functions) Order 2005, which came into force on 31 October 2005, the Corporation is the Local Planning Authority for the area within which the Property is situated and for development of the nature of the Development.
- (B) The Corporation is the appropriate statutory body to enforce this Deed for the purposes of section 106 of the 1990 Act.
- (C) The Owner is registered at HM Land Registry as the freehold owner of the Property shown for the purposes of identification only edged red on Plan 1 under title number EGL533819.
- (D) The Olympic Delivery Authority is registered at HM Land Registry as the freehold owner of the land shown edged red on Plan 2 under title number EGL557822 ("the **ODA Land**"). The Corporation has resolved to grant the Planning Permission pursuant to the Application subject to inter alia a covenant on the part of the Owner to carry out or procure highway works on the ODA Land as set out herein and the Owner has acknowledged that it is the Owner's responsibility to acquire the necessary rights over the ODA Land to carry out such works. The Owner and the Olympic Delivery Authority intend to enter into an agreement allowing the Owner access over the ODA Land and a put option to transfer the ODA Land to the Owner once the Olympic Delivery Authority has completed its highway works on Warton Road.
- (E) British Waterways Board is registered at HM Land Registry as the freehold owner of land shown edged red on Plan 3 under title EGL499811 ("the **BWB Land**"). The Corporation has resolved to grant the Planning Permission pursuant to the Application subject to inter alia a covenant on the part of the Owner to carry out or procure works to the river wall on the BWB Land as set out herein and the Owner has acknowledged that it is the Owner's responsibility to acquire the necessary rights over the BWB Land to carry out such works. The Owner has the benefit of a 125 year lease of the BWB Land (excluding the waterway walls and the subsoil beneath a depth of 16 metres below ground level) dated 1 April 2008 (registered at HM Land Registry under title number EGL540358) and has entered into an agreement with British Waterways Board dated

31 March 2008 relating to the procurement of a waterwall survey and the completion of remedial works in accordance with the recommendations of that survey.

- (F) The Owner has submitted the Application to the Corporation.
- (G) The Corporation considers it expedient in the interests of the proper planning of its area and having regard to all other material considerations that provision should be made for regulating the Development in the manner set out in this Deed.
- (H) The Owner has agreed to enter into this Deed accepting that the obligations that it contains fall properly to be considered as material to the determination of the Application.
- (I) The Discounted Standard Charge applicable to this Development has been set at ten thousand pounds (£10,000) per Residential Unit for the area within which the Development is located.
- (J) The Corporation has resolved to grant the Planning Permission pursuant to the Application subject to the conditions set out in the Planning Permission and subject to the covenants, undertakings and restrictions herein contained.

NOW THIS DEED WITNESSETH as follows:

1 Definitions

In this Deed where the context so admits the following expressions shall have the following meanings:

"1990 Act" means the Town and Country Planning Act 1990 (as amended) or any re-enactment or modification thereof for the time being in force;

"Achieved Grant Funding" means the level of grant funding secured from the HCA by the Owner in relation to the Affordable Housing Units;

"Actual Tenure Mix" means the tenure mix to be applied to the Affordable Housing Units in accordance with paragraph 5.2.5 of Schedule 1;

"Actual Works in Kind Costs" means the actual cost of carrying out the Works in Kind, as certified by an independent quantity surveyor, which shall not exceed the Works in Kind Costs;

"Affordable Business Space" means up to 582 square metres on the ground floor of Warton House or 679 square metres on the first floor of Warton House (being gross internal floor space in either case) of low-cost commercial space comprising either the ground floor or the first floor of Warton House (the exact location being approved by the Local Planning Authority in advance pursuant to the Affordable Business Space Scheme) within the Development to be used initially

for the purposes of providing workspace for incubator businesses and thereafter for such use as approved by the Local Planning Authority;

"Affordable Business Space Scheme" means a scheme containing the details and mechanisms for the provision and retention of the Affordable Business Space in the Development pursuant to the Planning Permission as well as its location in the Development to be submitted to and thereby approved by the Local Planning Authority;

"Affordable Housing" means residential accommodation for which the combined asking price/rent and Service Charge is significantly lower than prevailing market prices for similar units and which is subject to arrangements which seek to ensure its availability in perpetuity subject to the provisions of paragraph 5 of Schedule 1 and comprising:

- (a) Social Rented Units; and
- (b) Intermediate Affordable Housing Units;

"Affordable Housing Grant Notice" means a written notice to be served by the Owner on the Local Planning Authority confirming the amount of the Achieved Grant Funding;

"Affordable Housing Land" means that part or those parts of the Property containing the Affordable Housing Units and ancillary land;

"Affordable Housing Provider" means:

- (a) a Registered Provider;
- (b) a provider and manager of Affordable Housing; or
- (c) the Owner,

which in the case of (a) or (b) shall not be treated as such for the purposes of this Deed unless the Local Planning Authority shall have given its prior approval;

"Affordable Housing Unit" means a unit of Affordable Housing comprising together the Intermediate Affordable Housing Units and the Social Rented Units to be provided in the Development pursuant to the Planning Permission as approved by the Local Planning Authority in the locations shown on Plan 6 and indicated in the Affordable Housing Schedule attached at Appendix 7;

"Annual Rent" means the average annual consideration payable by a tenant of an Open Market Unit to the Owner by way of principal rent throughout the tenant's lease term;

"**Application**" means the full planning application for the Development dated 9 November 2009 (as amended on 9 March 2010 and 6 April 2010 and given reference numbers 09/01507/LTGDC and LTGDC-09-064-FUL);

"**BC Index**" means the Building Cost Information Service All in Tender Price Index as published by BCIS (a trading division of the Royal Institution of Chartered Surveyors Business Services Ltd) or such similar index as may from time to time be published to replace such index;

"**BREEAM**" means the Building Research Establishment Environmental Assessment Method;

"**Capitalisation Multiplier**" means 16.6666;

"**Car Club Co-ordinator**" means the City Car Club or such other operator of a residents' car club approved in writing in advance by the Local Planning Authority appointed by the Owner;

"**Car Club Scheme**" means a scheme containing the details and mechanisms for securing the Car Club during the Occupation of the Development to be submitted to and approved by the Local Planning Authority;

"**Careers Service**" means the local organisation responsible for guidance and work opportunities for people aged 13-19 within the locality of the Property as nominated by the Local Planning Authority;

"**Children's Play Area**" means the area shown edged orange and marked "i" on Plan 4;

"**City Car Club**" means City Car Club Limited (Company Number 05443333) whose registered office is at Leeming House, Vicar Lane, Leeds, United Kingdom LS2 7JF;

"**Commercial Unit**" means any unit of commercial floor space constructed on the Property pursuant to the Planning Permission and includes the Affordable Business Space;

"**Completion**" means (unless the context otherwise so admits) the proper issue of a certificate of practical completion of any works carried out pursuant to this Deed or as the context may allow any part, section or phase thereof by an independent architect, engineer or other certifying professional as the case may be and the terms "**Complete**", "**Completed**" and cognate expressions shall be interpreted in accordance with this definition and Occupation of any Residential Unit shall be determinative of Completion even in the absence of a certificate;

"**Corporation's Planning Functions Area(s)**" means the area(s) set out in the maps referred to in the London Thames Gateway Development Corporation (Planning Functions) Order 2005;

"**Council**" means Newham London Borough Council in its capacity, as the context requires, as local housing authority or local highway authority;

"Deferred Standard Charge" means that part of the Standard Charge payable in respect of each Residential Unit the payment of which at the end of each calendar year is dependent on the Realised Average Capital Value reached on the site in the particular preceding calendar year and calculated in accordance with Schedule 2;

"Development" means the demolition of existing buildings and partial demolition and extension of Warton House and redevelopment of the Property, the ODA Land and part of the BWB Land to comprise alterations during the course of construction to planning permission reference 07/01166/LTGDC dated 19 December 2007 involving the development of six new buildings of between 7 and 43 storeys (plus roof plant level) and restoration of Warton House to provide 2,797 sq.m of retail/commercial/community floor space for Class A1-A4/B1/D1 uses and 639 number one, two, three and four bedroom residential units (Class C3), 65 units of extra care, plus associated car and cycle parking, landscaping, and all associated enabling works under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999;

"Discounted Standard Charge" means ten thousand pounds (£10,000.00) (Index-Linked) per Residential Unit (totalling not less than £6,390,000 (Index-Linked) for the Development) being a portion of the Standard Charge relevant to the Development reflecting the discount applicable to development carried out in the vicinity of the Property and taking into account the sum of £1,712,866 already paid by the Owner to the Local Planning Authority;

"Disposal" means in the case of a disposal of the Affordable Housing Units to another Affordable Housing Provider, a transfer of the freehold interest or the grant of a Long Lease and **"Disposed"** shall be construed accordingly;

"Employment Service" means that part of the Department for Work and Pensions which offers advice and guidance on jobs and advertises their availability;

"Energy Strategy" means the Energy Strategy Assessment prepared by Hilson Moran Partnership Ltd (reference 7337 Issue 1.0) dated 23 September 2009 and which has been submitted to and approved by the Corporation;

"Expected Average Capital Value" means a capital value agreed between the parties and in the absence of agreement, determined by an independent Expert based on what the Realised Average Capital Value of the unsold and un-let Open Market Units is expected to be in the market at the time assuming a willing buyer and a willing seller and taking into account for the purposes of the valuation the Realised Average Capital Value of any Open Market Units within the Development that have been sold or let;

"Expert" means such expert as may from time to time be appointed for the purposes of resolving a relevant dispute as follows:

- (a) if the dispute relates to transport or highway works, engineering, demolition, or construction works, a chartered civil engineer being a member of the Institution of Civil Engineers (having not less than 10 years' relevant experience in the public or private sector) agreed by the parties to the dispute but in default of agreement appointed at the request of any of the parties by or on behalf of the President from time to time of the Institution of Civil Engineers;
- (b) if the dispute relates to any building within the Development, the Realised Average Capital Value pursuant to Schedule 1 paragraph 2.5 or the Expected Average Capital Value pursuant to Schedule 1 paragraph 2.6 or any similar matter, a chartered surveyor (having not less than 10 years' relevant experience) agreed by the parties to the dispute but in default of agreement appointed at the request of either party by or on behalf of the President from time to time of the Royal Institution of Chartered Surveyors;
- (c) if the dispute relates to financial matters or matters of accounting usually and properly within the knowledge of a chartered accountant, a chartered accountant (having not less than 10 years' relevant experience) agreed by the parties to the dispute but in default of agreement appointed at the request of either party by or on behalf of the President from time to time of the Royal Institute of Chartered Accountants in England and Wales; and
- (d) if the parties to the dispute shall fail to agree upon the nature or difference in question then it should be referred to a solicitor or barrister of at least 15 years' standing agreed by the parties but in default of agreement appointed at the request of either party by or on behalf of the President for the time being of the Law Society;

"Extra Care Residents" means persons aged 55 years and older who cannot live independently without support;

"Extra Care Units" means units of Use Class C2 in the Development that provide supported accommodation for Extra Care Residents;;

"Green Travel Plan" means a plan containing details of measures to be implemented in order to encourage staff, contractors and visitors to travel to the Development by means other than by private car and to minimise car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling to and from the Development;

"Greenway Pedestrian Link" means the pedestrian link between the Greenway and the Development shown edged and hatched pale blue and marked "iv" on Plan 4 to be constructed in accordance with the Walkways Scheme;

"Highway Works" means the highway works to be carried out in accordance with the Highways Scheme and comprising:

- (a) the Phase 1 Site Entrance;
- (b) the Phase 2 Site Entrance; and
- (c) the Northern Public Footway Extension;

"Highway Works Scheme" means the scheme containing the details and methodology for the carrying out of the Highway Works to be submitted to and approved by the Local Planning Authority;

"HCA " means the Homes and Communities Agency or such other body as may replace it;

"Incentives" means monies that have been paid by the Owner by way of proper and reasonable legal fees supported by such written evidence as the Local Planning Authority may reasonably require and Stamp Duty Land Tax in the first sale and purchase or lettings of the Residential Units;

"Index-Linked" means the financial sums referred to in this Deed to be adjusted by Indexing from April 2007 to the date of payment and **"Indexed"**, **"Indexation"** and cognate expressions shall be construed accordingly;

"Indexing" means the recalculation of any amount specified in this Deed by applying the following formula:

$A \times B/C = D$ where:

A = the sum specified in this Deed in pounds sterling

B = the figures shown in the BC Index for the period immediately prior to the date up to which the sum concerned is to be indexed under the provisions of this Deed

C = the figure shown in the BC Index for the period immediately prior to the date of this Deed

D = the recalculated sum in pounds sterling applying under this Deed

B/C is equal to or greater than 1

PROVIDED THAT if the BC Index becomes no longer maintained by Royal Institution of Chartered Surveyors Business Services Limited the said formula shall be applied mutatis mutandis (so far as concerns periods after it ceases to be so maintained) by reference to such other publication or index as may be agreed from time to time with the Local Planning Authority;

"Interest" means interest at 3% per cent above the base lending rate of the National Westminster Bank Plc from time to time;

"Interim Access Management Scheme" means a scheme setting out the measures to be implemented to safeguard the health and safety of the occupants of the buildings within each Phase during the carrying out of the works to the Public Realm within that Phase which shall take into account the phasing scheme to be approved pursuant to the Planning Permission and which shall identify the parts of each Phase that may be Occupied prior to Completion of the Public Realm within that Phase;

"Intermediate Affordable Housing Units" means either of the following:

- (a) Shared Ownership Units;
- (b) Shared Equity Units;

"Learning and Skills Council" means the London East branch of the London Skills Council based in Boardman House, 64 Broadway, Stratford, London E15 1NT or such other appropriate body as may be nominated by the Local Planning Authority;

"Local Commitment Scheme" means a scheme containing the details and mechanisms for securing the use of local labour, contractors and goods and services both during the construction and Occupation of the Development to be submitted to and approved by the Local Planning Authority;

"Local People" means persons whose principal or only home is within the London Borough of Newham;

"Local Planning Authority" means the local planning authority for the time being having jurisdiction in respect of the Development for the purposes of Part III of the Act;

"Long Lease" means a lease in excess of 125 years;

"Maximum Number of Residential Units" means 639 being the maximum number of Residential Units that may be constructed pursuant to the Planning Permission;

"Nominations Agreement" means an agreement to be entered into between the Council and the Owner or subsequent Affordable Housing Provider pursuant to paragraph 5 of Schedule 1 in such a form as to be agreed in writing by the Local Planning Authority;

"Northern Public Footway Extension" means the footway improvements marked "vii" shown hatched orange on Plan 4 (incorporating the area edged dark blue hatched orange and marked "Phase 1 Site Entrance" thereon);

"Occupation" means the use of the buildings and land:

- (a) at the Property;

(b) within the BWB Land; and/or

(c) within the ODA Land

for the purposes permitted by the Planning Permission save for temporary occupation for the purposes of construction, fitting out or marketing the buildings and the words "Occupy" and "Occupied" and cognate expressions shall be construed accordingly;

"Occupier" means any owner lessee or occupant of any Residential Unit within the Development;

"Open Market Units" means Residential Units that are not Affordable Housing Units or Extra Care Units;

"Partner Agencies" means the Corporation, the Council, the Employment Service, the Careers Service, the Learning and Skills Council and such other agencies as provide relevant recruitment and training services as may be specified by the Local Planning Authority from time to time;

"Phase" means any one of Phase 1 or Phase 2;

"Phase 1" means the phase of the Development which is the area (and elements within that area), for the purposes of identification only, edged red and marked "1" on Plan 5;

"Phase 2" means the phase of the Development which is the area (and elements within that area), for the purposes of identification only, edged with a broken dark blue line and marked "2" on Plan 5;

"Phase 1 Site Entrance" means an entrance to the Development in the location shown edged dark blue hatched orange annotated "Phase 1 Site Entrance" on Plan 4;

"Phase 2 Site Entrance" an entrance to the Development in the location shown edged dark blue hatched orange annotated "Phase 2 Site Entrance" on Plan 4;

"Plan 1" means the plan attached to this Deed at Appendix 1 and bearing reference "Plan 1";

"Plan 2" means the plan attached to this Deed at Appendix 3 and bearing reference "Plan 2";

"Plan 3" means the plan attached to this Deed at Appendix 4 and bearing reference "Plan 3"

"Plan 4" means the plan attached to this Deed at Appendix 5 having the reference "Plan 4";

"Plan 5" means the plan attached to this Deed at Appendix 6 and bearing reference "Plan 5";

"Plan 6" means the plan attached to this Deed at Appendix 7 and bearing reference "Plan 6";

"Plan 7" means the plan attached to this Deed at Appendix 8 and bearing reference "Plan 7";

"Plan 8" means the plan attached to this Deed at Appendix 9 and bearing reference "Plan 8";

"Planning Permission" means the planning permission granted pursuant to the Application for the Development in the form annexed in draft at Appendix 2 to this Deed;

"Pocket Park" means the park shown coloured pink and marked "ii" on Plan 4;

"Preferred Tenure Mix" means a mix of 60:40 (Social Rented Housing to Intermediate Affordable Housing Units) as set out in Appendix 7;

"Property" means land registered at HM Land Registry under title number EGL533819 shown for the purposes of identification only edged red on Plan 1;

"Proposed Tenure Mix Notice" means a written notice to be served by the Owner on the Local Planning Authority in accordance with paragraph 5.2.5 of Schedule 1 setting out a proposed tenure mix for the Social Rented Units and the Shared Ownership Units varying the tenure mix set out in Appendix 7;

"Public Realm" means:

- (a) in respect of Phase 1 the part of the Riverside Walkway in Phase 1;
- (b) in respect of Phase 2, the Public Square, Pocket Park the Children's Play Area and those parts of the Walkways in Phase 2; and
- (c) the Greenway Pedestrian Link and the part of the Riverside Walkway in Phase 2;

"Public Realm Management Scheme" means a scheme containing the details and mechanisms for the management of the Public Realm to be submitted to and approved by the Local Planning Authority;

"Public Realm Scheme" means a scheme containing the details, methodologies and mechanisms for providing the Public Realm to be submitted to and approved by the Local Planning Authority;

"Public Sector Investment Plan" means the plan for infrastructure to be provided in the Lower Lea Valley or London Riverside Areas as contained in Schedule 5 to this Deed;

"Public Square" means the public square shown edged lime green hatched green and marked "v" on Plan 4;

"Quarter" means the period expiring on 25 March, 24 June, 29 September and 25 December of each year;

"Realised Average Capital Value" means the Realised Capital Value averaged over the floor area within the Development calculated in accordance with Schedule 2;

"Realised Capital Value" means

- (a) in relation to the sale of an Open Market Unit the total consideration after deducting Incentives payable for each Open Market Unit within the Development; and
- (b) in relation to the first letting of an Open Market Unit the amount calculated by multiplying the Annual Rent achieved by the Capitalisation Multiplier and then deducting Incentives;

"Reasonable Endeavours" means that the party under such an obligation shall be bound to attempt to fulfil the relevant obligation by the necessary expenditure of such effort and/or sums of money and the engagement of such professional or other advisors as in all the circumstances (including the importance to the other parties of the fulfilment of the relevant obligation) are/is likely to be sufficient for the objective to which the endeavour relates;

"Recommencement" means where the context so admits the recommencement of the Development in accordance with the Planning Permission by the carrying out of any material operation within the meaning of sections 56(2) and (4) of the 1990 Act provided that for the avoidance of doubt the carrying out of archaeological investigations demolition of existing structures or buildings ground investigation works remediation works site clearance site preparation construction of boundary fencing or hoardings noise attenuation works laying of services and service media construction of temporary accesses and surveys shall be deemed not to constitute a material operation for the purposes of this definition or this Deed and "Recommencement" and cognate expressions shall be interpreted in accordance with this definition;

"Recommencement Notice" means a written notice given by or on behalf of the Owner to the Corporation stating the proposed date of Recommencement of the Development to be addressed to the Director of Planning, London Thames Gateway Development Corporation, 9th Floor, South Quay Plaza III, 189 Marsh Wall, London E14 9SH and stating the application reference number PROVIDED a notice will be deemed to have been given if Recommencement has occurred;

"Registered Provider" has the same meaning as under the Housing and Regeneration Act 2008 and who is approved by the Local Planning Authority;

"Request for Security Confirmation" means a written notice from the Local Planning Authority requesting a Security Confirmation in relation to specified Residential Units within the Development;

"Residential Unit" means any separate unit of residential accommodation constructed on the Property pursuant to the Planning Permission but not an Extra Care Unit;

"Response Notice" means a written notice to be served by the Local Planning Authority on the Owner in accordance with paragraph 5.2.5 of Schedule 1 either:

- (a) approving the tenure mix set out in the Proposed Tenure Mix Notice to which it relates; or
- (b) proposing a Revised Affordable Housing Tenure Mix;

"Revised Affordable Housing Tenure Mix" means the tenure mix proposed by the Local Planning Authority in the Response Notice;

"Riverside Walkway" means the walkway shown edged green hatched green and marked "iii" on Plan 4;

"River Wall" means that part of the river wall within the Property and/or within the BWB Land as shown edged yellow and marked "vi" on Plan 4, including all supporting structural components including tie rods, walings, ground anchors and anchor blocks;

"River Wall Condition Survey" means:

- (a) a desk study to ascertain the likely design and 'in-service' history of the wall, including original design and changes to loading and wall support e.g. by the river foreshore;
- (b) a survey to inspect and carry out such tests as are necessary to ascertain the existing condition of the river wall, including visual inspections, trial pitting, dimensional surveying and material property testing;
- (c) a ground investigation to determine parameters for design including geotechnical and chemical properties;
- (d) an assessment (including calculations) to identify the residual life of the flood defences and River Wall, compared to the life of the Development; and
- (e) proposals to extend the life of the River Wall for the lifetime of the Development;

"River Wall Maintenance Scheme" means a scheme to maintain the River Wall in a Structurally Sound Condition;

"River Wall Remedial Scheme" means a scheme for the renewal of the River Wall to ensure that its structural condition will remain sound for at least 125 years from Completion of the Development or such other time period as may be agreed, including the enhancement of the riverside, such scheme to include;

- (a) the design calculations;
- (b) the design details;
- (c) the method(s) of construction;
- (d) dimensions;
- (e) elevations (in relation to tidal levels);
- (f) materials;
- (g) planting, which should be limited to native species only;
- (h) any necessary environmental compensation and mitigation measures;

"River Wall Remedial Works" means the works recommended as a result of the River Wall Condition Survey and proposed under the River Wall Remedial Scheme and which include waterside walk improvements, flood alleviation works, provision of services for mooring and other related improvements to the River Wall to be approved by the Corporation in consultation with British Waterways Board and the Environment Agency;

"Section 278 Agreement" means an agreement to be entered into with the appropriate highway authority for the carrying out of the Highway Works pursuant to Section 278 of the Highways Act 1980;

"Security" means in relation to any Residential Units specified in a Request for Security Confirmation legal provision by way of bank bond cash deposit mortgage parent company guarantee or other mechanism agreed between the Local Planning Authority and the Owner guaranteeing the availability of funds to pay all Discounted Standard Charges and Deferred Standard Charges in relation to the Residential Units when they fall due in accordance with this Deed;

"Security Confirmation" means the document that provides detailed information about the resources available to the Owner (including the value of the Property);

"Security Notice" means a notice from the Local Planning Authority specifying why the Local Planning Authority is not reasonably satisfied that the Security Confirmation is sufficient to provide the Local Planning Authority with sufficient confidence that the remaining Discounted Standard Charges and Deferred Standard Charges in relation to the Residential Units will be paid when they fall due in accordance with this Deed;

"Service Charge" means the charges for building management and maintenance services provided in respect of the Affordable Housing Units as may be approved;

"Shared Equity Units" means Intermediate Affordable Housing Units where a proportion of the equity in the initial Disposal (between 30% and 70%) is sold on a Long Lease and the remainder retained without rent being charged;

"Shared Ownership Units" means Intermediate Affordable Housing Units a proportion of the equity of which is sold on a Long Lease and the remainder retained subject to rent being charged on the retained equity;

"Social Rented Units" means Affordable Housing Units managed by the Owner or other Affordable Housing Provider or other Agency approved in accordance with paragraph 5 of Schedule 1 and let at rents below market rents in accordance with the Affordable Housing Scheme;

"Staircasing Receipts" means receipts paid by the owner of a Shared Ownership Unit or Shared Equity Unit to the Owner and/or Affordable Housing Provider in return for an increase in the equity share of that Shared Ownership Unit or Shared Equity Unit being held by that owner;

"Standard Charge" means the average cost per Residential Unit of providing infrastructure and services within the relevant part of the Corporation's Planning Functions Area assessed at the date of this Deed as twenty-two thousand six hundred pounds (£22,600) (Index-Linked) having reached a balance between the costs of infrastructure required in the Corporation's area, the likely scale of the development that will come forward and the level of charge that it is appropriate for developments to meet without stifling development;

"Structurally Sound Condition" means in a serviceable condition and in a condition able to continue to function effectively as a structural component as designed and calculated in the River Wall Remedial Scheme;

"Walkways" means the Greenway Pedestrian Link and the Riverside Walkway and all those other areas which are walkways to provide public access routes and constructed in accordance with the Walkways Scheme which are shown hatched green edged broken green and marked "viii" on Plan 4;

"Walkways Scheme" means a scheme containing the details and mechanisms for providing the Walkways and carrying out the Walkways Works to be submitted to and approved by the Local Planning Authority;

"Walkways Works" means works to be carried out by the Owner at their own expense to provide the Walkways and all associated incidental works thereto such as the installation of drainage, lighting, signage, and street furniture including benches and rubbish bins;

"**Warton House**" means the locally listed building located in Phase 2 and which will be retained and restored in accordance with Paragraph 13 of Schedule 1 and shall accommodate the Affordable Business Space;

"**Working Day(s)**" means Monday to Friday excluding Bank Holidays;

"**Works in Kind**" means those works specified in Schedule 3 to this Deed; and

"**Works in Kind Costs**" means the construction costs (Index-Linked) as set out in Schedule 3 to this Deed of carrying out any Works in Kind which shall be deemed to include all design fees and supervision fees and required maintenance contributions (where applicable) PROVIDED THAT and in the case of items of infrastructure which are subsidised the figures set out in Schedule 3 of this Deed shall be reduced by an amount of any subsidy by any person PROVIDED FURTHER THAT in no circumstances shall any sums off-set for the purposes of paragraph 3 of Schedule 1 to this Deed exceed the amount stated in Schedule 3 to this Deed.

2 Interpretation

- 2.1 The headings appearing in this Deed are for ease of reference only and will not affect the construction of this Deed.
- 2.2 Unless the context requires otherwise references in this Deed to clauses, sub-clauses, paragraphs, recitals, sub-paragraphs, annexures, appendices and schedules are references to those contained in this Deed and references to plans and drawings are references to plans and drawings annexed to this Deed.
- 2.3 The word "including" shall mean "including without limitation or prejudice to the generality of any description defining term or phrase preceding that word" and the word "include" and its derivatives shall be construed accordingly.
- 2.4 References in this Deed to statutes, bye-laws, regulations, orders and delegated legislation shall include any statute, bye-law, regulation, order or delegated legislation amending, re-enacting or made pursuant to the same.
- 2.5 In this Deed (where the context so admits) words importing the singular shall include the plural and vice versa and words importing one gender shall include all other genders.
- 2.6 In this Deed the expressions "Owner", "Council", "Local Planning Authority" and "Corporation" shall include their respective statutory successors in respect of the functions to which this Deed relates and/or successors in title to the Property (or part thereof) as the case may be.
- 2.7 Any obligations of the parties to this Deed contained in this Deed which are or may be deemed to be obligations of one or more persons shall be joint and several obligations on the part of those

persons unless the context otherwise requires provided that nothing herein shall impose any liability upon either of the parties for the actions of the other.

- 2.8 Any covenant by a party to this Deed not to do an act or thing shall be deemed to include an obligation not to permit or suffer such act or thing to be done by another person where knowledge of the actions of the other person is reasonably to be inferred and any covenant by a party to this Deed to do an act or thing may be deemed to include an obligation to use to procure that the act or thing is done.
- 2.9 If any provision in this Deed shall be held to be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions will not in any way be deemed to be affected, impaired or called into question.
- 2.10 In the event of any conflict between the provisions of this Deed and any document annexed hereto as referred to herein, the terms, conditions and provisions of this Deed shall prevail.
- 2.11 Where any approval, consent, agreement or the like is required to be given pursuant to the terms of this Deed it shall be in writing and no party shall unreasonably withhold or delay any such approval, consent, agreement or the like provided that nothing herein shall fetter the statutory rights, powers or duties of the Local Planning Authority.
- 2.12 This Deed, any document entered into under it and any matter arising from it are to be governed by and interpreted in accordance with English Law. The parties agree to submit to the exclusive jurisdiction of the English Courts in relation to this Deed and any such document or matter.

3 Legal Basis

- 3.1 This Deed is made pursuant to section 106 of the 1990 Act and the obligations herein constitute planning obligations for the purposes of the 1990 Act enforceable by the Corporation as the Local Planning Authority.
- 3.2 It is agreed that the Owner enters this Deed with the effect of binding it's interest in the Property.

4 Conditionality

- 4.1 The planning obligations in Schedules 1 and 2 of this Deed are conditional upon:
- (a) the grant of the Planning Permission in the form of the draft annexed at Appendix 2 of this Deed; and
 - (b) Recommencement of the Development pursuant to the Planning Permission.

5 Provisions for Release

- 5.1 It is agreed that this Deed will determine and cease to have effect and its obligations be extinguished if the Planning Permission is quashed, cancelled, revoked or varied without consent or expires prior to Recommencement except insofar as any obligation hereunder has been performed in whole or in part.
- 5.2 Upon reasonable request from the Owner and subject to payment of its reasonable and proper professional costs and charges the Corporation will certify compliance or partial compliance (as and if appropriate) with the provisions of this Deed and if so requested by the Owner will (as and if appropriate) execute a Deed of release or partial release from the relevant provision(s) of this Deed and request that a note thereof will be registered on the Register of Local Land Charges.

6 Covenants by the Owner

- 6.1 The Owner covenants with the Corporation to carry out and comply with the obligations on its part contained in Schedules 1 and 2 to this Deed.

7 Provisions Relating to the Corporation

- 7.1 Nothing in this document in any way fetters the statutory rights, powers and duties of the Corporation as Local Planning Authority.
- 7.2 The Corporation will carry out and comply with its obligations contained in Schedule 4 of this Deed.

8 Successors in Title

- 8.1 The parties agree that this Deed will be binding upon the Property and will be enforceable against the Owner, it's successors in title and those deriving title under them in respect of the Property and as provided in section 106(3) of the 1990 Act but in accordance with section 106(4) of the 1990 Act it is the intention of the parties that neither the Owner nor it's successors in title nor those deriving title under them shall have any further liability under this Deed (but without prejudice to any rights of the Local Planning Authority in respect of any antecedent breach) in respect of any period during which the Owner or as the case may be any of their successors in title or those deriving title under them no longer have an interest in the Property.

9 Registration

- 9.1 It is agreed between the parties that this Deed will be registered as a Local Land Charge by the Local Planning Authority for the purposes of the Local Land Charges Act 1975.

10 Third Party Rights

- 10.1 A person who is not a party to this Deed has no rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Deed but this does not affect any right or remedy of a third party which exists or is available apart from that Act.

11 Dispute Resolution

- 11.1 In the event of any dispute or difference between the Owner and the Local Planning Authority or either of them arising out of this Deed (other than a dispute or difference relating to a question of law or in relation to the interpretation of this Deed) the Owner and the Local Planning Authority agree that the matter in dispute will on the application of either of the parties be referred to the Expert and it is further agreed that:

- (a) the determination of the Expert will be final and binding on the parties save in the case of manifest error;
- (b) the parties will be entitled to make representations and counter-representations in accordance with such timetable as the Expert directs;
- (c) the Expert's costs will be borne in such proportions as he/she may direct failing which the parties will each bear their own costs of the reference and determination and the Expert's costs calculated by dividing the Expert's costs by the number of sides to the reference; and
- (d) the Expert may be replaced by a fresh appointee in the event of his/her becoming at any time unable or unwilling for any reason to proceed to discharge his/her function and such fresh appointee will be appointed in the same manner as the Expert.

12 Variations

- 12.1 No variation to this Deed will be effective unless made by Deed or pursuant to the determination of an application made under section 106A of the 1990 Act.

13 Service of Notices

13.1 All notices, requests, demands or other written communications to or upon the respective parties pursuant to this Deed will be deemed to have been properly given or made if despatched by first class letter to the party to which such notice, request, demand or other written communication is to be given or made under this Deed and addressed as follows:

- (a) if to the Corporation to the address set out above for the attention of the Chief Planning Officer;
- (b) if to the Owner to the address set out above marked for the attention of the Head of New Business or such other person as may be nominated in writing from time to time by the Owner or its successor in title;

14 The Corporation's Legal and other Professional Costs

14.1 The Owner agrees that upon completion of this Deed it will pay the Corporation's reasonable professional costs properly incurred in the negotiation and completion of this Deed being in particular, the costs of legal advice, valuation and cost consultancy and any costs reasonably and properly incurred in preparing or reviewing development appraisals including any VAT thereon and disbursements.

15 VAT

15.1 If VAT becomes payable on payments made under this Deed that VAT will be additional to the sums required, provided that the Owner will be entitled to valid VAT receipts in respect of any vatiable supplies properly incurred under this Deed.

16 Interest

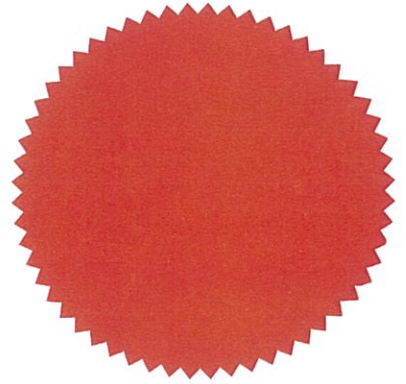
16.1 If any payment due under this Deed is paid late, Interest will be payable from the date payment is due to the date of payment.

17 Counterparts

17.1 This Deed may be executed in any number of counterparts, each of which when executed and delivered shall constitute an original of this Deed, but all the counterparts shall together constitute the same agreement.

IN WITNESS whereof this Deed has been executed by the parties hereto and is intended to be and is delivered on the date first above written

EXECUTED AS A DEED by affixing)
the COMMON SEAL of Paddington)
Churches Housing Association Limited)
in the presence of:)



[Handwritten signature]
Authorised Signatory

[Handwritten signature]
Authorised Signatory

ENTERED IN SEAL REG: TER NO: 111396

Schedule 1

Site Specific Covenants

1 **Recommencement**

The Development shall not be Recommended unless and until a Recommencement Notice has been served upon the Local Planning Authority and the period of at least five (5) days has elapsed following the service of the Recommencement Notice PROVIDED THAT if Recommencement does not thereafter take place on that date the Owner shall notify the Local Planning Authority in writing of that fact and of the anticipated revised Recommencement Date and this procedure shall be repeated as often as necessary.

2 **Standard Charge**

General Obligations

- 2.1 The Owner will pay to the Local Planning Authority an amount up to:
- (a) the full amount of the Standard Charge for each Open Market Unit within the Development in accordance with and subject to the provisions of this Schedule; and
 - (b) the full amount of the Discounted Standard Charge in respect of every other Residential Unit subject to the provisions of this Schedule.

Payments

- 2.2 No building comprised in the Development shall be Occupied unless and until twenty-five percent (25%) of the Discounted Standard Charge in respect of each Residential Unit comprised in that building has been paid by the Owner to the Local Planning Authority.
- 2.3 The payment of any unpaid balance of the Discounted Standard Charge to the Local Planning Authority will be made within twenty (20) Working Days of the end of each Quarter in relation to all Residential Units Occupied within that Quarter.
- 2.4 The Owner will pay to the Local Planning Authority any Deferred Standard Charge (calculated in accordance with Schedule 2) within twenty (20) days of the end of each calendar year in relation to all Open Market Units sold or let within that calendar year.

Long Stop Date

2.5 In the event that all Residential Units are not sold or let by the end of the calendar year in which the Development is completed the Owner shall pay:

- (a) the unpaid balance of the Discounted Standard Charge; and
- (b) any Deferred Standard Charge which shall be based on the Expected Average Capital Value of the un-let and unsold Open Market Units agreed between the Corporation and the Owner or in the absence of agreement determined by an independent Expert;

within twenty (20) days of the end of that calendar year or the date of agreement of the Expected Average Capital Value or determination of the Expected Average Capital Value (whichever is latest).

Maximum Charge

2.6 The sum of the Discounted Standard Charge and the Deferred Standard Charge in relation to any Residential Unit payable under this paragraph will never exceed the Standard Charge in relation to that Residential Unit.

Security

- 2.7 At any time after the Completion of 80% of the Residential Units the Local Planning Authority may issue a Request for Security Confirmation from the Owner;
- 2.8 A Security Confirmation must be provided by the Owner within twenty eight (28) days of a Request for Security Confirmation;
- 2.9 If following receipt of a Security Confirmation the Local Planning Authority is not reasonably satisfied that the Owner will be able to pay the Discounted Standard Charges or Deferred Standard Charges required when they fall due in accordance with this Deed it shall be entitled to serve a Security Notice on the Owner;
- 2.10 Unless there is a dispute which shall be resolved using Dispute Resolution in accordance with clause 11 of this Deed the Owner shall provide Security to the Local Planning Authority within twenty eight (28) days of the date of the Security Notice;
- 2.11 Subject to paragraph 2.10 above if the Owner fails to provide Security within twenty eight (28) days of the date of the Security Notice there shall be a deemed default of the longstop provisions contained in paragraph 2.5 of this Schedule and the Local Planning Authority may commence enforcement proceedings as it sees fit to secure the provision of Security and/or recover the Discounted Standard Charge and the Deferred Standard Charge at the rate last charged in relation to the Maximum Number of Residential Units and shall be entitled to prevent further

development taking place on the Property until such time as the Security has been provided or the Discounted Standard Charge has been recovered.

3 Works in Kind

3.1 Within one (1) year of the date of this Deed the Owner shall submit to the Local Planning Authority for approval:

- (a) comprehensive details and specifications of the Works in Kind;
- (b) a detailed delivery programme setting out the timescales within which the works in question will be carried out and Completed; and
- (c) a written assessment of the estimated Works in Kind Costs;

and the Local Planning Authority shall not unreasonably withhold or delay its approval following such submission.

3.2 The Owner will carry out and complete the said Works in Kind entirely in accordance with the details specifications and delivery programme to be approved pursuant to paragraph 3.1 above, the Walkways Scheme, the Public Realm Scheme and otherwise in accordance with terms of this Deed.

3.3 Expenditure incurred by the Owner on Works in Kind approved by the Local Planning Authority in accordance with paragraph 3.1 of this Schedule may be off-set against the next payment of the Discounted Standard Charge or Deferred Standard Charge then falling due where reasonable written evidence is produced that such expenditure has been incurred or committed to be expended in the period for which the Discounted Standard Charge and/or Deferred Standard Charge is due PROVIDED THAT in no circumstances shall such expenditure be set-off to the extent that the expenditure exceeds the Works in Kind Costs stated in Schedule 3 to this Deed.

3.4 Upon Completion of the Works in Kind the Owner shall submit to the Local Planning Authority full details of the Actual Works in Kind Costs. If the Actual Works in Kind Costs are less than the Works in Kind Costs the Owner shall pay the difference between the Actual Works in Kind Costs and the Works in Kind Costs to the Corporation within twenty (20) days of Completion of the Works in Kind.

3.5 The Actual Works in Kind Costs shall be off-set against any payments of the Discounted Standard Charge payable from time to time in accordance with paragraph 3.3;

3.6 For the avoidance of doubt in no circumstances shall any sums be off-set against the payments of the Discounted Standard Charge or the Deferred Standard Charge to the extent that those sums exceed the Works in Kind Costs stated in Schedule 3 to this Deed.

4 Contribution and Environmental Parameters

- 4.1 No more than 639 Residential Units will be built within the Property pursuant to the Planning Permission.
- 4.2 No more than 2797 square metres of floorspace (gross internal area) of Commercial Units will be built within the Property pursuant to the Planning Permission and as shown on Plan 8 unless varied to permit a greater number.
- 4.3 No more than 65 Extra Care Units will be built within the Property pursuant to the Planning Permission.

5 Affordable Housing

- 5.1 The Owner shall, subject to the provisions of paragraph 5.3:
- (a) provide a minimum of 33% of the Residential Units within the Development as Affordable Housing Units, which equates to 229 Affordable Housing Units;
 - (b) ensure that 60% of the Affordable Housing Units are Social Rented Units, which amounts to 138 Social Rented Units, and 40% are Intermediate Affordable Housing Units, which amounts to 91 Intermediate Affordable Housing Units;
 - (c) not Occupy more than 35% of the Open Market Units in any Phase unless and until 32% of the Affordable Housing Units have been provided in such Phase;
 - (d) not Occupy more than 70% of the Open Market Units in any Phase unless and until 62% of the Affordable Housing Units have been provided in such Phase;
 - (e) not Occupy more than 85% of the Open Market Units in any Phase unless and until 100% of the Affordable Housing Units have been provided in such Phase; and

PROVIDED THAT the percentages in paragraphs 5.1(c), (d) and (e) may be varied with the written approval of the Local Planning Authority.

- 5.2 The Owner shall not Recommence Development unless and until they have complied with the provisions of this paragraph 5.2:
- 5.2.1 the Owner will use all Reasonable Endeavours to achieve a grant of thirty four million one hundred and seventy thousand pounds (£34,170,000) from the HCA to fund 138 Social Rented Units and 91 Intermediate Affordable Housing Units (229 in total);

- 5.2.2 the Owner shall serve the Affordable Housing Grant Notice on the Local Planning Authority advising it of the level of Achieved Grant Funding as soon as reasonably practicable following receipt by the Owner of notification of the Achieved Grant Funding;
- 5.2.3 Notwithstanding the level of Achieved Grant Funding, the Owner shall not Occupy Phase 2 of the Development unless and until they have provided in the Development no less than forty-five (45) family Social Rented Units as indicated on Appendix 5 in Blocks F and G (identified on the Schedule in Appendix 7)
- 5.3 The Affordable Housing Units shall not be Occupied for any purpose other than Affordable Housing of the tenure type for which they are required to be provided save that the obligations in this paragraph 5:
- (a) will not bind any mortgagee of an Affordable Housing Provider or any mortgagee of an Occupier of an Affordable Housing Unit or any receiver or manager (including an administrative receiver) appointed pursuant to the Law of Property Act 1925 or otherwise by a party who has provided loan facilities for the purpose of providing the Affordable Housing nor will the obligations be binding on any purchaser from such person;
 - (b) will cease to apply in respect of any:
 - (i) Shared Ownership Unit or Shared Equity Unit where the tenant has staircased to one hundred percent (100%) of the equity in such unit; or
 - (ii) Social Rented Unit where the tenant has acquired pursuant to a right to buy under Part V of the Housing Act 1985 as amended by the Housing (Preservation of Right to Buy) Regulations 1993 or pursuant to a right to acquire under Section 16 of the Housing Act 1996 or any similar or substitute statutory right applicable.
- 5.4 Prior to first Occupation of the Affordable Housing Units, the Owner shall enter into a Nominations Agreement with the Council (in a form to be approved in writing by the Local Planning Authority) in respect of the Affordable Housing Units.
- 5.5 Any Disposal of the Affordable Housing Units and/or the Affordable Housing Land to one or more Affordable Housing Providers will be conditional upon the Affordable Housing Provider entering into the Nominations Agreement with the Council (in a form to be approved in writing by the Local Planning Authority) in respect of the Affordable Housing Units.
- 5.6 No leasehold or tenancy interest shall be granted in respect of any Affordable Housing Unit other than to another Affordable Housing Provider unless it is to a household who, at the time that the interest is granted, is in need of Affordable Housing in the area administrated by the Council (in

its capacity as a housing authority) and who meet the criteria and objectives for being in need of Affordable Housing as set by the Council.

5.7 The Owner will keep the Local Planning Authority fully informed as to progress with construction of the Development and with the provision of Affordable Housing Units and will report to the Local Planning Authority within twenty (20) Working Days of the end of each Quarter of the occurrence of each of the following events within the preceding Quarter:

(a) the date on which the following percentages of Open Market Units are occupied:

(i) 30%

(ii) 35%

(iii) 65%

(iv) 70%

(v) 80%

(vi) 85%

(b) the date of Completion of Affordable Housing Units; and

(c) the date of any Disposal of Affordable Housing Units.

5.8 The Owner will:

(a) procure that in the lease or other form of ownership of each Affordable Housing Unit there will be:

(i) an obligation on the tenant that upon the first registration of title a restriction on such title will be noted precluding disposal of the interest in question other than in accordance with the Deed; and

(ii) a prohibition on sub-letting or underletting;

(b) at the request of the Local Planning Authority enforce the terms of any such lease or conditions of other form of land ownership.

5.9 Where the tenant of a Shared Ownership Unit wishes to sell his equity share in a Shared Ownership Unit the tenant shall comply with the relevant provisions contained in its lease which for clarification shall include a provision that the tenant must notify the Affordable Housing Provider or its nominee a period of not less than four (4) weeks to purchase the equity share at open market value.

5.10 The Owner will provide the Local Planning Authority with a written report every twelve (12) months:

- (a) identifying the equity share held in each Shared Ownership Unit and each Shared Equity Unit by the lessee of each such unit;
- (b) giving details of all proceeds received, including those received during the period covered by the return;
- (c) stating the date of receipt of such proceeds;
- (d) identifying the interest earned on such proceeds; and
- (e) specifying the amount available for recycling,

and the first of such reports will be provided to the Local Planning Authority within twenty four (24) months of the date of first Occupation of the first Shared Ownership Unit or Shared Equity Unit to be Occupied with further reports being provided no later than the date at the end of each twelve (12) month period thereafter.

5.11 The Owner shall not make a first disposal of any of the Intermediate Affordable Housing Units unless and until any such Intermediate Affordable Housing Unit is sold on a Long Lease.

5.12 The Owner will ensure that the Service Charges for the Affordable Housing Units will be affordable and covenants with the Local Planning Authority to take all Reasonable Endeavours (including in the design and construction of the Affordable Housing Units) to keep the Service Charges as low as reasonably practicable.

5.13 The Owner covenants with the Local Planning Authority to work with the Local Planning Authority and any Affordable Housing Provider on an ongoing basis (and if required to do so to meet with the Local Planning Authority and any Affordable Housing Provider every twelve (12) months following the date of first Occupation of the Development or at such intervals which may be agreed) in order to ensure that the Service Charges remain affordable and further that it will provide to the Local Planning Authority copies of its Service Charge accounts for the Local Planning Authority's information every twelve (12) months.

5.14 It is agreed that the will use all Reasonable Endeavours as follows:

- (a) to maximise the levels of grant funding:
 - (i) by way of a single application for grant funding in respect of all of the Shared Ownership Units and all of the Social Rented Units; and
 - (ii) such application to be made in the HCA's Bid Round for the period 2008/11;

- (b) to secure the Preferred Tenure Mix.

6 Affordable Business Space

- 6.1 Within six (6) months of the date of this Deed the Owner shall submit the Affordable Business Space Scheme to the Local Planning Authority for its approval and the Local Planning Authority shall not unreasonably withhold or delay its approval following such submission.
- 6.2 The Affordable Business Space Scheme shall include:
 - (a) details of the categories of person to whom the Affordable Business Space shall be made available;
 - (b) details of the terms upon which the Affordable Business Space shall be made available, including as appropriate details of price, rents, and tenure;
 - (c) the precise location and configuration of the Affordable Business Space;
 - (d) where it is proposed to dispose of or transfer the Affordable Business Space, details of the mechanism by which the Affordable Business Space will be transferred or disposed of including the arrangements to ensure that the Affordable Business Space shall remain available for its purpose as Affordable Business Space;
 - (e) where funding is not available from any other source the sum necessary either to be set-off against the Discounted Standard Charge and/or Deferred Standard Charge or (where the Local Planning Authority so elect in approving the Affordable Business Space Scheme) to be provided by way of direct subsidy from the funds distributed pursuant to the Public Sector Investment Plan or otherwise calculated by reference to paragraph 6.2(b) above which shall not exceed one million pounds (£1,000,000) (Index-Linked);
 - (f) the rent levels agreed under paragraph 6.2(b) above shall be sustainable in terms of achieving lettings and shall be capable of being rented accordingly; and
 - (g) evidence that all Reasonable Endeavours have been taken to secure subsidy to allow rents for the Affordable Business Space to be set at affordable levels.
- 6.3 The Owner shall not Occupy Phase 2 unless and until they have constructed the Affordable Business Space in accordance with the Affordable Business Space Scheme.
- 6.4 The Affordable Business Space shall not be Occupied except:
 - (a) upon first Occupation as and for the purpose of providing workspace for incubator businesses;

- (b) following first Occupation for such other use or purpose in respect of each unit as the Local Planning Authority has approved in writing prior to such use or purpose commencing; and
- (c) in accordance with the Affordable Business Space Scheme.

PROVIDED THAT if the Local Planning Authority does not provide the subsidy referred to in paragraph 6.2(e) within six (6) months of the Completion of the Affordable Business Space and/or no lease or agreement for lease is completed in accordance with paragraph 6.7(b) (or any offer made in accordance with its provisions) then the Owner may let the Affordable Business Space at commercial rents and sub-paragraphs (a)-(c) of this paragraph 6.4 shall not apply.

- 6.5 Save where the Local Planning Authority elects to provide a subsidy in place of allowing a set-off the sum approved by the Local Planning Authority under paragraph 6.2(e) above shall be deducted from the ensuing payment of Discounted Standard Charge or Deferred Standard Charge falling due after such sum has been approved by the Local Planning Authority.
- 6.6 Where a subsidy has been given or will be given in accordance with paragraph 6.5 above the Owner shall not Occupy any of the Open Market Units in Phase 2 of the Development unless and until it has entered into an agreement for lease in respect of the Affordable Business Space with the party who is to manage the Affordable Business Space and in accordance with the Affordable Business Space Scheme conditional only upon Completion of the Affordable Business Space.
- 6.7 The restriction upon the Occupation of Phase 2 of the Development shall apply until the later of:
 - (a) the Completion of the Affordable Business Space; and
 - (b) the expiration of six (6) months following the making of an irrevocable offer of a lease or an agreement for lease of the Affordable Business Space to the person approved by the Local Planning Authority who is to manage the Affordable Business Space such offer being in accordance with the Affordable Business Scheme and in a reasonable form to which the Local Planning Authority has given its prior written approval PROVIDED that where a lease of the Affordable Business Space has been completed or an agreement exchanged (in either case in a reasonable form approved by the Local Planning Authority in writing and in advance) the provisions of this paragraph 6.7(b) shall be deemed to have been fulfilled.
- 6.8 If notwithstanding that an irrevocable offer has been made in accordance with paragraph 6.7(b) above no lease has been completed or agreement exchanged and the period of six (6) months referred to in clause 6.7(b) has expired then neither the Affordable Business Space nor the Open Market Units in Phase 2 of the Development shall be Occupied unless and until any subsidy received from the Local Planning Authority (whether by way of set-off or direct subsidy) has been

repaid to the Local Planning Authority together with Interest accruing from the date of such set-off or direct subsidy.

6.9 Where no subsidy is given by any third party and the Local Planning Authority does not permit any set-off or offer any subsidy or allows a reduced set-off or subsidy pursuant to paragraph 6.2(e) above the requirements of clause 6.4 shall apply only to the extent that a set-off or subsidy permits the provision of Affordable Business Space PROVIDED THAT where the subsidy or set-off is one million pounds (£1,000,000) (Index-Linked) this paragraph shall apply with full force even where the required subsidy or set-off exceeds that amount.

7 Public Realm

7.1 Within six (6) months of the date of this Deed the Owner shall:

- (a) have submitted the Public Realm Scheme to the Local Planning Authority for its approval; and
- (b) obtained the written approval of the Local Planning Authority to the Public Realm Scheme.

7.2 The Public Realm Scheme shall include:

- (a) details of the precise location and areas of the Public Realm;
- (b) details of the construction methods and materials in relation to the Pocket Park, Children's Play Area and Public Square;
- (c) detailed specifications and plans of the landscaping and other works to be carried out in relation to the Public Realm including details of the design layout, levels/alignments, materials, draining, lighting, CCTV and street furniture of the Public Realm;
- (d) details of any consents orders or agreements necessary to enable all works to be carried out to provide the Public Realm;
- (e) a timetable and programme of works in relation to the landscaping and other works to be carried out in relation to the Public Realm; and
- (f) the Public Realm Management Scheme, maintenance schedules and details of management responsibilities for maintaining, repairing and cleansing the Public Realm. ✖

7.3 During the construction of the landscaping and works in the Public Realm, the Owner shall grant access to the Local Planning Authority and its agents at all reasonable times to all parts of the Property, the BWB Land and the ODA Land for the purpose of inspecting the landscaping and other works carried out on the Public Realm.

- 7.4 The Owner shall not Occupy any Phase of the Development unless and until the approved Public Realm Scheme has been implemented and the Public Realm in respect of that Phase has been Completed so that they are available for public use in accordance with the approved Public Realm Scheme.
- 7.5 Following their Completion, Owner shall thereafter:
- (a) maintain, repair and cleanse the Public Realm and provide the same with adequate drainage in accordance with the management and maintenance specifications contained in the approved Public Realm Scheme; and
 - (b) ensure that the lighting in the Public Realm is operating effectively at all times.
- 7.6 The Owner shall construct any Walkways, footpaths or similar ways within the Public Realm to a standard no less than that which is applied from time to time by the Council as the local highway authority for highways maintainable at the public expense in its area and thereafter shall maintain the walkways, footpaths or similar highways to such a standard.
- 7.7 The Owner shall not Occupy any Phase unless and until the Public Realm in that Phase has been Completed in accordance with the Public Realm Scheme save that in the event that the Owner submits an Interim Access Management Scheme for approval by the Local Planning Authority (such approval not to be unreasonably withheld or delayed) the Owner shall be permitted to Occupy those parts of the Phase identified in the approved Interim Access Management Scheme.
- 7.8 The Owner shall allow the public twenty-four (24) hour access to the Public Realm comprised in the Development (save for the Public Square to which the Owner shall allow the public access from 7am until one (1) hour before sunset) PROVIDED THAT the Owner may:
- (a) temporarily close the Public Realm for maintenance, repair, renewal, cleansing and any other reasonably necessary or required works;
 - (b) temporarily close the Public Realm for reasons of public safety;
 - (c) temporarily close the Public Realm for one day in any year for the purposes of exercising and asserting rights of proprietorship over the Public Realm and preventing public rights from coming into being by means of prescription or other process of law.
- 7.9 The Owner hereby indemnifies the Local Planning Authority from and against any claims, demands or liability arising out of the Public Realm including in relation to any claims made by statutory undertakers or other bodies in relation to services.



8 Highway Works

- 8.1 The Owner shall not Occupy or permit to be Occupied any Phase of the Development pursuant to the Planning Permission unless and until:
- (a) the Owner has submitted to the Local Planning Authority the Highway Works Scheme for its approval; and
 - (b) the Owner has provided to the Local Planning Authority evidence that it has entered into a Section 278 Agreement with the Council (in its capacity as highway authority) in respect of the Highway Works and the Council has approved the said Highway Works Scheme; and
 - (c) the Local Planning Authority has given its approval in writing to the Highway Works Scheme thereto.
- 8.2 The Owner shall carry out or procure the carrying out of the Highway Works in accordance with the approved Highway Works Scheme and any Section 278 Agreement PROVIDED THAT the Owner shall obtain any consents and/or orders and/or enter into any agreements as the Local Planning Authority and/or Council may determine to be necessary to enable the Highway Works to be carried out.
- 8.3 The Owner shall not Occupy nor permit to be Occupied:
- (a) Phase 1 of the Development unless and until the Phase 1 Site Entrance and Northern Public Footway Extension have been Completed;
 - (b) Phase 2 of the Development unless and until the Phase 2 Site Entrance has been Completed.
- 8.4 The Owner shall not Occupy nor permit to be Occupied Phase 2 of the Development pursuant to the Planning Permission unless and until:
- (a) the Highway Works have been Completed;
 - (b) the Local Planning Authority has given its approval of the Highway Works thereto; and
 - (c) the Council has confirmed that the works pursuant to the Section 278 Agreement have been satisfactorily Completed.
- 8.5 The Owner will indemnify the Local Planning Authority from and against any claims, demands or liability arising out of the Highway Works including any claims made by statutory undertakers or other bodies in relation to services.

9 Walkways

- 9.1 The Owner shall not Occupy nor permit to be Occupied any Phase of the Development unless and until:
- (a) the Owner has submitted the Walkways Scheme to the Local Planning Authority for its approval; and
 - (b) the Local Planning Authority has given its approval in writing to the Walkways Scheme thereto.
- 9.2 The Walkways Scheme shall include:
- (a) detailed specifications and plans of the Walkways Works to be carried out, including details of the design layout, levels/alignments, materials, draining, lighting, signage, and street furniture such as benches and rubbish bins;
 - (b) a programme of works in relation to the Walkways Works;
 - (c) a method of working in relation to the Walkways Works; and
 - (d) maintenance schedules and details of management responsibilities for maintaining, repairing and cleansing the Walkways.
- 9.3 Prior to Occupation of any Phase of the Development pursuant to the Planning Permission, the Owner shall carry out the Walkways Works within that Phase at their own expense in accordance with the details and specification contained in the approved Walkways Scheme and to a standard no less than that which is applied from time to time by the Council as the local highway authority for highways maintainable at the public expense in its area PROVIDED THAT prior to commencement of the Walkways Works, the Owner shall obtain any consents, orders and/or enter into any agreements (including a walkways agreement pursuant to section 35 of the Highways Act 1980) as the Local Planning Authority and/or Council may determine to be necessary to enable the Walkways Works to be carried out.
- 9.4 During the construction of the Walkways Works, the Owner shall grant access to the Local Planning Authority and its agents at all reasonable times and upon reasonable notice to every part of the Property, the ODA Land and the BWB Land upon which the Walkways Works are being carried out for the purpose of inspecting the Walkways Works as they proceed and the raw materials for use therein.
- 9.5 If as a result of any inspection in accordance with paragraph 9.4 above the Local Planning Authority shall reasonably require the removal of any work or materials which are defective or not in accordance with the works and specifications of the approved Walkways Scheme, the Owner

shall at its own expense re-execute any such Walkways Works and substitute proper and suitable materials to the reasonable satisfaction of the Local Planning Authority.

9.6 The Owner shall not Occupy any Phase of the Development pursuant to the Planning Permission unless and until:

- (a) the Walkways Works in that Phase have been Completed in accordance with the details and specifications set out in the approved Walkways Scheme; and
- (b) the Local Planning Authority is satisfied that such Walkways Works in that Phase have been satisfactorily Completed and has given its approval in writing to the Walkways Scheme.

9.7 The Owner shall thereafter:

- (a) maintain, repair and cleanse the Walkways and provide the same with adequate drainage to the satisfaction of the Local Planning Authority and to a standard no less than that which is applied from time to time by the Council as the highway authority for highways maintainable at the public expense in its area;
- (b) provide a system of electric lighting upon the Walkways in accordance with the approved Walkways Scheme and ensure that the lighting is operating effectively at all times;
- (c) allow the public twenty-four (24) hour access to the Walkways comprised in the Development PROVIDED THAT the Owner may:
 - (i) temporarily close the Walkways for maintenance, repair, renewal, cleansing and any other reasonably necessary or required works SAVE THAT the Owner shall use Reasonable Endeavours not to temporarily close the Walkways for such purposes unless such closure is necessary in the circumstances;
 - (ii) temporarily close the Walkways for reasons of public safety;
 - (iii) temporarily close the Walkways for one day in any year for the purposes of exercising and asserting rights of proprietorship over the Walkways and preventing public rights from coming into being by means of prescription or other process of law;
- (d) not erect upon the Walkways any wall or barrier or any other object or structure or take any other steps which would prevent or have the effect of preventing access on foot over the Walkways except with the prior written consent of the Local Planning Authority.
- (e) The Owner hereby indemnifies the Local Planning Authority from and against any

claims, demands or liability arising out of the Walkways Works including to any claims made by statutory undertakers or other bodies in relation to services.

10 Green Travel Plan

10.1 The Owner shall not shall not Occupy nor permit to be Occupied any Phase of the Development pursuant to the Planning Permission unless and until:

- (a) they have submitted the Green Travel Plan to the Local Planning Authority for its approval; and
- (b) the Local Planning Authority has given its approval to the Green Travel Plan thereto.

10.2 The Green Travel Plan shall include:

- (a) targets for reducing the number of commuting trips that are projected to be made to and from the Development by private car and in particular the number of single occupancy trips;
- (b) details of the measures to be introduced to realise these targets and which may include (*inter alia*):
 - (i) car sharing (identifying car sharing opportunities using a site wide database, separate car parking spaces for car sharers and a campaign to promote car sharing);
 - (ii) pool bicycles;
 - (iii) shower and changing facilities, including lockers and drying space;
 - (iv) a bicycle users' group;
 - (v) management practices, including cycle mileage allowances and interest-free loans for cycle purchase and bus tickets;
 - (vi) other reasonable measures consistent with the objectives of reducing travel to and from the Development by private car;
- (c) a programme for implementation of the Green Travel Plan; and
- (d) a methodology and a programme for monitoring and reviewing the Green Travel Plan in relation to the targets set out therein.

10.3 The Owner shall implement the approved Green Travel Plan in accordance with the programme contained therein.

10.4 Unless the Local Planning Authority shall otherwise agree in writing:

- (a) Between 1 March and 28 April of each year following the first Occupation of the Development, the Owner shall submit to the Local Planning Authority for its approval a report analysing the effectiveness of the measures implemented pursuant to the approved Green Travel Plan and setting out details of the new measures and initiatives to be implemented in order to improve the effectiveness of the Green Travel Plan in relation to the targets contained therein ("**Annual Green Travel Report**").
- (b) The Owner shall implement the new measures and initiatives contained within the Annual Green Travel Report upon receiving approval thereto from the Local Planning Authority.
- (c) The obligation contained in paragraph 10.4 of this Schedule 1 shall apply in relation to the new measures and initiatives contained in the approved Annual Green Travel Report.

10.5 Except as otherwise agreed in writing by the Local Planning Authority, the Owner shall not operate the Development pursuant to the Planning Permission other than in accordance with the approved Green Travel Plan or any approved revisions thereof.

10.6 Unless an Occupier is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970, no Occupier shall apply for a permit to park a vehicle within the London Borough of Newham unless otherwise approved by the Local Planning Authority

10.7 On any Occupation or disposal and/or letting of a Residential Unit within the Development the Owner shall ensure that all materials published by themselves or their agents and any agreements entered into for the purpose of selling or letting residential units within the Development:

- (a) inform all prospective purchasers or tenants (as the case may be) of the restrictions relating to car parking pursuant to this Deed; and
- (b) impose covenants prohibiting the Occupiers from applying for a permit to park a vehicle within the London Borough of Newham (unless the Occupier is a holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970) unless otherwise approved by the Local Planning Authority.

11 Car Club

11.1 The Owner shall not Occupy nor permit to be Occupied any Phase of the Development unless and until:

- (a) the Car Club Scheme has been submitted to the Local Planning Authority for its approval; and
- (b) the Local Planning Authority has given its approval in writing thereto.

11.2 The Owner shall not Occupy or permit to be Occupied any Residential Unit unless and until they have:

- (a) established a car club which shall be operated for not less than two (2) years to provide not less than six (6) cars to be made available in the Development for hire by residents of the Development and Local People SUBJECT TO the payment of a reasonable charge by the user for use and booking on a first-come-first-served basis through the Car Club Co-ordinator ("Car Club");
- (b) allocated six (6) car parking spaces as shown on Plan 7 to be used for the purposes of the Car Club; and
- (c) made a payment of £60,000 (Index-Linked) to the Car Club Co-ordinator being the cost required to operate the Car Club for two (2) years.

11.3 In addition to the payment required by paragraph 11.2 above, on first Occupation of the Development the Owner shall:

- (a) on request by an Occupier pay the charge for membership of the Car Club for the first year of Occupation by the Occupier; and
- (b) given written notice to the Occupiers prior to their Occupation that they are entitled to have their membership paid by the Owner.

11.4 The Owner will ensure that the Car Club, including the provision of the six (6) car parking spaces referred to at paragraph 11.2(b), remains in existence at the Development for so long as the Car Club Scheme and/or the Car Club is in operation and such car parking spaces shall not be used for any other purpose.

11.5 For the avoidance of doubt the charge for membership need only be paid by the Owner on request by an Occupier upon first Occupation of the Residential Units of the Development and shall not include subsequent relets or resales.

12 Local labour, contractors and goods and services

12.1 Within fifteen (15) days of the date of this Deed the Owner shall have:

- (a) submitted the Local Commitment Scheme to the Local Planning Authority for its approval; and

- (b) obtained the written approval of the Local Planning Authority to the Local Commitment Scheme.

12.2 In preparing the Local Commitment Scheme the Owner shall consult with the Partner Agencies.

12.3 The Local Commitment Scheme shall require or contain so far as is reasonably practicable (as the case may be):

- (a) That the Owner shall provide details of the initial staff/employment requirements to the Partner Agencies in order to provide the Partner Agencies with an opportunity to refer suitable candidates to the Owner to fulfil such staff/employment requirements before undertaking any other advertisements of any such requirement;
- (b) That the Owner shall establish suitable training procedures for those recruited to fulfil staff/employment requirements;
- (c) That the Owner shall notify any staff/employment vacancies to the Partner Agencies in order to provide the Partner Agencies with an opportunity to refer suitable candidates to the Owner to fulfil such vacancies before undertaking any other advertisements of any such requirement;
- (d) A procedure setting out criteria for initial screening of candidates for employment, and for matching of candidates to the vacancies;
- (e) Promotion of the Local Commitment Scheme and liaison with contractors engaged in the construction of the Development to ensure that they also apply the Local Commitment Scheme;
- (f) A procedure for monitoring of the Local Commitment Scheme and reporting to the Partner Agencies, which shall set out such detail as the Local Planning Authority may reasonably require as to the origins, qualifications, numbers and other details of candidates;
- (g) A timetable for the implementation of the Local Commitment Scheme.

12.4 The Owner shall implement the Local Commitment Scheme in accordance with the timetable contained within the approved Local Commitment Scheme PROVIDED THAT the Owner may from time to time seek approval for revisions of the Local Commitment Scheme from the Local Planning Authority.

12.5 The Owner shall appoint and identify to the Partner Agencies and the Local Planning Authority an employment liaison officer who shall be responsible for implementation of the Local Commitment Scheme or such approved revisions thereof and shall be the principal point of contact for the Partner Agencies.

- 12.6 The Owner shall use all Reasonable Endeavours to procure that it and its contractors engaged in the construction of the Development interview and, if appropriate, recruit suitably qualified applicants put forward by the Partner Agencies.
- 12.7 The Owner shall provide such other assistance as the Partner Agencies shall from time to time reasonably consider appropriate to support the Local Commitment Scheme or such approved revisions thereof.
- 12.8 The Owner shall not carry out and Occupy following Completion the Development pursuant to the Planning Permission except in accordance with the approved Local Commitment Scheme or such approved revisions thereof.

13 Retention of Warton House

- 13.1 The Owner covenants that:
- (a) it shall not Recommence the Development unless and until it has submitted to the Local Planning Authority details in relation to the retention and restoration of Warton House and such details have been approved in writing by the Local Planning Authority;
 - (b) it shall not Occupy nor permit to be Occupied Warton House unless and until it has restored Warton House in accordance with the Planning Permission and the submitted and approved details; and
 - (c) it will thereafter maintain Warton House in accordance with the submitted and approved details, which may be varied from time to time by written agreement between the parties.

14 Waterworks River Wall Works

- 14.1 Within six (6) months from the date of the Deed the Owner shall ensure that:
- (a) the River Wall Condition Survey has been completed;
 - (b) the River Wall Condition Survey and details of the proposed River Wall Remedial Scheme have been submitted to the Local Planning Authority; and
 - (c) the Local Planning Authority, in consultation with British Waterways Board and the Environment Agency, has approved the River Wall Remedial Scheme in writing.
- 14.2 The Owner will not Occupy nor permit to be Occupied any Phase of the Development unless and until:
- (a) the recommendations from the River Wall Condition Survey have been used to design

the River Wall Remedial Scheme;

- (b) the River Wall Remedial Works have been Completed and approved by the Corporation in consultation with British Waterways Board and the Environment Agency;
- (c) the River Wall Maintenance Scheme has been submitted to the Local Planning Authority; and
- (d) the Local Planning Authority, in consultation with British Waterways Board and the Environment Agency, has approved the River Wall Maintenance Scheme in writing.

14.3 The Owner will thereafter use all Reasonable Endeavours to procure that the British Waterways Board maintains the River Wall in accordance with the River Wall Maintenance Scheme approved pursuant to paragraph 14.2 as may be varied from time to time by written agreement between the parties.

15 Phasing

15.1 The Owner shall not Occupy Phase 2 of the Development without the prior written consent of the Local Planning Authority (which it may withhold in its absolute discretion) unless and until Phase 1 has been Completed.

16 Energy Strategy

16.1 The Development shall not be Occupied other than in accordance with the Energy Strategy which shall be implemented in full.

16.2 The connection to the Olympic Park's Kings Yard Energy Centre district heating network shall be implemented as the preferred energy option and in the event that the preferred connection to the Olympic Park's Kings Yard Energy Centre is not possible, an alternative on site energy option shall be implemented as set out in the Energy Strategy comprising a gas CHP plant, biomass boiler and high efficiency fully modulating gas boilers;

16.3 In the event that the alternative on site energy option referred to at paragraph 16.2 is implemented the Development shall achieve at least a 32.6% reduction in CO₂ emissions per annum in accordance with the Energy Strategy.

16.4 All Affordable Housing Units and Extra Care Units shall achieve at least a Code for Sustainable Homes Level 4 rating and all Open Market Units shall achieve at least a Code for Sustainable Homes Level 3 rating.

16.5 All other buildings to be constructed within the Development which are not Residential Units or Extra Care Units shall achieve at least a BREEAM rating of very good.

Schedule 2

Deferred Standard Charge

The Realised Average Capital Value shall be determined using the following process:

- 1 The Owner shall disclose to the Local Planning Authority within twenty (20) Working Days of the end of each calendar year until the Completion of the Development all relevant financial information including records from the Valuation Office and Land Registry relating to the Realised Capital Values achieved for sales or lettings of all Open Market Units within the Development in the preceding calendar year that the Local Planning Authority shall require.
- 2 The Local Planning Authority will apply the following calculation to assess the Realised Average Capital Value:
 - 2.1 divide the Realised Capital Value of each Open Market Unit sold or let within the preceding calendar year by the total floor space of that Open Market Unit to obtain the average capital value per square metre for that unit;
 - 2.2 add the average capital values per square metre for each of the Open Market Units sold or let within the preceding calendar year;
 - 2.3 divide this figure by the total number of Open Market Units sold or let in the preceding calendar year to get the Realised Average Capital Value.
- 3 The Deferred Standard Charge payable by the Owner will be determined as set out in the table below subject to Indexation:

Realised Average Capital Values in the preceding calendar year in respect of an Open Market Unit (to be Index-Linked)	Deferred Standard Charge payable for each Open Market Unit Sold or Let in the preceding calendar year (to be Index- Linked)
£7,152 to £7,652 per sq. metre	£4,714
£7,653 to £8,152 per sq. metre	£11,314
£8,153 to £8,652 per sq. metre	£12,600

In the right hand column of the above table references to a Residential Unit being 'Sold' or "Let" are to the completion of the sale or letting of that Open Market Unit.

Schedule 3 Works in Kind

Works in Kind	Construction Costs (to be Index-Linked)
1. Improvements to the River Wall and improved public facilities landscaping and associated works	£1,277,000
2. Greenway Pedestrian Link	£120,000
3. Pocket Park (including walkway alongside)	£660,000
4. Children's Play Area	£220,000
5. Public Square	£156,000
6. Contingencies (in respect of the above items)	£123,800
Total	£2,556,800

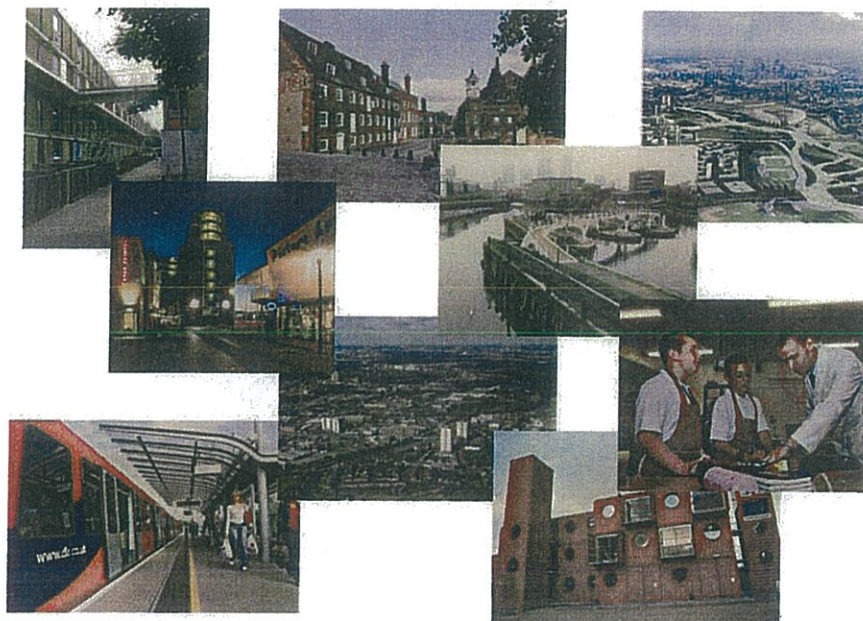
Schedule 4

Corporation's Obligations

- 1.1 The Corporation covenants with the Owner to use all Reasonable Endeavours to secure the provision of the infrastructure in relation to which the Standard Charges are being paid in accordance with the Public Sector Investment Plan.
- 1.2 The Corporation covenants with the Owner to procure that the Standard Charge will only be applied towards the provision of Infrastructure in accordance with the Public Sector Investment Plan.
- 1.3 The Corporation covenants with the Owner to use all Reasonable Endeavours to ensure that all details (including applications for Reserved Matters approvals and details specifications and delivery programmes of Works in Kind) submitted by the Owner pursuant to the Planning Permission and this Deed respectively are considered expeditiously and with all due diligence.

Schedule 5
Public Sector Investment Plan

Lower Lea Valley Delivery and Investment Strategy



Date: June 20 2007



Figure 1.2 Boundaries

AAP	Area Action Plan
CSR '07	Comprehensive Spending Review
CTRL	Channel Tunnel Rail Link
DCLG	Department for Communities and Local Government
DCMS	Department for Culture Media and Sport
DfES	Department for Education and Skills
DoH	Department of Health
DIS	Delivery and Investment Strategy
EP	English Partnerships
GLA	Greater London Authority
HC	Housing Corporation
LBH	London Borough of Hackney
LBN	London Borough of Newham
LBTH	London Borough of Tower Hamlets
LBWF	London Borough of Waltham Forest
LCR	London and Continental Railways
LDA	London Development Agency
LDF	Local Development Framework
LLV	Lower Lea Valley
LTGDC	London Thames Gateway Development Corporation
LVRPA	Lea Valley Regional Park Authority
NG	National Grid
OAPF	Opportunity Area Planning Framework
ODA	Olympic Delivery Authority
POBCS	Planning Obligations Community Benefit Strategy
PSIP	Public Sector Investment Plan
RSL	Registered Social Landlord
SEL	Strategic Employment Location
SIF	Social Infrastructure Framework
SPD	Statutory Planning Document
TfL	Transport for London
TGLP	Thames Gateway London Partnership

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Foreword by the Chair of the Lower Lea Valley Management Group

In May 2006 the GLA, LDA and LTGDC launched their Vision for the Lower Lea Valley ('LLV') based on a jointly prepared Regeneration Strategy for the area that will play host to the 2012 Olympics and Paralympic Games.

The LLV represents a huge opportunity for the UK, London and the four London Boroughs within which the LLV falls, to tackle one of the most run down and deprived areas in the country and deliver a Vision to deliver a sustainable community comprising 40,000 homes and 50,000 new jobs within an area of 1,450 hectares.

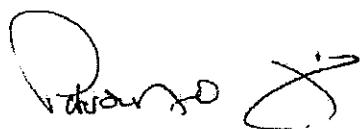
One of the foremost challenges facing delivery lies in ensuring that there is a clear, jointly agreed plan for the public sector to create the right conditions for appropriate investment by the private sector and RSLs.

This Delivery and Investment Strategy ('DIS') therefore represents the public sector's current plans to deliver the vision for the LLV by summarising the following:

- The vision for the area;
- What the public sector needs to do and;
- Who will deliver the vision;
- How the vision will be delivered.

The DIS is likely to form one part of ensuring that the public sector's efforts are well planned and managed. In late 2006 we created the LLV Management Group which now meets regularly to discuss progress on projects and tackle other delivery issues.

In the future we will ensure that the LLV Management Group led by LTGDC, develops this document and uses it to help plan, monitor and evaluate the effective delivery of the largest regeneration project in the UK.



Peter Andrews (Chair of the LLV Management Group and
Chief Executive of LTGDC)

June 2007

Executive Summary

INTRODUCTION

In May 2006 the GLA, LDA and LTGDC launched their vision for the Lower Lea Valley ('LLV') and set out a plan to transform an area that represents the largest remaining regeneration opportunity in Inner London representing 1,450 hectares of land within the London Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest.

The regeneration of the LLV has huge potential to boost the UK and London economy by providing a new, environmentally sustainable and accessible neighbourhood close to the City of London and the Isle of Dogs. Furthermore it can deliver significant improvements to the lives of existing residents who currently live in some of the most deprived wards in the country.

The purpose of this Delivery and Investment Strategy ('DIS') is to provide the public sector's first integrated plan for regenerating the LLV. It is aimed at ensuring the following:

- Planned and committed projects in the north of the LLV (Olympics and Stratford City) help trigger the regeneration of the entire Valley.
- The public sector's interventions are well developed, managed and monitored.

LTGDC has prepared this document in consultation with the GLA and LDA. More recently the LLV Management Group has contributed to the development of the document – especially in relation to the preparation of the project sheets (see Annex 1).

THE VISION FOR THE LLV

The vision that the public sector partners have for the area is *'to transform the Lower Lea Valley as a vibrant, high quality and sustainable mixed use city district, that is fully integrated into the urban fabric of London and is set within an unrivalled landscape that contains new high quality parkland and water features'*.

The ambitious nature of the vision for the regeneration of the area is without equal in the UK. The scale of population that the LLV is scheduled to accommodate (80,000) is the equivalent of approximately one third of a typical London Borough¹.

Furthermore, Government's desire at all levels to learn from past experience and deliver a 'sustainable community' has never been achieved in the UK on the scale envisaged for the LLV. Recent policies towards the reduction of greenhouse gases also presents new (but not insurmountable) challenges for delivery.

For this reason it will require the public sector to adopt new ways of tackling complex problems of funding and managing a sustained effort in regenerating the area.

¹ Tower Hamlets' and Newham's populations are 196,000 and 234,000 respectively.

Whilst the vision for the area is bold, there are a number of factors that make it deliverable. These are as follows:

- A strong economy, population growth and an unprecedented level of demand for housing and commercial development.
- The opening of CTRL in late 2007 and the hosting of the Olympic Games in 2012 providing the catalyst for the wholesale regeneration of the entire northern end of the LLV.
- The development industry (including RSLs) have the appetite for delivering sustainable communities.
- A number of public sector organisations who are committed to the delivery of sustainable development.

RATIONALE FOR PUBLIC SECTOR INVESTMENT

In developing a plan for delivering the vision we undertook detailed research on the reasons for the LLV having remained run-down, dominated by low grade uses and under-utilised for so long. The analysis revealed a series of inter-connected barriers to private sector investment – namely poor market perception (thereby depressing development values and contributing to weak project viability), land contamination, an absence of high quality social infrastructure, fragmented land ownership and the area's location on the edge of four London Boroughs making the planning of sustainable neighbourhoods extremely difficult.

Our most recent analysis of the property market in the area and the rise in planning applications for large, high density residential schemes shows that CTRL and the Olympics are having a tremendous impact on the perception of the area. Nevertheless, there is little evidence that this interest will trigger the form of regeneration that is consistent with the vision - particularly in relation to the delivery of sustainable communities (i.e. those that comprise a range of tenure and size types), within a high quality environment and that include commercial development that will accommodate employment uses (with the exception of Stratford City) unless there is a well planned and managed programme of public investment in the area.

THE COSTS OF DELIVERING THE VISION

High level analysis

As part of the development of a delivery plan for the public sector we analysed the costs of delivering the vision outside the Olympic Park / Stratford City area in order to determine whether the public sector needed to become involved in the development process beyond the use of its planning powers.

To do this we examined the viability of residential development in the LLV in the light of affordable housing policies and current existing use values in the area. This enabled an assessment of residual development values for fully serviced sites for residential and commercial development based on appropriate levels of density and s.106 requirements

(affordable housing and contributions to off-site infrastructure).

We also examined the costs of delivering affordable housing based on current Housing Corporation grant levels in the area. Two scenarios were considered, the London Plan target of 50% and a lower one of 35%. Both assumed 70% social rented and 30% intermediate tenure.

We also assessed the costs of delivering high quality social and environmental infrastructure as well as for upgrading utilities and tackling decontamination.

The results of our analysis showed that the cost of delivering the vision would be in the region of £1.7 billion at 2005 prices based on the assumption that the London Plan target of delivering 50% affordable housing was achieved. The size of deficit falls to £1.1 billion if 35% of the housing is affordable demonstrating the need for public sector intervention in order to deliver the vision for the area as a sustainable community.

In the light of this high level analysis and knowledge of the projects being planned by its partners, LTGDC has developed costed plans for its own organisation to deliver significant improvements in the area.

In addition, it has developed proposals for a series of interventions aimed at delivering significant improvements in transportation, physical, social infrastructure and affordable housing as part of its CSR '07 submission to DCLG. The summary below sets out the costs to the end of the life of each project as well as providing a summary of the position at the end of the planned life of the Development Corporation in 2014/15:

Summary (£m - figures rounded at December 2005 prices)	Timescales	
	By 2014/15	2015+
LTGDC led projects ('The Big 4'):		
- Canning Town	96	-
- Olympic fringe	145	-
- Bromley by Bow	68	-
- Lower Lea Valley Park	136	-
Sub-total (gross)	446	
Receipts for land sales	(127)	(5)
Sub-total (net)	319	(5)
Transport	59	-
Other 'unfunded' social infrastructure projects		
Land and buildings for social infrastructure		
- Education (nurseries, primary and secondary schools)	208	167
- Health	59	6
- Community facilities	26	3
- Emergency services	12	-

Sub-total	302	178
Minus potential s.106 tariff revenue	(81)	(40)
Total costs	599	133

Note: Q1 2006 prices. Assumes delivery of 35% affordable housing (70% social rented). Excluded costs of improvements to public transport which TfL advise are in the region of £50 million over and above existing 'funded' / committed projects. Bracketed figures are public sector receipts.

The figures contained in this analysis are highly dependent on forecasts of housing completions (numbers, size and tenure mix). For example, it is extremely likely that as the market comes forward with proposals for high density residential development on sites, if they are allowed to go proceed, the need for public investment in affordable housing, schools, other community facilities will fall. This is one of the major paradoxes of the regeneration of the LLV that the cost of delivering a series of sustainable communities is very different to what the market will deliver as they will tend to 'pick off' the easier sites and deliver mono-use, small unit residential schemes set within an poor quality physical environment.

DELIVERING THE VISION

To deliver a project as complex as the regeneration of the LLV needs clear leadership and definition of roles and responsibilities in order that the public sector's interventions are well conceived and executed.

LTGDC provides the overall leadership for the regeneration of the LLV by undertaking the following roles:

- Championing and co-ordinating the delivery of the public sector's interventions aimed at delivering the vision for the area.
- Assembling sites and using the control of land to shape new development.
- Using planning powers and working with the London Boroughs on changes to their statutory planning documents.
- Sustaining the changes made to the area
- Monitoring and evaluation

Whilst providing overall leadership within the LLV, determining large planning applications, and delivering projects a number of other organisations, the LDA and ODA will lead the regeneration of sites in their ownership within the overall context of the wider plans for the area.

The role of Central Government is critical as it is through DCLG, DCMS, DfES, DTI and DoH that the main sources of funding for organisations such as LTGDC, LDA, LVRPA, EA, EP, BW, HC plus the London Boroughs and Local Regeneration Partnerships are provided.

The methods by which the public sector can bring about the regeneration of the area are as follows:

- Championing a clear vision for the area that reflects a range of social, economic and physical goals shared by a number of agencies;
- Land Use Planning Control and Regulation – the Mayor’s London Plan and the OAPF are important in this regard. In addition, statutory and non-statutory planning documents provide a framework for determining the future pattern of land use change in the area;
- Assembling sites and disposing of them – is a key tool in delivering the vision on a site by site basis;
- Providing strategic infrastructure – tackling contamination, investing in site utilities, improving transport provision and providing social and environmental infrastructure are all key;
- Creating a financial and management plan for delivery – Government and its agencies needs to know what delivery will cost, when funding is required and how it will deliver in order to achieve desired outcomes;
- Monitoring and evaluation – Government needs to be able to forecast and monitor actual outputs and outcomes in order to monitor progress and assess value for money at both a project and area-wide level.

THE PROJECTS

The public sector has been developing and managing the implementation of a series of physical projects within the LLV for a considerable length of time. The Olympic and Stratford City sites are the most high profile but there are many more that are currently in the process of development and implementation by bodies such as LDA, EP and Local Regeneration Partnerships.

Following a detailed review of these projects by LTGDC, an assessment was made as to how these projects could be given extra impetus in order to create a more coherent approach to delivering the vision. LTGDC’s work on this is on-going but detailed plans were formulated in 2006 and culminated in its CSR ‘07 submission to DCLG in November that comprised the following:

- LTGDC projects that involve the assembly of sites, their Master Planning and disposal to the private sector subject to the terms of a detailed development agreement.
- LTGDC projects that will deliver improvements to the environment through the creation of a Linear Park and other public spaces.
- An indicative plan for the public sector (the ‘Public Sector Investment Plan’) to invest in social infrastructure (nurseries, schools, health and community facilities and affordable housing) for use in discussions with Government, particularly DCLG but also key departments such as DfES and DoH, and funding and delivery agencies such as the Boroughs and the Housing Corporation.

The combination of these programmes and projects, described in this document, provides an integrated plan for the delivery of the vision for the area.

KEY RISKS

An assessment was made of the risks facing delivery of the vision. At present the analysis undertaken provides no more than an aide memoire, used primarily by LTGDC to prepare its CSR '07 submission and this document. In the future however risk management and the specific use of a risk register as a planning and monitoring tool will be used by the LLV Management Group to develop practical plans for mitigating individual project and wider 'vision delivery' risks.

The LTGDC's initial assessment of risk covered the following:

- Leadership and strategic co-ordination
- The planning and development process
- The land assembly process
- Providing infrastructure and creating development sites
- Partner funding and financial issues
- Managing change

The sub-risks appraised are covered in detail in Section 7.

FUTURE DEVELOPMENT OF THE DIS

There is a clear need for a regularly updated plan for the public sector to serve as a management tool to assist the effective management of the regeneration of the LLV by a variety of agencies.

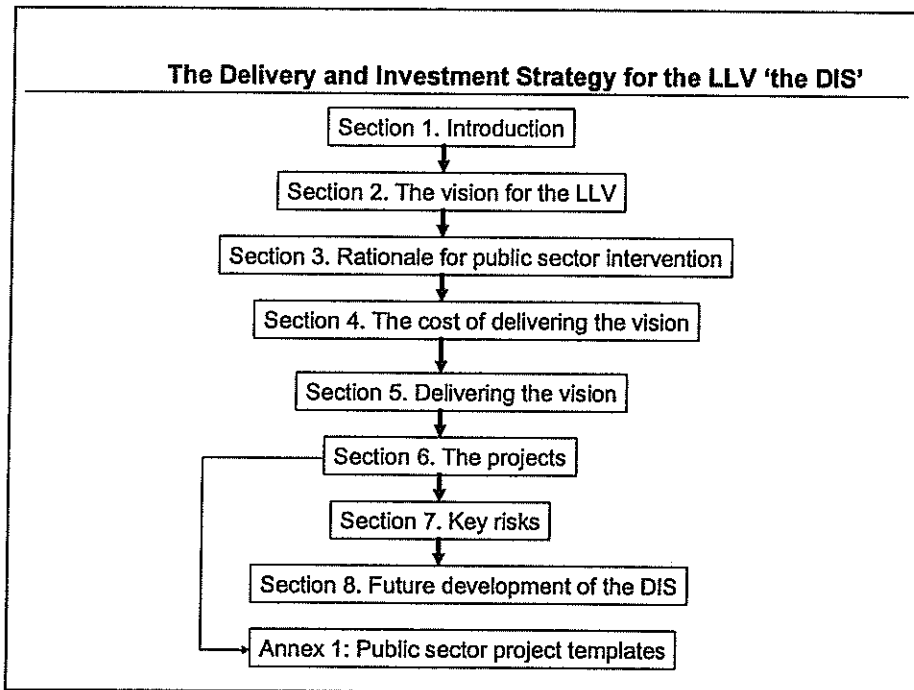
LTGDC has recently created an intranet site for the LLV Management Group to assist information sharing, partly through the updating of the project sheets.

The LLV Management Group has discussed the need to review the DIS in the light of the outcome of CSR '07 in late Summer 2007 when further enhancements of the document and proposals for inter-organisational working will be considered.

1. Introduction

1.1 This document, 'the DIS' examines the rationale for the public sector's intervention in the LLV and the organisations and projects required to deliver a vision of transforming the area into a 'vibrant, high quality and sustainable mixed use city district' by 2025.

1.2 The diagram overleaf sets out how the DIS is structured:



1.3 Since the completion of the first draft of the DIS and the subsequent consultation that took place, the public sector has refined their plans and supplemented them with new ones that ensure there is a comprehensive approach to the delivery of the Vision for the area (see Section 2). The strategy covers the 'LLV OAPF area' which includes a number of land use planning jurisdictions (see the Boundaries Plan on page 2). These include the 'ODA boundary' (comprising the Olympic Zone and Stratford City), the LTGDC area and the four London Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest.

1.4 The DIS is part of a suite of documents that set out the context for the holistic regeneration of the LLV. They are:

- 'Vision for the Lower Lea Valley' ('the Vision') that sets out the aspirations of the partners for regeneration and change;
- The 'Opportunity Area Planning Framework' ('OAPF') that provides the planning policy context that governs the management of a 'step-change' in the land-use of the LLV and the future development of local statutory and non-statutory planning documents;
- 'Strategic Land Use Strategies' ('SLUS'), which provides evidence in support of the land use designations in the OAPF, across a number of topic areas;

- Further supporting technical documents including a Sustainability Appraisal (SA), and Socio-Economic Strategies ('SES'), which explain the strategies for social infrastructure provision and employment support initiatives; and a Strategic Flood Risk Assessment (SFRA), which determines the flood risk implications of future development in the LLV

1.5 The DIS has been prepared by London Thames Gateway Development Corporation ('LTGDC') and involved close working with its partners – most notably the London Development Agency ('LDA'), Greater London Authority ('GLA') and the four Local Authorities – latterly as part of the work of the LLV Management Group.

1.6 The purpose of the DIS is to:

- Explain why the public sector should intervene in the regeneration of the area.
- Describe the public sector interventions currently being prepared and delivered.
- Provide a focus for the strategic management of the area's regeneration.

1.7 The future use and development of the DIS is described in Section 8.

2 The Vision for the LLV

2.1 INTRODUCTION

- 2.1.1 A shared vision for the LLV has been developed by the key public sector agencies responsible for the regeneration of the area - LTGDC, the GLA and LDA and in consultation with the four local authorities of Newham, Tower Hamlets and Waltham Forest. The full details of the Vision are set out in 'The Lower Lea Valley – A Vision for Change'².
- 2.1.2 The Vision for the area lies at the heart of what the public sector plans to deliver over the next 20 years.
- 2.1.3 This document describes the how the foundations of a sustained and co-ordinated process of regeneration will be laid by the public sector working in a close partnership with the private sector.

2.2 THE VISION

- 2.2.1 The overall vision for the area is to ***'transform the Lower Lea Valley as a vibrant, high quality and sustainable mixed use city district, that is fully integrated into the urban fabric of London and is set within an unrivalled landscape that contains new high quality parkland and water features'***.
- 2.2.2 The vision comprises a series of themes as follows:
- **The Water City:** strengthening and adding to the network of waterways and parkland spine, creating an amazing new urban realm that will be unique in London. 250 ha. of new and improved public open spaces linking the Lea Valley Park to the Thames.
 - **Thriving centres:** concentrating development around centres at Stratford, Canning Town, West Ham, Bromley by Bow and Hackney Wick
 - **Neighbourhoods and communities:** 40,000 new homes, with a large proportion of family and affordable housing, increased housing choice, with new and existing communities having access to schools, healthcare, shopping and leisure facilities.
 - **The Working Valley:** 50,000 new jobs, many delivered through new office and retail development in Stratford, and a strengthened industrial core, with programmes to assist local people to take advantage of new job opportunities.
 - **The Connected Valley:** an improved network of connections with new bridges, new and improved pathways and roads and upgraded public transport to ensure that people can move in, out, through and around the Valley.
 - **A Sustainable Legacy:** removing overhead power lines, cleaning up the Valley's

² <http://www.ltgdc.org.uk/uploaded/documents/lowerleavalleyvisionbrochure.pdf>

river and canal systems; remediating contaminated land, ensuring people have sufficient power and water for their needs, and are protected from the risks associated with flooding.

- **The 2012 Olympic and Paralympic Games:** capitalising on the benefits that the 2012 Olympic Games will bring to the Valley, ensuring that these are extended over a wider area and a longer timeframe.

2.2.3 The Vision is not solely physical expression of land use change. The Vision contains a series of principles that will govern the way in which the regeneration of the area is brought about and what it should comprise. These include the following:

- The regeneration of the area should improve the quality of life for all who live, work or visit the LLV;
- New development reflects the needs and aspirations of all concerned from local communities and businesses to delivery partners. A process of inclusive change will offer all stakeholders practical opportunities to participate in the future of the area;
- New development is delivered to the highest standards in architecture, urban and landscape design, creating a truly distinctive new urban district;
- Sustainability is embedded throughout in proposals for energy, waste, water management and development and;
- A cross boundary approach to the regeneration of the LLV is followed.

2.2.4 These principles will guide the work of the LLV Management Group and its members in the development of individual projects.

2.2.5 The Vision is a highly ambitious expression of what its partners aspire to. It is however essential that it remains as a target for what needs to happen if the area is to make a significant and lasting contribution to London's 'offer' as a World City.

3 Rationale for public sector investment

3.1 INTRODUCTION

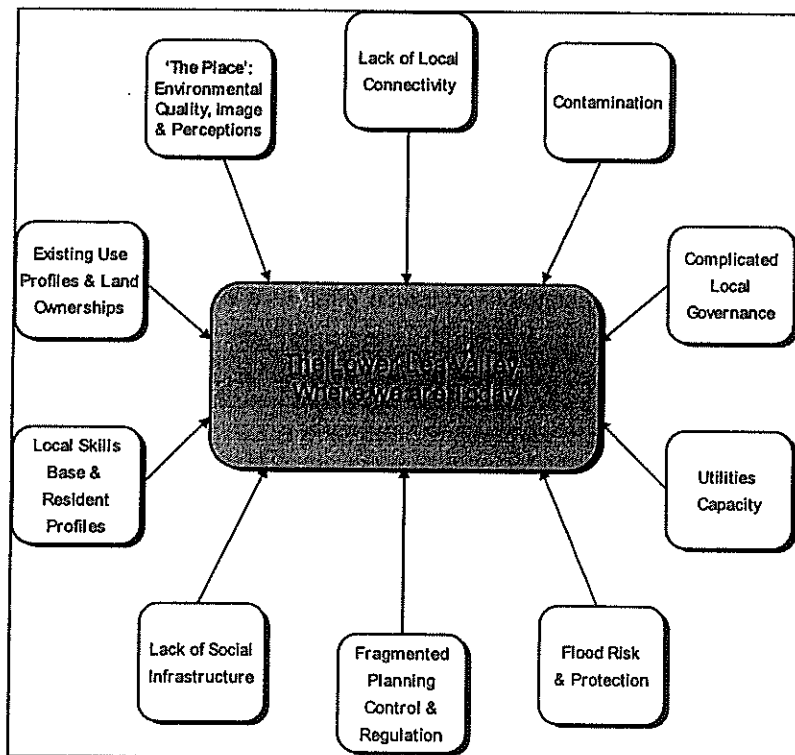
3.1.1 This section sets out why, despite the current strength of the London Property Market, the huge boost to given to the LLV from the forthcoming investment in the Olympic Park and Stratford City in the north of the valley, sustained intervention is still required to deliver the Vision for the area.

3.2 BARRIERS TO DELIVERING THE VISION

3.2.1 Whilst the market for new housing and commercial space in London is generally strong the market has found it difficult to deliver comprehensive, high quality and sustainable regeneration in the LLV. This is due to a number of barriers that have restricted the rate of new investment and shaped the form of what development that has been possible.

3.2.2 The approach to developing interventions by the public sector is shaped by an in-depth analysis of these barriers that can be summarised by the diagram below:

Figure 3.1: Issues, Challenges & Barriers to delivering regeneration across the LLV



3.2.3 In summary detail the barriers are as follows:

Existing Land Use Profiles, Land Ownerships and Land Market behaviour

3.2.4 A large amount of the LLV is characterised by highly fragmented land ownership with most

land in use, often with occupiers having some degree of security of tenure. This makes large-scale land assembly by negotiation (by both the private and public sectors) very difficult and often expensive. This is a particular problem in an area where significant 'hope' value has been generated by the Olympic proposals, wider plans to regenerate the area and the general strength of the property market.

- 3.2.5 As a result there is strong evidence that owners of sites that have potential for residential development have sold or are planning to sell sites at prices that include considerable 'hope value'. One recent report has described the market for land as being dominated by 'systematic, wilful overpayment' and that 'overbids of 20-30% are common'³. Such 'hope' is based on a combination of expectations that house prices will continue to rise, the site can be developed to unrealistic site densities, based on development proposals that are at odds with the Vision for the area and that s.106 contributions will be minimal.

The Place: Environmental Quality, Image & Perception

- 3.2.6 The environmental quality of large parts of the Valley is poor, and the current inner urban and industrial character of the LLV restricts the ability of the Valley to establish sustainable communities, containing a blend of housing typologies including family housing.
- 3.2.7 Whilst new residential housing is being developed in the LLV, it is clear that the current product being supplied by developers is targeted at small, mostly single households that are willing to accept the poor quality of social and environmental infrastructure. A continuation of this trend will therefore fail to create balanced communities that include families with children that choose to buy open market and shared ownership properties.
- 3.2.8 Whilst things are beginning to change with major development forthcoming such as Stratford City and the Olympics, investors, developers and occupiers still have an overall image of the Valley as one of an industrial, 'working' environment, and not one of a healthy, sustainable environment. Figure 3.2: The Lower Lea Valley: Current Character



Dense Industrial Development



Dereliction & Contamination

Lack of Local Connectivity

³ Residential Development in London 2007. London Development Research.

- 3.2.9 There are serious issues affecting the connectivity of the LLV which will need to be addressed in order to improve its integration with surrounding neighbourhoods. At present the area is divided by waterways, rail corridors and major roads making pedestrian accessibility poor.
- 3.2.10 With public transport provision there is a lack of capacity westbound on rail and underground lines, a lack of accessibility to tube stations and a lack of capacity at the stations themselves.
- 3.2.11 Whilst significant transport investment is already committed (in particular to serve the Olympic zone), it is anticipated that as a result of major housing and population increases, both locally as well as across the wider Thames Gateway, there would be levels of overcrowding on most lines even with the planned capacity improvements.

Site Contamination

- 3.2.12 The area has a long industrial heritage with a wide range of contamination having taken place in many areas. Former and current uses in the area include factories, car breaking, waste handling, and gas works. Similarly 'made ground', and former land fill sites are also likely to contain contaminants.
- 3.2.13 Detailed proposals for site remediation generally arise on a site-by-site basis. In order to determine the nature and behaviour of the contamination, detailed site investigations will be required. This will inevitably mean delay in bringing forward sites, and has significant abnormal cost implications in bringing forward sites.
- 3.2.14 In some cases, the cost and practicalities of remediation may result in a redevelopment not taking place. This is a particular risk on sites that are referred to in the OAPF as being appropriate for industrial or industrial led mixed use where the returns from new development are insufficient to 'outbid' existing use values.
- 3.2.15 In other cases the fragmented pattern of land ownership in the LLV will result in decontamination works being progressed in a piecemeal fashion with inefficient and sub-optimal site clean-up solutions being employed.
- 3.2.16 A tension also lies in adhering to best practice methods of remediation that favour the containment of contamination on site. In many cases these will involve major earthworks, capping and gas mitigation that may cause concern from nearby existing residents or simply making a location unattractive to new residents.

Economic activity and skills of existing residents

- 3.2.17 Generally, the communities within the LLV have relatively low levels of economic activity and high levels of worklessness with unemployment at over twice the UK average – partly due to a high proportion of residents suffering from high levels of permanent sickness and disability. Worklessness also disproportionately affects women and people from ethnic minority groups.
- 3.2.18 Employers in the LLV currently provide a broad occupational offer, providing opportunities across a wide skill and wage range, with a relatively high proportion of jobs taken by residents of the LLV itself or nearby. This contrasts to the wider employment catchment areas for new office developments which source their labour force from a far wider area.
- 3.2.19 Much of the population of the study area lies within the 20% most deprived areas in England,

and certain communities (in particular around the south of the Valley) are within the top 10%.

3.2.20 The varied skills base and below average educational attainment in schools form significant barriers to the planned economic restructuring of the LLV. Improvements will need to be taken forward effectively and sensitively to ensure that human resources fit the strategic needs of future employers. In any case, demand for higher level skills will increase in the coming years with a parallel fall in demand for lower skill levels.

3.2.21 Labour market and skills issues will in themselves form potential barriers to investment and market interest in the area, which will need to be considered in developing appropriate solutions.

Lack of good quality social infrastructure

3.2.22 Given the industrial character of the central core of the LLV there is an absence of good quality social infrastructure services (education, health, community/ welfare and emergency services) in the central core of the area to support new population growth.

3.2.23 In the wider 'OAPF area' there is little evidence that surplus capacity exists in existing facilities that could accommodate future population growth. This is particularly the case in education where there is limited spare capacity in primary and secondary schools – a critical factor in convincing developers and RSLs that their projects can attract families, particularly those in the open market and shared ownership sector who are unlikely to choose to live in the LLV without a better quality of provision.

3.2.24 There is a considerable 'chicken and egg' problem that faces Government in delivering new social infrastructure in large regeneration areas such as the LLV. Generally, in England, social infrastructure investment tends to follow private investment often with land and/or money being contributed by a developer as part of a grant of planning consent / s.106 agreement and the investment in the facility occurring later. There tends to be a tacit assumption that in most cases local services will in the meantime absorb the increase in demand until a point where local provision 'catches up' as part of a wider review of services. In regeneration areas on inner urban sites, this model has tended to go unchallenged – partly due to the small scale nature of many of the projects in terms of additional population but also because of the dominance of housing led regeneration that are themselves dominated by small units that generate few households with children.

3.2.25 In the LLV the scale of the task and aspiration for up to 40% family accommodation requires a far more proactive approach to planning and procuring facilities by the public sector for the following reasons:

- Existing facilities in the area will not cope with increases in demand from the new communities envisaged prior to new ones being delivered.
- Based on current trends, the private sector cannot be relied upon to deliver the quantity and quality of both affordable housing and social infrastructure in a form required to deliver the vision.
- The private sector has got used to delivering small units on urban sites. To make them do otherwise needs strong commitment from the public sector to delivering mixed and balanced communities. In the majority of cases this will involve the public

sector providing social infrastructure in advance of housing being built or at least in tandem with private sector and RSL led housing investment.

- 3.2.26 The challenge for the public sector therefore lies in assessing demand for and the location of social infrastructure in the future. The LTGDC working with the GLA/LDA has developed a sites database in order to forecast future housing supply in the area. This work has been used to develop a Public Sector Investment Plan which is described further in this document and has formed a key part of LTGDC's CSR '07 submission.

Flood Risk & Protection

- 3.2.27 The LLV Strategic Flood Risk Assessment (SFRA) concludes that the actual risk from fluvial flooding is generally low, but there was actual risk in the more northerly sections, such as Old Ford Lock, Three Mills, Hackney Wick and at the Dagenham Brook at Lea Bridge Road allotments.
- 3.2.28 Whilst the risk of flood is not in itself an insuperable barrier to achieving the objectives of the Vision, it presents some challenges to key stakeholders and the development industry. As with the issues associated with contaminated land, the formulation and agreement of proposed flood mitigation measures and their implementation at particular sites will be costly and potentially lengthy.
- 3.2.29 The requirement for a Flood Risk Management Strategy, which in particular identifies and implements strategic solutions that can offer a sustainable means of addressing long-term flood risk and hazard, will require commitment by key stakeholders and has particular resource implications for the key public agencies involved. Addressing flood risk will also require a high level of co-ordination and partnership working.

Utilities

- 3.2.30 Ensuring the co-ordinated provision of sufficient infrastructure capacity is a key challenge that will need to be addressed if the development momentum is to be maintained. This is complicated by the current legislative arrangements which do not easily allow the utility providers to forward fund the provision of new capacity.
- 3.2.31 It will be necessary to modernise the existing drainage network in the LLV both to cope with the demands of both existing and new development, and to ensure that the aspirations for environmental improvement in the LLV, including cleaning up of the waterway system, can be achieved.
- 3.2.32 It is also clear that there is not enough potable water in the system to accommodate level of growth anticipated. In order to meet the future **population's requirements in a sustainable way**, any new provision will need to be coupled with policies and technology for water consumption restraint.
- 3.2.33 At present, local energy supply networks are at or close to capacity, and so additional residential units will require additional sourcing; equally, as with the issues associated with water supply, there will be a need to look at options for minimising demand from the local distribution system though a combination of demand management measures and the adoption of the Mayor's on-site power generation policies.

3.2.34 There may be an opportunity to provide a low carbon energy solution in the LLV. This will in part be assisted by the Energy Strategy delivered as part of the Olympic and Legacy developments and wider changes to London's approach to sourcing its need energy requirements through new organisations such as the London Energy Partnership and other Energy Service Companies (ESCOs) as well as Multi-Utility Service Companies (MUSCOs).

Local Governance

3.2.35 The LLV straddles four local authority boundaries making it almost impossible for the bodies responsible to view the area in a strategic manner as each body naturally has a wider, local authority centred approach to their part of the valley.

3.2.36 The creation of LTGDC by Government has in large part been a response to tackle the need to create a body that has a narrow, area based focus⁴.

3.2.37 LTGDC recognises it has an important role in delivering projects but its relationships with the four Boroughs are crucial if the improvements to the area are to benefit local communities and sustained in the long term.

3.2.38 LTGDC has recently developed a Public Sector Investment Plan for the LLV as a way of facilitating a discussion around the planning and provision of social infrastructure (including affordable housing).

3.2.39 The creation of the LLV Management Group, led by LTGDC comprising the main public sector agencies aims to assist the creation of stronger links between delivery agencies in order to shape the future planning, management and monitoring of interventions in the area.

3.3 THE PROPERTY MARKET AND THE IMPLICATIONS FOR DELIVERY OF THE VISION

3.3.1 Whilst the public sector will provide the framework within which many of the sites in the LLV will come forward for development it is the private sector, often working in partnership with RSLs (in the case of residential development) that will to deliver residential, commercial and mixed use development⁵.

3.3.2 As part of the preparation of this DIS we examined the performance to date of the private sector in delivering projects that accord with the Vision for creating sustainable communities in the LLV including investment in new employment areas and mixed use schemes.

Residential development

3.3.3 In general it showed that despite the delivery of approximately 1,500 new housing units in the last three – five years, almost all are part of 'mono-use' developments with 96% of the units

⁴ LTGDC focuses on two areas – LLV and London Riverside (comprising parts of the London Boroughs of Barking and Dagenham, Havering and Newham).

⁵ In some cases RSLs may act as a lead developer on projects dominated by residential land use – this is already the case on some sites in the LLV and is likely to grow as a result of the 2006-08 Housing Corporation allocations. New rules governing the use of Housing Corporation funding may also result in private developers obtaining grant funding direct thereby obviating the need for RSL involvement in a project.

provided comprising studio, one and two bed apartments many of which relate poorly to the public realm and exhibit the characteristics of a 'gated community'. Many are 'cheek by jowl' with existing industrial uses – appearing often as an island, disconnected from the surrounding environment.

3.3.4 Furthermore in line with a general trend in London, most of the residential units are sold to single or multiple 'buy-to-let' investors. There are strong arguments that such a predominance of privately rented stock - particularly when managed by inexperienced landlords and estate management companies - do little to foster 'mixed and balanced' communities.

3.3.5 The thumbnail pictures below shows the types of development currently in construction:

Figure 3.3: Illustrative Schemes in the LLV.



The Sphere, LBN



The Lock, LBN



Bow Lock, LBTH

3.3.6 Some of the projects are well designed and exhibit high standards of building and urban design. Equally some new developments fail to deliver the level of improvement to the built environment that Government expects. Making sure the quality of new development is consistently of a high standard improved will be a key challenge for all partners – both those promoting projects on sites in their ownership as well as for the local planning authorities.

3.3.7 In the near future however a number of projects involving the public sector are likely to begin to deliver dwellings. These include the following:

Project name	Public sector role	No. dwellings	Approx. timing	Additionality of public sector involvement
Canning Town	LTGDC overall with significant project leadership from LBN with private sector partners	c.8,500	2009-2019	Comprehensive approach. Championing high quality design and environmental standards. Key to shaping the tenure, size and use mix.
East India Dock Road	English Partnerships / London Wide Initiative. Site ownership	c.850	2009-2013	Design champions and key to shaping the tenure and use mix
Olympic Park and Stratford	LCR and the ODA have determined the form and content of the project.	c.11,500 (25% family housing planned for	2011-2020	Comprehensive approach. Championing high quality design and environmental standards.

Project name	Public sector role	No. dwellings	Approx. timing	Additionality of public sector involvement
City		Zone 1 Stratford City)		Key to shaping the tenure, size and use mix.
St. Andrew's Hospital	Ex. NHS site bought by LDA	c.750 (c.30% family housing)	2009-2014	Integration of health centre at ground floor, high proportion of family housing. High standards of environmental performance

3.3.8 Overall, we have calculated that approximately 12,000 dwellings are planned over the next four years as follows:

Current 'pipeline' status of the residential project	Forecast timing and quantum of number of housing delivery based on survey of project development activity (Autumn 2006)			
	2007/08	2008/09	2009/10	2010/11
Scheme already on site in 2007 and likely to continue to deliver units	952	814	0	0
Planning consent granted but not on site	113	877	521	0
In planning	127	1,507	1,876	1,821
Pre-planning discussions	296	516	1,037	2,269
Site identified	0	0	200	200
Total	1,488	3,714	3,634	4,290

3.3.9 An analysis of the Housing Corporation's (2006-08) funding allocations for projects within the LLV and the LTGDC's own database of sites coming forward for development reveals the following:

- Approximately £61million has been ear-marked to fund the delivery of 1,089 properties – 95% of which will be disbursed by the end of 2008/09 Financial Year.
- The 1,089 affordable housing units to be delivered form approximately 40% of the total number of dwellings within the wider project.
- The social rented: shared ownership tenure split is 47:53 – a considerable difference from the 70:30 split targeted by the local authorities.

- Only 16% of the units that are planned to be funded are 3 bed and over – well short of the 30% target that the Housing Corporation has set itself for the London area as a whole.

3.3.10 It is clear that the trends in residential development market are not aligned with the Vision for creating a mixed-use, sustainable community with a supporting infrastructure of social and physical infrastructure. Considerable work is therefore required by the public sector to re-direct the current focus of the market towards delivering developments that comprise better designed, mixed use and in many cases, larger family units that are attractive to families.

Commercial Development Activity

3.3.11 Over the last five years (and the completion of Electra – Bidder Street, Cody Road / Canning Town) there has been little development of commercial property. This is primarily due to landowners seeking to maximise their returns are holding out or selling sites that reflect a higher value based on the hope of obtaining residential permissions for their sites. Where this is not possible owners respond by simply 'land banking' - in itself a profitable endeavour given the general rises in capital and rental values that have been boosted locally by the tightening of supply as a result of the displacement of tenants from the Olympic site.

3.3.12 Investment in new non-residential development in the LLV is therefore only likely to take place in the following instances:

- where the public sector owns land and requires the delivery of retail and commercial uses within a project in order to provide interest and vitality to a scheme (e.g. Canning Town and Stratford City).
- where the planning policies and their application allow for industrial led mixed use development that permit the inclusion of higher value uses such as retail and housing that will improve their viability (e.g. LDA's promotion of a CPO to bring forward Silverton Way as a mixed use development).
- re-development of existing landholdings in the higher value retail sector – (e.g. Stratford Town Centre by its current owner, Land Securities).

3.3.13 The Stratford City project will provide the majority of planned new retail, hotel and office accommodation for the area. In Canning Town, LTGDC has recently embarked on a Master Planning exercise in partnership with the two major landowners in the area, the London Borough of Newham and the English Cities Fund. Both sites are examples of interventions by the public sector that have (or plan to) Masterplan their sites in a way that embodies a strong mixed use ethos with a wider variety of housing sizes that will assist the creation of far more balanced communities.

3.3.14 Occupier demand in the area is strong – in part reflected in the take-up of space in the Electra scheme and Prologis Park on Twelvetrees Crescent project, another relatively new industrial development in the heart of the Valley.

3.4 SUMMARY

3.4.1 The huge boost to the perception of the area by the planned projects in the Olympic area and Stratford City will undoubtedly assist in delivering the vision.

- 3.4.2 However, our analysis demonstrates that the barriers to the delivery of the Vision are still numerous and considerable.
- 3.4.3. In many cases the gap between the Vision and the market is understandable as much of the challenge lies outside the control of the private sector – items such as schools, health facilities, riverbanks and towpaths and transportation.
- 3.4.4 However in others it is clear that the private sector's ability to deliver the vision without significant assistance from the public sector is variable and likely to remain so without a significant change in:
- The level of public investment in good quality social and physical infrastructure.
 - Landowners and developers recognising that the public sector is serious about delivering a long term Vision for the area and are ready to take control of sites if required.
- 3.4.5 The recent work of the LDA in marketing St. Andrew's Hospital, Bromley by Bow demonstrates that sites controlled by the public sector will - when the process is managed well - yield favourable outcomes in terms of well conceived projects that embody the principles of the Vision and the Government's Sustainable Communities agenda.
- 3.4.6 Nevertheless, although acquiring sites provides for greater control over the outcome of site development, there are currently significant risks for the public sector in doing so. This is due in particular to the rapid escalation in the perceived value of land in the area by landowners which is often divorced from the fundamentals of existing use and/or residual site valuation based on realistic assumptions on cost, value and planning. For this reason the continued use of CPO will be essential.
- 3.4.7 In practical terms this means that the public sector also needs to ensure that wherever possible it exploits its own assets and buys sites for prices that are based on valuations that are in turn based on realistic planning and development assumptions.
- 3.4.8 Investment in social and physical and infrastructure is also important as individual site development alone will fail to deliver the Vision for the area. Here the integration of the public sector agencies in the planning, procuring and managing facilities will be critical.
- 3.4.9 The integration of each of these tools, in tandem with the use of planning powers by the ODA, LTGDC and the four London Boroughs and GLA (if they require) will provide the basis for the effective delivery of the Vision through the creation of the an effective framework within which the private sector can invest in the area and by doing so deliver the Vision for the area.

4 The cost of delivering the Vision

4.1 INTRODUCTION

4.1.1 A key aspect in the delivery process identified in the DIS is the extent to which public sector intervention and financial support is required to achieve the Vision for the LLV.

4.1.1 As we have described, private developers are currently building high density, mono-use residential accommodation consisting mainly of one and two bedroom flats. Such private sector-led development will not achieve the Vision's goals for delivering '35,000 new homes with a large proportion of family and affordable housing' and creating 'thriving centres' and an amazing new urban realm that will be unique to London'.

4.1.2 Given our knowledge of the barriers to development we examined the extent to which the vision for the area could be delivered through making a series of well planned interventions that could bring about a 'step change' in the quality of the area.

4.2 ASSESSMENT OF THE 'HIGH LEVEL' VIABILITY OF THE VISION

4.2.1 We assessed the financial viability of the LLV Vision in accordance with the development uses of sites across the Valley together with estimated infrastructure costs⁶.

4.2.1 Although the analysis was somewhat contrived we based our analysis based on a series of market-based assumptions that included the following:

- Approximately 200 hectares of land are 'changed' as part of the Vision and would be acquired by a public sector body on the basis of a theoretical compulsory acquisition of the site. The acquisition costs applied for the industrial land use type (which forms the majority of the land required to be purchased) have been based on an assumption that 50% of the sites will have viable business premises (land and buildings value applied), with vacant industrial land values applied to the remaining 50%. For the other land uses, acquisition costs were based on estimated land values only
- The public sector would invest in the necessary infrastructure of the Vision including the provision of 30 hectares of open space, together with social infrastructure and enabling infrastructure.
- All of the development sites created are sold subject to a requirement that they are developed in accordance with the Vision for the area. On housing sites we assessed two scenarios – 35% and 50% levels of Affordable Housing (both with a 70% social rented component and 30% shared ownership)
- Social Housing Grant would be made available at the rate of £90,000 per social rented unit and £22,500 per shared ownership unit⁷.

⁶ This analysis excluded the costs associated with the Olympic Zone and Stratford City.

⁷ This assumption has since been revised as it was viewed by the Housing Corporation as being too

- The developer clears the sites and undertakes any necessary decontamination works.

4.2.2 It is important to note that the figures outlined do not include an allowance for a number of associated costs required for the delivery of the Vision. These include the following:

- The costs of phasing (e.g. working capital or for the public sector the possibility of incurring capital charges or write-downs in assets acquired at process above their residual redevelopment value);
- Undergrounding the power cables both within the Olympic Zone and outside the zone. LTGDC has recently commissioned work to cost the extension of the undergrounding from West Ham to a point to the south of the Limmo site in Canning Town. The initial cost provided is approximately £40-£50 million;
- Any further contributions to s.106 costs beyond the affordable housing provision, social infrastructure and enabling infrastructure costs to deliver the sites including the possibility of attaching a planning tariff on dwellings and retail floorspace on sites within the LTGDC area⁸;
- Any additional acquisition costs beyond an assumed cost to acquire the land and buildings e.g. fees associated with implementing the CPO process, business relocation expenses, purchase costs etc. and most importantly, the costs of any compensation for disturbance / relocation as part of any CPO process. This amount is highly dependant on the nature of each site, the occupier and associated business and as such is difficult to give an accurate estimate without undertaking a detailed assessment of each site. However, based on an estimate of the costs associated with such activities occurring elsewhere, the amount of compensation has been estimated to range from £600,000 to £1m per acre (or potentially more). On the basis of the industrial land only (103 hectares) and assuming that 50% of the industrial sites had viable businesses, this would indicate that an 'order of cost' for disturbance as part of any CPO process may range from £100m to £160m for the industrial land use.

4.2.3 The exercise demonstrated that the costs of delivering the vision were approximately £1 - £1.6 Billion.

4.2.4 The summary of the costs and values is set out in the table overleaf:

conservative. Current costs per dwelling for shared ownership dwellings are approximately twice that sum in the 2006-08 allocations.

⁸ LTGDC are currently examining such an option and have published a draft policy document which is currently the subject of a consultation exercise. The study is entitled 'Planning Obligations: Community Benefit Strategy'. <http://www.ltqdc.org.uk/planning/consultation/>

Figure 4.1.1: High level assessment of the viability of the Vision for the LLV (excluding the Olympic Zone and Stratford City)

Summary (£m - figures rounded)	Affordable Housing Scenarios	
	35%	50%
INCOME FROM LAND SALES		
Sale Proceeds (assumes SHG available to developer)	1,300	1,010
LESS COSTS		
Infrastructure, environmental and community facility costs:		
• Remediation and site clearance / flood alleviation	89	89
• Utilities	133	133
• Highways and bridges	77	77
• Public realm, open space and watercourses	55	55
• Social infrastructure (nurseries, education, health, community buildings, emergency services)	157	170
Sub-total	509	524
Land Acquisition Costs (excl. disturbance costs)	1,220	1,220
Social Housing Grant (based on 70% social rented and 30% shared ownership)	668	954
Sub-total	2,397	2,698
Deficit (£m)	(1,097)	(1,688)

Source: Based on analysis contained in the LLV DIS (February 2006) EDAW, Faithful and Gould Jones Lang LaSalle). Updated in the light of ERM's further re-working of these numbers contained in the s.106 Community Benefit strategy (September 2006) and increased costs of SHG based on the Housing Corporation's 06/08 allocations for London

4.2.5 Despite the theoretical nature of the approach taken we are confident that it illustrates that the planned land uses for the Valley do not generate sufficient surpluses to fully finance off-site infrastructure works through traditional mechanisms such as s.106 agreements (planning gain).

4.3 AFFORDABLE HOUSING POLICY OVERVIEW AND IMPACT ON VIABILITY

4.3.1 Whilst one of the main reasons for self-funding of the regeneration of the LLV is relatively high existing use values⁹ the second is due to the impact of planning policies that require the

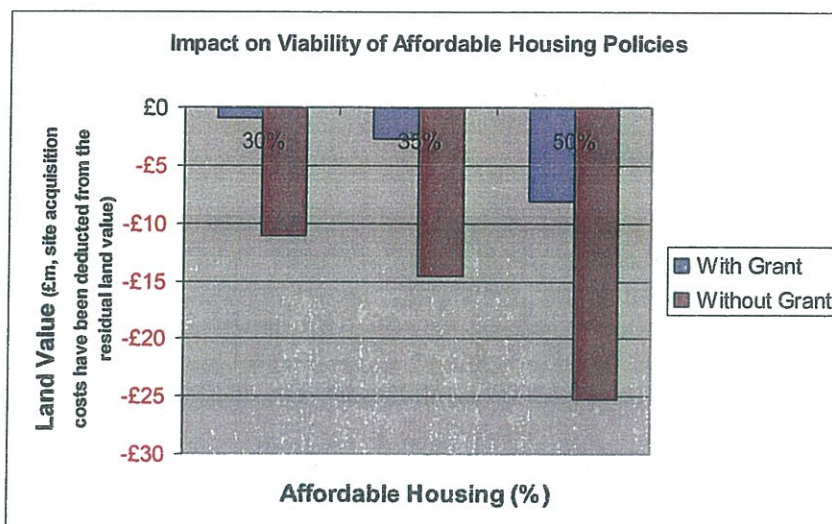
⁹ As opposed to 'hope value' which occurs when landowners and/or developers hope that i) future house prices / capital value appreciation will rise faster than construction costs thereby making their site worth more or ii) they will obtain planning consent to develop housing on a site where planning policies state that the area should be retained for employment use and/or iii) they will gain a consent for housing that includes very little affordable units (particularly social rented) and/or iv) they will obtain consent for higher densities than existing planning policies

delivery of Affordable Housing. This results in land values for new residential development being reduced from what would be achieved without such a requirement – particularly in cases where Social Housing Grant is not awarded to a project by the Housing Corporation.

- 4.3.2 The level of affordable housing required by governed by two sets of policies – firstly those of the Mayor as set out in the London Plan which sets a target of 50% affordable housing with a 70:30 split between social rented and intermediate accommodation in order to promote mixed and balanced communities.
- 4.3.3 Secondly, those of the Local Authorities. Tower Hamlets' policy is for 35% of gross floorspace on sites of 10 units or more to be affordable, and 50% if it is provided off-site. Emerging policy HSG5 is for a ratio of 80% / 20% social rented to intermediate accommodation types. Furthermore Tower Hamlets stipulate that no grant will be available for the first 35% of affordable housing, however, there may be some targeted grant assistance for above 35% affordable housing. In Newham the Council require 35% affordable housing.
- 4.3.4 Analysis undertaken based on these policies for LTGDC by Jones Lang LaSalle (JLL) as part of their work on the first draft of the DIS (December 2005) and ERM Consulting (June 2006) as part of their work on the development of a s.106 strategy has raised some important issues that impact on the delivery of sustainable communities in the LLV. Their analysis assumed that on average sites could be purchased for £1.3 million per acre based on existing use values at the time – based in part on costs being incurred as part of the assembly of sites in the Olympic area.
- 4.3.5 Based on what are now known to be highly conservative rates of Social Housing Grant (£65,000 per social rented unit and £38,000 per shared ownership unit) and 30% affordable (70% of which social rented and 30% shared ownership), the project is marginally viable.
- 4.3.6 However, 30% affordable housing without grant is not viable at this scheme as it is generating a loss of about £11m. This is a result of a combination of not having any grant to fund the affordable housing, and high land acquisition costs that must be covered.
- 4.3.7 The more affordable housing required, the less overall land value is generated. With 50% affordable housing and no grant, a negative value of -£25m is achieved. The graph overleaf illustrates this:

allow.

Figure 4.2: The impact of requirements to provide Affordable Housing on project viability (JLL December 2005)



4.3.8 ERM's work came to similar conclusions although they drew on more recent Housing Corporation data on the typical levels of SHG per dwelling being allocated to social rented and intermediate tenure dwellings by applying average SHG rates per dwelling of £90,000 for social rented and £22,500 for intermediate tenure properties.

4.3.9 This analysis considered a range of viabilities for sites based on a variety of development densities, costs per sq.m. and sales value per sq.m. achieved on the Open Market sales element.

4.3.10 Key assumptions include the following:

- All sites deliver 35% Affordable Housing based on a 70% social rented: 30% intermediate split. Such housing is 'value neutral' in that it does not generate any surpluses that can support a land value. In practical terms this means:-
 - The cost of providing a social rented affordable unit (excluding the land element) is funded by a combination of SHG, the capitalised value of net rentals and (as is often the case) transfers from an RSL's reserves.
 - Similarly the cost of providing intermediate tenure housing is funded by a combination of sales proceeds, SHG and capitalised rentals.
- Sales values of between £1,890 per sq.m – £4,420 per sq.m. are applied depending on tenure and location.
- Development densities of between 48 units per hectare and 192 units per hectare are appraised,
- Construction costs of £1,404 per sq.m. - £1,944 per sq.m. are applied to each density type to reflect the fact that units build costs rise with increased density.
- No adjustment has been made for contamination.

4.3.11 The results revealed the following:

- At all development densities projects struggle to deliver a surplus in excess of a £2.4 million per hectare (£1 million an acre) at any of the development densities without sales values in excess of £2,970 per sq.m. being achieved. In simple terms this means that unless a fairly typical 75 sq.m. 2 bedroom flat can be sold for £225,000, residential development is unlikely to 'outbid' existing use and land is unlikely to be released.
- There is significant evidence that many of the sites in the LLV have land values based on existing use of approximately £3.6 million a hectare (£1.5 million an acre). Where this is the case the viability threshold rises even further resulting in the need to achieve sales values per sq.m. of between £3,600 - £4,000 per sq.m. in order to trigger viability.

4.3.12 The implications of this analysis are profound for delivery as it shows that with rising land values in the LLV, driven by a tightening of supply and declining investment yields – partly as a result of rising levels of rental growth on industrial property, that residential development will struggle to generate returns sufficient to persuade landowners to release sites for development.

4.3.13 Furthermore it highlights that residential developers will look to achieve viability through a number of techniques – in particular they will seek to reduce the level of affordable housing in their schemes and secondly they will maximise returns by targeting the market segment that delivers greatest returns per square metre – the studio, one and two bed market. These are of course things they already try but it is likely that the pressure to do so will increase more as land values rise.

4.3.14 The table below provides the full results of ERM's analysis. The values in the body of the table represent residual land values. The yellow shaded area shows the values that are insufficient to outbid existing uses based on a value of £2.4 million per hectare. The blue shaded areas shows the density:sales price combinations required to achieve a site value of £3.6 million per hectare

Figure 4.3: Residual value matrix for residential development

	Density – Units/hect. →	48 Units	72 Units	96 units	120 units	144 units	168 units	192 units
		3,360m2/he c G/Net 95%	5,040m2/he c G/N 92.5%	6,720m2/he c G/N 90%	8,400m2/he c G/N 87.5%	10,080m2/he c G/N 85%	11,760m2/hec G/N 82.5%	13,440m2/hec G/N 80%
Sales Value psm	Land Value per hectare	Build £1,404psm	Build £1,512psm	Build £1,620psm	Build £1,728psm	Build £1,836psm	Build £1,944psm	Build <u>£1,944psm</u>
£2970 psm		1,692,768	1,781,640	1,366,176	445,200	-980,784	-2,911,776	-3,975,552
£3240 psm		2,252,208	2,598,624	2,425,920	1,732,920	520,128	-1,211,280	-2,091,264
£3510 psm		2,811,648	3,415,608	3,485,664	3,020,640	2,022,048	488,040	-206,976

£3780 psm		3,370,752	4,232,592	4,545,408	4,308,360	3,522,960	2,188,536	1,677,312
£4050 psm		3,930,192	5,049,576	5,605,152	5,596,920	5,024,880	3,889,032	3,560,256
£4320 psm		4,489,632	5,866,560	6,664,896	6,884,640	6,525,792	5,588,352	5,444,544

4.3.15 The implications of this analysis are equally profound with respect to the need for Social Housing Grant to fund affordable housing in the LLV.

4.3.16 To illustrate this we undertook some further analysis on the ERM work in order to calculate the levels of SHG required to support a hypothetical residential development of a one hectare site developed to a density of 72,96,120,144,168 and 192 units per hectare. The table below sets out our findings:

Figure 4.4 Social Housing Grant requirements per hectare in the LLV

Density – Units/hect. →	72 Units	96 units	120 units	144 units	168 units	192 units
	5,040m ² /ha.	6,720m ² /ha.	8,400m ² /ha.	10,080m ² /ha.	11,760m ² /ha.	13,440m ² /ha.
	G/N 92.5%	G/N 90%	G/N 87.5%	G/N 85%	G/N 82.5%	G/N 80%
Number of units @ 35% affordable	25	34	42	50	59	67
of which:						
- number that are social rented	18	24	29	35	41	47
Cost of SHG @ £90,000 per unit	1,587,000	2,116,000	2,646,000	3,175,200	3,704,400	4,233,600
of which:						
- number that are shared ownership	8	10	13	15	18	20
Cost of SHG @ £22,500 per unit	170,100	226,800	283,500	340,200	396,900	453,600
Total cost of SHG	1,757,700	2,343,600	2,929,500	3,515,400	4,101,300	4,687,200

Note: The numbers of housing units are shown as rounded units in this table. For example 35% of the 96 units scenario is actually 33.6 and not 34 as shown in the table. For this reason the figures do not appear to be mathematically correct.

4.3.17 Across the entire LLV we believe that on average SHG funding (at 2006 prices) of approximately £670 million will be required to deliver approximately 9,500 affordable homes dwellings as part a series of mixed and balanced communities comprising 27,300 dwellings.

4.3.18 These figures have significant implications for delivery and have been subject of discussions with the Housing Corporation who are a member of the LLV Management Group.

4.4 SUMMARY

- 4.4.1 Our financial analysis of the gap between the Vision for the LLV and the performance of the market to date supports the view that the market cannot be relied upon to deliver the Vision for the LLV.
- 4.4.2 The scope for funding physical, social and environmental infrastructure through developer contributions (s.106 payments) is extremely mixed and (as is always the case) will vary from site to site. Generally however, s.106 payments cannot be relied upon as the sole source of funding for social infrastructure - particularly where direct public funding is required in advance of development.
- 4.4.3 The delivery of significant quantities of shared ownership and open market family housing is likely to present a significant financial and management challenge. Unless good quality, well located social infrastructure is provided developers will argue that the LLV is not an attractive location for families with a choice over where they live.
- 4.4.4 For this reason, LTGDC has developed a Public Sector Investment Plan (PSIP)¹⁰ as part of its CSR '07 submission to Government in order to champion the delivery of social infrastructure and affordable housing.
- 4.4.5 This work will be developed further by LTGDC and its partners on the LLV Management Group.

¹⁰ See Annex B

5 Delivering the Vision

5.1 INTRODUCTION

- 5.1.1 This section covers the detail on who will be involved in the delivery of the Vision and provides a description of the projects that are in the process of being developed and implemented by LTGDC, LDA, ODA and EP.
- 5.1.2 As has been seen stated in preceding Sections, achieving the Vision will require the various public sector agencies to be well led and to work closely with one another to create the framework within which the private sector can contribute to the delivery of sustainable communities.
- 5.1.3 Achieving the Vision will also require the public sector to intervene on a number of sites in a way that directs private sector investment throughout the LLV. Fundamentally, this will require the public sector to commit significant resources, both organisational and financial over a considerable time period as well as deploying any land assets it already owns in a way that contributes to the delivery of the vision.

5.2 LEADERSHIP IN THE DELIVERY OF THE VISION FOR THE LLV

- 5.2.1 A large number of public sector organisations are responsible for contributing to the delivery of the vision for the area and creating the right environment within which the private sector and RSLs can deliver high quality, mixed and balanced communities.
- 5.2.2 Whilst organisations such as the LDA, ODA and the London Boroughs are leading their own individual projects, leadership for the overall delivery of the Vision is provided by LTGDC. This box below summarises its role:

LTGDC role in leading the delivery of sustainable communities in the LLV.

Championing and co-ordinating the delivery of the public sector's interventions.

Ensuring the public sector, assisted by the private sector through s.106 payments where possible, delivers the necessary development sites, transport, utilities, education and learning, health and social support, cultural, leisure, youth and sporting facilities, emergency services and other necessary social infrastructure. All are critical to the vision of **delivering sustainable communities** – particularly where there is a desire to attract families. This will involve co-ordinating wider public investment in the area. Public sector funding plans and programmes must be co-ordinated to deliver new facilities and services throughout the Valley at the right time and in the right place and for this process to be wherever possible as ordered as possible. LTGDC has already begun this process by :

- Developing a Public Sector Investment Plan comprising indicative costs for buying land and building schools, health facilities, community buildings and community safety facilities with timings linked to the delivery of housing in certain locations.
- Creating the LLV Management Group comprising the key public sector agencies that are involved in the delivery of the vision.

Assembling sites and using the control of land to shape new development where the

market is not going to deliver the vision. Control of site ownership and advocating the better use of public sector assets is crucial in order to increase the supply of sites for high quality development that is in accordance with the vision. Without doing so the market is unlikely to deliver development of an acceptable form. Nor will it provide sites or facilities for non-value generating land uses (i.e. new open space and community infrastructure).

The use of planning powers (incl. the use of s.106 agreements). Ensuring that the OAPF and subsequent Local Development Frameworks are adhered to and that the vision for the creation of a series of sustainable communities is delivered. Secondly, to ensure that wherever possible, new development contributes to the delivery of affordable housing and other social and environmental infrastructure wherever possible.

Sustaining the changes made to the area. Maintaining the assets created as a result of the changes planned will be crucial if they are to be sustained. Whilst LTGDC itself has a limited life (currently planned to be dissolved in March 2015) it will ensure that the long term management of projects it funds have clear plans for ensuring that they are maintained by existing local organisations such as the four London Boroughs and the Lea Valley Regional Park Authority.

Monitoring and evaluation. LTGDC will provide a framework through which Central Government can monitor progress in the delivery of the Vision for the LLV. By doing a high level of accuracy of recording outputs and assessing progress in the delivery of outcomes can be maintained.

5.3 KEY PUBLIC SECTOR DELIVERY PARTNERS

5.3.1 LTGDC as lead delivery agency is building on the earlier work of the work of the LDA in developing a strategic approach to the regeneration of the area. This role should be seen in the context of the following table showing the key Central, Regional and Local Government partners on who are all involved in delivery as follows:

Figure 5.2: Key Public Sector Partners, Roles & Delivery Activities (categorized and by alphabetical order)

Partner	LLV Management Group member?	Role	Delivery activities
Central Government			
Department for Communities and Local Government (DCLG)	Yes	Core advocate of Sustainable Communities Plan and champion within Government.	<ul style="list-style-type: none"> Advocacy in Government for the LLV and wider Thames Gateway in order to enable funding from HMT and other Government Departments – DfES and DoH. Ensure direct funding to NDPBs such as EP, Housing Corporation and LTGDC. Policy and guidance Monitoring and Evaluation
Department of Culture, Media and Sport / National Lottery	No	Olympic games sponsor department	<ul style="list-style-type: none"> Funding Monitoring Olympic investment
Department for	No	Funding of education services	<ul style="list-style-type: none"> Engagement in the process of planning education provision for

Partner	LLV Management Group member?	Role	Delivery activities
Education and Skills			a series of expanded existing and new communities
Department for Health	No	Funding of health services	<ul style="list-style-type: none"> Engagement in the process of planning healthcare provision for a series of expanded existing and new communities
DCLG sponsored Non-Departmental Public Bodies			
British Waterways	No	Manage and enhance use of waterways	<ul style="list-style-type: none"> Develop and deliver water based projects.
English Partnerships	Yes	Housing regeneration agency.	<ul style="list-style-type: none"> Project delivery Best practice dissemination
Housing Corporation	Yes	Funder of affordable housing that cannot be delivered through s.106 agreements	<ul style="list-style-type: none"> Secure and allocate funding to RSLs and (recently) to developers.
Lea Valley Regional Planning Authority	Yes	Promote and maintain the parkland nature of the wider Lea Valley	<ul style="list-style-type: none"> Park planning Land assembly Park management
London Thames Gateway Development Corporation	Yes	Lead the delivery of the overall vision for the LLV and orchestrate its delivery.	<ul style="list-style-type: none"> Planning powers (but not plan making powers) Assist DCLG to make the case in Government for sustained investment. Provide Secretariat function for LLV Management Group Develop and manage projects. Partner co-ordination
DCMS sponsored Non-Departmental Public Bodies			
Olympic Delivery Agency, Olympic Transport Authority, Olympic Organising Committee	Yes	The planning, delivery and management of the London 2012 Olympic Games.	<ul style="list-style-type: none"> Deliver physical infrastructure and investment Deliver the operational aspects of the Games
DCMS sponsored Non-Departmental Public Bodies			
Environment Agency	No	Ensure environmental issues fully addressed	<ul style="list-style-type: none"> Environmental protection Enhance natural assets Flood risk monitoring
Regional Government			
Greater London Authority	Yes	Regional Government	<ul style="list-style-type: none"> Establish regional policy Statutory planning Environmental control Allocation of funding for social housing through the newly formed Housing Investment Board.
- London Development Agency	Yes	Part of the GLA Group - Regional Development Agency.	<ul style="list-style-type: none"> Deliver physical projects (land assembly, site disposal and in some cases retention and management) Deliver non-physical projects (socio-economic)
- Transport for London	Yes	Regional and strategic transport co-ordinator and arm of GLA	<ul style="list-style-type: none"> Establish transport policy Allocate funding to for transport improvements Direct delivery of transport improvements.
Local Government			
London Boroughs	Yes	Local Authorities	<ul style="list-style-type: none"> Deliver core local services Plan making: aligning local

Partner	LLV Management Group member?	Role	Delivery activities
			<ul style="list-style-type: none"> planning policies (AAPs, LDFs etc.) with the OAPF Development control (limited within the ODA and LTGDC areas). Contribution of land assets to projects Transport planning
Local Regeneration Partnerships	No	<ul style="list-style-type: none"> Thames Gateway London Partnership (TGLP) – sub-regional planning and economic development partnership. Leaside, Renaisi, Canning Town Partnership, Stratford Development Partnership – local regeneration agencies 	<ul style="list-style-type: none"> TGLP – co-ordination and representation of LTG local authorities' interests. Local agencies – delivery of local physical and non-physical projects

5.4 LAND USE PLANNING CONTROL AND REGULATION

- 5.4.1 Ensuring that the future development of the LLV Valley is guided by a strong, supportive and transparent planning framework is a key element in ensuring that the delivery of physical change occurs to the correct quality, scale and character.

The OAPF for the LLV

- 5.4.2 The London Plan identifies the LLV as an 'Opportunity Area' for which a planning framework is required to provide the planning policy context for the expected growth and transformation into the future.
- 5.4.3 In January 2007 the Mayor agreed the Lower Lea Valley Opportunity Area Planning Framework ('LLV OAPF')¹¹. The document sets out his strategic planning vision for the Lower Lea Valley and builds on the planning policies set out in the London Plan.

Control of Development

- 5.4.4 Development of the LLV will be controlled and managed by a number of separate organisations, depending upon the specific location of development proposals and the type and scale of development that is proposed¹². The table overleaf sets out the areas and planning jurisdictions:

¹¹ www.london.gov.uk/mayor/planning/lower-lea-valley.jsp

¹² See Map 1 'Boundaries' on page 2.

Figure 5.3: Primary Planning jurisdictions within the LLV OAPF area

Primary Planning jurisdiction	Area		
	Ha.	Acres	%
LB Hackney, Newham, Tower Hamlets and Waltham Forest.	587	1,452	40.5
LTGDC	523	1,292	36.1
ODA	338	836	23.3
Total	1,450	3,581	100.0

- 5.4.5 The combination of strong planning policies, applied in a consistent and transparent manner is crucial to sending clear messages to landowners and developers about the acceptability of their proposals. This is a significant issue for the Valley, particularly as developer interest and activity is strong, with site values being 'talked up' by landowners and agents – often with little or no apparent reference to actual planning policy.
- 5.4.6 LTGDC will provide the Strategic Regeneration Framework for its area of planning jurisdiction whilst plan making powers stay with the local planning authorities.
- 5.4.7 LTGDC is a co-sponsor with the LDA and the four LLV Boroughs of the LLV Regeneration Strategy which will become the Strategic Regeneration Framework for the part of the LLV over which it has jurisdiction. LTGDC will keep under review the suite of LLV RS documents throughout its life and work with the four LLV Boroughs, the GLA and LDA on detailed planning briefs and Masterplans prepared in furtherance of the OAPF.
- 5.4.8 The LTGDC intends to endorse the LLV OAPF as a material planning consideration in determining planning applications that are made to the LTGDC as the local planning authority. Under the terms of the LTGDC service level agreement and planning protocol the Boroughs, the LTGDC and the GLA will jointly consider whether there is a need to promote any amendments to local planning documents within the LTGDC's designated area to reflect the provisions of its Strategic Regeneration Framework.
- 5.4.9 In relation to development control, LTGDC is responsible for strategic larger applications within its administrative boundaries, only for certain sizes and types of planning applications (see Figure 5.4 and appendices for more detailed information on the thresholds). It has not taken on responsibility for the areas covered by the recently approved outline Planning Permissions for the Olympics and Stratford City and as such the future decision making process to bring forward the detailed planning of these areas will lie with the ODA and London Borough of Newham respectively.
- 5.4.10 The planning powers and administrative area of the ODA are defined by the London Olympics Act which gives is powers of a planning authority for the Olympic Park. To ensure propriety, decisions on planning applications will be taken by a planning committee which is intended to follow the model established by the urban development corporation.

Figure 5.4: Illustrative Planning Thresholds (extract – no all sub-categories)

LTGDC Planning Thresholds.	Notification of the Mayor Thresholds
<p>As set out in the London Thames Gateway Development Corporation (Planning Functions) Order 2005 (S.I. 2005/2721).</p> <p>A. Development which comprises or includes the provision of 50 or more houses, flats or houses and flats.</p> <p>B. Development which comprises or includes the provision of 2,500 or more square metres of floorspace where the development is not solely for houses, flats, or houses and flats.</p> <p>C. Development which occupies 1 hectare or more of land</p> <p>D. Development which comprises or includes the provision of buildings which are 25 metres or more in height</p> <p>E. Development which comprises or includes the winning and working of minerals in, on or under land, whether by surface or underground working</p> <p>F. Development to provide an installation for, or designed to be used wholly or mainly for the purposes of, waste development</p> <p>G. Development which comprises or includes a generating station with an output of 0.5 or more megawatts</p> <p>H. Development for a use, other than residential use, which includes 50 or more parking spaces</p>	<p>As set out in the Statutory Instrument 2000 No. 1493: The Town and Country Planning (Mayor of London) Order 2000</p> <p>Category 1A. Development which comprises or includes the provision of more than 500 houses, flats, or houses and flats; or comprises or includes the provision of flats or houses and the development occupies more than 10 hectares.</p> <p>Category 1B. Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres.</p> <p>Category 1C. Development which comprises or includes the erection of a building in respect of which the building is more than 25 metres high and is adjacent to the River Thames, or the building is more than 30 metres high and outside the City of London.</p> <p>Category 1D. Development which comprises or includes the alteration of an existing building where the development would increase the height of the building by more than 15 metres;</p> <p>Category 2B Waste development to provide an installation with capacity for a throughput of more than 50,000 tonnes per annum of waste produced outside the land in respect of which planning permission is sought.</p> <p>Category 2C. Development for use within Class B8 (storage or distribution) of the Schedule to the Use Classes Order where the development would occupy more than 4 hectares; a crossing over or under the River Thames; or a passenger pier on the River Thames.</p>

5.5 CONTROLLING & UTILISING LAND: OWNERSHIP & ASSEMBLY

- 5.5.1 Whilst control of land use through planning controls is an important tool to enable the delivery of the Vision, the control of land ownership improving certainty of delivery of outcomes.
- 5.5.2 Our preceding analysis has shown that it is unlikely – at least in the early stages of delivery, prior to investment in social and physical infrastructure – which the private sector will come forward with well conceived projects – particularly given the problems of fragmented land ownership, existing use values and weak viability.
- 5.5.3 To date, the LDA has been particularly active in the acquisition of a number of sites as follows:
- Sites that will form part of the Olympic Park.
 - The Parcelforce site (West Ham) and Thameside West sites are needed to

accommodate displaced occupiers. In the former case, the site also provides an opportunity to deliver new homes.

- St. Andrew's Hospital (Bromley by Bow) purchased in 2004 from the NHS and the subject of a Joint Venture with a major housebuilder and RSL to deliver approximately 800 dwellings.
- Silvertown Way (Canning Town) and Ailsa Street (Poplar Riverside) – these are 'live' projects with the LDA promoting CPOs aimed at delivering mixed use development schemes in accordance with the vision.

5.5.4 Other examples of recent site purchases by the public sector with view to releasing them to the market include:

- LTGDC in Canning Town (in partnership with LB Newham) to assemble a large site opposite the underground station. Proposals for the site development will emerge from the on-going masterplanning process that LTGDC are leading.
- LB Newham had recently entered into a Joint Venture with English Cities Fund to redevelop its Rathbone Market site in conjunction with ECF's own landholdings nearby.
- English Partnerships in partnership with the Housing Corporation have acquired two sites in the Leamouth area where they plan to develop the sites for key worker housing.

5.5.5 In the future though the level of site acquisition will rise for the following reasons:

- Strategic acquisitions by LTGDC to bring forward major development opportunities, such as those at Bromley by Bow, where initial land acquisition to facilitate the development of the wider area will stimulate significant change within the wider area;
- Interventions to establish environmental or infrastructure works, such as those land holdings to facilitate the establishment of the Lower Lea Valley Park or key strategic green spaces, such as those proposed as Leven Road;
- Intervention to secure site for key facilities such as sites for schools or health facilities.

5.5.6 The current suggested responsibilities for undertaking the sites assembly activities are proposed on each of the individual project sheets introduced in the following chapter and in the appendices.

5.6 PROVIDING STRATEGIC INFRASTRUCTURE & CREATING DEVELOPABLE SITES

5.6.1 The extent of land use change envisaged by the Vision will require significant investment in infrastructure and supporting services to facilitate redevelopment, and service the needs of an expanded local population. Such works will need to address:

- Contamination and site remediation;
- Investment in utility supplies (water, energy and waste);
- Transport improvements;
- The planning and provision of social and physical infrastructure (schools, health & community facilities), including strategic open space and the delivery of the LLV

Linear Park.

5.6.2 The issues and approaches to delivery of these components are introduced below.

Contamination and Remediation

- 5.6.3 Given the historical industrial legacy of the LLV, the extent of contamination will be an important challenge to development and have high cost implications to provide sites available for re-use.
- 5.6.4 The extent of change being proposed in the LLV provides the opportunity to consider remediation from a strategic point of view, whereby economies of scale and residual benefits afforded by wholesale remediation across large development areas may outweigh additional costs incurred by remediating beyond the legislated minimum. However, it will be difficult to achieve a wholesale remediation process in those parts of the LLV where land ownership is highly fragmented.
- 5.6.5 Remediation on this scale requires significant land assembly and coordination of phasing across large areas. For example, the remediation strategy developed for the Olympic Zone proposes that remediation will take place across large areas, where advantage can be taken of time, scale, and space available.
- 5.6.6 Unlike the development of the Olympic Park, different constraints and opportunities exist in the other parts of the LLV, which are therefore likely to require a different approach, depending on the extent of site assembly and coordination of phasing across the valley. The phasing and sequencing of land assembly and remediation will have a significant impact on the extent of change that can be facilitated as well as the quality of the end product.
- 5.6.7 The extent of change being proposed in the LLV provides the opportunity to consider remediation from a strategic point of view, whereby the economies of scale and residual benefits afforded by wholesale remediation across large development areas can be realised.

Investment in utilities (water, energy and waste)

- 5.6.8 It is clear that the current systems of water, (potable supply and drainage), energy (power and gas) and waste management facilities are insufficient to sustain the planned level of development in the LLV.
- 5.6.9 The provision of new and/or upgraded utilities infrastructure will be considered as part of each Borough's AAP processes based on an assessment of development potential and the likely net demand for utilities.
- 5.6.10 The section below sets out the key issues facing each utility.

Water (Supply and Drainage)

- 5.6.11 Thames Water has an obligation as a Statutory Utility Provider to ensure there is sufficient capacity to meet domestic supply demand. This is especially relevant in east London, due to the LLV and other Thames Gateway regeneration proposals and potential cumulative scale of

growth.

- 5.6.12 Thames Water has recently instigated a series of measures aimed at satisfying increased demand for potable water such as reducing pressure in the mains to reduce losses in the system and developing proposals to treat the water that will need be pumped out of the CTRL / Stratford International station 'box' for use as potable water.
- 5.6.13 On wastewater, due to the limited capacity of the existing public sewers, any new development will need to give consideration to how it will reduce the volume of flows generated. There are various approaches available to developers, one being to split foul and surface flows into separate systems to reduce flows to the sewers whilst retaining / attenuating rainwater on site. Others include the use of permeable materials on site to reduce surface water run-off.
- 5.6.14 The Boroughs will need to consider in their AAPs, and site specific development briefs, how the design of residential and commercial properties can make use of best practice for reducing water consumption and minimising discharges into the sewerage system and develop relevant policies to guide development activity accordingly.
- 5.6.15 As well as attenuation ponds, permeable pavements will also need to be considered. These will need to be strategically positioned within the site to ensure hydraulic connection to the watercourses. Permeable pavements could act as underground storage tanks, enabling the controlled release of surface water flows into the downstream drainage infrastructure by holding water within the pavement sub-base
- 5.6.16 Whichever approach is adopted, due consideration will need to be given to the management and maintenance of these facilities. Storm water is conventionally collected into a sewer operated by the incumbent authority. Provision of on-site attenuation will fall outside the remit of any such incumbent (Thames Water in relation to the LLV) and therefore an alternative management and maintenance regime will need to be implemented.

Power (electricity) and gas

- 5.6.17 National Grid (NG) is the national supplier of power in the South East of England and is responsible for supplying power in the form of electricity to key distribution points where the local service providers (EDF Energy in the case of the Lea Valley) take over. As the incumbent supplier EDF is responsible for maintaining and providing the local infrastructure.
- 5.6.18 Although it is difficult to assess the extent to which the existing sub-stations at Bow or West Ham are sufficient to supply future development we have been advised that Bow substation could deliver enough power for 15,000 new residential units. It would be possible to provide more power with the addition of a third transformer, but this would require the incoming supply also to be upgraded.
- 5.6.19 At West Ham substation, although it has some spare capacity, it is assumed that much of this will be used by developments at Greenwich and the Royal Docks areas. EDF has indicated that West Ham could potentially be upgraded with two new transformers and a switchboard. This could release enough power for approximately 40,000 new residential units. However, the length of cable runs required to deliver power to the northern part of the Regeneration Area would restrict the suitability for supply to this area from West Ham, due to the significant

power losses that occur with long cable lengths.

5.6.20 National Grid (NG) is also the statutory authority for the gas supply network within the LLV. Overall, the Valley is well served by gas supplies and discussions with NG have indicated that there is no particular concern about capacity. However, with the proposals coming forward through the Vision for redevelopment of the gas holder sites at Bromley by Bow and Leven Road for open space and other uses, and the removal of the gas holder at Rick Roberts Way to provide support facilities for the Olympics, additional system capacity will be required. This is likely to be provided through future provision of storage ring mains.

5.6.21 NG has a rolling programme for replacement of gas holders by storage ring mains, which will enable the two gas holder sites to be released in the future. The timing of such works will need to be considered against the pace of residential growth in the Valley and the role that the land currently occupied by gas holders will need to play in delivering the social infrastructure and open space required to serve a new incoming populations.

Sustainable energy

5.6.22 Incorporating sustainable, energy efficient design principles at the earliest stage of building design will result in a significant reduction of building energy use and is a vital component of reducing energy demand in new development. Energy efficiency is complementary to delivering carbon emission reductions through on-site CHP and renewable energy generation.

5.6.23 CCHP/CHP will form the basis of the power supply infrastructure for developments brought forward through the Olympic and Legacy Planning Permissions. CHP infrastructure, along with some proportion of the energy obtained from renewable sources, could provide all heat and power required by legacy development.

5.6.24 It is possible that a series of linked units could be provided around the LLV, clustered around development nodes. These would offer similar results in terms of efficiency and reduction in carbon emissions, but would be relatively small units of between 1 and 5MW of power generation each. The units could act independently (referred to as "island" generation), or may be interlinked. There are numerous benefits in linking individual island sites in terms of security of energy supply and balancing of power loads

5.6.25 The delivery mechanism for this approach may be simpler than for other options. Island CHP plants could be constructed as part of key developments. If a modular approach were to be adopted, these plants could be expanded to supply energy to a larger catchment area as further development occurs. Island sites could also be linked at a later date to provide further efficiencies and to ensure security of supply.

5.6.26 LTGDC is aware that there may be a considerable opportunity to provide a truly sustainable and low carbon energy solution in the LLV, which in part will be assisted by the energy strategy delivered as part of the Olympic and Legacy developments. It is currently unclear as to how and who might provide the lead on developing the idea further. As a result it has discussed with the LDA and the London Climate Change Agency the concept and how it might be developed further.

5.6.27 LTGDC are aware that any solution will be wholly dependant on the need to address the difficulty of knowing exactly when, where and what will be built within the LLV and also the extent to which developers can be legally required to adopt heat and power from a local

energy supply company.

Waste Management

- 5.6.28 It is estimated that based on current levels of waste generation by businesses and households, in the order of 55,000 to 60,000 tonnes per annum (40% household waste) will need to be managed.
- 5.6.29 The default position for the LLV is to let the Local Authorities to take the lead on tackling the waste management problem by adjusting their existing contractual arrangements with private contractors.
- 5.6.30 It is possible though that a more proactive approach could be adopted whereby specific valley-wide protocols for the management of waste in the LLV could be established that assisted in maximising recycling.
- 5.6.31 The provision of actual waste management infrastructure may also be required in the medium to longer term, there is potential for industrial land in the LLV to accommodate a waste management cluster within its Strategic Employment Locations (SELs). This could have a function in managing commercial and industrial wastes along with certain municipal waste streams. Further work is needed to evaluate the potential for such a cluster, including definition of the most appropriate location.

Transport

- 5.6.32 There are already a number of major public transport projects planned for the area that will have improve the accessibility of the LLV. These include:
- CTRL at Stratford International will provide links to King's Cross, North Kent and the continent.
 - DLR improvements, extension to Stratford International including new stations along the eastern corridor (Langdon Park, Star Lane, Abbey Road, Stratford High Street)
 - Underground capacity upgrades to the District, Central and Jubilee Lines
 - National Rail: North London Line: upgrade to 6 car 8 trains per hour; Great Eastern Line (Stratford) capacity increased to 16tph, LTS Line (West Ham) upgrade to 8tph, Lea Valley Lines;
 - Station Upgrades: at Stratford, Hackney Wick and West Ham stations to address Olympic needs
- 5.6.33 Further public transport investment will also be necessary to ensure that sites across the Valley are fully served by easy access to public transport, through the provision of new public transport corridors converging on tube/rail/DLR access points at District Centres and other DLR/underground stations.
- 5.6.34 In relation to roads, LTGDC are examining the case for improving the quality of north-south linkages through the centre of the Valley to connect the Olympic Park, Stratford City (and beyond) in the north down to Canning Town and towards Canary Wharf to the south.

- 5.6.35 It will also be fundamental to ensure that existing communities, primarily located along the edges of the Valley core, have equal access into and across the Valley. As such, in order to ensure that local accessibility and movement is enhanced a number of pedestrian and vehicular crossings are proposed by LTGDC across major transport and river corridors along the west (A12) and east (Manor Road), the Bow Back Rivers and River Lea. These will ensure that the new development proposals that come forward are accessible to both new and existing communities alike
- 5.6.36 LTGDC are working with relevant local Boroughs and regeneration partnerships to bring forward the design and implementation of these improvements.

Delivering social infrastructure

- 5.6.37 The creation of mixed and balanced communities in the LLV requires the provision of the following:
- Education including pre-school childcare, primary, secondary and post 16 education;
 - Health, including new healthcentres and GP surgeries;
 - Social & community space, including multi-purpose community and recreation halls;
 - Open Space, including strategic parkland areas, improved connections, green chains and local play areas.
- 5.6.38 The quantum and location of social infrastructure has already been assessed as part of the London Thames Gateway Social Infrastructure Framework (SIF).
- 5.6.39 Whilst the traditional approach in England to securing social infrastructure has tended to rely heavily on the planning system and the use of s.106 agreements to obtain developer contributions to fund either on or off site works associated with the impacts of an individual project, it is clear that it is unlikely that this will not deliver the levels of investment that is required.
- 5.6.40 For this reason the SIF work, supplemented by advice on land and building costs has been used by LTGDC in developing their Public Sector Investment Plan for the LLV (including areas outside its jurisdiction). This was submitted to DCLG in November 2007 as part of its CSR '07 submission and is already being used as the basis for developing partner delivery plans.
- 5.6.41 The development of detailed plans will require further assessments of when and where development is most likely to place. Furthermore the type of development coming forward will prove critical to the forecasting of child yields and the need to provide for nurseries and schools so that investment can be directed at the right time and to the right locations.
- 5.6.42 The investment planning process though needs to take account of the fact that for certain type of investment - most notably schools - developers will need absolute certainty that education facilities will be provided locally if they are to commit to delivering accommodation suitable for families. For this reason a significant challenge faces the public sector in reversing its usual approach to meeting actual demand for schools to one of advanced provision before actual demand can be clearly identified. Indeed there is a strong case for using certain types of social infrastructure such as schools as a tool for improving the

prospects for the delivery of family housing.

5.6.43 Plans for providing social infrastructure will also require integration within the existing Borough plans and therefore be based on the current levels of demand for existing facilities. This way the needs of both existing catchment areas and the new communities in core of the LLV can be combined which should provide a catalyst for the more general social integration of existing and emerging communities.

5.6.44 Meanwhile, whilst the work at the strategic level regarding the planning of social infrastructure is being developed, LTGDC is leading on the following:

- Identifying sites for new facilities in partnership with the Boroughs;
- Securing sites for social uses through direct purchase by negotiation or CPO (assisted by the planning system through LDFs and local AAPs), and;
- Securing funding to prepare sites and construct new facilities.

5.6.45 Where possible co-location of facilities will be examined as an option to achieve financial efficiency and service delivery benefits. Recent work funded The London Thames Gateway Social Infrastructure Framework.

Improving the quality of the physical environment

5.6.46 The upgrading of the physical environment in the LLV is crucial to the delivery of the vision as a regenerated area that is an attractive place to live, work and visit.

5.6.47 The Olympic Park will provide a huge boost to the northern part of the LLV. However LTGDC recognise that the southern end will remain in its current state indefinitely without significant investment.

5.6.48 LTGDC are therefore working with LBTH, LBN and LVRPA to commission a plan for the area and initiate a programme of physical improvements.

5.7 A FINANCIAL PLAN FOR DELIVERY

5.7.1 The overall financial strategy for delivering the Vision is emerging as follows:

5.7.2 LTGDC, LDA, ODA, the Housing Corporation and English Partnerships have developed their own financial plans with respect to projects that they are leading on. More detail on these projects is contained in the following chapter.

5.7.3 As already mentioned, LTGDC has developed a plan (the Public Sector Investment Plan) for delivering social infrastructure including affordable housing which is currently forming the basis of discussions in Government - led by DCLG - as part of CSR '07.

5.7.4 The summary below sets out a summary of LTGDC's estimates for the costs of delivering its own projects. In addition it sets out the costs of the currently 'unfunded' social infrastructure costs up to and beyond 2014/5 (the end of the planned 10 year life of the Development Corporation):

Figure 5.7.1: CSR 07 estimates of public sector spending by 2014/15

Summary (£m - figures rounded at December 2005 prices)	Timescales	
	By 2014/15	2015+
LTGDC led projects ('The Big 4'):		
- Canning Town	96	-
- Olympic fringe	145	-
- Bromley by Bow	68	-
- Lower Lea Valley Park	136	-
Sub-total (gross)	446	
Receipts for land sales	(127)	(5)
Sub-total (net)	319	(5)
Transport	59	-
Other 'unfunded' social infrastructure projects		
Land and buildings for social infrastructure		
- Education (nurseries, primary and secondary schools)	208	167
- Health	59	6
- Community facilities	26	3
- Emergency services	12	-
Sub-total	302	178
Minus potential s.106 tariff revenue	(81)	(40)
Total costs	599	133

Note: Q1 2006 prices. Assumes delivery of 35% affordable housing (70% social rented). Excluded costs of improvements to public transport which TfL advise are in the region of £50 million over and above existing 'funded' / committed projects. Bracketed figures are public sector receipts.

5.7.5 The figures contained in the Public Sector Investment Plan are predicated on a two key assumptions as follows

- Firstly, the analysis is based on the forecasts of housing completions (numbers, size and tenure mix) that have been based on the partners estimates of what will be delivered, in what locations and when this will happen.
- Secondly it assumes that in the Development Corporation's area that the proposed Planning Obligations Community Benefit Strategy is adopted and that income from a planning tariff helps contribute to the funding of social infrastructure. How this will work in practice is currently subject to detailed discussions with stakeholders. As a result, the Public Sector Investment Plan depicts the use of tariff income as (somewhat crudely), simply off-setting the considerable levels of public investment required to deliver the vision of creating series of sustainable communities in the LLV.

- 5.7.6 The table below identifies the major funding sources for some of the infrastructure projects, under current funding regimes.

Figure 5.7.2: Funding Sources

Infrastructure	Component	Funding Source
Transport	Roads	LTP, ODPM, s.106*
	Rail	TfL, LTP, TOC/SRA, s.106*, PSFP (via ODA – station improvements)
	Bus	TfL, LTP, Operators, Dev Con. s.106*
Open Space		LVRPA, ODPM, Dev Con, Lottery, Groundwork, s.106*
Education	Nursery, Primary & Secondary	DfES, Education Authorities, PFI/PPP, s.106*
	Further / Adult	DfES, Colleges/Universities, LDA, LSC, s.106
Health	Primary	PCT, SHA, LIFT, s.106
	Secondary	NHS, PFI/PPP, s.106
Sports, Arts and leisure	Stadia	PSFP (via ODA)
	Community Halls/ etc.	Private/Voluntary Sector, Grants, PFI/PPP, Lottery
Affordable Housing		Housing Corporation, RSLs, s.106, Private Sector
Utilities		Utility Cos, ODPM, PSFP (via ODA – Olympic Upgrades)

Note: s.106 contributions within the LTGDC would, if the draft POBCS is adopted be recovered through a tariff based arrangement.

- 5.7.7 It is proposed that in the future the LLV Management Group will champion the closer working of partners in the development of joint delivery and funding plans.

5.8 MONITORING DELIVERY AND EVALUATION PERFORMANCE

- 5.8.1 There is a need to develop and maintain an overall monitoring and evaluation framework that sets out progress in delivering sustainable communities in the LLV.
- 5.8.2 At present reporting of progress is undertaken at an individual organisation level making with no consolidation of those reports taking place. This lack of a strategic overview of progress makes it difficult for both Central Government and delivery agencies to assess progress and to make adjustments to its plans.
- 5.8.3 The LLV Management Group plan to address this issue in 2007 and to develop a suitable framework and protocol for its use that will ensure that the duplication of effort (and reporting of outcomes) to Central Government is minimised.

6 The Projects

6.1 INTRODUCTION

- 6.1.1 The LLV has been the subject of intervention by public bodies to shape the physical environment and the public services that are provided within it for a long time.
- 6.1.2 However, over the last few years, partly as a result of the proposed Stratford City development and the decision to locate the 2012 Olympic Games in the LLV the level of public sector intervention has increased markedly with a number of agencies developing, funding and in some cases directly delivering physical projects.
- 6.1.3 This section aims to provide an overview of the projects that have been developed by the public sector. In addition an assessment of where further work lies in order to deliver the vision.
- 6.1.4 Further information on projects is contained in Annex 1.

6.2 HOW THE PROJECTS HAVE BEEN DEVELOPED

- 6.2.1 The projects that are being developed and delivered by the public sector have evolved as a result of both past and present regeneration plans. These include the following:
- The development of the LLV Regeneration Strategy.
 - Government's decision to support the funding of CTRL and in particular an alignment that would assist the regeneration of the Thames Gateway, has resulted in the development of the Stratford City development around the new International Railway Station.
 - Government's support to the London 2012 Olympic Bid, partly due to the opportunity it would provide to regenerate East London.
 - The LDA's work since 2000 in developing the economy of the city and in particular delivering physical projects in deprived areas such as the LLV. LDA's role as the agency responsible for assembling the Olympic site and taking care of displaced businesses also means that they are delivering more projects than any one single public sector agency.
 - The Borough's work, delivered through a number of mechanisms – most notably through Local Regeneration Partnerships, the planning system as well as improvements in its public services aimed at bringing safeguarding and improving the well-being of its residents.
 - The Housing Corporation's work in financing RSLs to deliver affordable housing.
- 6.2.2 In 2004 Government recognised that the problems facing the LLV were so great that an Urban Development Corporation was also required to ensure that the regeneration of the LLV was as effectively managed as possible.
- 6.2.3 As a result of this, since the appointment of its management team in early 2005, LTGDC has focussed its efforts on 'filling in the gaps' between the various public sector projects and

supporting the work of others to improve their projects so that they are better aligned with the vision for the area.

6.3 THE PROJECTS IN BRIEF

- 6.3.1 A comprehensive description of the public sector projects is contained in Annex A. A brief description of them are as follows:

Transport projects

- 6.3.2 These include the provision of a link to CTRL at the new Stratford International station, linked to a new DLR line to Canning Town with intermediate stops as well as improvements to capacity.
- 6.3.3 Improvements to the capacity of District, Jubilee and Central underground lines are also planned by TfL in advance of the 2012 Olympics.

Social infrastructure

- 6.3.4 Plans for delivering social infrastructure have been developed by LTGDC as part of its CSR 07 submission based on the local SIFs that have been prepared as part of DCLG's assistance in creating a strategic approach to the investment in facilities linked to the delivery of essential public services.
- 6.3.5 LTGDC recognise that this work will need developing throughout 2007 and will use the LLV Management team as a mechanism to build ownership of proposals within partner organisations.

The Olympic Park venues and legacy

- 6.3.6 The LDA is currently assembling the site in order to handover the ODA who will develop the sporting venues and the Olympic Park for London 2012. Part of this work involves the relocation of businesses to other parts of the LLV (see West Ham and Thameside West below).
- 6.3.7 Once the Olympic Games have been held the site will revert to the LDA who will redevelop the site in accordance with the OAPF.

Stratford City

- 6.3.8 The development around Stratford International Station will provide a significant sub-regional centre that has the capacity for 34,000 jobs.

Road corridor improvements

- 6.3.9 LTGDC are promoting a project to improve the quality of the main road corridors though the area in order to improve the quality of the urban environment.

Road and river crossings

- 6.3.10 LTGDC have also developed a series of discrete projects aimed at improving the accessibility of the area to pedestrians, cyclists and vehicular traffic.

The Olympic Fringe

- 6.3.11 The public sector partners recognise the importance of avoiding the creation of a clear boundary in physical terms between the Olympic Park and the rest of the LLV. This is crucial in order that private sector and RSL investment is attracted to the area.
- 6.3.12 For this reason LTGDC has developed a series of projects that are located on the edge of the Olympic Park but outside the ODA's physical jurisdiction.

LLV Linear Park

- 6.3.13 LTGDC recognise that the River Lea provides an opportunity to transform the environmental quality of the LLV and in doing so effect a 'step change' in the perception of the area.
- 6.3.14 Furthermore the project enables the achievement of the long held vision of extending the Lea Valley Regional Park south to the River Thames thereby providing a significant boost to one of London's greatest environmental assets.

West Ham

- 6.3.15 The Masterplanning of the LDA's landholding is required to facilitate improvements to the station access and mixed use development as well as relocations from the Olympic site.

Sugar House Lane and Three Mills

- 6.3.16 LTGDC are leading the development of a plan for the area that comprises the Three Mills complex, currently owned by the LDA who lease space to a variety of media production companies a part of their commitment to the development of the media sector in East London.

Stratford Town Centre

- 6.3.17 Stratford Town Centre faces some significant challenges over the next few years as it adjusts to its role as a significant sub-regional centre. For this reason LBN has recently created a new organisation, the Stratford Regeneration Partnership to co-ordinate the work of the public sector in the physical regeneration of the area.
- 6.3.18 The body formed plan to work closely with the developers of Stratford City as well as the owner of the existing shopping centre in Stratford, Land Securities and the many developers of housing schemes in the area. The challenge for the Partnership will be ensure that the area is re-developed in a way that delivers a significant improvement to the area in terms of the quality of the urban environment which is currently poor.

Bromley by Bow

- 6.3.19 This project is aimed at creating a new district centre for the area around Bromley by Bow underground on both sides of the A12. At present LBTH are leading the preparation a Master Plan for the area which will be developed into a more detailed implementation plan by the Borough and LTGDC during 2007.
- 6.3.20 The LDA has already marketed St. Andrew's Hospital site and are close to agreeing terms with a preferred developer who will transform it into an 800 dwelling residential project that includes a significant amount of family housing and a health centre.
- 6.3.21 There is however evidence that the private sector is acquiring sites in the area that are subject to considerable levels of 'hope value'. In such cases there is a significant risk that

such sites may come forward for inappropriate levels of development that do not reflect the vision for the area. Alternatively it is possible that they will simply be 'land banked' unless the public sector intervenes in order to avoid the regeneration of the area being effectively blighted by owners of high profile sites.

Ailsa Street

- 6.3.22 This project involves the assembly of a site in multiple ownership in Poplar by LDA (using its CPO powers) in partnership with LBTH. The two partners propose to dispose of their joint interests to a developer in order to deliver a residential led, mixed use development in accordance with the OAPF.

London Wide Initiative (LWI) site (East India Dock Road)

- 6.3.23 This project is led by EP in partnership with the Housing Corporation and aims to deliver approximately 800 new homes on a site in Blackwall. EP plan to submit a planning application on the site during 2007. LWI is a part of a Government initiative aimed at de-risking projects in partnership with private developers in order to pass on cost savings to purchasers – in most cases key workers.

Canning Town

- 6.3.24 This project involves the regeneration of the area and the development of 8,500 new homes as part of a major redevelopment of the area aimed at creating a new, invigorated town centre aimed at serving the needs of existing and new residents.
- 6.3.25 Subject to detailed viability analysis the project may extend to creating a new location for LBN's administrative offices. Work is on-going on assessing the technical and financial feasibility of removing the overhead power lines that dominate the western side of the area.
- 6.3.26 The project is led by LTGDC with significant contributions by LBN who have recently entered into a Joint Venture on the Rathbone Market site with ECF, a Joint Venture of English Partnerships, Legal and General and Amec plc. In addition the LDA are leading the regeneration of a site on Silvertown Way where they have promoted a CPO in order to assemble the site.

Thameside West

- 6.3.27 This is a project led by LDA which is providing a short term (ten year) location for businesses that have been displaced by the need to remove occupiers from the Olympic Zone.

Housing Corporation: Investment in affordable housing via RSLs

- 6.3.28 The Housing Corporation is an important funder of regeneration projects within the LLV and has allocated approximately £60 million to eight RSLs on eleven sites over the period 2006-08.
- 6.3.29 The Corporation's funding role is likely to prove crucial to the delivery of the Vision and for this reason is a member of the LLV Management Group.

7 Key Risks

7.1 The scale and complexity of delivering the Vision raises considerable challenges and risks that will require effective management by the public sector.

7.2 The table section below provides a summary of key risks that have been grouped around the following key topic themes:

- Leadership & co-ordination
- Planning & development;
- Land assembly
- Provision of strategic infrastructure
- Funding & finance

7.3 Whilst these key themes have been identified, individual project interventions will also introduce specific additional risks that will also need to be recognised and mitigated against. These risks have been on the basis of 'probability' that it is likely to occur, and 'scale of impact' that it could potentially have in relation to delivering the aspirations that have been set out in the Vision.

Figure 7.3.1: Probability and scale of impact

Scale	Probability	Impact
Very Low	Unlikely to occur	Negligible Impact
Low	May occur occasionally	Minor impact on time, cost or quality
Medium	Is as likely as not to occur	Notable impact on time, cost or quality
High	Is likely to occur	Substantial impact on time, cost or quality
Very High	Is almost certain to occur	Critical impact on time, cost or quality

Figure 7.3.2: Risk Impact & Probability Register

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
A. Leadership & Strategic Co-ordination			
A1. Project Management arrangements unable to deliver integrated regeneration – possibly exacerbated by some agencies (e.g. LTGDC) having a life that falls well short of the planned date of 2025 for the delivery of the vision for the area.	Regeneration is implemented incorrectly or uncoordinated. <i>Probability: Medium</i> <i>Impact High</i>	LTGDC has established the LLV Management Group to ensure that leaders of partner organisations meet to discuss delivery of key interventions in order to ensure financial, political and institutional support is in place.	LTGDC LBs LDA ODA
A3. Project Resources – insufficient in-house staff to deliver	Projects unable to be brought forward. <i>Probability: Medium</i> <i>Impact High</i>	Recruit high calibre staff to key positions. Ensure attractive work packages. Use external secondees/consultants where necessary.	All
A4. Project Resources – insufficient funds for external/professional / technical help	Projects unable to be brought forward. <i>Probability: Medium</i> <i>Impact High</i>	Ensure adequate number and calibre of internal staff to take forward projects. Involve partner organisations to assist and provide best practice evidence. Bid/lobby for revenue funding as appropriate.	All
A5. Failure of partners to co-ordinate activity	Duplication of activity. Competition for projects. Schemes delayed or cancelled. <i>Probability: Medium</i> <i>Impact High</i>	Ensure strong management and overall leadership is in place. Establish working groups where necessary to focus on key topic area. Ensure partner agencies jointly plan for investment and project activity in line with Vision.	All
B. The Planning & Development process			
B1 Public resistance to Vision	No public support to Vision. <i>Probability: Low</i> <i>Impact High</i>	Ensure communications strategy in place to ensure Vision is promoted and easy to understand.	LTGDC LBs GLA

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
B2 Statutory Planning Environment is not aligned with the Vision	No public support to Vision. <i>Probability: Low</i> <i>Impact High</i>	Work closely to ensure LB and GLA planning strategies are consistent. Assist where necessary by providing evidence to explain position.	LBs GLA
B3 Land values for 'vision compliant uses' below existing use values for sites	Redevelopment will not come forward and sites will remain in existing use. <i>Probability: Medium</i> <i>Impact High</i>	Public sector acquisition of sites. Direct intervention to reduce site development / infrastructure costs	LTGDC LDA TfL ODPM
B4 No Market Demand for Vision land uses	Developers will not build where demand is unproven or presents too high a risk. <i>Probability: Low</i> <i>Impact Very High</i>	Enhance market demand through communications strategy to address negative perceptions. Implement public realm and social infrastructure investment to make a more attractive environment.	LTGDC LBs ODA LDA
B5. Oversupply of property	Too much developer activity which would flood the market brining about market instability by undermining purchaser confidence. <i>Probability: Medium</i> <i>Impact High</i>	Ensure that development occurs in a phased manner so that sites only released to market at appropriate time.	LTGDC LBs GLA
C The land assembly process			
C1. Failure to acquire sites from private sector owners by agreement in time and within budget.	Schemes are delayed or cancelled due to being inability to acquire all the interests in a site. Given that payment of ransom value is unacceptable there is a real risk that this could result in delay. <i>Probability: Medium</i> <i>Impact High</i>	Demonstrate a commitment to use CPO powers at an early stage in order to avoid paying (or fuelling) hope value within the market. Crucial that the acquiring authority communicate this effectively to the market.	LTGDC, LDA and LBs
C2. CPO failure	A failure to acquire through CPO would result in the public	Reduce risks by: obtaining good quality advice on developing a strong case for	LBs

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
	sector land assembler having to face the choice of scheme abandonment or having to pay in excess of CPO value. <i>Probability: Low</i> <i>Impact High</i>	promoting a CPO. Also need to align Statutory Planning framework through the OAPF and LB LDF/AAPs to prevent failure at Public Inquiry.	GLA LTGDC
C3. Private sector site land assembly too costly for partners	LLV Vision becomes unaffordable. <i>Probability: Medium</i> <i>Impact High</i>	Ensure adequate funding in place to support future acquisitions. Work with supportive landowners and developers to target acquisitions at specific sites and areas to stimulate longer term activity.	LTGDC LDA
C.4. Partners require full Open Market Value for their sites and are unable / unwilling to recycle them into the project.	Reduces the surpluses available for wider social/environmental works and jeopardises the achievement of the Vision. <i>Probability: Medium</i> <i>Impact High</i>	Commitment to plan financial involvement in the project and to adhere to those principles. LTGDC to maintain high quality financial projections. On recycling receipts partners must ensure that they are confident that they can deliver based on their own internal rules governing asset sales.	LBs
C5. Nowhere for existing site occupiers to relocate to.	Depending on the legal position of the occupier the impact will be to slow the rate at which sites are assembled and redeveloped. Where they can, occupiers will simply resist relocation unless faced with CPO. Where they do agree to go they may leave the Valley – resulting in job losses. <i>Probability: High</i> <i>Impact Medium</i>	LDA and LTGDC to facilitate the relocation of occupiers by developing a relocation strategy, facilitating access to high quality professional advice aimed at finding suitable accommodation in the City. Also need to link with the Small Business Service where appropriate	LTGDC LDA GTL
D. Providing Infrastructure & Creating Developable Sites			
D1 Limited private funding available to fund off site strategic infrastructure works	Crucial to the release of many existing sites and the delivery of new family housing will be the availability of good quality social infrastructure. <i>Probability: Medium</i> <i>Impact Medium</i>	The location and sizing of social infrastructure within and around the Valley needs to be managed in a strategic way. Strong leadership of this will be crucial in order to ensure the end product works and the involvement of the private sector is maximised in order to ensure the proposals are funded.	LTGDC LBs (primarily LBN & LBTH)
D2 Delivering new social	Crucial to the release of many existing sites and the delivery	The location and sizing of social infrastructure within and around the	LTGDC

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
infrastructure	of new family housing will be the availability of good quality social infrastructure. <i>Probability: Medium</i> <i>Impact Medium</i>	Valley needs to be managed in a strategic way. Strong leadership of this will be crucial in order to ensure the end product works and the involvement of the private sector is maximised in order to ensure the proposals are funded.	LBs (primarily LBN & LBTH)
D3 Contamination & site preparation costs higher than anticipated	Additional cost to facilitate redevelopment potential restricting viability further. <i>Probability: Medium</i> <i>Impact Medium</i>	Undertake more detailed site surveys in areas where change anticipated to provide certainty on remediation exposure.	LTGDC
E. Partner funding & financial issues			
E1 Partners fail to commit to the funding of projects (both the project development / pre-acquisition phase).	LTGDC will be unable to perform its role in bringing about land use change and delivering the vision. <i>Probability: Medium</i> <i>Impact Medium</i>	Partners need to commit funding to the costs of developing projects and funding acquisitions where necessary based on clear and up to date projections. Feedback on the Vision and the projects it is developing plus good communication from partners to LTGDC are critical success factors in this regard.	All
E2 Partners unable to write down the existing use value of their assets to allow for sites to be assembled for redevelopment.	Some sites may prove to be unviable if the partners (particularly the LBs and other public sector partners who own certain key sites that are required) cannot (or are unprepared to) write down the value of the asset. <i>Probability: Medium</i> <i>Impact Medium</i>	LTGDC believes that one of its Critical Success Factors is its ability to provide each partner with absolute clarity on the role that each partner has to perform in financial terms. The partners should (in turn) assure themselves that they are able to deliver what is required of them.	All
F. Managing Change			
F1 Need for co-ordination adds to time taken to get projects off the ground.	Central to the LTGDC 'brand' is the idea of an organisation that cuts bureaucracy by expediting land assembly and removing uncertainty from the planning process. <i>Probability: Low</i> <i>Impact Low</i>	LTGDC will focus on removing barriers to delay by efficient site assembly, preparing good quality site development briefs in consultation with LB planners ahead of site marketing and removing uncertainty on areas such as the affordable housing policy.	All
F.2 LTGDC ensures that	Failure to do so will maintain	Strong marketing of the Valley and the	LTGDC

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
the development industry and local residents hear about the 'good news' stories about how the city is changing for the better.	the markets indifference towards delivering high quality development in the Valley. <i>Probability: Low</i> <i>Impact Low</i>	development activity within it in close conjunction with the Olympics, Borough and Thames Gateway-wide marketing initiatives.	LBs LDA

8 Managing the delivery of regeneration in the LLV

8.1 INTRODUCTION

8.1.1 The regeneration of the LLV is being undertaken by a number of public sector bodies, all with their own systems of corporate planning, implementation and monitoring.

8.1.2 LTGDC, as the lead regeneration agency for the LLV has therefore developed a series of interventions designed to improve the strategic management of the public sector's regeneration activities in order to ensure that the public sector's work is 'joined up' and as effective as possible.

8.1.3 To date, LTGDC has targeted three specific areas in order to facilitate effective partnership working as follows:

8.2 THE LLV MANAGEMENT GROUP

8.2.1 The LLV Management Group meets quarterly and provides the partners with an opportunity to review progress on projects and to discuss specific issues that impact on the delivery of the vision. For example, in 2007 these are likely to include the following:

- The outcome of CSR '07 and the implications it has on the project plans and programmes of each organisation. It is estimated that this will happen in September or October 2007.
- Progress with the completion of Area Action Plans / Area Development Frameworks.
- The planned use of Compulsory Purchase Orders in order to enable the assembly of sites in multiple ownership, especially where there is evidence of landowners being unrealistic as to the value of their sites.

8.2.2 Led by LTGDC, the meetings will in the future provide the opportunity to reflect on whether the vision for the area is being delivered based on what has recently been built, in construction and currently the development (i.e. pre-application inquiries, subject to a planning application etc.).

8.3 THE DIS

8.3.1 The primary purpose of the DIS is to inform the members of the LLV Management Group as well as provide their colleagues who do not attend the meetings with a comprehensive overview of who is doing what in the area.

8.3.2 In addition, the DIS is also a background technical document for the OAPF which will be made public on request.

8.3.3 It is intended therefore that the DIS - in particular the project templates - will provide an important source of information for public sector partners that are involved in the physical, social and economic regeneration of the LLV.

8.4 THE LLV EXTRANET SITE

8.4.1 To assist the flow of information on the regeneration LLV between public sector partners, LTGDC has developed an extranet site. The purpose of the site is to provide all the public sector partners with information on the regeneration of the LLV and to assist effective partnership working.

8.4.2 It is envisaged that the content of the site will evolve over its life based on the feedback provided by its users.

8.4.3 The initial content of the site will include the following:

- The DIS
- The project templates which each partner will update regularly to reflect any changes that have occurred to their planned delivery.
- **Social Infrastructure Frameworks** for the area – two have been prepared to date - one for the LLV and one for Canning Town.
- **Planning documents** – the OAPF, AAPs, s.106 policies and Master Plans.
- Links to partner websites (including the GLA/LDA sites database).
- **Information on landownership** – particularly those of the partners as well as any information held by partners on sites in private ownership.
- Details of planning applications received and permissions granted for sites (initially only in the LTGDC area).

8.4.4 In the future it is planned that a development prospectus will be issued which will be intended to provide a comprehensive source of information on private sector and RSL development opportunities.

Annex A – Partner project sheets

Project details			OAPF areas	
No.	Lead agency	Project sheet title	Sub-area	Local Planning Framework area
1	LBWF	Northern Fringe	1. Leyton	None
2*	LCR	Stratford City	4. Wider Stratford City	None
3*	ODA	Olympic Park	2. New Spitalfields, 3. Lea River Park, 4. Wider Stratford City, 5. Hackney Wick and 7. Fish Island and Marshgate area.	None
4	LBN	Stratford Improvements	6. Stratford	2. Stratford Town Centre and 3. Stratford High Street
5	LTGDC	Bromley by Bow	8. Bromley by Bow	6. Bromley by Bow
5a	- LDA	St. Andrew's Hospital		
6	LTGDC	Sugar House Lane	9. Three Mills	4. Three Mills
7	LDA	West Ham / Parcellforce	10. West Ham	5. West Ham
8	LDA	Ailsa Street	12. Poplar Riverside	None
9	LTGDC	Canning Town	13. Canning Town	8. Canning Town
9a	- EP	Rathbone Market		
9b	- LDA	Silvertown Way		
9c	- LTGDC	Powerline undergrounding		
10	LDA	Landmark site	15. Newham Thameside West	None
11	LTGDC	Olympic Fringe	6. Stratford and 7. Fish Island and Marshgate Area	1. Hackney Wick, 2. Stratford Town Centre, 3. Stratford High Street / Rick Roberts Way, 4. Three Mills
12	EP	East India Dock Road – LWI Project	14. Blackwall and Lea Mouth	None
12a	- EP	Blackwall Reach		
13	LTGDC	LLV Linear Park	Various	
14	LBN	DLR / North London Line improvements	Various	

Project details			OAPF areas	
No.	Lead agency	Project sheet title	Sub-area	Local Planning Framework area
15	LTGDC	Prescott Channel	Various	
16	LTGDC	Road and River crossings	Various	
17	LTGDC	Road corridor improvements	Various	
18	TfL	Various projects	Various	
19	HC	Affordable Housing	Various	
20*	LTGDC	Culture, sports and leisure	Not applicable	
21*	LDA/LTGDC	Education and skills	Various	
22*	NHS PCTs	Health	Various	
23*	Various	Emergency services – police, fire and ambulance	Various	

* Project sheet currently being developed

Annex B – Public Sector Investment Plan

Part of LTGDC's CSR '07 submission to Government (November 2006)

Lower Lea Valley

Project sheets as at 12.06.07

Project details			OAPF areas	
No.	Lead agency	Project sheet title	Sub-area	Local Planning Framework area
1	LBWF	Northern Fringe	1. Leyton	None
2*	LCR	Stratford City	4. Wider Stratford City	None
3*	ODA	Olympic Park	2. New Spitalfields, 3. Lea River Park, 4. Wider Stratford City, 5. Hackney Wick and 7. Fish Island and Marshgate area.	None
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8	LDA	Ailsa Street	12. Poplar Riverside	None
9	LTGDC	Canning Town	13. Canning Town	8. Canning Town
9a	- EP	Rathbone Market		
9b	- LDA	Silvertown Way		
9c	- LTGDC	Powerline undergrounding		
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12	EP	East India Dock Road - LWI Project	14. Blackwall and Lea Mouth	None
12a	- EP	Blackwall Reach		
13	LTGDC	LLV Linear Park	Various	
14	LBN	DLR / North London Line improvements	Various	
15	LTGDC	Prescott Channel	Various	
16	LTGDC	Road and River crossings	Various	
17	LTGDC	Road corridor improvements	Various	
18	TfL	Various projects	Various	
19	HC	Affordable Housing	Various	
20*	LTGDC	Culture, sports and leisure	Not applicable	
21*	LDA/LTGDC	Education and skills	Various	
22*	NHS PCTs	Health	Various	
23*	Various	Emergency services - police, fire and ambulance	Various	

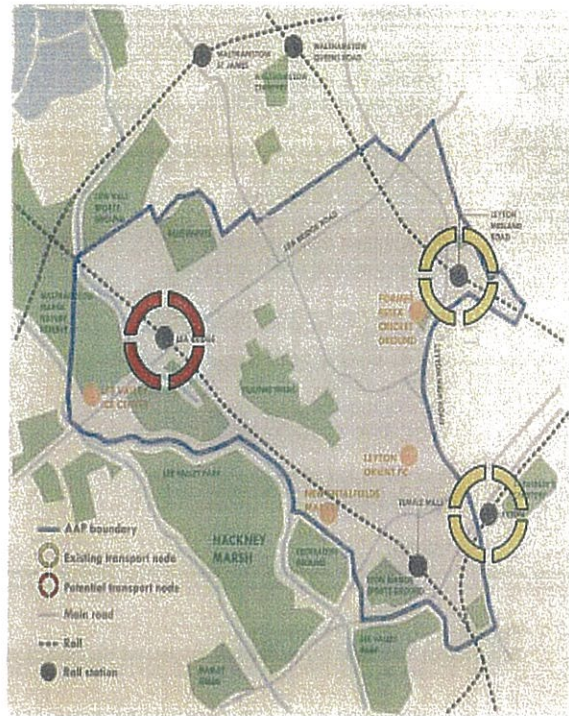
* Project sheet currently being developed

1. LBWF: North and North Eastern Olympic Fringe

Overview

The London Borough of Waltham Forest is the subject of, and surrounded by, major development. The impact of the 2012 Olympic and Para-Olympic Games, the development of Stratford City, the delivery of thousands of new homes in the Thames Gateway and London- Stansted - Peterborough growth areas as well as the regeneration of the lower and upper Lea Valley brings huge opportunities as well as huge challenges for our community.

The south of the borough makes up the northern Olympic fringe and suffers from high levels of physical, social and economic deprivation and contains the town centres of Leyton and Leytonstone, which are most likely to be affected by developments to the south. There is a very real danger that these areas become separated from, rather than integrated into, the opportunities created by the Olympics, Stratford City and developments in the Lower Lea Valley, and could therefore find themselves both literally and metaphorically on the other side of the tracks. To ensure that this does not become the case it is essential that we collectively start to plan for these areas now to ensure the existing communities here are able to benefit from the regeneration of the Lower Lea Valley.



Barriers & Approach to Delivery

- The need to manage the likely “gentrification process” especially in the private housing market in the Leyton and Leytonstone
- The need to look at improving employment opportunities for, and training and skills of, local people and increase the incomes of local households
- The need to maintain and enhance the town centres in the light of the development of Stratford City and in the Lower Lea Valley
- The need for public realm infrastructure improvements and improved transport connectivity, especially in relation to leisure opportunities, access to the Lea Valley Park and capacity improvements needed to Leyton Station
- The need to concentrate business support efforts into certain locations and explore the potential to develop enterprise clusters
- The importance of the local Business Forums in understanding the business make-up of the area and the need to encourage local businesses to invest in their areas
- The need to recognise the specific characteristics and diversities of the local community in the area and build on the opportunities these present
- The impact of the Olympic Games themselves on the North and North Eastern Olympic Fringe communities should be properly assessed and planned for

Outputs

- A comprehensive socio- economic masterplan and physical masterplan (Interim Planning Policy Framework/ interim Areas Action Plan) for the regeneration of this area going forward, in light of the developments to the South
- An economic development and physical regeneration strategy based on the masterplan studies and other areas of work related to Lower Lea regeneration and Stratford City. This will outline the optimum delivery vehicles and mechanisms for the Leyton and Leytonstone areas

Partners/ Roles

Organisation	Role
ODA	Feeding into framework being developed
Design for London	Providing urban design advice
London Development Agency	
London Borough of Newham	Feeding into developments happening within the borough, including training and skills development opportunities
Transport for London	Opening up Leyton to the activities happening in the South
Upper and Lower Lea Valley (inc	Feeding into frameworks being developed

UDC)	Regional strategic planning authority
GLA	Capturing appropriate S106 contributions from developments to the South of the borough
Private Sector	Work with developers to ensure integration of the area into these developments
Developers of the Olympic Village and Stratford City	Contributing to Socio-Economic Masterplan
O-Regen	

Costs & Viability	<i>Component</i>	<i>Revenue Cost</i>	<i>Land Cost</i>
(Subject to feasibility study – these are indicative)	Community Engagement		
	Engagement and consultation process	£25,000	
	Development of Physical Masterplan:		Unknown at this time
	Scoping study update	£10,000	
	Development of options	£20,000	
	Sustainability Appraisals on Options	£25,000	
	Consultation during process	£45,000	
	Development of preferred option	£20,000	
	Development of Socio-economic Masterplan:		
	Impact study of 2012 Games	£15,000	
	Scoping study	£55,000	
	Development of proposals	£20,000	
	Consultation on proposals	£20,000	
	Development of Implementation Mechanisms:		
		£20,000	
	Totals	£275,000	

Project & Funding Programme

Time scales and funding resources as yet not defined or identified

2. LCR – Stratford City

Overview

Stratford Development is a 180 hectare site on the former Stratford rail lands around Stratford International Station - part of the Channel Tunnel Rail Link project.

The proposal is for a large scale regeneration scheme that will provide a mix of uses, including retail premises, commercial offices, residential property, leisure and community facilities.

The development has outline planning permission and detailed proposals are now being worked up. Construction is due to start in late 2006/early 2007, with the first phase of the development (Zone 1 – retail led) due to be operational prior to the Olympic Games in 2012. The entire development is scheduled to be complete by 2020.

Parts of the Stratford City development also form elements of the Olympic Games (including part of the Olympic Village) and most of the Games visitors will arrive via transport interchange in Stratford town centre and the CTRL station.



Project Scope

-

Ownership / Current Occupier

Constraints & Delivery

Outputs

- 29,000-34,000 new jobs,
- 4,500 housing units (part of the Olympic Village)
- 5 million square ft of commercial development
- 1.5 million square ft of new shopping and leisure
- International Passenger Station (CTRL)
- new health education and community facilities
- new public open space/improved pedestrian / cycle pathways

Partners & Roles

Organisation	Role
SCDL,	
LBN	
TfL	
HC/RSL	
ODA	
GLA	

Costs & Viability

Ongoing

6

6

6

6

6

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3. ODA – Olympic Park

Overview

The Olympic and Legacy development will deliver a mixed use comprehensive regeneration initially to enable the Olympic and Paralympic Games to be held in the Lower Lea Valley in 2012, and finally to transform the area to the post Olympic Legacy phase. This Legacy will contain a high quality mixed use urban area, set around a major new park, including new residential, community and social facilities.



Project Scope

-

Ownership / Current Occupier

Constraints & Delivery

Outputs

- Olympic Games Venues, Facilities and villages
- Upgrades to local transport infrastructure
- Mixed use legacy proposals containing approx 9,000 residential units, 95,000 sqm commercial floorspace, 11,000 jobs

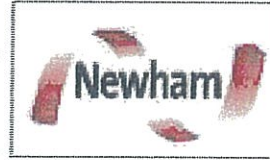
Partners & Roles

Organisation	Role
LB TH/H/N/WF	
GLA	
LOCOG	
HC/RSL	

Costs & Viability

London Borough of Newham (LBN) – Stratford

Location: Stratford Town Centre (incl. High Street)



Background: Number of projects that have been developed by LBN and their newly formed local area partnership – Stratford Renaissance Partnership (SRP). All three are in the process of development and are therefore uncommitted / unfunded.

Project(s) Scope

- 1) **Stratford Mall redevelopment:** working with Land Securities who are leading the redevelopment of the Stratford Mall in order to maximise the regeneration benefits of the project.
- 2) **Stratford High Street:** development of a public realm strategy as a way of improving the coherence (in design terms) of the new and planned development in the area. Also linked to the planning of new and improved social infrastructure.
- 3) **Stratford gyratory** – assessment of whether there is feasible to reconfigures the local road / gyratory system in order to improve pedestrian movement and a more pleasant environment.
- 4) **Carpenters Estate – better access to Stratford Station** – assessment of how the estate can be better linked to the station.

Constraints & Delivery	<ul style="list-style-type: none"> • On Stratford Mall project will be determined by Land Securities' assessment of viability. • On Stratford High Street – will depend on outcome of study / framework for the area. • Funding availability (all currently uncommitted and unfunded) 						
Outputs	<ul style="list-style-type: none"> • Improved accessibility within the LLV. • Improved integration of transport infrastructure and surrounding development / 'better planning of the area'. 						
Partners & Roles	<table border="0"> <tr> <td style="vertical-align: top;"><i>Organisation</i></td> <td style="vertical-align: top;"><i>Role</i></td> </tr> <tr> <td>LBN / SRP</td> <td>Champion the three projects.</td> </tr> <tr> <td>Others tbc.</td> <td></td> </tr> </table>	<i>Organisation</i>	<i>Role</i>	LBN / SRP	Champion the three projects.	Others tbc.	
<i>Organisation</i>	<i>Role</i>						
LBN / SRP	Champion the three projects.						
Others tbc.							
Costs & Viability	Total: See below but most tbc.						

Project & Funding Programme (£ million)	YR1	YR2	YR3	YR4	YR5	YR6-10	YR10 +
Project Components	06/07	07/08	08/09	09/10	10/11		
1). Stratford Mall redevelopment							
- Feasibility stage							
- Implementation by Land Securities -- retail, 900 dwellings							
2) Stratford High Street							
3) Stratford gyratory							
4) Carpenters Estate – better access to Stratford Station							
Project Funding							
1). Stratford Mall redevelopment							
- Feasibility study (£000s)	70						
- Works – assumed Land Securities will bear all costs.							
2) Stratford High Street							
3) Stratford gyratory (est. £4-5 million)							
4) Carpenters Estate – better access to Stratford Station (est. £3.5 - £4 million)							
Total Spend							

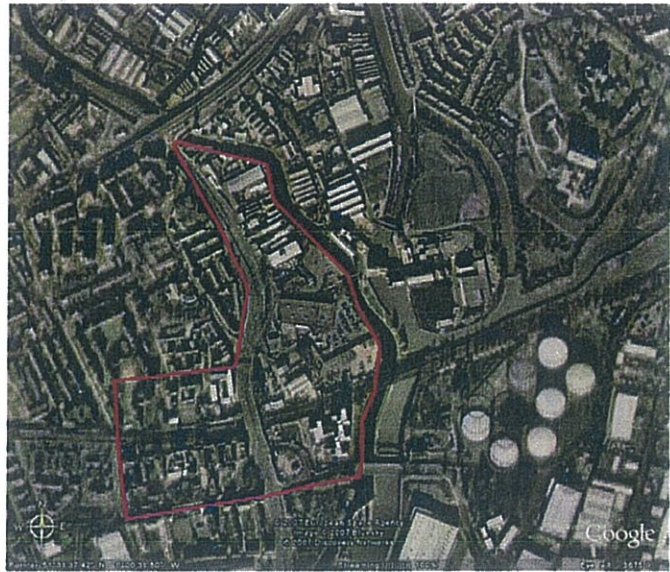
LTGDC and LBTH: Bromley-by-Bow

Overview

Bromley by Bow is a key gateway into the Lower Lea Valley, set at a high profile location adjacent to the A12 and benefiting from direct access to the London Underground network. To the north of the Underground tracks and east of the A12 lie a number of sites that could be reconfigured to maximise development and regeneration potential of this key Gateway site, creating a 'place of exchange' between existing communities to the west and new development activity occurring within the central areas of the Valley.

The comprehensive redevelopment of the area provides the opportunity to :

- Improve access to public transport, in particular Bromley by Bow tube station;
- Create a new retail/neighbourhood centre for the Bromley by Bow area including a re-modelled food store, other retail and community space and primary school;
- Include new high density and mixed tenure residential development taking maximum advantage from the high public transport accessibility;
- Improve access to the waterside, including a new riverside walkway and public open space;
- Encourage the private sector to deliver high quality developments.
- Influence the redevelopment of the surrounding areas



Barriers & Approach to Delivery

At present the comprehensive redevelopment of the site is not possible because of:

- Multiple land owners and established business activities;
- Poor quality environment including poor access to the underground station and generally unattractive pedestrian movement patterns;
- Site access constraints and impact of the Blackwall Tunnel Northern Approach Road.

The approach to delivery would remove these barriers by:

- Facilitating site assembly to enable comprehensive development proposals to be brought forward;
- Ensuring that access to the Underground station is enhanced, as well as general pedestrian permeability improved throughout the area;
- Establishing the context to deliver high quality, mixed use development that would be attractive to developers, investors and occupiers.

Direct & Indirect Outputs

- 2,400 housing units (all indirect)
- 445 jobs created (86 direct)
- 11 hectares of brownfield land remediated (4 direct)
- 1 New Primary School
- 1.5 ha of new public open space (.5 ha direct)
- 12,000 m2 of new commercial floorspace (2,300 m2 direct)
- 1 Enhanced Transport Inter-Change (Indirect)
- Enhanced use of waterways

Partners/ Roles

Organisation	Role
LTGDC	Land Acquisition / CPO / Assistance with Business Relocation / Public Realm/ Grant assistance for community facilities provision. Planning Authority.
TfL	Enhancements to Underground Station and Road Junction Improvements
LBTH	Local Authority and LEA
British Waterways	Use of Waterways & Marina
Private Sector	Commercial / Residential Development

Costs & Viability

Component	Cost
Initial Masterplanning	£0.695m
Acquisition Costs (inc S Duty)	£57.4m
Fees, Surveys, Viability, Due Diligence	£1.256m
Remediation	£6m
Grant Assisted Works and Community Facility Provision	£2.192m
Project management	£.5m
Totals	£68.051m
Income/ Receipts	£27.5m

LDA - St Andrews

Background

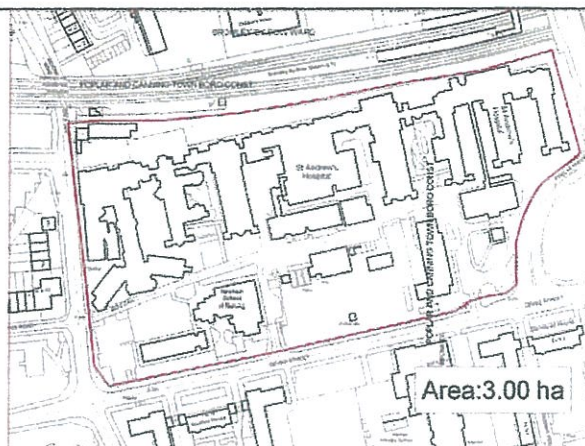
The site is located immediately to the south of Bronley Bo Bow tube station, within the London Borough of Tower Hamlets.

The London Development Agency, in partnership with the Housing Corporation, LTGDC, DCLG, GLA, Design for London and LBTH, are promoting a major residential-led mixed use development on the site to address the urgent need for affordable housing, and to create an exemplary, sustainable and high quality development through public sector-led intervention on strategic public land.

Key aspects of the project will include:

- 50% affordable housing provision with a broad range of tenure mix and sizes.
- 30% family housing
- Delivering a design-led scheme which will deliver high quality buildings, urban design and public realm.
- Low carbon scheme to achieve high levels of sustainability standards such as EcoHomes Excellent and NHER 10 scoring.
- Social inclusion through community participation.
- Innovation in procurement and speed of delivery.

The public sector partners have selected a preferred development partner and are working to complete the Development Agreement. Once signed, the public sector partners will work closely with the development partner to work up a scheme and submit a planning application by the end of the year.



Project Scope

- Seek comprehensive redevelopment of the site.
- Bring forward redevelopment for a residential led scheme focusing on affordable and family units.

Ownership / Current Occupier

LDA

Constraints & Delivery LDA and LBN will select a development partner to deliver the scheme.

Outputs

- New housing; 800-900 units
- PCT Health and Well Being Centre (2,500 sqm)
- Better linkages to the wider area.
- Brownfield land remediated: 3 ha

Partners & Roles	Organisation	Role
	LDA	Lead partner, Landowner
	Design for London	Partner,
	Housing Corporation	Partner
	DCLG	Partner
	LTGDC	Partner
	GLA	Partner
	LBTH	Partner, planning authority for arches on the western edge of the site.

Costs & Viability Acquisition costs funded by Sustainable Communities Fund. Delivery costs to be met by development partner. Capital Receipts will be determined by DCLG/LTGDC.

Indicative Milestones

- Selection of Development Partner - January 2007
- Sign Development Agreement – June 2007
- Planning application - December 2007 / January 2008
- Planning permission September 2008
- Start on site – January 2007
- Completion of all phases - September 2013

LTGDC (with LDA and LBN): Sugar House Lane and Three Mills Island

Overview

The Sugar House/Hunts Lane employment area is located to the immediate south of the Olympic Park and north of the Three Mills Island Conservation Area. Since the 18th Century the area has been the focus of industrial activity. Over the last two decades a vibrant cluster of creative and cultural businesses has developed following the establishment (in 1993) of the Three Mills Studios complex on Three Mills Island and the southern third of the Sugar House/Hunts Lane area. In recent years, however, the northern part of the Sugar House/Hunts Lane area has witnessed a decline in employment activity with major sites becoming vacant or under-used.

The area has considerable potential for as an employment led mixed use area.

The comprehensive redevelopment of the area provides the opportunity to :

- Rejuvenate the area as a key employment location within the Lower Lea Valley;
- Consolidate and grow the existing cluster of businesses within the creative and cultural sector;
- Protect and re-use individual and groups of buildings that have architectural or historic merit that have yet to be formally listed or given Conservation Area status;
- Through rationalisation of existing land uses, introduce new high density and mixed tenure residential and commercial development;
- Improve public transport provision throughout the area and connections with surrounding neighbourhoods;
- Improve access to the waterside (incl. Three Mills), including a new riverside walkway and public open space;
- Encourage the private sector to deliver high quality developments;
- Influence the redevelopment of the surrounding areas

At present a private company is attempting to assemble some of the site by agreement with landowners and tenants. Their ultimate motives are currently not known (i.e. whether they plan to develop some or all of the site or simply trade the interests in the land they have assembled - currently understood to be a mixture of options and freehold interests). Their current proposals have been reviewed by LTGDC and would not achieve the quality of development envisaged by the OAPF and Vision for the area.



Barriers & Approach to Delivery

At present the comprehensive redevelopment of the site is not possible because of:

- Multiple land owners and established business activities;
- Poor quality environment;
- Lack of a consensus amongst the various public sector stakeholders on the precise form and content of future development;
- Uncertainties over the future location of the Three Mills Studios pending a decision on a legacy use for the Olympic Press & Media Centre.

The approach to delivery would remove these barriers by:

- The public sector commissioning a Master Plan, and the subsequent publication of a set of Core Development Principles, to shape and guide the future development of the area;
- To minimise uncertainty whilst maintaining flexibility, the Master Plan exercise would consider a limited number of development scenarios with and without the Three Mills Studios remaining in their current location;
- Establishing the context to deliver high quality, mixed use development that would be attractive to developers, investors and occupiers.

Direct & Indirect Outputs	• New Employment Space	50,000 m2
	• New jobs	1,250
	• New dwellings	1,500
	• Buildings retained and re-used with new statutory status	6
	<i>Organisation</i>	<i>Role</i>
	LTGDC	Commissioner of a Master Plan for the area / Land Acquisition / CPO / Assistance with Business Relocation / Public Realm/ Grant assistance for community facilities provision. Planning Authority.
	LVRPA	Freehold owner of Three Mills Island
	LDA	Long leasehold owner and potential development partner
	LBTH	Local Authority and LEA
	British Waterways	Use of Waterways and treatment of water edge
	Private Sector	Commercial / Residential Development
Costs & Viability	<i>Component</i>	<i>Cost</i>
	Initial Masterplanning	
	Acquisition Costs (inc S Duty)	
	Fees, Surveys, Viability, Due Diligence	
	Remediation	
	Grant Assisted Works and Community Facility Provision	
	Project management	
	Totals	
Income/ Receipts		
	LTGDC Net Investment	

Project & Funding Programme

	YR1	YR2	YR3	YR4	YR5	YR6	YR7+
	2006	2007	2008	2009	2010	2011	2012
Project Components							
Masterplanning Detailed Design & Costing & Negotiations							
Land Acquisition							
Land Remediation							
Grant Assisted Works and Community Provision							
Site Disposals							
Project Funding							
LTGDC							
LTGDC Total Spend							
Other Public -tbc							
Private Sector tbc							
Receipts							
Total Spend after receipts							

LDA - West Ham/Parcelforce

Overview

Located adjacent to West Ham station, bounded by district/Jubilee lines and industrial lands in and around Cody Road

The Parcelforce site is approximately 11 hectares of light industrial land currently being used for postal distribution. Vacant possession from Parcelforce expected in late 2008/9. Power lines will be removed in early 2009.

The OAPF identifies the site as having potential for residential mixed use. 2.8 hectares at southern end of the site is the subject of a bus garage Olympic relocation planning application. Part of the TFL land to the north of the site will be transferred to LDA following garage completion.

A design study for the site was completed in February which scoped out design principles to inform masterplanning for the site, based on the OAPF scenario.

Other key issues related to the development of the site which will need clarification before masterplanning can proceed include Olympic legacy work around West Ham station, western access from the station, wider connections within the area and an early decision on the garage application.

Discussions are underway with West Ham FC a relocation site. The HSE guidance affecting the Bromley by Bow gasholders is being reviewed to establish the implications on development for the site.



Project Scope

- Seek comprehensive redevelopment of the site.
- Assemble the site to include TFL land to the north of LDA land by the station.
- Bring forward redevelopment.

Ownership / Current Occupier

LDA and TFL.

Constraints & Delivery	At present following issues need to be progressed to assist with the regeneration coming forward;
	<ul style="list-style-type: none"> • Access to site. Access around West Ham station. • Site occupied by Parcelforce. • Powerlines. • Decision on the bus garage planning application (due in June).

Stakeholder group meetings led by LDA will progress the regeneration of the site.

Outputs	• OAPF suggests residential mixed use.
	• Up to 2,400 residential units
	• Retail, commercial, educational uses.

Partners & Roles	<i>Organisation</i>	<i>Role</i>
	LDA	Lead partner, Landowner
	LTGDC	Partner, planning authority.
	LBN	Partner

Costs & Viability	Ongoing
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Indicative Milestones

- Bus garage application determined June 2007.
- Connections study available April 2007.
- Part demolition commenced Spring 2007
- West Ham Ramp-solution to be confirmed Summer 2007.
- Review masterplanning and options. Summer 2007.
- Feasibility on Western access to West Ham station Autumn 2008.
- Parcelforce vacate Summer 2008.
- Powerlines removed 2009.

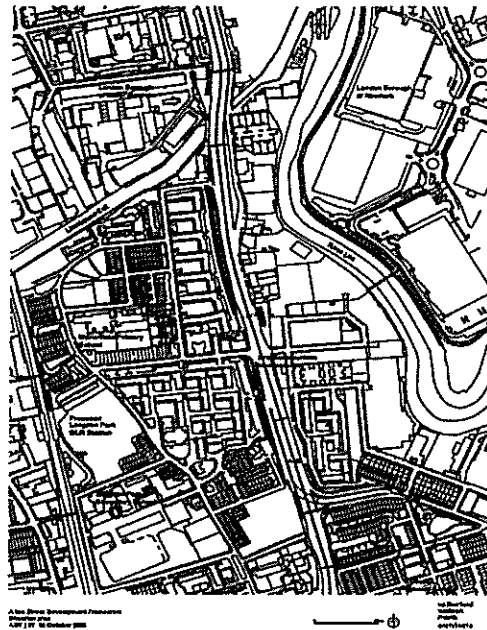
LDA - Ailsa Street

Overview

The Ailsa Street site sits between the A12 Blackwall Tunnel Northern Approach and the River Lea. It is close to, but isolated from the Aberfeldy and Teviot estates and suffers from poor connectivity and permeability. The frontage onto the river is neglected and inaccessible. Existing occupiers operate a variety of 'bad neighbour' industrial and storage uses of varying degrees of legality. Other uses include a waste transfer depot, pupil referral unit and a glass depot.

The comprehensive redevelopment of the area provides the opportunity to:

- Improve integration with the surrounding area and increase pedestrian and vehicle accessibility
- Create a new mixed-use community of 339 new homes, sensitively integrated with other uses, to include light industrial, hotel and retail/leisure space.
- Provide a mixture of unit sizes and tenures
- Provide employment-generating land uses
- Improve access to the waterside
- Regenerate an under-used site in a strategically important location.
- Influence the redevelopment of the surrounding areas



Barriers & Approach to Delivery

At present the comprehensive redevelopment of the site is not possible because of:

- Fragmented land ownership and established business activities;
- Very poor quality environment; lack of accessibility and little integration with surrounding areas
- Isolation caused by the twin barriers of the A12 and the River Lea

The approach to delivery would remove these barriers by:

- Facilitating site assembly to enable comprehensive development proposals to be brought forward;
- Promoting pedestrian and vehicle integration with surrounding areas;
- Securing delivery of policy-compliant proposals

Direct & Indirect Outputs

- 339 housing units
- 13,000 sqm of employment-generating B1 uses
- 11 hectares of brownfield land developed
- C. 4,000 sqm of retail/leisure uses
- Environmental enhancement to riverside
- Improvements in connectivity and permeability

Partners/ Roles

Organisation	Role
LBTH	Local Authority and key landowner
LTGDC/DCLG	Delivery of part funding; Planning Authority (LTGDC)
GOL/ERDF	Delivery of part funding
TfL	Road Junction Improvements (details tbc)
Private Sector	Commercial Development

Costs & Viability

Component Acquisition costs funded by Sustainable Communities Fund and European Regional Development Fund. Delivery costs to be met by development partner. *Cost*

Indicative Milestones:

LDA Board and Mayoral approval for CPO – June 2007
 Marketing of Development Opportunity – September 2007
 Public Inquiry – January 2008
 Selection of Development Partner – March 2008
 Acquisitions – Summer 2008
 Development Agreement – Summer 2008
 Planning Application – Autumn 2008

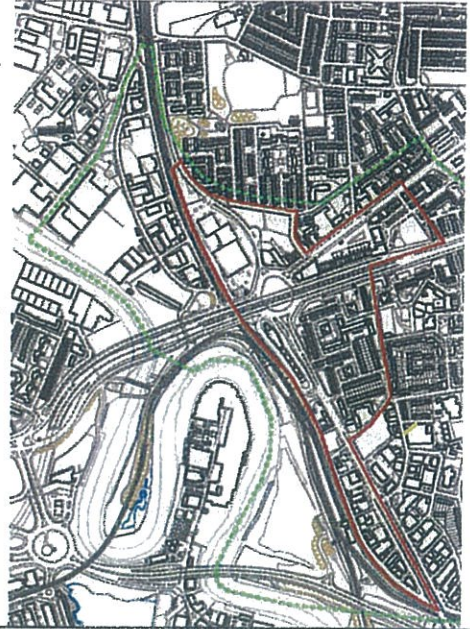
LTGDC and LBN: Canning Town Centre

Location

Canning Town, Silvertown Way, Hallsville Rd, Rathbone St, Barking Road

Background

Canning town is a key gateway into the Lower lea Valley, set a high profile location adjacent to the A13 and benefiting from direct access to the London Underground & DLR network. Opposite the Canning Town Station a number of sites can be brought forward to maximise development and regeneration potential of this key Gateway site, reinforcing the town centre and creating a 'place of exchange' between existing communities and new development proposed at Leamouth, both at LB Newham and LB Tower Hamlet site and the wider Canning Town & Custom House area.



Project Scope

- To create a Town Centre with a new retail/community and commercial centre including a re-modelled town centre, residential and commercial activity
- To improve poor pedestrian connection from rail/bus station into the centre
- To improve the traffic layout to eliminate the currently significant environmental and social barriers
- Include new residential development taking maximum advantage from the high public transport accessibility

Ownership / Current Occupier

Freehold LBN, ECF, LDA (CPO), various leaseholders

Constraints & Delivery

At present following constraints prevent the regeneration coming forward and sites coming forward to the private market:

- Social housing tenants and leaseholders and subsequent implications for re-housing residents
- Poor quality environment including generally unattractive pedestrian movement patterns;
- Site access constraints and impact of the Roundabout and A13 flyover.
- Powerlines constrain severely development land

Delivery through establishing the context to allow for private sector high quality mixed use development:

- Facilitating site assembly to enable comprehensive development proposals to be brought forward;
- Ensuring remodelled traffic layout allowing including eliminating current barriers
- Ensuring access to the Canning Town station is enhanced and improving general pedestrian permeability throughout the area;
- Ensuring the undergrounding of powerlines and therefore the maximum development potential
- Establishing the context to deliver high quality mixed use development that is attractive to developers, investors and occupiers

Outputs

- New housing units: 8,500
- Permanent jobs: 2,424
- Amount of private sector investment: £1,010m
- Brownfield land remediated: 18 ha
- Commercial floorspace: 42,684 sqm
- New Green space: 4.9ha
- Refurbished Green Space: 6.3ha
- New roads: 1km
- Upgraded roads: 3km
- New bridges: 2
- Community floor space: 1,800sqm

Partners & Roles

Organisation	Role
LTGDC	Lead partner for the Town Centre Lead for feasibility work, masterplan and economic case Funding site assembly, infrastructure & road works, Enhancement to public realm and central square
LBN	Assistance with re-housing and re-location of social tenant, Local Authority & Service provider
ECF	Landowner & developer
LDA	Landowner & economic development agency

Costs & Viability

Canning Town Centre: £47m
- Masterplanning and studies: £500k
- Planning advice: £150k
- Feasibility and option appraisal £71.5k
- Geotechnical: £119k
- Traffic and Survey Info: £273k
- Due diligence: £50k
- Site purchases: £3,000k

- Decants: £10,432k
- Tender: £1,150k
- Site works: £10,432k
- Grants: £5,846k
- Project Management: £1,245k
- Project Team Resource: £253k

Canning Town Power lines under grounding: £40m (see separate project sheet)

Ailsa Street CPO: £15m

Silvertown Way CPO: £10m

Total Canning Town Group: £111.5m

Project & Funding Programme	YR1	YR2	YR3	YR4	YR5	YR6	
Project Components	06/07	07/08	08/09	09/10	10/11	10	YR10+
1 Preliminary costs (Design)	←→						
2 Site Acquisition / Buy-back of leases	←→			→			
3 Site Clearance & Remediation		←→			→		
4 Infrastructure & Road works		←→			→		
5 Public Realm & Central Square			←→				→
6 Improvements to Canning Town Station			←→				
7 Site Sale / Occupation					★	★	★
Project Funding							
LTGDC Total Spend	£7.8m	£11.8m	£8.5m	£13.5m	£0.26m	£4.6m	£0
Receipts							£2.05m
LTGDC Total after Receipts							£44.42m

Assumptions:

- some of the costs identified will be allocated to the developer once selected
- existing use value of existing assets owned by LA excluded from the assessment of the % share of costs
- Disposal of site correspond to 4 building zones – but is excluded

Canning Town – Rathbone Market

Overview

The Rathbone Market site is a key location in the centre of Canning Town with the A13 to the south and Barking Road along its northern frontage. It has excellent public transport links being immediately adjacent to the jubilee line station, bus interchange and DLR.

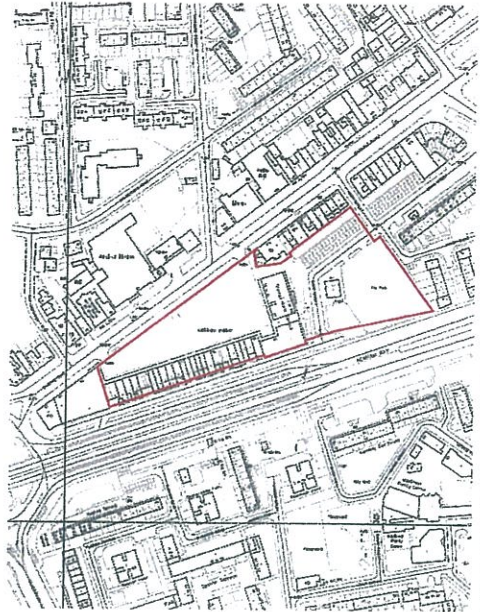
The site falls within the wider masterplan area that is being promoted by the UDC and that stretches from Canning Town to Custom House.

The site currently comprises a market, retail units and some residential accommodation in Thomas North Terrace (TNT).

The redevelopment proposals are for a high quality mixed use scheme of c. 450-500,000 sq ft including c. 450-500 flats, new retail accommodation, public realm, a replacement library/local service centre and workspace units. The scheme also provides for new public realm including a market square that will act as the focal point of the scheme.

Key Objectives:

- A catalyst for the wider area
- Regeneration of a key under-utilised site
- Creating a new identity and enhanced economic base for the market and retail offer
- Introducing a greater mix of residential tenures into Canning Town



Barriers & Approach to Delivery	<p>The key barriers to regeneration of this site are as follows:</p> <ul style="list-style-type: none"> • Multiple land ownership with residential occupiers in TNT and retailers trading from existing shop units • Proximity to the A13 with associated noise and environmental impacts • Lack of connectivity in particular N-S due to A13 <p>The approach to delivery would remove these barriers by:-</p> <ul style="list-style-type: none"> • Development Agreement in place with English Cities Fund • Phasing the development to enable retailers to continue trading and decant of TNT occupiers into new development • Landscaping and façade treatments to mitigate the A13 impacts • Proposals for upgrading the pedestrian underpass connections to the south of the site 											
Direct & Indirect Outputs	<ul style="list-style-type: none"> • New market square and further public realm • 8,000 sq m of retail and workspace • 450 – 500 residential units • New 1,000 sq m library/local service centre • Building heights of up to 15 storeys 											
Development Partners	LBN has entered into a Development Agreement with English Cities fund to deliver the project on a phased basis.											
Stakeholders	<table border="0"> <tr> <td style="text-align: right;"><i>Organisation</i></td> <td style="text-align: left;"><i>Role</i></td> </tr> <tr> <td>LTGDC</td> <td>Wider masterplanning role, planning authority</td> </tr> <tr> <td>LBN</td> <td>Landowner, Local Authority</td> </tr> <tr> <td>TfL</td> <td>Highways (A13)</td> </tr> <tr> <td>ECf</td> <td>Commercial / Residential Development and Regeneration Proposals</td> </tr> </table>	<i>Organisation</i>	<i>Role</i>	LTGDC	Wider masterplanning role, planning authority	LBN	Landowner, Local Authority	TfL	Highways (A13)	ECf	Commercial / Residential Development and Regeneration Proposals	
<i>Organisation</i>	<i>Role</i>											
LTGDC	Wider masterplanning role, planning authority											
LBN	Landowner, Local Authority											
TfL	Highways (A13)											
ECf	Commercial / Residential Development and Regeneration Proposals											
Costs & Viability	<table border="0"> <tr> <td style="text-align: right;"><u>Component</u></td> <td style="text-align: left;"><u>Cost</u></td> </tr> <tr> <td>Masterplanning/planning</td> <td>£1.2m</td> </tr> <tr> <td>Acquisition Costs (VP costs)</td> <td>£1.336m</td> </tr> <tr> <td>Fees, Surveys, Viability, Due Diligences</td> <td>Not yet established</td> </tr> <tr> <td>Remediation</td> <td>Not yet established</td> </tr> </table>	<u>Component</u>	<u>Cost</u>	Masterplanning/planning	£1.2m	Acquisition Costs (VP costs)	£1.336m	Fees, Surveys, Viability, Due Diligences	Not yet established	Remediation	Not yet established	
<u>Component</u>	<u>Cost</u>											
Masterplanning/planning	£1.2m											
Acquisition Costs (VP costs)	£1.336m											
Fees, Surveys, Viability, Due Diligences	Not yet established											
Remediation	Not yet established											

	Grant Assisted Works and Community Facility	costs of library
	Professional Fees	£9.0m
	GDV	c. £110m
	EP Net Investment	£0.0m

Project Components	2007				2008				2009	2010
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Development Framework		←→		→						
Land Acquisition			←→	→						
Masterplanning and Outline Planning			←→	→						
JV Development Agreement	←→									
Detailed Planning (phase 1)			←→	→						
Phase 1 Construction								←→	→	
Project Funding										
EP Total Spend	n/a									
Other Public – tbc	n/a									
Private Sector – tbc										
Receipts	c. £110m									
	n/a									
Total Spend after receipts										

LDA - Silvertown Way

Overview

The site is located south of Canning Town station, bounded by Silvertown Way, Victoria Dock Road.

Silvertown Way site is a mixture of light industrial/office and bad neighbour uses adjacent to Canning Town station. The site has been the subject of discussions by public sector parties for some time, all agreeing the need for comprehensive redevelopment. The redevelopment is likely to be emerge as an early development scheme as part of the wider Canning Town Masterplanning work led LTGDC. Public Inquiry completed in January 2007 for the LDA CPO and was confirmed in April 2007. A Development Framework has been prepared to support the CPO, a document which is supported by key stakeholders including LTGDC, GLA, LBN.

Seeking a development partner has commenced and a shortlist of 6 selected. The stage 2 bidding will commence in June with bids expected back in August. The Canning Town masterplanning process is linking into the development.



Project Scope

- Seek comprehensive redevelopment of the site.
- Assemble the site with LDA's CPO powers.
- Bring forward redevelopment for a mixed use scheme.

Ownership / Current Occupier

LBN, LDA, various private ownerships.

Constraints & Delivery

At present following constraints prevent the regeneration coming forward;

- Mix of ownerships with the private sector not in a position to assemble the site.

Delivery through establishing the redevelopment with guidance from the development framework. Facilitating site assembly to enable comprehensive development proposals to be brought forward

Outputs

Notional scheme in the Development framework suggests

- New housing; 47,645m²
- Office/light industrial; 9,758m²
- Shops; 4,741m²
- cafes/bars/restaurants; 3,891m²
- hotel; 3,180m²
- Better linkages to the wider area.
- Brownfield land remediated: 2.4ha

Partners & Roles

Organisation	Role
LDA	Lead partner, Landowner
LTGDC	Partner, planning authority.
LBN	Partner, support via SRB
DCLG	Funder

Costs & Viability

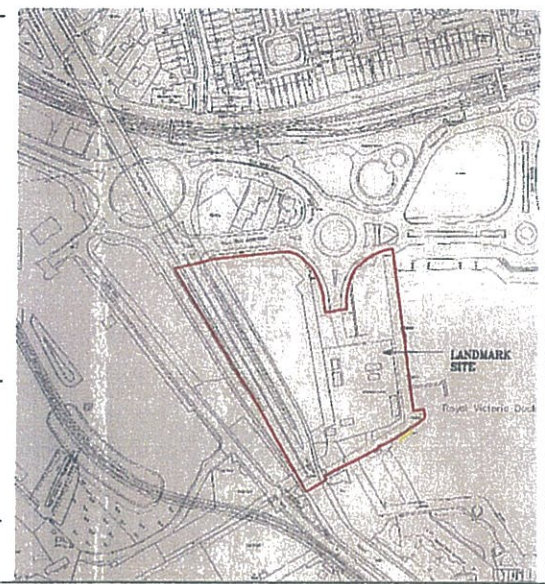
Silvertown Way CPO: £8.5m (From DCLG/managed by LTGDC). Land assembly costs to be supported by development partner.

Milestones

- CPO inquiry date 16/1/06.
- CPO decision April 07
- CPO notices to commence from August 07

- Detailed stage 2 bids June 07-Aug 07
- Developer selection Aug 07-September 07
- Development agreement October 07- Jan 08
- Planning application Dec 07-March 08

Landmark

<p>Background The site is located at the western end of Royal Victoria Dock.</p> <p>The LDA is working with London Borough of Newham (LBN) to secure a development partner to deliver a residential led mixed use scheme comprising circa 800 units and including a new Watersports centre at the western end of the Royal Docks.</p> <p>LDA, GLA and LBN undertook necessary design work to prepare a brief to put to the open market; commenced marketing of site: 15 Expressions of Interest have been received. Stage 2 of the process, which involves short listing six developers to prepare development concepts, should begin shortly.</p>											
<p>Project Scope</p> <ul style="list-style-type: none"> • Seek comprehensive redevelopment of the site. • Bring forward redevelopment for a residential led scheme incorporating a new Watersports Centre. 											
<p>Ownership / Current Occupier LDA, LBN.</p>											
<p>Constraints & Delivery LDA and LBN will select a development partner to deliver the scheme.</p>											
<p>Outputs</p>	<p>Design work to date suggests:</p> <ul style="list-style-type: none"> • New housing; 800 units • Watersports Centre • Better linkages to the wider area. • Brownfield land remediated: 3.2ha 										
<p>Partners & Roles</p>	<table border="1"> <thead> <tr> <th>Organisation</th> <th>Role</th> </tr> </thead> <tbody> <tr> <td>LDA</td> <td>Lead partner, Landowner</td> </tr> <tr> <td>LBN</td> <td>Partner, planning authority.</td> </tr> <tr> <td>LTGDC</td> <td>Partner, planning authority for arches on the western edge of the site.</td> </tr> <tr> <td>GLA</td> <td>Partner</td> </tr> </tbody> </table>	Organisation	Role	LDA	Lead partner, Landowner	LBN	Partner, planning authority.	LTGDC	Partner, planning authority for arches on the western edge of the site.	GLA	Partner
Organisation	Role										
LDA	Lead partner, Landowner										
LBN	Partner, planning authority.										
LTGDC	Partner, planning authority for arches on the western edge of the site.										
GLA	Partner										
<p>Costs & Viability Delivery costs to be met by development partner.</p>											

Indicative Milestones

- Stage 2 Shortlist -- March 2007
- Selection of Development Partner - Summer 2007
- Sign Development Agreement -- Autumn / Winter 2007
- Planning application Summer 2008



LTGDC: Olympic Fringe Area

Overview

The Olympic Fringe area, comprising of the area around Hackney Wick, the industrial area of Fish Island, Fish Island South and the area North of A11& South of the Railway lines and Stratford is a key interface with the Olympic area within the Lower Lea Valley and is immediately opposite the Olympic site. The area is predominantly low quality industrial, except Fish Island which has some high quality and historic buildings. Residential use is mainly around Hackney Wick and West of Stratford. At Stratford the use is predominantly retail with residential.

The industrial areas are of low employment density, some are vacant and the existing stock is of poor quality. There is the potential to reconfigure and redevelop the area to improve the existing stock and increase the density.

Substantial redevelopment of the area provides the opportunity to:

- Introduce high quality, mixed use and industrial
- Improve access to the waterside, including a new riverside walkway.
- Introduce appropriate community facilities and public realm improvements

Hackney Wick will benefit from:

- A new north/south green route
- Consolidation of industrial areas east of the Lee navigation as a new Strategic Employment Location
- New family housing
- Enhanced public transport facilities and social infrastructure

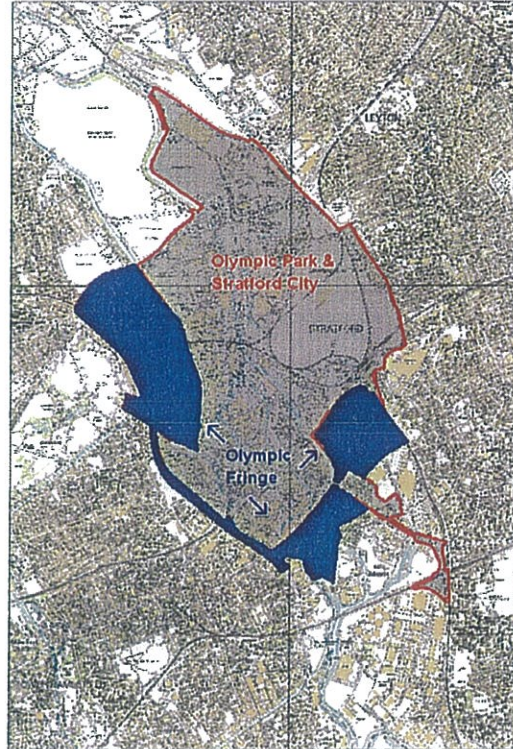
Fish Island will benefit from:

- Industrial-led mixed use development
- Increased levels of housing but no net loss of employment
- Social and community facilities
- Improved public space

Stratford will benefit from:

- Secure integration with the Olympic Park
- New retail, leisure, cultural, housing and employment uses

The LTGDC is intending to bring forward a series of strategic initiatives and interventions to support the planned Olympic legacy proposals, integrate the area with its surrounding neighbourhoods and secure a sustainable new mixed community.



Barriers & Approach to Delivery

At present the comprehensive regeneration of the site is hindered by:

- Multiple site ownership
- Large scale redevelopment proposals for adjacent areas (Olympics, Stratford City)
- Requirements for business relocation
- Poor environment, general connectivity and public access links for much of the area

The approach to delivery would remove these barriers by:

- Facilitating site assembly to enable comprehensive development proposals to be brought forward
- Working with strategic development partners to ensure cohesive regeneration for the Lower Lea Valley, including the Olympic Fringe
- Ensuring existing businesses and their employees are retained within the locality through consultation and a deliverable relocation strategy
- Establishing the area's context for mixed use development and physical and social infrastructure to attract private developers, investors and occupiers

Outcomes	<ul style="list-style-type: none"> • Exemplar mixed use and industrial development • New family housing • Improved access • New public realm • Social and community facilities • Retention and creation of employment opportunities 	
Partners/ Roles	<i>Organisation</i>	<i>Role</i>
	LTGDC	Master-planning, site assembly, site preparation, funding
	ODA	Improvement works to station and access through to Olympic Park
	Stratford Renaissance Partnership	Stratford City Developer
	LB Hackney	Local Authority
	LB Tower Hamlets	Local Authority
	Private sector	Commercial and residential development
Costs & Viability	<i>Component</i>	<i>Cost</i>
	Masterplanning and surveys	£0.7m
	Acquisition Costs	£62.0m
	Remediation costs	£26.3m
	Construction Costs (site works, utilities, + 15% fees)	£30.0m
	Project management, legal and other professional services	£7.5m
	Grant for station	£2.2m
	Totals (estimate)	£128.7m

Project & Funding Programme

Project & Funding Programme		YR1	YR2	YR3	YR4	YR5	YR6	YR7+
Project Components		2006	2007	2008	2009	2010	2011	2012
1	Masterplan, option appraisals and surveys		£0.39m	£0.31m				
2	Key Site Acquisition				£16.0m	£11.0m	£20.0m	£15.0m
3	Site Clearance & Remediation					£1.0m	£9.5m	£15.8m
4	Construction			£10.0m	£10.0m	£10.0m		
5	Grants				£2.2m			
6	Project management, legal and other fees			£0.05m	£3.31m	£1.64m	£1.2m	£1.3m
	LTGDC		£0.39m	£10.36m	£31.51m	£23.64m	£30.7m	£32.1m
	LTGDC total spend							£128.7m
	<i>Receipts</i>							<i>£40.0m</i>
	LTGDC Total Spend after receipts							£88.7m

Assumptions: Land is purchased to establish public realm improvements possibly including water. Exemplar mixed use development will be sought, incorporating community facilities.

East India Dock LWI Project

Overview

The development is one of a number of sites allocated for the London Wide Initiative (LWI) which seeks to provide increased Key Worker Housing across London and is being promoted by English Partnerships. This proposal is an EP owned site which is being brought forward for development by an OJEU approved development consortium called the Key London Alliance comprising of Circle Anglia Housing Association, Notting Hill Home Ownership and Barratt Homes Limited.

KLA / EP is currently seeking planning permission for the construction of a high density/high rise residential led mixed use development in the London Borough of Tower Hamlets (LBTH). The planning application as submitted envisages a scheme of 878 residential units in nine blocks (two of which will be towers of 34 and 37 stories respectively) and is situated on a 0.93 hectare site within the East India Dock Estate on the eastern boundary of LBTH at the southern end of Lea Valley. It is in a key location to launch the regeneration of the Lea Valley which is itself a vital transport linkage node into the Thames Gateway and beyond. The proposed development will provide an exemplar high quality landmark Gateway scheme leading into LBTH from the east.

Objectives:

- To create a sustainable neighbourhood with a strong sense of enclosure and space for a prospective community of approx. 2,200 people.
- To achieve a high quality development in a prominent location and enhance the overall design standard of the East India Dock estate and surrounding area.
- Creation and implementation of design solutions which respond to the microclimate of the site and the surrounding environment and infrastructure.
- Creating a sense of place, image and vision.
- Delivering in the order of 200 Key Worker residential units over and above the level of affordable units which would normally be required when securing a planning consent in a scheme of this quantum.



<p>Barriers & Approach to Delivery</p>	<p>The proposed scheme in the opinion of EP/KLA fits within current planning policy, is exemplar in terms of design, meets the LWI objectives for delivery of Key Worker Housing and properly addresses the considerable physical constraints of the site (not least of which is the East India Dock Tunnel which runs under the southern half of the site).</p> <p>The current major risk involved in delivery is a failure to secure a planning consent for the scheme.. A planning application was submitted in February 2007 to London Thames Gateway Development Corporation (LTGDC) via LBTH. EP/KLA has been liaising extensively with LTGDC, LBTH, GLA., local stakeholders and other statutory bodies such as the CAA, TfL etc.</p> <p>The eventual construction of the scheme will be a complex phased development over a four/five year period. This will require a comprehensive procurement and delivery methodology ensuring delivery on time and within budget. EP/KLA is currently working on the programme which will be finalised once planning consent is secured.</p>
<p>Direct & Indirect Outputs</p>	<p>The proposed development envisages 878 residential units comprising:</p> <ul style="list-style-type: none"> • 81 studio apartments • 342 one bed units • 381 two bed units • 69 three bed units and • 5 four bed units

	<p>Tenure within the scheme will be a split between private, shared ownership and affordable housing.</p> <p>There will also be an appropriate amount of commercial/retail units on the ground floor in conjunction with community facilities and a newly landscaped public realm.</p> <p>Quality Standards</p> <ul style="list-style-type: none"> • Ecohomes EXCELLENT (no. housing units) 878 • BREEAM very good (sq m employment floorspace) • Modern Methods of Construction (no. housing units) N/A • Development achieving Secured by Design (yes / no) Yes • Development achieving Building for Life Gold/Silver (specify) Gold • Lifetime homes (no. housing units) 878 • Housing fitted with a sprinkler (no. housing units) All • Collaborative approach to design (yes / no) Yes • Collaborative design workshops No
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Development Partners	The development partners involved in the project are Barratt Homes / Circle Anglia / Notting Hill Home Ownership and English Partnerships	
Stakeholders	<i>Organisation</i>	<i>Role</i>
	LTGDC	Planning Authority
	LBTH	Local Authority, Housing, Highways
	GLA	Key consultee
	EH	Key consultee
	CABE	Key consultee
	CAA	Key consultee
	Poplar Harka	Landlord and tenants of Abbeyfield Estate which is within the vicinity of the proposal
Costs & Viability	<i>Component</i>	<i>Cost (to EP to date)</i>
	Site Preparation	n/a
	Holding Costs	n/a
	Fees, Surveys, Viability, Due Diligences	n/a
	EP Net Investment (over lifetime)	£25m (estimated site value reinvested in scheme)

Project Components	2007				2008				2009	2010
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
In terms of costs these will be borne by KLA and not by EP. EP will however be underwriting the costs of the works carried out until a development agreement/planning consent is secured.										
Project Funding (overall 4/5 year build period)										
Period from 2008 to 2012/13.										
EP Total Spend (investment of site value)	£25m									
Other Public – tbc	TBC									
Private Sector –	c.£160m									
Receipts to EP	TBC									

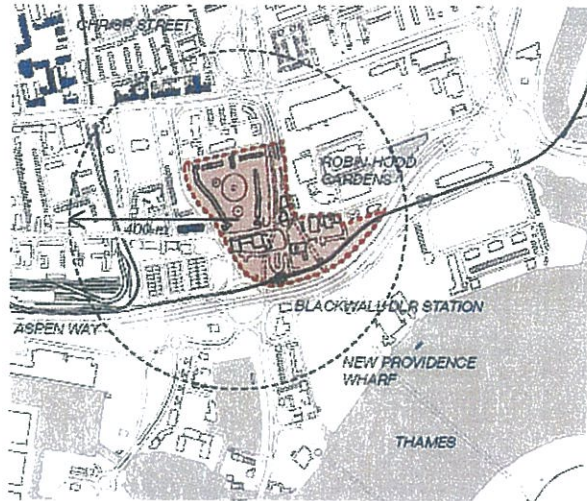
Outputs for EP	200 Key Worker units		
Total Spend after receipts	Not yet established		

Blackwall Reach Regeneration Project

Overview

Blackwall Reach Regeneration Project (BRRP) is an EP initiated proposal for the regeneration of 8.38 hectares of brownfield land in the London Borough of Tower Hamlets (LBTH), the fourth most deprived district in England. The aim of this project is to pull together 3 disparate public and private sector land holdings to secure the comprehensive regeneration of the area known as Blackwall Reach creating a sustainable community with up to 2000 new homes. EP has a key landholding (0.72ha) providing access to Blackwall DLR Station. EP is working in partnership with LBTH who are acting as both planning authority and landowner to bring this forward.

LBTH landholdings include the Robin Hood Gardens (RHG) council estate to the north, comprising two monolithic concrete blocks each with about 100 flats designed by renowned post-war architects Alice and Peter Smithson. Although these are in a poor state of repair, falling short of decent home standards, they may be subject to spot listing by the 20th Century Society.



The first phase of the development, within the southern part of the site, will be led by EP and delivered through a JV partnership with the main private sector landholder. The project includes ambitious proposals to deck over the Blackwall tunnel approach, generating significant new open space and environmental benefits as well as improved transport and pedestrian connectivity to surrounding neighbourhoods.

Key Objectives:-

- Regeneration of Blackwall Reach through a public and private sector initiative
- Creation of a new sustainable community including 1500 to 2000 new homes and employment
- Provision of improved education, community and leisure facilities
- Creation of extended 'high-street' facility to meet the retail needs of the local community
- Re-investment of development surplus to fund improvements to or renewal of Robin Hood Gardens
- Improved transport and pedestrian connectivity to surrounding neighbourhoods and amenities
- Decking over the Blackwall Tunnel Approach to generate new open space and environmental benefits

<p>Barriers & Approach to Delivery</p>	<p>At present the comprehensive redevelopment of the site is not possible due to the following reasons:-</p> <ul style="list-style-type: none"> • Multiple land owners • Uncertainty with regards to redeveloping Robin Hood Gardens (RHG) • Site is "landlocked" as it is surrounded by busy roads on 4 sides • Site access constraints and impact of Blackwall Tunnel Northbound exit • Both North and South bores of Blackwall Tunnel are situated within the site boundary <p>The approach to delivery would remove these barriers by:-</p> <ul style="list-style-type: none"> • Facilitating joint venture agreements • Investigate all possible options for RHG to allow an educated decision • If necessary restructure some of the surrounding road layout • Prepare comprehensive site investigations and appoint a structural engineer with experience in construction above voids
<p>Direct & Indirect Outputs</p>	<p><u>Floorspace Targets</u></p> <ul style="list-style-type: none"> • Open Space: 17,500 – 20,000 m² (Dependent on decking over of Blackwall Tunnel Approach) • Retail Space: 3,000 – 4,000 m² • Employment Space: 4,000 – 5,000 m² • Community Space: 1,500 – 2,000 m² (Including multi-faith centre and PCT) • Residential Units: 1,500 – 2,000 units • New School: 2,500 – 3000 m² (Including Nursery) • New 3 Star Hotel: 150 Bedroom <ul style="list-style-type: none"> • Building heights of up to 40 – 45 storeys approximately, having regard to the existing townscape content.

	<p><u>Quality Standards</u></p> <ul style="list-style-type: none"> Ecohomes very good (no. housing units) 2200 BREEAM very good (sq m employment floorspace) 40,000 Modern Methods of Construction (no. housing units) 25% Development achieving Secured by Design (yes / no) YES Development achieving Building for Life Gold/Silver (specify) SILVER Lifetime homes (no. housing units) 10% Housing fitted with a sprinkler (no. housing units) TBC Collaborative approach to design (yes / no) YES Collaborative design workshops YES
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Development Partners	English Partnerships intend to enter into a JV Partnership with London Borough of Tower Hamlets (a major landowner) and the main private sector landowner/developer (Milton Group/Ballymore) to deliver the project. The proposal will require a positive approach from key State and semi-State bodies to bring this forward.																							
Stakeholders	<table border="1"> <tr> <th>Organisation</th> <th>Role</th> </tr> <tr> <td>EP</td> <td>Site assembly through Land Acquisition / CPO / Assistance with Business Relocation / Public Realm / Grant assistance for community facilities provision.</td> </tr> <tr> <td>LBTH</td> <td>Local Authority, Planning Authority and LEA</td> </tr> <tr> <td>TfL</td> <td>Enhancements to DLR station, bus turnaround and routes, road junction improvements, pedestrianisation</td> </tr> <tr> <td>EH / CABE / DCMS</td> <td>Review a request of Certificate of Immunity application on RHG</td> </tr> <tr> <td>Private Sector</td> <td>Commercial / Residential Development</td> </tr> </table>	Organisation	Role	EP	Site assembly through Land Acquisition / CPO / Assistance with Business Relocation / Public Realm / Grant assistance for community facilities provision.	LBTH	Local Authority, Planning Authority and LEA	TfL	Enhancements to DLR station, bus turnaround and routes, road junction improvements, pedestrianisation	EH / CABE / DCMS	Review a request of Certificate of Immunity application on RHG	Private Sector	Commercial / Residential Development											
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EP Net Investment	TBC																							

Project Components	2007				2008				2009	2010
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Development Framework	←→									
Land Acquisition		←→								
Masterplanning and Outline Planning			←→							
JV Development Agreement				←→						
Detailed Planning					←→					
Phase 1 Construction							←→			
Project Funding										
EP Total Spend	£3.5m									
Other Public - tbc	TBC									
Private Sector - tbc	TBC									
Receipts	TBC									
	Not yet established									
Total Spend after receipts										

LTGDC: Lower Lea Valley Linear Park

Overview

The regeneration of the Lower Lea Valley is predicated by the transformation of the natural environment. The attraction of investment and establishment of new sustainable communities across the Valley will require significant investment in the scale and quality of open space, drawing the Lea Valley Regional Park down from Hackney Marshes and the proposed Olympic Park through the core of the Valley

The vision is to create an integrated park system through the Valley that celebrates the natural attributes of the Lea Valley and creates an ecological resource and range of leisure and recreational opportunities for the benefit of new and existing communities across the area. Creating this park system includes the following elements:

- New and improved park areas at Three Mills / Abbey Mills, Leven Road and Leamouth
- New, improved and re-opened connections;
- New and improved public movement corridors to connect key parkland areas



Barriers & Approach to Delivery

At present the creation of an integrated park system across the Valley is hindered by

- Missing links in the network and limited connectivity between existing areas of open space;
- Closed bridges / footpaths;
- Development activity and multiple land ownership preventing the introduction of new connections
- Limited natural surveillance of park spaces and general low environmental quality limiting the attractiveness of the current park system
- Current gas works sites

The approach to delivery would remove these barriers by:

- Facilitating site assembly to enable new connections to be established across the park system
- Increasing the scale and quality of accessible open space;
- Investing in new bridges and re-opening bridges that are currently disused;
- Creating development opportunities along the park network to ensure natural surveillance is maximised

Outcomes

The primary outcome of this project is the creation of a key new area of parkland for the communities of East London, providing a long-term amenity and attraction of regional significance, to rival the Royal Parks of central London.

Total scheme outputs (direct and indirect) will include:

- 8.5 ha new accessible public open space; and a further 3.1 ha improved open space
- 11.6 ha of brown-field land remediation
- 3.5 km of new & improved pedestrian / cycle ways
- 10,000m² of new commercial space
- 3,000 sq m of community facilities
- 420 new homes
- New primary school
- 328 new jobs

Partners/ Roles

Organisation	Role
LTGDC	Capital investment in new bridges, connections and park spaces
LVRP	Match funding and long term maintenance of new park system
Private Sector	Developer Contributions
Lottery	Grant Funding
LDA	Grant Funding

Costs & Viability

Component	Capital Cost	Component	Capital Cost
Three Mills and Abbey Mills Improvements	£7.4m	New basins (incl Bromley by Bow)	£2.3m
Leven Road Park	£9.7m	New Walkways	£0.2m
East India Dock Improvements	£2.1m	Cody Dock & Waterway Strategy	£2m
Limehouse Cut improvements	£1.7m	Waterworks River improvements	£2.1m
Land remediation	£5.8m	Improvements to waterways edges	£1.3m
Master planning, PM and other fees	£2.85m	Lea River improvements	£5.6m
Site acquisitions	£13.7m	Gas holder remediation	£16.5 m
Contingency	£0.55m		

Total Capital Cost £73.8m

London Borough of Newham (LBN) – DLR / North London Line improvements

Location: Improving the areas around the four new DLR stations between Stratford International and Canning Town – Stratford High Street, Abbey Road, West Ham and Star Lane.

Background: in 2010, four new stations will open (see above). It is proposed that the areas around them will be improved through the provision of new paving, trees, the creation of plazas, public art, parking control and the creation of new crossing points.

Project(s) Scope
See above

Constraints & Delivery

-

Outputs

- Improve the attractiveness of the area and travelling by public transport.

Partners & Roles

Organisation	Role
LBN / SRP	Champion the three projects.
LTGDC.	
TfL	
ODA.LTGDC/LGN	Planning Authorities

Costs & Viability

Total: See below but most lbc.

Project & Funding Programme (£ million)	YR1	YR2	YR3	YR4	YR5	YR6-	YR10
Project Components	06/07	07/08	08/09	09/10	10/11	10	+
Total Spend							

LTGDC: Prescott Channel: Water

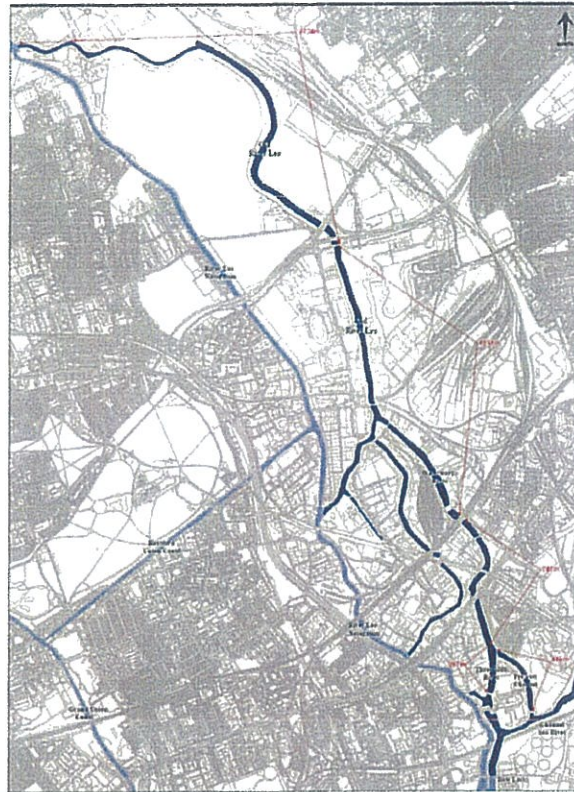
Overview

A number of key waterways running through the Lower Lea Valley are tidal, ie for much of the time they contain little or no water. Water impoundment works are proposed at Three Mill Wall River and Prescott Channel which will mean that waterways north of the new structures will become navigable at all times for boat traffic. The water control structures will assist in the work of repairing river and waterway walls, enable much better use of the waterways for both commercial and leisure watercraft and provide a greatly enhanced environment. Water freight, particularly for the delivery of construction materials and the removal of waste for the Olympics, Legacy and Lower Lea valley development projects will reduce road lorry movements and hence CO2 emissions. The improved environment will encourage development and the regeneration of the Valley.

The works will include:

- Water control structures (sluices) at Three Mills Wall River and Prescott Channel, incorporating fish belly gates and fish passes;
- A new lock at Prescott Channel enabling continuous passage for commercial and leisure boats
- Improved pedestrian and cyclist access to the waterways and across a new bridge

Area of Waterway Generated



Barriers & Approach to Delivery

At present the implementation is hindered by:

- Resolution of environmental issues
- Land ownership and tenancy issues (allotments, public access routes)
- Multiple stakeholders and unconfirmed funding

The approach to delivery would remove these barriers by:

- Working closely with the Environment Agency and English Nature to ensure proposals are acceptable
- Facilitating site assembly to relocate existing tenants by agreement and provide alternative access routes for the duration of the work
- Steering Group to resolve funding issues and ensure all stakeholders' requirements are met

Outputs (direct and indirect)

- Approximately 17.3 hectares of water park created
- Reduction of 156,000 lorry movements
- 250 new homes
- 1km of new pathway and cycleway
- Reduction of 3,800 tonnes CO2 emissions
- 6 new jobs directly created
- 77 new jobs indirectly created

Partners/ Roles

Organisation	Role
LTGDC	Stakeholder funder
ODA	Stakeholder funder
DfT	Stakeholder funder
TfL	Stakeholder funder
British Waterways	Delivery partner and funder

Costs & Viability	<i>Component</i> Construction work	<i>Capital Cost</i> £18.5m
	Totals	£18.5m

Project & Funding Programme

	YR1	YR2	YR3	YR4	YR5	YR6	YR7+
Project Components	2006	2007	2008	2009	2010	2011	2012
Design / Project Scoping	←→						
Construction		←→					
Completions			★				
Project Funding							
LTGDC	£2m	£3m					
ODA/LDA		£3.5m	£1.5m				
DfT		£2m	£1m				
TfL		£3m	£1m				
British Waterways		£1m	£0.5m				
	£2m	£12.5m	£4m				

LTGDC: Lower Lea Valley Connections (inc. Road and River Crossings)

Overview

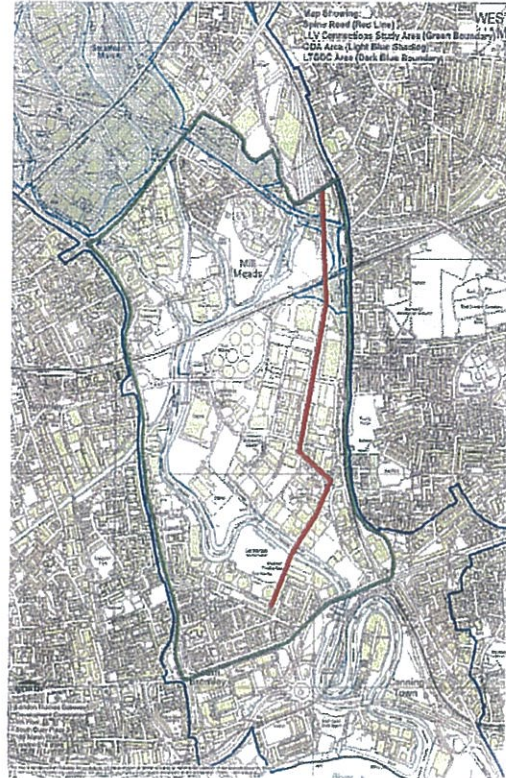
One of the key barriers to regeneration in the Lower Lea Valley is the severance effect of the strategic transport routes and waterways which cut across the area. Improved permeability across major barriers such as the A12 corridor, Manor Road, the Bow Back rivers and Bow Creek together with tube and rail lines is fundamental to opening up the significant development opportunities that exist in the Valley.

New north-south and east-west connections are required through the centre of the Valley to connect the Olympic Park, Stratford City (and beyond) in the north down to Canning Town and towards Canary Wharf to the south and to enable easy access between the otherwise segregated boroughs of Newham and Tower Hamlets. These connections will provide new bus-ways, improved routes for pedestrians and cyclists and much better access for all to the available public transport hubs.

The primary purposes of the new connections are for local distribution rather than general through-routes. They will therefore contain bus priority measures and bus gates to prevent general traffic movements.

The improvements may include:

- Upgraded stretches of existing roads;
- New links including tunnels and bridges;
- The creation of new development opportunity sites (such as south of West Ham) through enhanced accessibility and land assembly



Barriers & Approach to Delivery

At present the implementation is hindered by:

- Multiple land owners and established business activities;
- Lack of confirmed routes, design & funding.

The approach to delivery would remove these barriers by:

- Clarifying preferred and deliverable transport solutions
- Facilitating site assembly to enable comprehensive development proposals to be brought forward

Total Scheme Outputs (direct and indirect)

- 3 km of new roadways including 1.3km upgraded existing carriageway
- 16,000 m2 commercial space
- 304 new jobs
- 500 new homes
- 5,000 m2 new green space
- 3km of new footpath and cycleway
- 5 new bridges or crossings over rivers and waterways
- 7 new bridges or crossings over road and rail networks
- 1 new major transport interchange
- 19 ha remediated brownfield land

Partners/ Roles

Organisation	Role
LTGDC	Land Acquisition / CPO / Assistance with Business Relocation
London Boroughs of Newham and Tower Hamlets	Funding partner and delivery agents
Transport for London	Funding partner and delivery agent
LDA	Funding partner
GLA	Regional strategic planning authority
Private Sector	S106 contributions
ODA / OTA	Construction of Olympic Sections

Costs & Viability (Subject to feasibility study – these are indicative)	<i>Component</i>	<i>Capital Cost</i>	<i>Land Cost</i>
	12 no. new bridges	£34.5m	£13m
	Upgraded crossings and carriageways	£5.9m	
	Masterplanning and consultants fees	£3.55m	
	Totals	£43.95m	£13m

Project & Funding Programme

	YR1	YR2	YR3	YR4	YR5	YR6	YR7+
	2006	2007	2008	2009	2010	2011	2012
Project Components							
Design / Project Scoping	←→						
Planning, Land Acquisitions, Traffic orders		←→					
Construction				←→			
Completions				★	★	★	★
Project Funding							
LTGDC	£0.1m	£1.82m	£3.8m	£9.7m	£14.4m	£17.2m	£9.54m
ODA/LDA							
TfL							
Private Sector							
	£0.1m	£1.82m	£3.8m	£9.7m	£14.4m	£17.2m	£9.54m

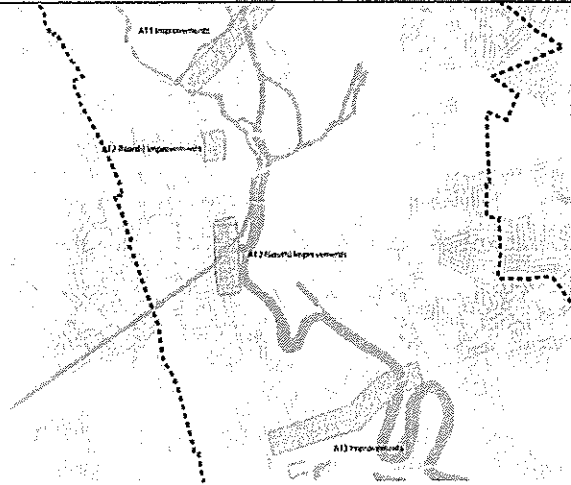
LTGDC: Road Corridor Improvements

Overview

The Lower Lea Valley is currently dissected by a number of strategic road corridors which run both east-west through the Valley and north-south along its edges. These corridors provide the initial view of the Valley and as such are crucial in relation to raising aspirations and demonstrating the quality environment that is being proposed for the Valley into the future.

Environmental improvements works will be required along the key A11, A12 and A13 corridors to :

- Improve the visual environment for vehicular traffic, pedestrians and cyclists using the transport corridors;
- Improve the streetscape through works to paving, street furniture, signage;
- Implement selective landscaping improvements to introduce additional green buffers to improve visual appearance as well as reduce noise impacts along the transport corridors



Barriers & Approach to Delivery

A comprehensive approach is required because:

- The current low quality environment along the corridors does little to raise aspirations or stimulate investment;;
- The corridors are flanked by multiple land owners and established activities, some of which are coming forward as individual development projects that are not guided by one overarching strategy for consistent environmental works along the roads;

The approach to delivery would remove these barriers by:

- Establishing a consistent and comprehensive strategy to improve the environment along the corridors;
- Provide certainty of investment in implementing improvement works;

Outputs

Direct Outputs:

Component	Outputs
A11 Corridor (Stratford High St)	1.24km of improved carriageway and footway;
A12 Corridor (BTNA):	
• Northern section	0.25km of improved carriageway and footway;
• Southern section	0.43km of improved carriageway and footway;
A13 Corridor, East India Dock Rd	1.22km of improved carriageway and footway;
Total	3.14km of improved carriageway and footway;

Additional outputs:

- 150 new housing units
- 565 permanent jobs
- Circa 7,000 sq m commercial floorspace
- Improved pedestrian crossings
- Removal & replacement of signage, street furniture, & lighting

(Indirect benefits would accrue along the corridors as development is implemented over time.)

Partners/ Roles

Organisation	Role
LTGDC	Design Lead, Project Management, Capital Funding
LBN / LBTH	Local Authority
TfL	Transport planning
Private Sector	Developer contributions

Costs & Viability

Component	Capital Cost	Fees
Masterplanning & design works	-	-
• A11 Corridor, Stratford High St	£5.95m	£1.25m
• A12 Corridor, Blackwall Tunnel Northern Approach	£3.3m	£1.0m
• A13 Corridor, East India Dock Rd	£4.38m	£1.13m
Professional fees		
Total (v Fees)	£13.63m	£3.38m
Total all		£17.0 m

(Totals may not add up due to rounding)

Transport for London (TfL) led public transport investment



**Transport
for London**

Location: Valley wide improvements to bus, tube and DLR services. Also improvements required to underground stations linked to partner led Master Planning of the area – most notably Bromley by Bow and West Ham.

Background: Planned increases in housing and jobs will necessitate investment in the capacity of the existing public and road transport network.

Project(s) Scope

- 1) Underground capacity improvements include:**
 - Jubilee Line – 22% capacity improvement (committed / funded)
 - District Line – 25 capacity improvement (committed / funded)
 - Metropolitan, H/Smith and City lines – 2% improvement (committed / funded)
- 2) DLR Capacity improvements include:**
 - Langdon Park station (committed / funded)
 - Extension to Stratford International and conversion of North London Line Stratford to Canning Town (committed / funded)
- 3) Stratford railway station improvements (committed - ODA)**
- 4) Other rail projects (all unfunded):**
 - Enhancement to North London Line services north of Stratford
 - DLR capacity upgrade between Poplar and Stratford (uncommitted / unfunded)
 - Crossrail (committed but unfunded).
- 5) Underground station improvements**
 - Bromley by Bow (uncommitted / unfunded)
 - West Ham (uncommitted / unfunded)
- 6) Bus network improvements (uncommitted / unfunded)**
- 7) River crossings**
 - Silvertown Link (uncommitted / unfunded)


Note: Pedestrian and cycleway improvements, plus some highway improvements (e.g. Canning Town) (all partially committed) – led by LTGDC - see LLV Park, Connections and Canning Town project sheets.

Constraints & Delivery	<ul style="list-style-type: none"> Funding availability Funding of Bromley by Bow station improvements linked to ability to link it with the wider regeneration of the area including through the use of s.106 funding. 												
Outputs	<ul style="list-style-type: none"> Improved accessibility within the LLV. Improved integration of transport infrastructure and surrounding development / 'better planning of the area'. 												
Partners & Roles	<table border="1"> <thead> <tr> <th>Organisation</th> <th>Role</th> </tr> </thead> <tbody> <tr> <td>TfL</td> <td>As above</td> </tr> <tr> <td>LTGDC</td> <td>Various projects aimed at improving the accessibility of the area on foot, bicycle and by vehicle.</td> </tr> <tr> <td>LTGDC with LBTH/TfL</td> <td>Key partners on the Bromley by Bow Master Planning project that will determine the form and funding of the Bromley by Bow station upgrade.</td> </tr> <tr> <td>LTGDC with LBN/TfL</td> <td>Key partners on the Canning Town Master Planning project that will determine the form and funding of the Canning Town station access improvements.</td> </tr> <tr> <td>LBN</td> <td>Champion of the 'DLR North London Line Context Works' (see separate project sheet)</td> </tr> </tbody> </table>	Organisation	Role	TfL	As above	LTGDC	Various projects aimed at improving the accessibility of the area on foot, bicycle and by vehicle.	LTGDC with LBTH/TfL	Key partners on the Bromley by Bow Master Planning project that will determine the form and funding of the Bromley by Bow station upgrade.	LTGDC with LBN/TfL	Key partners on the Canning Town Master Planning project that will determine the form and funding of the Canning Town station access improvements.	LBN	Champion of the 'DLR North London Line Context Works' (see separate project sheet)
Organisation	Role												
TfL	As above												
LTGDC	Various projects aimed at improving the accessibility of the area on foot, bicycle and by vehicle.												
LTGDC with LBTH/TfL	Key partners on the Bromley by Bow Master Planning project that will determine the form and funding of the Bromley by Bow station upgrade.												
LTGDC with LBN/TfL	Key partners on the Canning Town Master Planning project that will determine the form and funding of the Canning Town station access improvements.												
LBN	Champion of the 'DLR North London Line Context Works' (see separate project sheet)												
Costs & Viability	Total: See below for individual elements												

Project & Funding Programme (£ million)	YR1	YR2	YR3	YR4	YR5	YR6-10	YR10 +
Project Components	06/07	07/08	08/09	09/10	10/11		
1) Underground capacity improvements include:							
- Jubilee Line							
- District Line							
- Metropolitan, H/Smith and City lines							
2) DLR Capacity improvements include:							
- Langdon Park station							
- Extension to Stratford International							
3) Stratford railway station improvements							
4) Other rail projects (all unfunded):							
- Enhancement to NLL services north of Stratford							
Capacity upgrade between Stratford and Poplar							
- Crossrail 1							
5) Underground station improvements (both uncommitted /							

unfunded)							
- Bromley by Bow							
- West Ham							
6) Bus network improvements							
7) River crossings							
Silvertown Link							
Project Funding							
1) Underground capacity improvements (funded) include:							
- Jubilee Line							
- District Line							
- Metropolitan, H/Smith and City lines							
2) DLR Capacity improvements include:							
- Langdon Park station (£7.5 million)							
- Extension to Stratford International (£211 million)							
3) Stratford railway station improvements (ODA committed -£104 million)							
4) Other rail projects (all unfunded):							
- Enhancement to NLL services (to be costed)							
- DLR capacity upgrade between Poplar and Stratford (£28 m)							
- Crossrail 1 (high – over c.£10 billion)							
5) Underground station improvements (both uncommitted / unfunded)							
- Bromley by Bow (over £20 million)							
- West Ham (to be costed)							
6) Bus network improvements – assumed cost for pump priming services equating to £1,000 per housing unit delivered							
7) River crossings							
Silvertown Link (no costs available)							
Total Spend							

Housing Corporation: funding of affordable housing

<p>Location: Allocation of Social Housing Grant to RSLs throughout the LLV OAPF area in order to deliver affordable housing.</p>	
<p>Background: Currently the Housing Corporation has allocated £106 million over FYs 2004/5 – 2010/11 to 11 RSLs operating in the LLV OAPF area. Estimates developed by LTGDC based on achieving an increase in future supply suggest that the HC will need to increase the level of funding by a further £70 m per annum from 2008/09 (see below) subject to suitable development opportunities becoming available.</p>	
<p>Project(s) Scope: The RSLs are involved in 20 individual projects are estimated to deliver 1,590 affordable homes (849 shared ownership and 741 social rented) by 2011.</p>	
<p>Ownership / Current Occupier – various sites</p>	

Constraints & Delivery	<ul style="list-style-type: none"> Land assembly and obtaining planning consent – either by RSL or developer (depending on who is leading the particular project). Viability issues – many of the units are linked to the development of sites by private developers. Various delivery dates – such allocations are known to be highly vulnerable to slippage. 																												
Outputs	<ul style="list-style-type: none"> 1,590 affordable homes (849 shared ownership and 741 social rented) to 2011. In addition the HC has been advised of a number of 'zero grant' schemes – most notably the Trad. site at Bromley by Bow (165 units). 																												
Partners & Roles	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Organisation</th> <th style="text-align: left; border-bottom: 1px solid black;">Role – delivery of affordable housing – in many cases with the private sector partner</th> </tr> </thead> <tbody> <tr> <td>Acton Housing Association</td> <td>Burford Wharf - Stratford</td> </tr> <tr> <td>Circle 33</td> <td>Harcourt Road, Newham</td> </tr> <tr> <td>Community Housing Group</td> <td>Bow Bridge, 14-26 High Street, Stratford (with Toynbee HA), 260-268 Poplar High Street, 48 Church Street, 95-99 Barking Road</td> </tr> <tr> <td>East Thames Group</td> <td>Site B, Twelve Trees Crescent, Payne Road E3, Brion Place E3, Adelaide House.</td> </tr> <tr> <td>Family Mosaic</td> <td>Felstead Street, Hackney</td> </tr> <tr> <td>London and Quadrant</td> <td>Six sites in Canning Town</td> </tr> <tr> <td>Southern Housing Group</td> <td>Wick Lane, Bow</td> </tr> <tr> <td>Swan Housing</td> <td>Leven Road, North and South</td> </tr> <tr> <td>Tower Homes</td> <td>3 sites in Canning Town, Maryland Works Stratford</td> </tr> <tr> <td>Toynbee</td> <td>Virginia Quays Phase 4 and 95-99 Barking Road, Canning Town</td> </tr> <tr> <td>Ujima</td> <td>160 and 160-188 High Street Stratford</td> </tr> <tr> <td>Plus LTGDC assessment of 'pipeline' projects</td> <td>Funding will be required to support the viability of projects in Canning Town, Bromley by Bow, etc.</td> </tr> <tr> <td>Private sector</td> <td>Critical to the delivery of most of the planned units as embedded within privately led mixed tenure projects.</td> </tr> </tbody> </table>	Organisation	Role – delivery of affordable housing – in many cases with the private sector partner	Acton Housing Association	Burford Wharf - Stratford	Circle 33	Harcourt Road, Newham	Community Housing Group	Bow Bridge, 14-26 High Street, Stratford (with Toynbee HA), 260-268 Poplar High Street, 48 Church Street, 95-99 Barking Road	East Thames Group	Site B, Twelve Trees Crescent, Payne Road E3, Brion Place E3, Adelaide House.	Family Mosaic	Felstead Street, Hackney	London and Quadrant	Six sites in Canning Town	Southern Housing Group	Wick Lane, Bow	Swan Housing	Leven Road, North and South	Tower Homes	3 sites in Canning Town, Maryland Works Stratford	Toynbee	Virginia Quays Phase 4 and 95-99 Barking Road, Canning Town	Ujima	160 and 160-188 High Street Stratford	Plus LTGDC assessment of 'pipeline' projects	Funding will be required to support the viability of projects in Canning Town, Bromley by Bow, etc.	Private sector	Critical to the delivery of most of the planned units as embedded within privately led mixed tenure projects.
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Private sector	Critical to the delivery of most of the planned units as embedded within privately led mixed tenure projects.																												
Costs & Viability	<p>Total committed - £106 million</p> <p>Uncommitted requirement c. £650 million over next 10-15 years</p>																												

Project & Funding Programme (£ million)		YR1	YR2	YR3	YR4	YR5	YR6-10	YR10 +
Project Components		06/07	07/08	08/09	09/10	10/11		
1	Committed HC allocation of SHG to 11 RSLs in LLV	31.9	17.7	23.9	2.4	Nil		
2	LTGDC CSR '07 estimates (i.e. uncommitted) indicated to DCLG and Housing Corporation based on forecast supply estimates	n/a	n/a	71.0	72.8	81.1	350.0	67.0
Project Funding								
Total Spend		31.9	17.7	94.9	75.2	81.1	350.0	67.0

Note: Figures exclude allocations made to SHG funding allocated to Stratford City and the Olympic Zone sites.

Annex B - Public Sector Investment Plan

Lower Lea Valley - delivering the vision

- key elements of LTGDC's CSR '07 submission to Government (November 2006)

June 2007

This document sets out the estimated requirements for public sector investment in physical regeneration projects (housing and commercial development) PLUS 'infrastructure' defined as transport, social and environmental infrastructure. All based on estimates developed by LTGDC and its partners which has since formed the basis of its submission to DCLG as part of the Comprehensive Spending Review (CSR '07). Key assumptions include:

- i) Excludes costs of Olympic Park and all on and off-site transport and environmental improvement costs
- ii) Estimates of Housing Corporation (SHG) investment requirements not included in this summary.
- iii) Costs as at December 2005
- iv) Estimate of s.106 revenues is based on LTGDC's internal forecasts of housing completions and the application of its draft s.106 policy.
- v) LTGDC costs of major physical projects in Canning Town and Bromley by Bow that involve land assembly prior to involvement of a developer

Lower Lea Valley headline costs (£ millions at Dec. 2005 prices)

Notes

LIGDC led projects:	
- Canning Town	96.5
- Olympic fringe	145.7
- Bromley by Bow	68.1
- Lower Lea Park	136.1
Sub-total (gross costs)	<u>446.3</u>

of which 'infrastructure' comprises:

- Linear Park	68.7
- Connections (road and river crossings)	56.6
- Road corridor improvements	17.0
- Prescott Channel water impoundment	18.5
Sub total ('infrastructure')	<u>160.8</u>

Other requirements:

Transport	59.7
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Social infrastructure

	Land	Bldgs	Total
- Education	216.8	160.3	377.1
- Health	12.4	53.4	65.8
- Community	3.6	25.3	28.9
- Emergency services		8.7	8.7
			<u>480.4</u>

Forecast s.106 funding contributions

	2	(121.4)
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Total costs (excl. SHG)

	<u><u>865.0</u></u>
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Lower Lea Valley Investment Plan

Summary - Public sector investment plan (by funder) - excl. Stratford City and Olympic Zone (SC and OZ)

	Yr.1 2006/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.9 2014/15	Yr.10+ 2015+	Total
Public sector expenditure (000s)											
1. LTGDC led projects	12,333	15,792	11,994	23,519	20,260	8,000	-	4,594	-	-	96,492
- Canning Town	-	715	17,080	34,467	27,140	34,200	23,900	8,200	-	-	145,702
- Olympic Fringe	30	695	34,055	22,584	4,448	6,240	-	-	-	-	68,052
- Bromley By Bow	1,300	4,112	11,448	32,265	33,020	25,300	17,400	6,242	5,000	-	136,087
- Lower Lea Valley Park	13,663	21,313	74,578	112,834	84,868	73,740	41,300	19,036	5,000	-	446,332
Sub total Gross	-	2,047	-	2,000	13,000	82,500	27,500	15,000	15,000	5,000	132,047
Receipts	13,663	19,287	74,578	110,834	71,868	21,240	13,800	4,036	(10,000)	(5,000)	314,285
Sub total Net	-	-	-	-	-	-	-	-	-	-	-
of which 'infrastructure' comprises:											
- Linear Park	100	800	6,600	21,000	18,400	8,000	6,900	6,000	6,000	(5,000)	88,700
- Connections (road and river crossings)	-	1,820	3,800	9,700	14,400	17,200	5,000	4,540	-	-	56,560
- Road corridor improvements	-	330	6,710	2,960	3,500	3,500	-	-	-	-	17,000
- Prescott Channel water impoundment	2,000	12,500	4,000	-	-	-	-	-	-	-	18,500
Sub-total	2,100	15,450	21,110	33,660	36,300	28,700	11,900	10,540	6,000	(5,000)	160,760
2. Other requirements:											
i) Transport (TfL)	-	236	11,464	25,983	15,772	2,263	1,864	1,245	640	250	59,717
ii) Social infrastructure											
i) Land	-	-	21,558	36,541	12,121	35,675	9,437	-	-	101,483	216,816
- Education	-	1,822	1,482	1,588	1,825	1,587	1,473	995	424	1,207	12,404
- Health	-	530	431	462	531	461	428	290	123	351	3,607
- Community facilities	-	2,362	23,472	38,582	14,477	37,724	11,339	1,285	547	103,041	232,827
Sub-total	-	-	-	-	-	-	-	-	-	-	-
ii) Buildings	-	-	-	13,835	33,526	8,874	26,760	4,961	4,961	67,343	160,259
- Education	-	7,839	6,377	6,834	7,852	6,828	6,339	4,283	1,823	5,194	53,369
- Health	-	3,714	3,022	3,238	3,721	3,235	3,003	2,029	864	2,461	25,288
- Community facilities	-	-	-	2,500	2,500	1,850	-	-	-	-	8,700
- Emergency services (police and fire)	-	11,553	9,399	26,408	47,599	20,787	37,952	11,273	7,647	74,997	247,616
Sub-total	-	-	-	-	-	-	-	-	-	-	-
Total (social infrastructure)	-	13,905	32,871	64,999	62,076	58,511	49,291	12,558	8,194	179,038	480,443
Total (all LLV)	13,663	33,407	118,912	201,816	149,716	82,014	64,955	17,839	1,166	173,288	854,445
minus s.106 tariff revenue	-	295	2,169	4,355	10,132	15,503	15,292	18,388	15,580	38,708	121,448
Total (all LLV) - post s.106 adjustment	13,663	33,112	116,743	197,461	139,584	66,511	49,663	549	16,746	133,581	732,997

Lower Lea Valley Investment Plan

TfL projects - (that are currently unfunded / uncommitted)

	Yr.1 2006/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.9 2014/15	Yr.10+ 2015/16+	Total
1) Improvements to underground stations - Bromley by Bow - West Ham			10,000	10,000							20,000
2) DLR capacity upgrade between Polar and Stratford				14,000	14,000						28,000
3) North London Line - enhancement to services											
4) Bus network improvements	0	236	1,464	1,983	1,772	2,263	1,864	1,245	640	250	11,717
	-	236	11,464	25,983	15,772	2,263	1,864	1,245	640	250	59,717

Notes:

- 1) Jubilee, District and Met, H&C capacity improvements are all funded
- 2) DLR Capacity improvements at Landgdon park (£7.5 million and extension to Stratford City - £211 million - funded).
- 3) Stratford railway Station improvements (£104 million - funded)
- 4) Crossrail not funded - cost = c.£10 billion
- 5) Silvertown Link not funded and not costed.

Lower Lea Valley Investment Plan

Primary Schools (incl. nursery spaces)

1 Form Entry (FE) = 210 Pupils, 2=420, 3 = 630 and 4 = 840

School location	Form Entries (FE)	Plot area (ha.)	Cost per ha.	Total	Expenditure (000s)													
					Yr.1 2006/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.9 2014/15	Yr.10+ 2015/16+	Total			
1. Land																		
- Wider Stratford city area	4	1.64	7,400	12,121														12,121
- Stratford	4	1.64	7,400	12,121														12,121
- Fish Island and Marshgate	4	1.64	7,400	12,121														12,121
- Bromley by Bow	2	1.28	7,400	9,437														9,437
- Three Mills	3	1.52	7,400	11,255														11,255
- West Ham	2	1.28	7,400	9,437														9,437
- Poplar Riverside	2	1.28	7,400	9,437														9,437
- Canning Town	2	Nil - expansion of two existing																
- Newham Thameside East (1)	2	1.28	7,400	9,437														9,437
- Newham Thameside East (2)	4	1.64	7,400	12,121														12,121
- Location not specified	2	1.28	7,400	9,437														9,437
	31	14.45		106,926			21,558	12,121	12,121	11,255	9,437						40,433	106,926
2. Buildings																		
School location	Form Entries (FE)	Building area (sq.m.)	Cost per sq.m.	Total														
- Wider Stratford city area	4	4,671	1.90	8,874														8,874
- Stratford	4	4,671	1.90	8,874														8,874
- Fish Island and Marshgate	4	4,671	1.90	8,874														8,874
- Bromley by Bow	2	2,480	2.00	4,961														4,961
- Three Mills	3	3,720	1.90	7,069														7,069
- West Ham	2	2,480	2.00	4,961														4,961
- Poplar Riverside	2	2,480	2.00	4,961														4,961
- Canning Town	2	2,480	2.00	4,961														4,961
- Newham Thameside East (1)	2	2,140	2.00	4,280														4,280
- Newham Thameside East (2)	4	4,671	1.90	8,874														8,874
- Location not specified	2	2,480	2.00	4,961														4,961
	31	36,945		71,649				13,835	13,835	8,874	7,069	4,961	4,961	4,961	4,280	18,115	58,548	178,575
Sub-total (primary schools incl. nurseries)																		

Notes:

- School plot sizes and land costs based on LTG SIF (in turn based on Valuation Office Report 2006)
- Building costs - LTG SIF -EDAW/ Gardiner and Theobald - note F&G are 25% extra - CHECK
- 29 FE in the DIS figures. 31 used in the LLV SIF (May 06)
- Nurseries assumed to be incorporated within each Primary School. To take account of this the 'land take' has been increased by 17% and the building size by 15.9%. The impact on cost is to increase land cost by £15.3 million and buildings by £19.3 million.
- Source of funding of social infrastructure (usually as part of a wider scheme)

Lower Lea Valley Investment Plan

Secondary Schools

6 Form Entry (FE) = 900 pupils

	Public sector expenditure (000s)										Total	
	Yr.1 2006/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.9 2014/15+	Yr.10 2015/16+		
All LLV costs												
1. Land												
	Form Entries (FE)	Plot area (ha.)	Cost per ha.	Total								
- Wider Stratford city area	6	3.30	7,400	24,420								24,420
- Bromley by Bow	6	3.30	7,400	24,420								24,420
- West Ham	6	3.30	7,400	24,420								24,420
- Newham Thameside East	6	3.30	7,400	24,420		24,420						24,420
- Location not specified	3	1.65	7,400	12,210								12,210
	27	14.85		109,890		24,420					61,050	109,890
2. Buildings												
	Form Entries (FE)	Building area (sq.m.)	Cost per sq.m.	Total								
- Wider Stratford city area	6	10,098	1.95	19,691								19,691
- Bromley by Bow	6	10,098	1.95	19,691								19,691
- West Ham	6	10,098	1.95	19,691								19,691
- Newham Thameside East	6	10,098	1.95	19,691	19,691							19,691
- Location not specified	3	5,049	1.95	9,846								9,846
	27	45,441		88,610		19,691					49,228	88,610
Sub-total						19,691					110,278	198,500
Total 'funded' and 'unfunded'						19,691					110,278	198,500

Notes:

- School plot sizes and land costs based on LTG SIF (in turn based on Valuation Office Report 2006)

- Building sizes and build cost from LTG SIF.

- 24 FE in the DIS figures. 27 used in the LLV SIF (may 06)

- Source of funding of social infrastructure (usually as part of a wider scheme)

Lower Lea Valley Investment Plan

Education summary

	Public sector expenditure (000s)										Total
	Yr.1 2006/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.9 2014/15+	Yr.10 2015/16+	
Land											
- Primary schools	-	-	21,558	12,121	12,121	11,255	9,437	-	-	40,433	106,926
- Secondary schools	-	-	-	24,420	-	24,420	-	-	-	61,050	109,890
Sub-total	-	-	21,558	36,541	12,121	35,675	9,437	-	-	101,483	216,816
Buildings											
- Primary schools	-	-	-	13,835	13,835	8,874	7,069	4,961	4,961	18,115	71,649
- Secondary schools	-	-	-	-	19,691	-	19,691	-	-	49,228	88,610
Sub-total	-	-	-	13,835	33,526	8,874	26,760	4,961	4,961	67,343	160,259
Total costs (all LLV)	-	-	21,558	50,376	45,647	44,550	36,197	4,961	4,961	168,826	377,075

Lower Lea Valley Investment Plan

Health: (G.P. plus acute plus mental health care services)

All LLV costs	Yr.1 2006/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.9 2014/15+	Yr.10 2015/16+	Total	
												Public sector expenditure (000s)
1. Land (based on 2 storey @ 40% plot ratio)												
	No.	Plot area	Cost per sq.m.	Total								
Leyton	2	0.083	7,400	483							483	
Wider Stratford City	4	0.144	7,400	1,064	483						1,064	
Stratford	12	0.313	7,400	2,313					2,313		2,313	
Fish Island	4	0.144	7,400	1,064							1,064	
Bonney by Bow	3	0.125	7,400	925	925						925	
Three Mills	10	0.260	7,400	1,827							1,827	
West Ham	2	0.063	7,400	463					463		463	
Poplar Riverside	5	0.156	7,400	1,156						1,156	1,156	
Canning Town	2	0.063	7,400	463							463	
Thameside West	10	0.313	7,400	2,313	1,156						2,313	
Sub-total	3	0.125	7,400	925	1,482	1,658	1,473	995	424	1,207	12,404	
	57	1.177		13,973							13,973	
2. Buildings												
	No.	Unit sq.m.	Building area	Cost per sq.m.	Total							
Leyton	2	250	500	2,750	1,375						1,375	
Wider Stratford City	4	288	1,150	2,750	3,163	1,375					3,163	
Stratford	12	208	2,500	2,750	6,875				6,875		6,875	
Fish Island	4	288	1,150	2,750	3,163						3,163	
Bonney by Bow	3	333	1,000	2,750	2,750	2,750					2,750	
Three Mills	10	208	2,083	2,750	5,728						5,728	
West Ham	2	250	500	2,750	1,375						1,375	
Poplar Riverside	5	250	1,250	2,750	3,438	3,438			1,375		3,438	
Canning Town	2	250	500	2,750	1,375						1,375	
Thameside West	10	250	2,500	2,750	6,875			1,375	3,438		6,875	
Sub-total	3	333	1,000	2,750	2,750	4,406	4,722	4,718	1,260	3,689	36,876	
	57	2,908	14,133		38,867						38,867	
Plus												
(All buildings)												
- Acute and Mental Healthcare facility costing					13,893						13,893	
- Mental health beds build and land costs					9,391						9,391	
Sub-total					17,284						17,284	
Total Health costs:-												
- Land					13,073						13,073	
- Buildings					59,261						59,261	
Total					69,334						69,334	
					7,859	8,233	8,214	7,812	2,247	2,247	6,481	63,773

Lower Lea Valley Investment Plan

Emergency services

	Yr.1 2006/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.9 2014/5	Yr.10+ 2015/16+	Total
Public sector expenditure (000s)											
				2,500	2,500	1,850	1,850				5,000
											3,700
Cost of to summary				2,500	2,500	1,850	1,850				8,700

Workings:

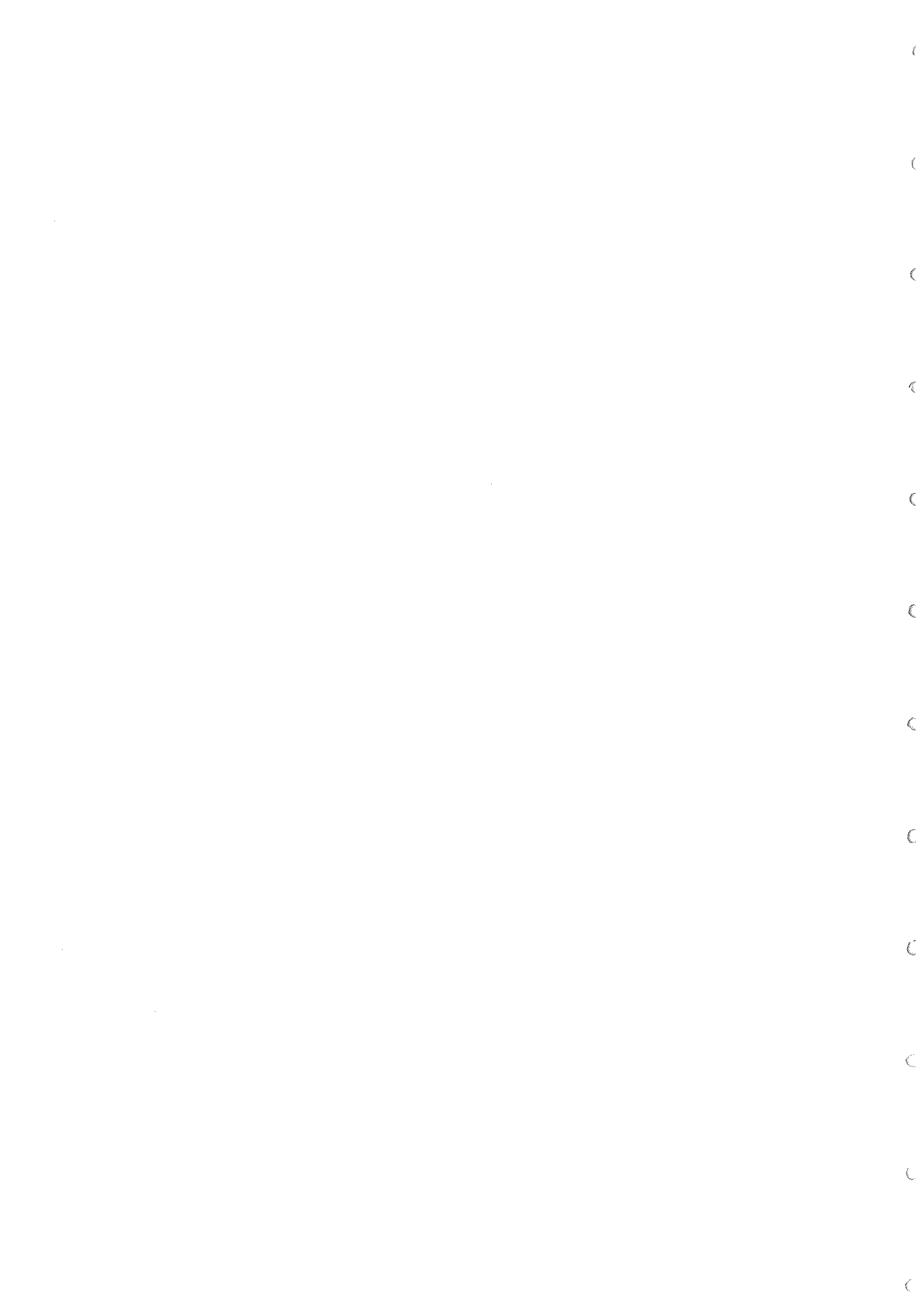
EDAW LTG SIF 5,000
 Police: LTG SIF refers to share of £14 million facility (c. one third of total) 3,700
 Fire: LTG SIF refers to a £3.7 million requirement, ent in Zone 2 share of £14.1

Lower Lea Valley Investment Plan

Estimated revenue yield from s.106 contributions

	s.106 revenue generated (£000s)												
	Yr.1 2004/7	Yr.2 2007/8	Yr.3 2008/9	Yr.4 2009/10	Yr.5 2010/11	Yr.6 2011/12	Yr.7 2012/13	Yr.8 2013/14	Yr.10 2015/6	Yr.11 2016/7	Yr.12 2017/18	Yr.13 2018/19	Total
Estimated 'tariffable' housing supply													
All 'tariffable' units (as per LTGDC supply forecast)	14,024	236	1,464	1,983	1,772	2,263	1,864	1,245	250	2,307	-	-	14,024
Tariff per unit (£000)	10.0	10	10	10	10	10	10	10	10	10			10
Maximum yield assuming 100% recovery	140,240	2,360	14,640	19,830	17,720	22,630	18,640	12,450	2,500	23,070			140,240
Actual yield													
- Tranche 1:													
- 25% payable on grant of implementable consent - 100% recovery	0%	550	3,660	4,958	4,430	5,658	4,660	3,113	625	5,768			35,060
- Estimated yield factor (% of £10K per dwelling collected)		50%	66%	70%	80%	90%	100%	100%	100%	100%			
- Tranche 2:													
- 75% on completion (on av. 2 years after Tranche 1) - 100% recovery	0%	295	2,186	3,470	3,544	5,092	4,660	3,113	625	5,768			30,362
- Estimated yield factor (% of £10K per dwelling collected)													
Forecast revenue													
Total (£000)													
Total cumulative (£500)													
		236	2,186	4,216	10,322	16,503	16,232	18,288	9,853	10,688	1,876	17,303	121,448
		236	2,481	6,846	16,978	32,481	47,773	66,161	81,703	102,271	104,144	121,448	

Notes:- As per discussions with John Allen, Director of Planning, LTGDC in the light of the proposed s.106 strategy and estimates of housing delivery as per HousingSupplyForecast_v26.xls



Appendix 1
Plan 1(Property)

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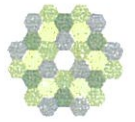
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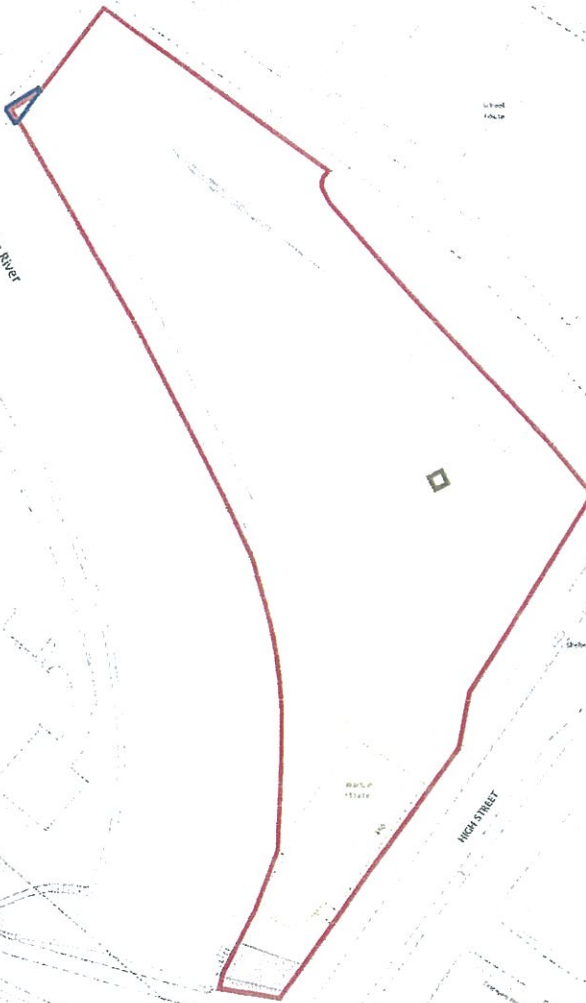
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Land Registry
Official copy of
title plan

Title number EGL533819
Ordnance Survey map reference TQ3883NW
Scale 1:1250
Administrative area NEWHAM



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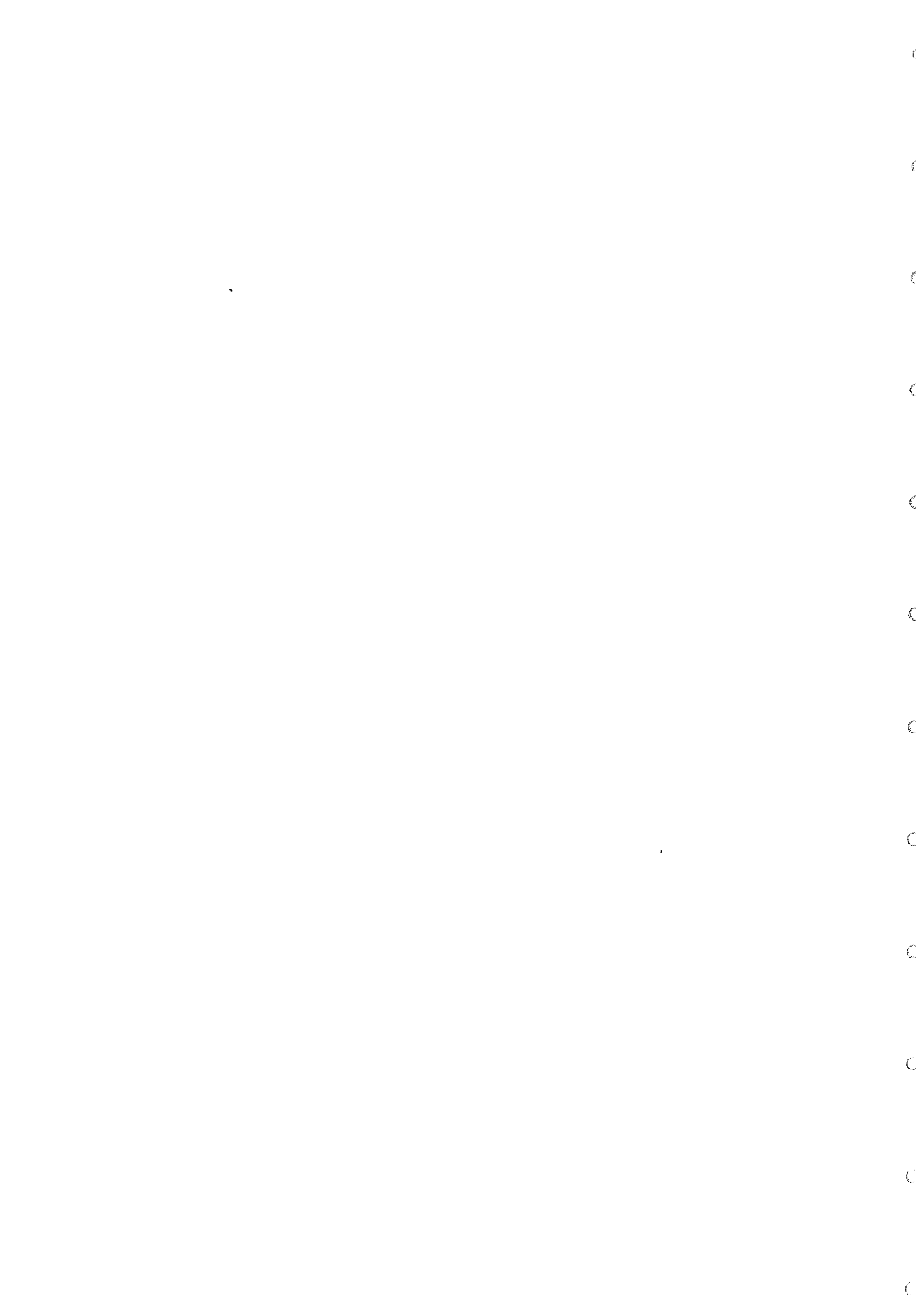
J. Middle
AUTHORISED SIGNATORY
J. C. Cohen
SECRETARY

ENTERED IN SEAL REGISTER NO. 111396

PLAN 1
THE PROPERTY

10/11/19

Appendix 2
Draft Planning Permission



Case no. LTGDC-09-064-FUL

DP9 Planning Consultants
100 Pall Mall
London
SW1Y 5NQ

NOTICE OF DECISION ON PLANNING APPLICATION

TOWN AND COUNTRY PLANNING ACT 1990
LONDON THAMES GATEWAY DEVELOPMENT CORPORATION (PLANNING
FUNCTIONS ORDER) 2005

APPLICATION NO: 09/01507/LBNM

LOCATION: 150 High Street Stratford, E15

PROPOSAL: Alterations during the course of construction to planning permission reference 07/01166/LTGDC dated 19 December 2007 involving the development of six new buildings of between 7 and 43 storeys (plus roof plant level) and restoration of Warton House to provide 2,797 sq.m of retail/commercial/community floor space for Class A1-A4/B1/D1 uses and 639 number one, two, three and four bedroom residential units (Class C3), 65 units of extra care, plus associated car and cycle parking, landscaping, and all associated enabling works under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999

APPLICANT: Paddington Churches Housing Association

London Thames Gateway Development Corporation being the Local Planning Authority for the purposes of the application received on 06 November 2009 for Planning Permission, as described above has resolved to

GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS

The conditions to which the permission is subject are as follows:

1. The development hereby permitted shall be commenced not later than the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act (as amended).

2. This planning permission applies to the following plan numbers:

9051_[00]_001 rev P1 Proposed Site Plan
09051_[00]_002 rev P1 Proposed Site Plan
09051_[00]_003 Site Boundary Drawing
BP (PL) 003 Basement Plan

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09051_[00]_102 rev P1 Proposed Ground Floor Plan
09051_[00]_103 rev P1 Proposed First Floor Plan
09051_[00]_104 rev P1 Proposed Second Floor Plan
09051_[00]_105 rev P1 Proposed Third Floor Plan
09051_[00]_106 rev P1 Proposed Fourth Floor Plan
09051_[00]_107 rev P1 Proposed Fifth Floor Plan
09051_[00]_108 rev P1 Proposed Sixth Floor Plan
09051_[00]_109 rev P1 Proposed Seventh Floor Plan
09051_[00]_110 rev P1 Proposed Eighth Floor Plan
09051_[00]_111 rev P1 Proposed Ninth Floor Plan
09051_[00]_112 Proposed Tenth- Twenty Seventh Floor Plan
09051_[00]_113 Proposed Twenty Eighth Floor Plan
09051_[00]_114 Proposed Twenty Ninth Floor Plan
09051_[00]_115 Proposed Thirtieth Floor Plan
09051_[00]_116 Proposed Thirty First Floor Plan
09051_[00]_117 Proposed Thirty Second Floor Plan
09051_[00]_118 Proposed Thirty Third Floor Plan
09051_[00]_119 Proposed Thirty Fourth Floor Plan
09051_[00]_120 Proposed Thirty Fifth Floor Plan
09051_[00]_121 Proposed Thirty Sixth Floor Plan
09051_[00]_122 Proposed Thirty Seventh Floor Plan
09051_[00]_123 Proposed Thirty Eighth Floor Plan
09051_[00]_124 Proposed Thirty Ninth Floor Plan
09051_[00]_125 Proposed Fortieth Floor Plan
09051_[00]_126 Proposed Forty First Floor Plan
09051_[00]_127 Proposed Forty Second Floor Plan
09051_[00]_128 Proposed Forty Third Floor Plan
09051_[00]_129 Proposed Roof Plan
09051_[00]_201 rev P4 SW Elevation, Waterworks River
09051_[00]_202 rev P4 Section A-A, Tower Block A+E+F+G
09051_[00]_203 rev P4 South East High Street Elevation
09051_[00]_204 rev P4 North East Elevation
09051_[00]_206 rev P2 Elevation NW, Bridgewater Road Elevation
09051_[00]_207 rev P1 Section C-C: Through Block F & G
09051_[00]_208 rev P4 Section D-D, Block E, NE Elevation
09051_[00]_209 rev P4 Section E-E Through Block D
09051_[00]_210 rev P2 Section G-G Blocks D + E, and Section F-F, Blocks C + E
09051_[00]_211 Section H-H/Section I-I
09051_[00]_500_stackogram-G-2 Mix and Tenure Diagram: Ground to 2nd Floor
09051_[00]_501_stackogram-3-5 Mix and Tenure Diagram: 3rd to 5th Floor
09051_[00]_502_stackogram-6-8 Mix and Tenure Diagram: 6th to 8th Floor
09051_[00]_503_stackogram-9-11 Mix and Tenure Diagram: 9th to 11th Floor
09051_[00]_504_stackogram-12-14 Mix and Tenure Diagram: 12th to 14th Floor
09051_[00]_505_stackogram-15-17 Mix and Tenure Diagram: 15th to 17th Floor
09051_[00]_506_stackogram-18-20 Mix and Tenure Diagram: 18th to 20th Floor
09051_[00]_507_stackogram-21-23 Mix and Tenure Diagram: 21st to 23rd Floor
09051_[00]_508_stackogram-24-26 Mix and Tenure Diagram: 24th to 26th Floor
09051_[00]_509_stackogram-27-29 Mix and Tenure Diagram: 27th to 29th Floor
09051_[00]_510_stackogram-30-32 Mix and Tenure Diagram: 30th to 32nd Floor
09051_[00]_511_stackogram-33-35 Mix and Tenure Diagram: 33rd to 35th Floor
09051_[00]_512_stackogram-36-38 Mix and Tenure Diagram: 36th to 38th Floor
09051_[00]_513_stackogram-39-41 Mix and Tenure Diagram: 39th to 41st Floor
09051_[00]_514_stackogram-42-43 Mix and Tenure Diagram: 42nd to 43rd Floor
777-PL01-revB General Arrangement Plan

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777-PL02-revA Hardworks Plan
777-PL03-revA Softworks Plan

The development shall be constructed in accordance with the above approved plans thereafter.

Reason: To ensure that the development is constructed in accordance with the approved plans, in accordance with Policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy 4B.1 of the London Plan consolidated with alternations since 2004 (2008).

3. All construction work on site shall be undertaken in full accordance with the 'Environmental Code of Construction Practice' contained within Appendix C of the submitted Construction Phase Plan revision 4 dated January 2008 prepared by Ardmore Construction Limited and approved by the Local Planning Authority 18 September 2009.

Reason: To ensure that the works do not adversely impact on adjoining occupiers in accordance with Policies EQ20, EQ45, EQ46 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and policies 4A.3, 4A.19 and 4A.20 of the London Plan consolidated with alternations since 2004 (2008).

4. Samples of all external materials for each of the buildings hereby approved [excluding Building A] shall be submitted to and approved in writing by the Local Planning Authority prior to the external materials being fixed to that building. Each building shall be implemented in accordance with the approved external materials thereafter.

Reason: To ensure a satisfactory standard of external appearance for each building, in accordance with Policies EQ18, EQ19 and EQ20 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and policies 4B.1 and 4B.2 of the London Plan consolidated with alternations since 2004 (2008).

5. Within three months of the date of this permission, full details all surfaces, materials and fixings comprising the design of the external structure of Building A (the tower) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:
 - i) samples and specifications of all proposed external materials;
 - ii) samples and specifications of all proposed windows and winter garden façade treatment, including methods of opening;
 - iii) details of fixings and material junctions; and
 - iv) drawings detailing all elevations of Building A, to a scale agreed with the Local Planning Authority, annotated to demonstrate the above.

Thereafter the development shall be constructed in accordance with the approved details prior to the first occupation of the development to the satisfaction of the Local Planning Authority.

Reason: To ensure a exemplar standard of external appearance of this tall

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building, in accordance with Policies EQ18, EQ19, EQ20 and EQ28 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 4B.1, 4B.2, 4B.9 and 4B.10 of the London Plan consolidated with alternations since 2004 (2008).

6. The use of the commercial space within buildings D to G shall be restricted to Use Classes A1, A2, A3, B1 and D1 unless otherwise agreed in writing by the Local Planning Authority. Furthermore, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 once a use has been implemented any subsequent material change of use should be the subject of a planning application if required by the General Permitted Development Order as amended.

Reason: In the interest of residential amenity and achieving a mixed and balanced development in accordance with Policies S6, H13, EMP3, SH14, LR2, EQ18 and EQ19 and EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3A.1, 3A.2, 3A.3, 3B.1, 3B.2, 3B.3, 3D.3, 4B.1, 4B.2 and 4B.3 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

7. Prior to the expiration of six months from the date of this permission, a phasing scheme shall be submitted to the Local Planning Authority and thereafter approved in writing. The development shall not be constructed except in accordance with the approved phasing scheme. References to 'phases' in these conditions are references to phases set out in the approved phasing scheme.

Reason: To prescribe the order in which the different phases of the development will be carried out and in the interest of residential amenity, in accordance with Policies EQ18, EQ19 and EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4A.3, 4B.1, 4B.2 and 4B.3 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

8. Prior to the expiration of six months from the date of this permission, details of the surface and foul water drainage system shall be submitted to the Local Planning Authority and approved in writing thereafter. The development shall be constructed in accordance with the approved details thereafter.

Reason: To prevent pollution of the water environment, in accordance with Policies S4, EQ18, EQ19 and EQ63 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4A.3, 4A.14, 4A.16 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

9. Prior to the expiration of six months from the date of this permission, the following information shall be submitted to the Local Planning Authority:
 - a) details and plans of the water supply infrastructure together with the anticipated flow rates necessary to support this development have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, and
 - b) the provision of water supplies for the whole of the development has been

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secured. Such supply shall be secured by means of a water main requisition pursuant to Sections 41 to 44 of the Water Industry Act 1991.

The development shall not be constructed except in accordance with the approved details.

Reason: To ensure that the network infrastructure has sufficient capacity to cope with this additional demand, in accordance with Policies EQ18, EQ19 and H17 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4A.16, 4A.18 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

10. Prior to the expiration of six months from the date of this permission, detailed design drawings (including pedestrian and cycle facilities) and safety audits of the proposed access arrangements and access to the basement car park shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. The development shall not be constructed except in accordance with the approved drawings and safety audits.

Reason: To agree an acceptable vehicular access to the development to maintain pedestrian and vehicular safety, in accordance with Policies EQ18, EQ19, H17, T11, T13, T14 and T19 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3C.16, 3C.18 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

11. At all times during construction the applicant shall maintain local access to public footways and bus stops surrounding the development.

Reason: To ensure that safe and accessible footways and public transport links are maintained for pedestrians around the construction site, in accordance with Policy T19 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 3C.21 and 3C.22 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

12. No phase of the development shall be occupied unless and until all damage to the existing public highway (including footway in the locality) caused by construction works has been renewed and repaired in accordance with the standards of the relevant Local Highway Authority.

Reason: Not to compromise highway or pedestrian safety in the locality, in accordance with Policies EQ18, EQ19, H17, T11, T13, T14 and T19 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3C.16, 3C.18 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

13. No doors of the development shall open outwards onto any public highway.

Reason: To prevent pedestrian accidents on the public highway, in accordance with Policies EQ18, EQ19, H17, T13, T14 and T19 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3C.18 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since

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14. Prior to the expiration of six months from the date of this permission, details of finishes/specifications of all highway materials/surfaces shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. The development shall not be constructed except in accordance with the approved details.

Reason: To ensure a satisfactory appearance of the highways, in accordance with Policies EQ18, EQ19, EQ20 and H17 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 4B.1, 4B.2, 4B.9 and 4B.10 of the London Plan consolidated with alternations since 2004 (2008).

15. The applicant shall secure the implementation of the programme of archaeological work before any new buildings are occupied. The work will be completed in accordance with the updated project design that forms part of the post-excavation assessment report prepared by MoLA. The archaeological post-excavation works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: Important archaeological remains may exist on this site. Accordingly the Local Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPG16 and Policy EQ43 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy 4B.14 of the London Plan consolidated with alternations since 2004 (2008).

16. Prior to the expiration of six months from the date of this permission, the developer shall submit to the Local Planning Authority details of an assessment of the potential for utilising waterborne transport to move demolition waste, excavation spoil and construction materials into and out of the site and the removal of waste and recyclates from the site. Where the approved assessment reveals that waterborne transport is available waterborne transport shall be used during the construction of the development in accordance with proposals set out in the approved assessment.

Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with Policies 3C.24 and 4C.14 of the London Plan consolidated with alternations since 2004 (2008).

17. Prior to the expiration of six months from the date of this permission, the developer shall submit to the Local Planning Authority full details of a proposed landscaping scheme, including the public walkway between the Greenway and Bridgewater Road. Such details shall only be implemented once the Local Planning Authority, in consultation with British Waterways and the Environment Agency, has given its approval in writing. The landscaping scheme shall include reference to plant species types, surface treatments, fences and walls, planting arrangements to address any localised microclimate matters, any signage and information boards together with the means of on-going maintenance for a five year period. The approved landscaping scheme shall be implemented by the first planting scheme after the development commences and shall be carried out

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in accordance with the approved details of the scheme.

Reason: In the interest of preserving open views to and from the canal, the living environment for future residents, ecology and the canal setting, in accordance with Policies EQ2, EQ3, EQ4, EQ19, EQ21, EQ25, EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4B.1, 4B.2, 4B.3, 4C.4 and 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

18. All planting within 8 metres of the watercourse shall be of locally native plant species only, of UK genetic origin.

Reason: Use of locally native plants in landscaping is essential to benefit local wildlife and to help maintain the region's natural balance of flora, in accordance with Policies EQ2, EQ3, EQ4, EQ19, EQ21, EQ25, EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4B.1, 4B.2, 4B.3, 4C.4 and 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

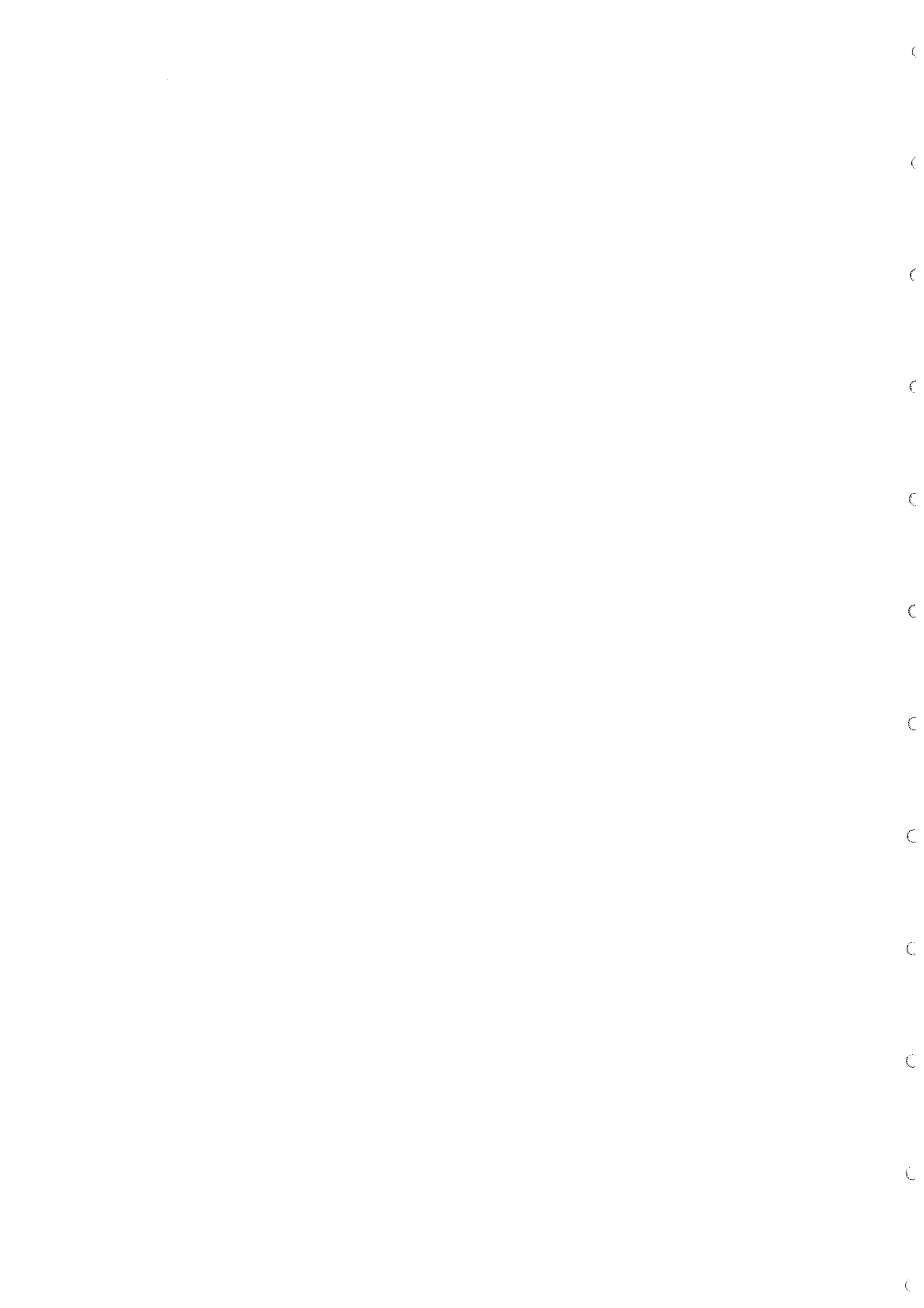
19. Development shall not be occupied unless and until the developer has submitted to the Local Planning Authority a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas (except small, privately owned domestic gardens) and the Local Planning Authority has given its approval in writing. The landscape management plan shall subsequently be implemented in accordance with the approved details of the plan.

Reason: To protect and enhance the natural features and character of the area, in accordance with Policies EQ2, EQ3, EQ9, EQ10, EQ11, EQ12, EQ15, EQ18, EQ19, EQ21, EQ25, EQ26, T19, T22, T24, H14 and H17 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3C.18, 3C.21, 3C.22, 3D.14, 4B.1, 4B.2, 4B.3, 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

20. Development shall not be occupied unless and until the developer has submitted to the Local Planning Authority a light spill scheme to include details of the level of light spill from the new development into the watercourse or adjacent river corridor habitat and the Local Planning Authority has given its approval in writing. External artificial lighting within 8 metres of the watercourse should be minimised. No phase of the development shall be occupied except in accordance with the approved scheme.

Reason: In the interest of crime prevention, ecology, visual amenity and the canal setting, in accordance with Policies EQ2, EQ3, EQ9, EQ18, EQ19, EQ21, EQ26, EQ45, T14 and H17 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3C.18, 3C.21, 3C.22, 3D.14, 4B.1, 4B.2, 4B.3 and 4B.6 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

21. Construction of the drainage network shall not begin until a surface water drainage scheme, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been



submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall be designed in accordance with the principles set out in the Flood Risk assessment by Peter Brett Associates (September 2009)

Reason: To prevent the increased risk of surface water flooding, improve water quality, improve habitat and amenity, in accordance with Policies EQ18, EQ19, EQ62 and EQ64 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4A.12, 4A.13, 4A.14 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

22. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA)(Peter Brett Associates, September 2009) and the following mitigation measures detailed within the FRA shall be implemented:

- a. Limiting the surface water run-off to the greenfield run-off rate
- b. Finished floor levels are set no lower than 5.6 metres Above Ordnance Datum (AOD)

Reason: To prevent flooding by ensuring the satisfactory storage/disposal of surface water drainage from the site and to reduce the risk of flooding to the proposed development and future occupants, in accordance with Policies EQ18, EQ19, EQ62 and EQ64 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4A.12, 4A.13, 4A.14 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

23. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: The site may be contaminated and infiltration of the surface water would provide a potential pathway for contaminants to migrate into the underlying aquifer, in accordance with Policies EQ18, EQ19, EQ45, EQ62 and EQ64 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4A.12, 4A.13, 4A.14 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

24. During construction no solid matter shall be stored within 10 metres of the banks of the Waterworks River and thereafter no storage of materials shall be permitted in this area.

Reason: To prevent solid materials from entering the Waterworks River and causing pollution, in accordance with Policies EQ4, EQ9, EQ10, EQ11 and EQ12 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4C.3 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

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25. Prior to work commencing on the proposed timber cladding of the river walls, details of the nature and extent of the cladding shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate access for future inspection and repair of the river wall, in accordance with Policies EQ18, EQ19, EQ62 and EQ64 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4A.12, 4A.13 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

26. No phase of the development shall be occupied unless and until the construction of the site foundations in relation to that phase has been carried out in accordance with the 'Piling Risk Assessment' dated 7 May 2008 approved by the Local Planning Authority 16 September 2008.

Reason: To prevent pollution of controlled waters, in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

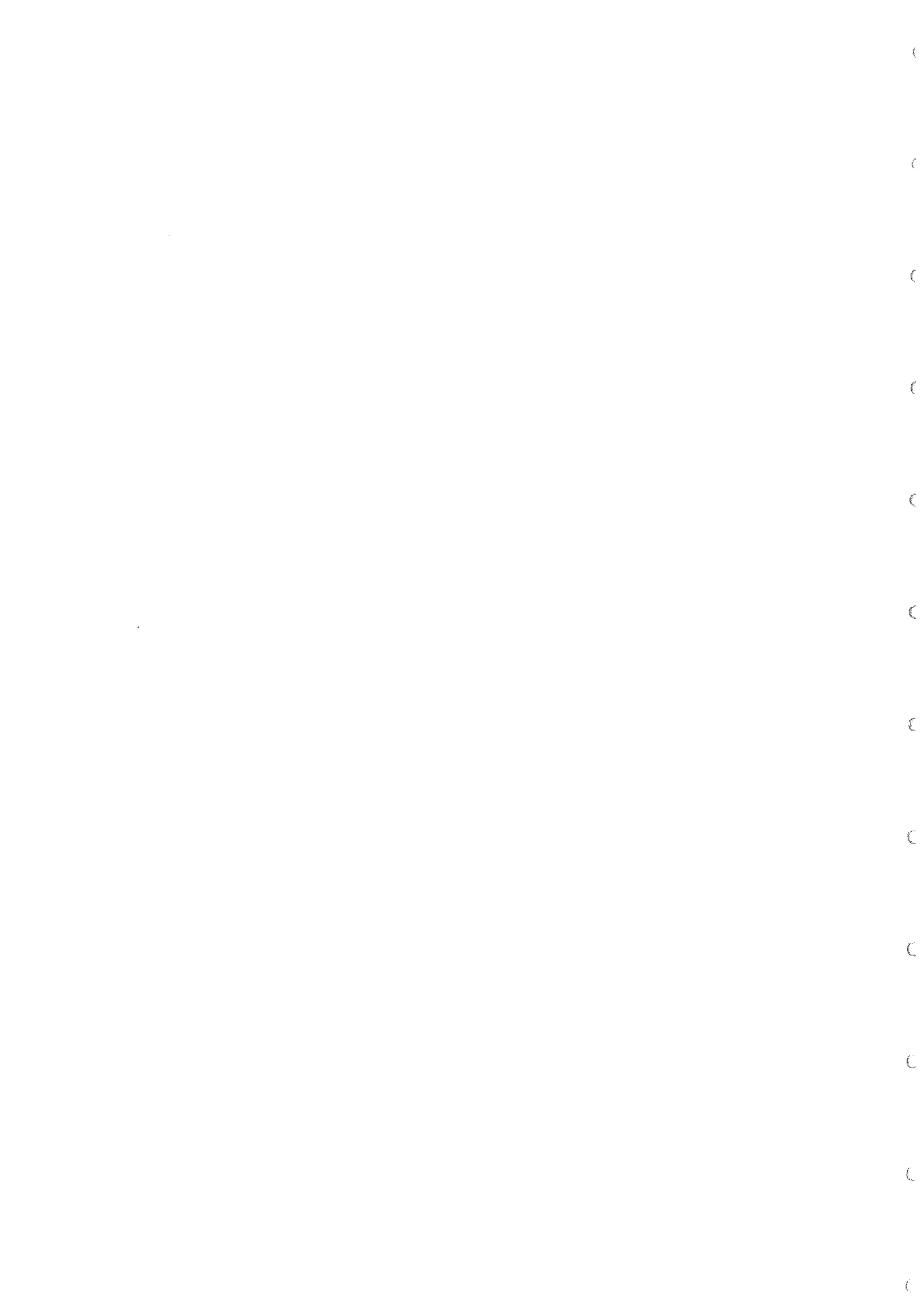
27. Prior to the expiration of six months from the date of this permission, the developer shall submitted to the Local Planning Authority a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the waterway. Works shall not be undertaken until the Local Planning Authority, in consultation with the British Waterways Board, has given its approval in writing. Works to be carried out adjacent to the waterway shall be carried out in accordance with the approved Risk Assessment and Method Statement thereafter.

Reason: In the interests of health and safety and visual amenity in accordance with Policies EQ2, EQ3, EQ19, EQ21, EQ25, EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4B.1, 4B.2, 4B.3, 4B.6, 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

28. Development shall not be occupied unless and until the developer has submitted to the Local Planning Authority details of proposed safety equipment alongside the Waterworks River and the Local Planning Authority has given its approval in writing. The details shall be implemented in accordance with the approved details before first occupation of the development.

Reason: In the interest of health and safety, in accordance with Policies EQ2, EQ3, EQ19, EQ21, EQ25, EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4B.1, 4B.2, 4B.3, 4B.6, 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

29. Development shall not be occupied unless and until the developer has submitted to the Local Planning Authority full details of a proposed lighting and CCTV scheme together with the comments of the Metropolitan Police and the



Local Authority, in consultation with British Waterways, has given its approval in writing. The lighting and CCTV scheme shall be implemented in accordance with the approved details of the scheme.

Reason: In the interest of crime prevention, ecology, visual amenity and the canal setting, in accordance with Policies EQ2, EQ3, EQ19, EQ21, EQ25, EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 4B.1, 4B.2, 4B.3, 4B.6, 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

30. The development shall not be occupied unless and until the developer has submitted to the Local Planning Authority a security scheme which shall include details of the following security elements: a security management plan based on an operational requirement and agreed in consultation with the police; an extension to cover all road boundaries of landscaping measures to prevent unauthorised vehicles crossing the site perimeter (as is currently proposed for part of the Warton Road frontage); and parking areas being secured to an agreed standard, including robust vehicle access and egress points, and the Local Planning Authority has given its approval of the scheme in writing. The security scheme shall be implemented in accordance with the approved details of the scheme and retained.

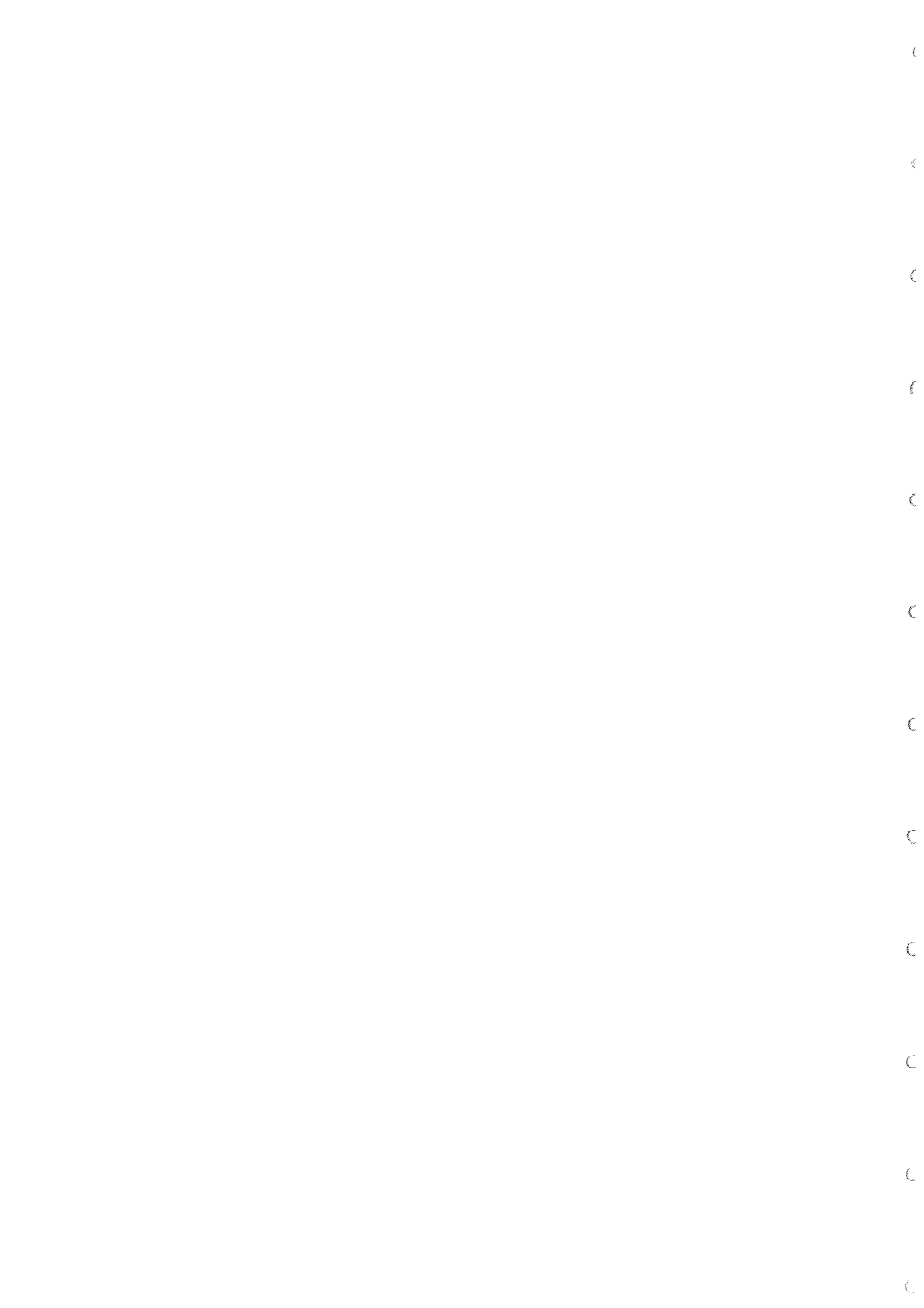
Reason: In the interests of safety and security because of the proximity of the application site to the Olympic Games venues, in accordance with Policy EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policy 4B.6 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

31. The mural located on the elevation of Warton House shall be retained and maintained in perpetuity.

Reason: To ensure a satisfactory standard of external appearance, in accordance with Policies EQ19 and EQ36 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 4B.1, 4B.11, 4B.12 and 4B.13 of the London Plan consolidated with alternations since 2004 (2008).

32. Prior to the expiration of six months from the date of this permission, works in respect of Warton House shall be submitted to the Local Planning Authority showing details of new and replacement external doors and windows at 1:50 scale and a sample of the materials to be used on all external surfaces of the partially demolished refurbished and extended Warton House. The details shall be approved in writing by the Local Planning Authority and the development shall not be constructed except in accordance with the approved details.

Reason: To protect and enhance the local interest of the building, in accordance with Policies EQ19 and EQ36 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 4B.1, 4B.11, 4B.12 and 4B.13 of the London Plan consolidated with alternations since 2004 (2008).



33. The fitting out of the ground floor of Building A and Building C shall not commence unless and until the developer has submitted to the Local Planning Authority full details of the ground floor of Building A and Building C including drawings to show the layout of the ground floor and entrances to the buildings and the Local Planning Authority has given approval in writing. The ground floor of Building A and Building C shall not be constructed and fitted out except in accordance with those details.

Reason: To ensure that the entrances are appropriate and contribute as much as possible to the objective of providing active streets and frontages to the development, in accordance with Policies EQ18, EQ19, EQ20 and EQ28 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 4B.1, 4B.2, 4B.9 and 4B.10 of the London Plan consolidated with alternations since 2004 (2008).

34. In the event that during construction, craneage or scaffolding is required at a higher elevation than that of the planned development, then their use must be subject to separate consultation with London City Airport. We would advise that the attention of crane operators be brought to the British Standard Code of Practice for the safe use of cranes, British Standard Institute 7121: Part 1: 1989 (as amended).

Reason: In the interests of aviation safety, in accordance with T30 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policy 3C.6 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

35. Prior to the expiration of six months from the date of this permission, the developer shall provide the following information:

- a. The proposed further ground and soil condition investigations stated in Chapter F.7 of the Environmental Statement accompanying the application for planning permission 07/001166/LTGDC and subsequently updated by the ES in support the current application, have been carried out;
- b. A report has been produced in relation to the ground and soil condition investigations and has been sent to the Environmental Health Department of the local planning authority and London Borough of Newham; and
- c. A remediation strategy in relation to ground and soil conditions has been approved by the local planning authority in consultation with the Environmental Health Department of the London Borough of Newham.

The development shall not be constructed except in accordance with the approved remediation strategy.

Reason: To ensure any identified contaminated land is made suitable for its intended use, in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

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36. No soils or infill materials shall be brought onto the site unless and until they have been satisfactorily proven to be uncontaminated and present no risks to human health, planting and the environment. The development shall not be occupied unless and until a declaration to this effect, together with acceptable documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, has been submitted to the Local Planning Authority and the Local Planning Authority has given its approval in writing.

Reasons: To prevent uncontaminated and remediated land from becoming contaminated with material that is potentially harmful to humans, planting and the environment, in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

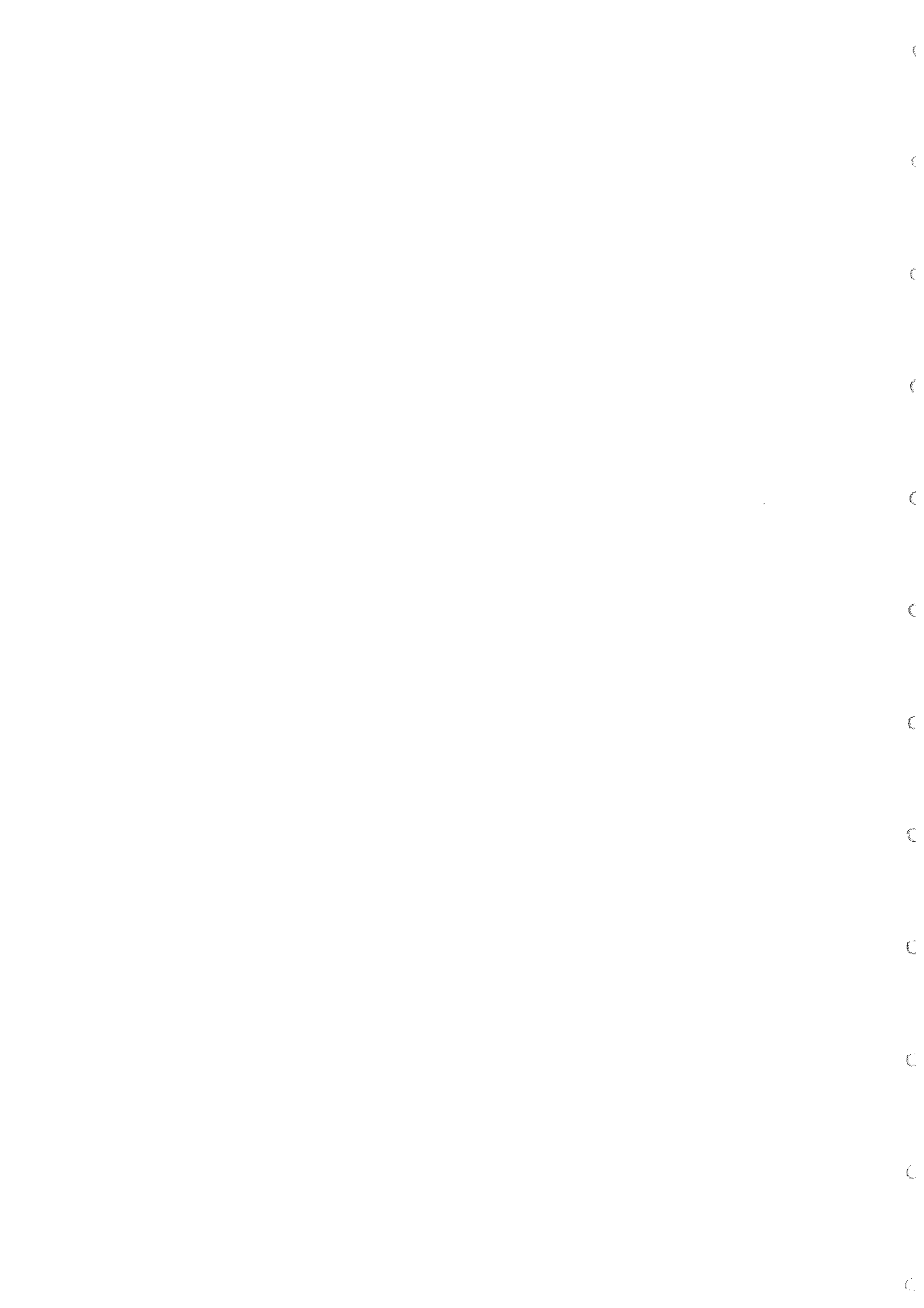
37. Development of any unit which can or may be used for any purposes within use class A3 shall not commence unless and until full details (including plan and sectional drawings with measured drain sizes and invert levels, full manufacturers specifications etc.) of the grease trap and / or grease digester system to be installed for the commercial kitchen have been submitted to the Local Planning Authority and it has given its approval in writing. No building containing the commercial kitchen shall be occupied unless and until the grease trap and / or grease digester system has been installed in accordance with the approved details. The approved details shall be complied with and maintained thereafter.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State).

38. Prior to the expiration of six months from the date of this permission, details of acoustic insulation and ventilation with mitigation measures producing internal noise levels specified in BS8233 (Good) for each building shall be submitted to and approved in writing by the Local Planning Authority. The relevant building shall not be occupied until the approved details in relation to that phase have been completed and the approved details shall be permanently retained.

Reason: To protect the amenity of future occupiers with regard to Policies EQ19 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy 4A.20 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

39. Prior to the expiration of six months from the date of this permission, a scheme including details of sound insulation between residential and business uses shall be submitted to the Local Planning Authority and approved in writing thereafter. Details should include airborne and/or impact sound insulation. The developer shall certify to the Local Planning Authority that the noise mitigation measures have been installed. No phase of the development shall be occupied unless and until the approved scheme in relation to that phase has been completed and the



approved scheme shall be permanently maintained thereafter.

Reason: To protect the amenity of future residential occupiers and with regard to Policies EQ19 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy 4A.20 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

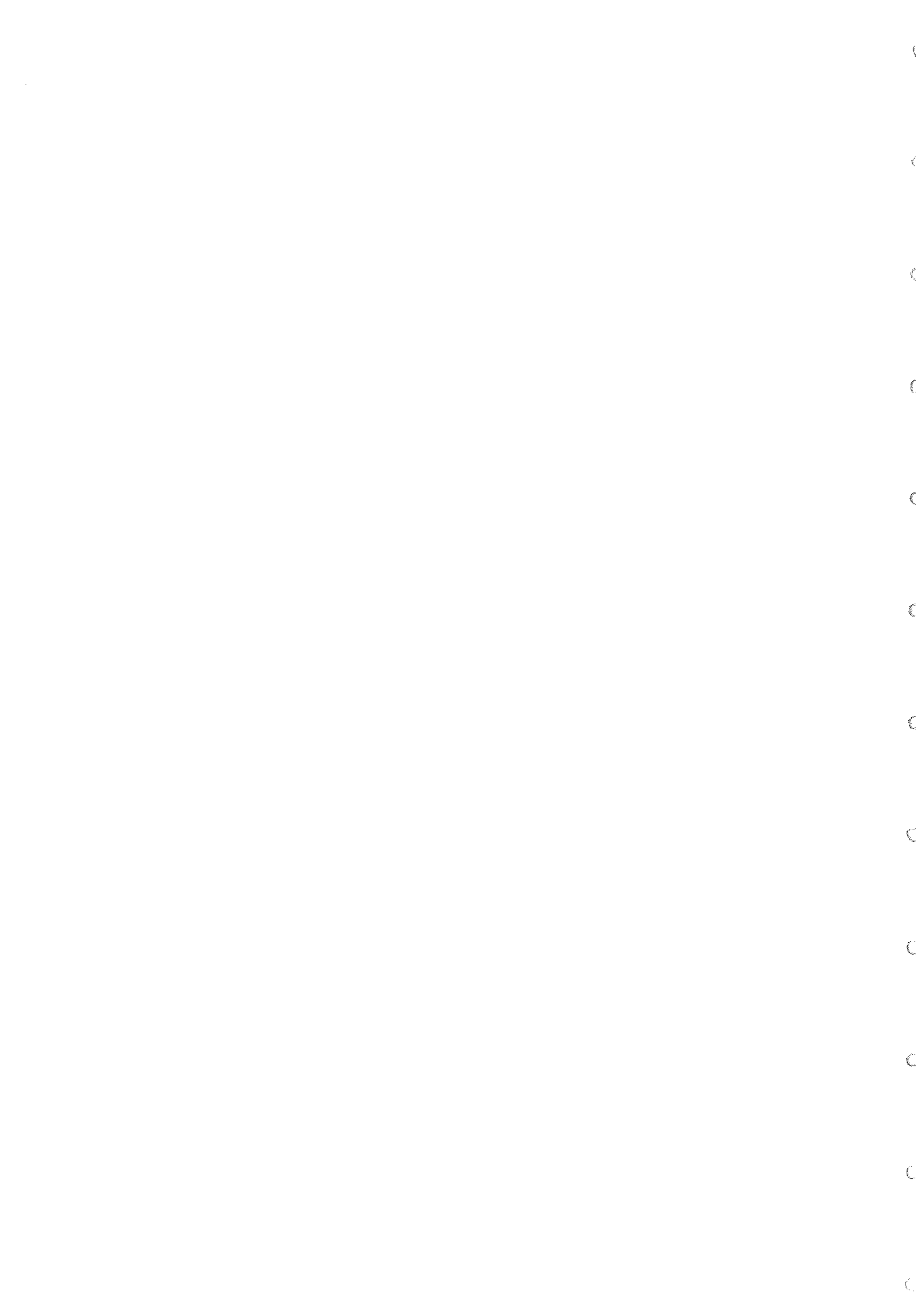
40. Prior to the expiration of six months from the date of this permission full details of the routing of mechanical ventilation and the passive provision of associated ducting for all commercial units shall be submitted to the Local Planning Authority. Implementation of such details shall not commence prior to the written approval of the Local Planning Authority. The development shall not be occupied unless and until the routing of mechanical ventilation and the passive provision of associated ducting for all commercial units has been completed in accordance with the approved details. The approved mechanical ventilation routing and the passive provision of associated ducting shall be permanently maintained in proper working order thereafter.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policies EQ19 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy 4A.20 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

41. No unit within the development for Class A3 (food and drink) purposes shall be occupied unless and until full details of any mechanical ventilation or other plant associated with each such unit has been submitted to the Local Planning Authority and it has given its written approval. Such details shall include full specifications of all filtration, deodorising systems, noise output and termination points. Particular attention shall be given to the potential high-level discharge of kitchen extract air and the discharge of toxic or odouriferous extract air where a high level of discharge is usually essential. The development shall not be occupied unless and until the approved ventilation equipment and other plant has been installed and commissioned and they shall be permanently maintained in proper working order thereafter.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policies EQ19 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy 4A.20 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

42. The developer shall inform the Local Planning Authority in writing whether a biomass boiler is required for the development. In the event that the biomass boiler is required for this development, details shall be submitted to and approved in writing by the Local Planning Authority that detail the following information:
- a. Siting of the boiler(s) and fuel, the size of the boiler(s) and the calculation details regarding the height of the chimney, certification for use in a smoke control area and where it is to be situated on the building.
 - b. The impact on air quality and include mitigation measures to reduce



emissions to an acceptable level.

- c. A life cycle analysis showing a net benefit to carbon emissions from the plant. This will need to consider where the fuel is sourced and how it is transported. The fuel usage shall be monitored annually starting 12 months from the commencement of plant operation for a period of three years.
- d. An acoustic report confirming that plant operation and activity shall not give rise to a BS4142 rating level greater than the background level at the nearest or worst affected property.

The approved scheme shall be implemented prior to the occupation of the development and shall be permanently maintained thereafter.

Reason: In the interest of climate change, air quality and the amenities of users of the development, with regard to Policies S4, EQ19, EQ45, EQ46 EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policies 4A.1, 4A.2, 4A.4, 4A.7, 4A.19, 4A.20 and 4B.1 of the London Plan consolidated with alterations since 2004 (February 2008).

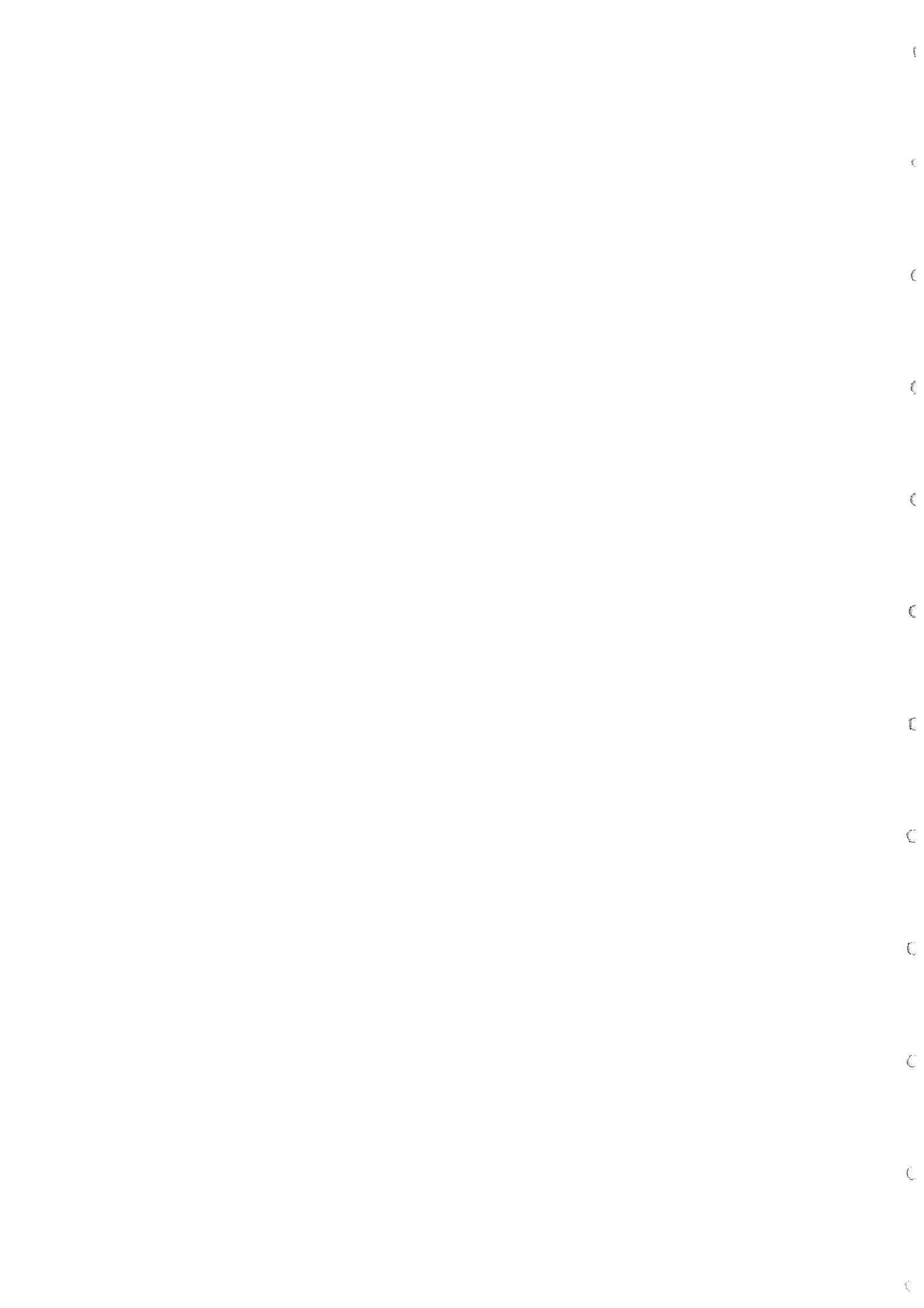
43. Prior to the expiration of six months from the date of this permission, details of the proposed sound insulation scheme to be implemented between the residential accommodation and the roof gardens (Sky Gardens) shall be submitted to and approved by the Local Planning Authority. Details shall include airborne and impact sound insulation. The developer shall certify to the Local Planning Authority that the noise mitigation measures agreed have been installed. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policies EQ19 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy 4A.20 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

44. The occupation of any unit within Warton House for any purpose within use class A1 shall not be permitted except with the prior written consent of the Local Planning Authority and shall only enure for the benefit of the individual occupier for which such consent has been given.

Reasons: To ensure the proper regulation of A1 uses within Warton House, in accordance with Policies EQ19 and EQ36 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 4B.1, 4B.11, 4B.12 and 4B.13 of the London Plan consolidated with alternations since 2004 (2008).

45. Prior to the expiration of six months from the date of this permission precise mitigation measures to minimise exposure to air pollution, as set out in the EIA, shall be submitted to and approved by the Local Planning Authority. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.



Reasons: To protect the amenity of future occupants and/or neighbours and in the interest of the declared Air Quality Management Area and with regard to Policies EQ45 and EQ46 of the London Borough of Newham Unitary Development Plan (adopted June 2001) and Policy 4A.19 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

INFORMATIVES

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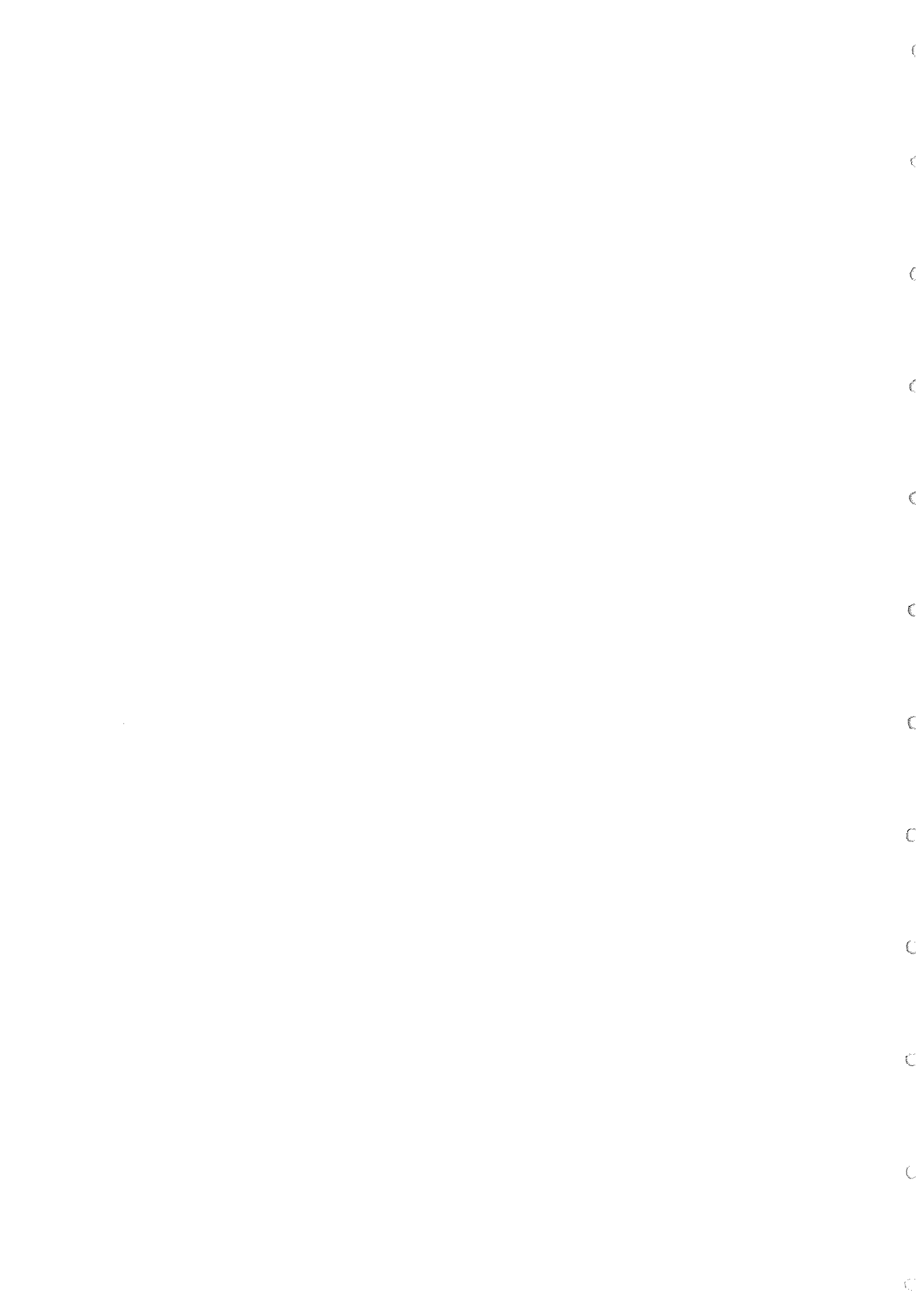
RELEVANT PLANNING POLICY

Planning Policy Guidance and Statements

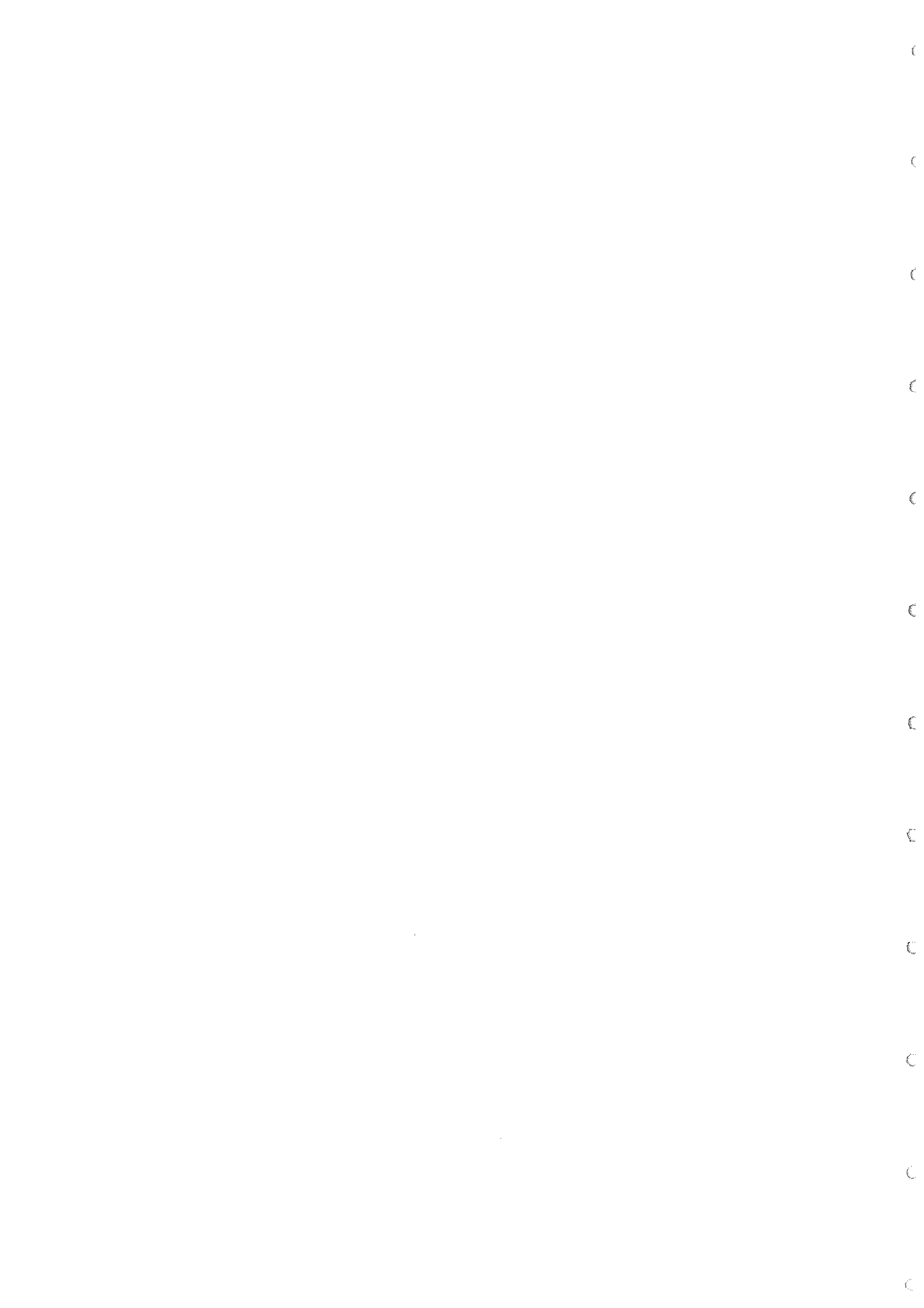
- PPG4: Industrial, Commercial Development and Small Firms (November 1992)
- PPG13: Transport (April 2001)
- PPG15: Planning and the Historic Environment (September 1994)
- PPG17: Planning for Open Space, Sport and Recreation (July 2002)
- PPG24: Planning and Noise (October 1994)
- PPS1: Delivering Sustainable Development (January 2005)
- PPS1 Supplement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007)
- PPS3: Housing (November 2006)
- PPS6: Planning for Town Centres (March 2005) [and Proposed Changes to PPS6 (July 2008)]
- PPS9: Biodiversity and Geological Conservation
- PPS22: Renewable Energy (August 2004)
- PPS23: Planning and Pollution Control (November 2004)
- PPS25 Development and Flood Risk (2006)

The London Plan – Consolidated with Alteration since 2004 (February 2008):

- 1.3: Growth Areas and Co-ordination Corridors
- 2A.1: Sustainability Criteria
- 2A.2: The Spatial Strategy for Development
- 2A.5: Opportunity Areas
- 2A.7: Areas for Regeneration
- 3A.1: Increasing London's Supply of Housing
- 3A.2: Borough Housing Targets
- 3A.3: Maximising the Potential of Sites
- 3A.5: Housing Choice
- 3A.6: Quality of New Housing Provision
- 3A.7: Large Residential Developments
- 3A.8: Definition of Affordable Housing
- 3A.9: Affordable Housing Targets
- 3A.10: Negotiating Affordable Housing in Individual Private Residential and Mixed-Use Schemes
- 3A.11: Affordable Housing Thresholds
- 3A.18: Protection and Enhancement of Social Infrastructure and Community Facilities
- 3A.20: Health Objectives



- 3B.1: Developing London's Economy
- 3B.3: Mixed Use Development
- 3C.1: Integrating Transport and Development
- 3C.2: Matching Development to Transport Capacity
- 3C.3: Sustainable Transport in London
- 3C.17: Tackling Congestion and Reducing Traffic
- 3C.18: Allocation of Street Space
- 3C.21: Improving Conditions for Walking
- 3C.22: Improving Conditions for Cycling
- 3C.23: Parking Strategy
- 3D.1: Supporting Town Centres
- 3D.8: Realising the Value of Open Space and Green Infrastructure
- 3D.13: Children and Young People's Play and Informal Recreation Strategy
- 4A.1: Tackling Climate Change
- 4A.2: Mitigating Climate Change
- 4A.3: Sustainable Design and Construction
- 4A.4: Energy Assessment
- 4A.5: Provision of Heating and Cooling Networks
- 4A.6: Decentralised Energy: Heating, Cooling and Power
- 4A.7: Renewable Energy
- 4A.10: Overheating
- 4A.11: Living Roofs and Walls
- 4A.12: Flooding
- 4A.13: Flood Risk Management
- 4A.14: Sustainable Drainage
- 4A.16: Water Supplies and Resources
- 4A.19: Air Quality
- 4A.20: Reducing Noise
- 4A.28: Construction, Excavation and Demolition Waste
- 4A.33: Bringing Contaminated Land into Beneficial Use
- 4B.1: Design Principles for a Compact City
- 4B.2: Promoting World-Class Architecture and Design
- 4B.3: Enhancing the Quality of the Public Realm
- 4B.5: Creating an Inclusive Environment
- 4B.6: Safety, Security, Fire Prevention and Protection
- 4B.8: Respect Local Context and Communities
- 4B.9: Tall Buildings – Location
- 4B.10: Large-Scale Buildings – Design and Impact
- 4B.11: London's Built Heritage
- 4B.12: Heritage Conservation
- 4B.13: Historic Conservation-led Regeneration
- 4B.15: Archaeology
- 4C.1: The strategic importance of the Blue Ribbon Network
- 4C.2: Context for sustainable growth
- 4C.3: The natural value of the Blue Ribbon Network
- 4C.4: Natural landscape
- 4C.11: Increasing access alongside the Blue Ribbon Network
- 5A.1: Sub-Regional Development Frameworks
- 5C.1: The strategic priorities for North East London
- 5C.3: Opportunity Areas in North East London
- 6A.4: Priorities in Planning Obligations
- 6A.5: Planning Obligations



The London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State)

- S2: Community Benefit/Planning Obligations
- S3: Quality of Development
- S4: Sustainable Development
- S5: Priority Development Nodes
- S6: Mixed Use Development
- S7: Urban Regeneration: Promotion of Development
- S9: Environmental Quality: Design Issues
- S11: Environmental Quality: Protection of the Borough's Heritage
- S13: Environmental Quality: Rivers and Waterways
- S14: Environmental Quality: Nature Conservation
- S19: Housing: Extending the Range of Housing Choice
- Housing: Inclusion of Affordable Housing in New Housing Schemes
- S21: Housing: Special Needs Housing
- S22: Housing: Mix and Density
- S24: Employment: Meeting the Council's Regeneration Objectives
- S28: Employment: Quality of Development
- S30: Shopping: New Retail Development
- S32: Shopping: Location of Major Retail Development
- S35: Transport: Encouragement of Alternatives to the Motor Car
- S37: Transport: Improvement of Facilities for Pedestrians and Cyclists
- S38: Transport: Parking
- S39: Leisure, Recreation and Open Space: Reducing Overall Deficiency in Open Space
- S40: Leisure, Recreation and Open Space: New Children's Play Areas
- Community Services: ensuring Adequate Supply of Land
- Community Services: Accessibility
- Community Services: Provision of Services in Conjunction with Major New Development
- UR14: Stratford Rail Lands: Land Use Proposals
- UR15: Stratford Rail Lands: Urban Framework Plan
- UR18: Stratford Rail Lands: Road Access
- EQ1: Waterway Improvements
- EQ2: Waterside Access
- EQ4: Quality of Waterside Development
- EQ5: Waterway Structures
- EQ9: Protection of Sites of Nature Conservation Importance
- EQ10: Species Protection
- EQ14: Tree Loss and Retention
- EQ15: Inclusion of Tree Planting in New Development
- EQ18: Promoting Urban Quality
- EQ19: Urban Design Considerations
- EQ20: Design Considerations: Residential Areas
- EQ21: New Development: Landscaping
- EQ25: Access
- EQ26: Safety
- EQ27: High Buildings: Control
- EQ28: High Buildings: Design Considerations
- EQ36: Buildings of Local Interest
- EQ38: Planning Applications Affecting the Setting of a Listed Building
- EQ43: Archaeology
- EQ45: Pollution

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EQ46: Air Quality Management
EQ47: Noise Impact Statement
EQ48: Noise - Sensitive Development
EQ49: Contaminated Land: Assessment, Remediation and Monitoring
EQ62: Protection of the Flood Plain and Urban Washlands
EQ63: Surface Water Disposal
H13: Promoting Quality in Housing
H14: Promoting Choice in Housing
H15: Housing Mix
H17: Housing Design and Layout
EMP1: Employment Growth
EMP3: Quality of Employment Development
EMP11: Other Office Development
SH1: Consolidation of the Shopping Hierarchy
SH15: Shopfront Design
T1: New Development: Environmental Impact
T2: New Development: Public Transport Accessibility and Highway Capacity
T5: Preferred Modes of Transport
T11: Road Hierarchy: New Roads
T14: Design to Minimise Road Accidents
T19: Improvement of Conditions for Pedestrians
T24: Access by Cycle and Cycle Parking
T26: Motorcycle Parking
T30: Restrictions on Development within the Airport Safeguarding Area
OS8: Green Space in New Housing Development
OS12: Children's Play Facilities in New Developments
CS1: Protection of Sites in Community Use

8.1 Other Relevant Planning Policies & SPG's

Mayor of London Lower Lea Valley Opportunity Area Planning Framework (January 2007)

London Plan SPG 'Housing'

London Plan SPG 'Sustainable Design and Construction'

London Plan SPG 'Providing for Children and Young People's Play and Informal Recreation'

London Borough of Newham SPG 'Sustainability Checklist'

London Borough of Newham SPG 'Residential Planning Guidelines'

London Borough of Newham SPG 'Access for All'

London Borough of Newham SPG 'London City Airport Safeguarding'
Guidance on tall buildings (CABE & English Heritage, July 2007)

Signed

Director of Planning

Date of Decision:

Date Issued:

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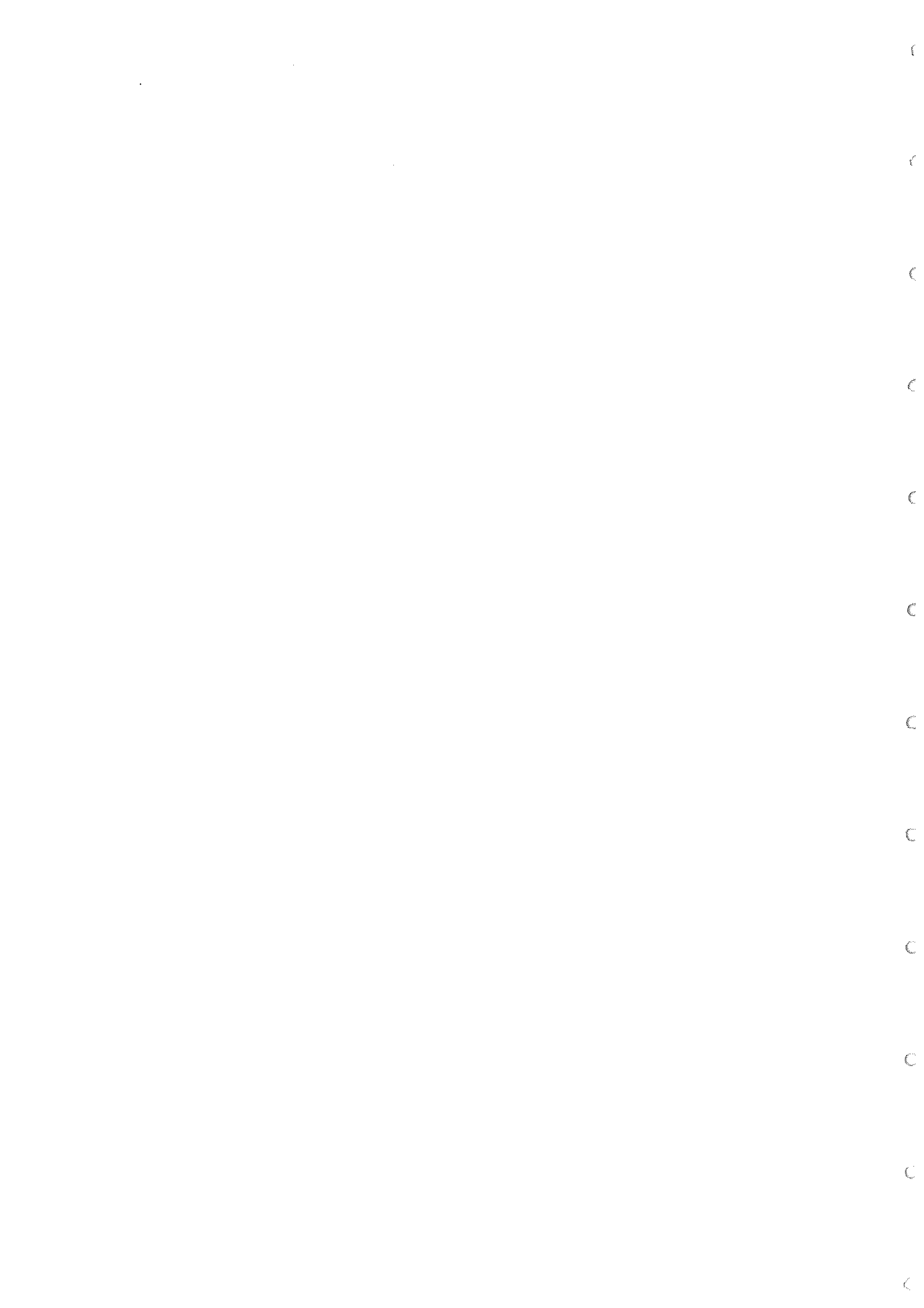
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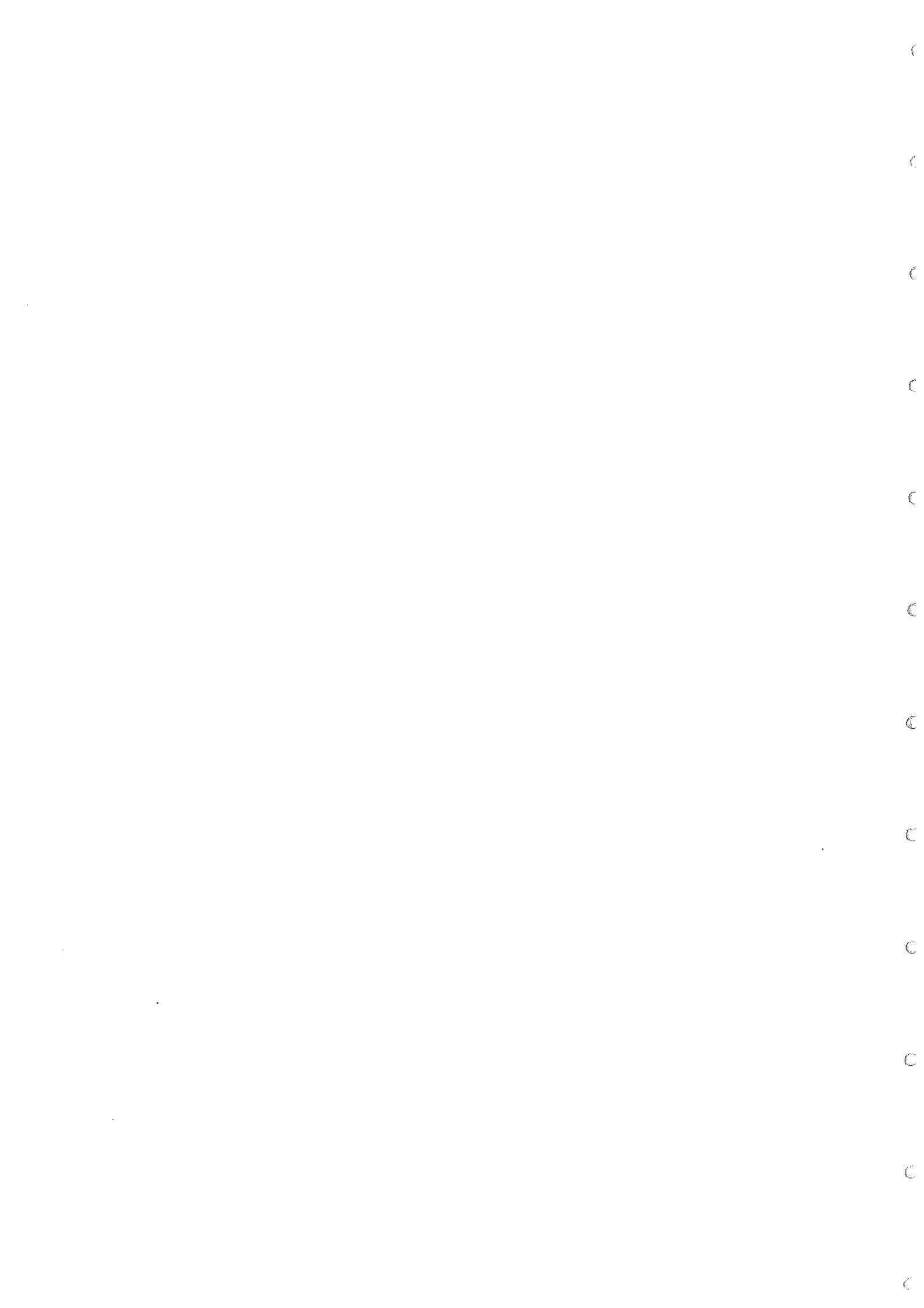
TOWN AND COUNTRY PLANNING ACT 1990

Appeals to the Secretary of State

- If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for the Environment under Section 78 of the Town and Country Planning Act 1990.
- If you want to appeal, then you must do so within SIX months of the date of this notice, using a form which is available from the Planning Inspectorate at 3/05 Kite Wing, Temple Quay Square, 2 The Square, Temple Quay, Bristol, BS1 6PN. A copy of the completed appeal form should be sent to the London Thames Gateway Development Corporation.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions given under the order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.
- Purchase Notice
- If either the Local Planning Authority or the Secretary of State for Communities and Local Government refuses to grant planning permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by carrying out any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with Part VI of the Town and Country Planning Act 1990.

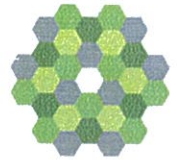


Appendix 3
Plan 2 (ODA Land)

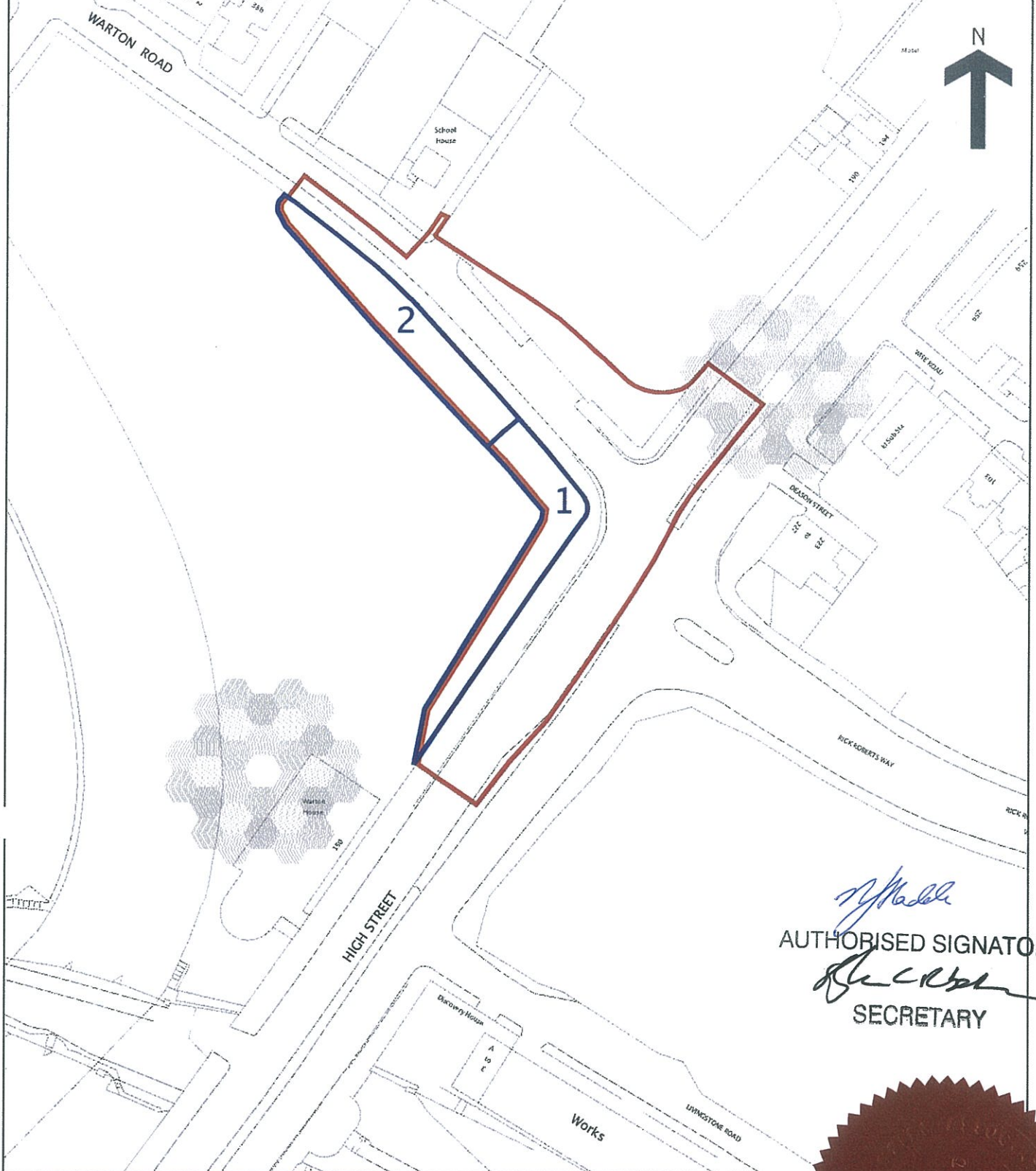


Land Registry
Official copy of
title plan

Title number EGL557822
Ordnance Survey map reference TQ3883NW
Scale 1:1250
Administrative area NEWHAM



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[Signature]
AUTHORISED SIGNATORY
[Signature]
SECRETARY

PLAN 2
ODA LAND



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Appendix 4
Plan 3 (BWB Land)

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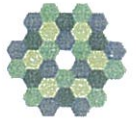
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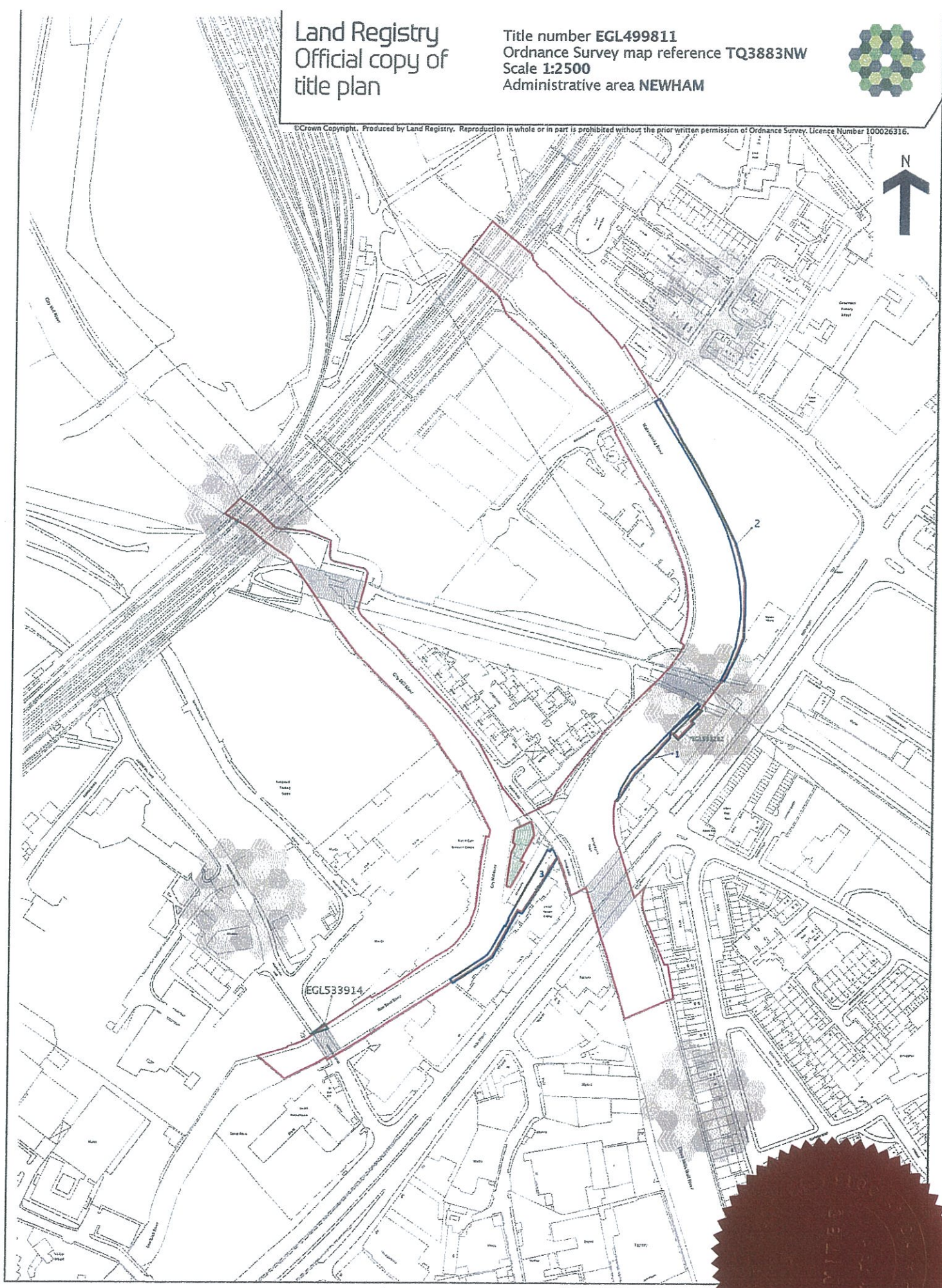
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Land Registry
Official copy of
title plan

Title number EGL499811
Ordnance Survey map reference TQ3883NW
Scale 1:2500
Administrative area NEWHAM

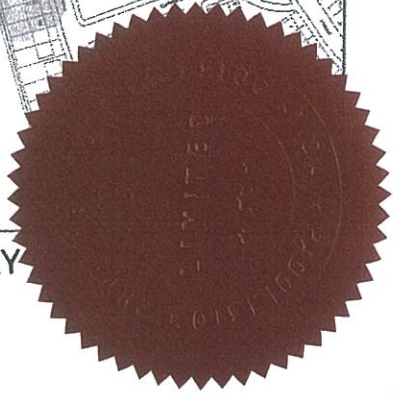


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PLAN 3
BNB LAND

AUTHORISED SIGNATORY
[Signature]
SECRETARY



10/10/2017

Appendix 5
Plan 4 (Works in Kind and Associated Works)

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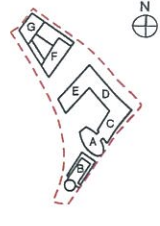
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PLAN 4



- (i) Children's Play Area
- (ii) Pocket Park
- (iii) Riverside Walkway
- (iv) Greenway Pedestrian Link
- (v) Public Square
- (vi) River Wall
- (vii) Northern Public Footway Extension
- (viii) Walkways

ENTERED IN SEAL REGISTER NO: 111396

[Signature]
 AUTHORIZED SIGNATORY
[Signature]
 SECRETARY

REV	DATE	DESCRIPTION
01		Issue for public consultation
02		Issue for public consultation
03		Issue for public consultation
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100		Issue for public consultation

Appendix 6
Plan 5 (Phasing Plan)

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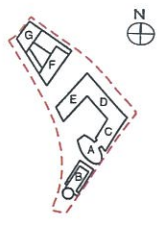
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PLAN 5

off the site

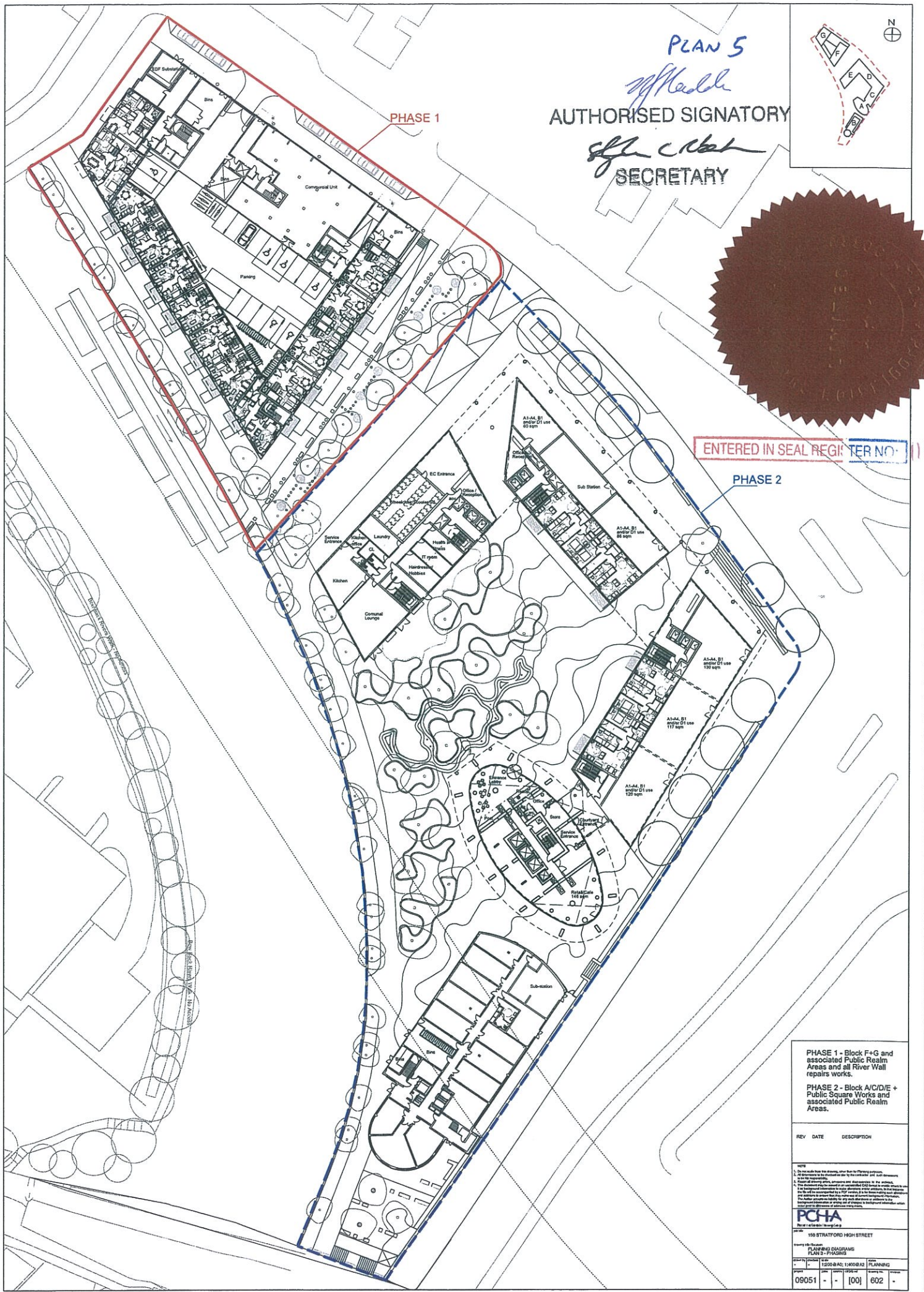
AUTHORISED SIGNATORY

off the site
SECRETARY

PHASE 1

ENTERED IN SEAL REGISTER NO. 112

PHASE 2



PHASE 1 - Block F+G and associated Public Realm Areas and all River Wall repairs works.
PHASE 2 - Block A/C/D/E + Public Square Works and associated Public Realm Areas.

REV	DATE	DESCRIPTION
1		Issue for consultation
2		Issue for planning
3		Issue for construction

PCHA
 Planning & Construction
 110 STRATFORD HIGH STREET
 STRATFORD
 BIRMINGHAM B37 7YU
 0121 717 1000
 www.pcha.co.uk

Project: 1200-042: 14000-02 PLANNING
 Drawing No: 09051 - [00] 602 -

Appendix 7
Plan 6 (Affordable Housing Schedule and Plan)

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UNIT SUMMARY

Block	AFFORDABLE RENT										INTERMEDIATE					Total Units
	1B 2P	2B 3P	2B 4P	3B 4P	3B 5P	3B 6P	3B 7P	3B 8P	3B 9P	3B 10P	1B 2P	2B 3P	2B 4P	3B 5P		
Block A											0	0	0	0	0	
Block B											12	0	0	0	12	
Block C											43	0	20	8	78	
Block D											0	0	0	0	0	
Block E	20	21	9	17	17	17	7				3	3	2	0	95	
Block F	20	7	1	6	4						3	3	2	0	95	
Block G											1	1	1	0	44	
Total Units	40	28	10	23	28	0	8	1	58	3	22	8	8	229		
NIA (%)	17.5%	12.2%	4.4%	10.0%	12.2%	0.0%	3.5%	0.4%	25.5%	1.3%	3.6%	3.5%	3.5%	100.00%		
habitable Rooms/Unit	2	3	3	4	4+5	5	5+6	6	2	3	3	4	4	-		
habitable Rooms	80	84	30	92	119	0	43	6	116	9	66	32	32	677		

Note:

These areas are approximate. They relate to the likely areas of the building at the current state of design and using the stated option (e.g. Net Internal Area (NIA)) from the current version of the RICS "Code of Measuring Practice")
Any decisions to be made on the basis of these predictions, whether as to Project Viability, pre letting, lease agreements or the like, should include due allowance for increases and decreases inherent in design development, and tolerances during construction.

Note the actual building may present anomalies in relation to survey/drawn plans of the existing building.

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09051 Stratford High Street
Block C

Level	INTERMEDIATE							Total Units	
	1 Bed 2P	AREA sqm	2 Bed 3P	AREA sqm	2 Bed 4P	AREA sqm	3 Bed 5P		AREA sqm
G00									0
G01									0
G02	1	52							1
G03	1	52							1
G04									0
G05									0
G06									0
G07	10	537							10
G08									0
G09									0
Total Units	12	641	0	0	0	0	0	0	12
Mix (%)	100.00%		0.00%		0.00%		0.00%		100.00%

Note:

These areas are approximate. They relate to the likely areas of the building at the current state of design and using the stated option (e.g. Net Internal Area (NIA) from the current version of the RICS "Code of Measuring Practice")

Any decisions to be made on the basis of these predictions, whether as to Project viability, pre letting, lease agreements or the like, should include due allowance for increases and decreases inherent in design development, and tolerances during construction.

*Note the actual building may present anomalies in relation to survey/drawn plans of the existing building.

* Note; Figures based on no set back to upper levels on Block D & E. (i.e.replication of typical floor plate to all levels above ground) ** Balcony

*** Balcony Areas Based on Mayor of London Housing Space Standards 2006: "External Recreational Space (balcony) 3m2 for 1 person or 2 person dwellings plus 1m2 per additional person"

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0051 Stratford High Street
Block D

Level	AFFORDABLE RENT		INTERMEDIATE						Total Units
	2 Bed SP	AREA sqm	1 Bed SP	AREA sqm	2 Bed SP	AREA sqm	3 Bed SP	AREA sqm	
000									0
001	2	228	3	156			1	91	6
002			6	333			3	252	10
003			6	333			3	252	10
004			6	333			3	252	10
005			6	333			3	252	10
006			6	333			3	252	10
007			6	333			3	252	10
008	3	250	2	116			1	80	7
009	2	187	2	116			1	80	5
Total Units	7	692	31	2165	0	0	20	1683	78
Area (sq)	8.97%	692	55.13%	2165	0.00%	0	20	1683	100.00%

Notes:
 These areas are approximate. They relate to the likely areas of the building at the current state of design and using the stated option (e.g. Net Internal Area (NIA)) from the current version of the RICS "Code of Measuring Practice".
 Any decisions to be made on the basis of these predictions, whether as to Project viability, pre-letting, lease agreements or the like, should include due allowance for increases and decreases inherent in design development, and tolerances during construction.
 *Note the actual building may present anomalies in relation to survey/drawn plans of the existing building.
 **Area figures based on an as set back to upper levels on Block D & E. (i.e. registration of typical floor plate to all levels above ground) **

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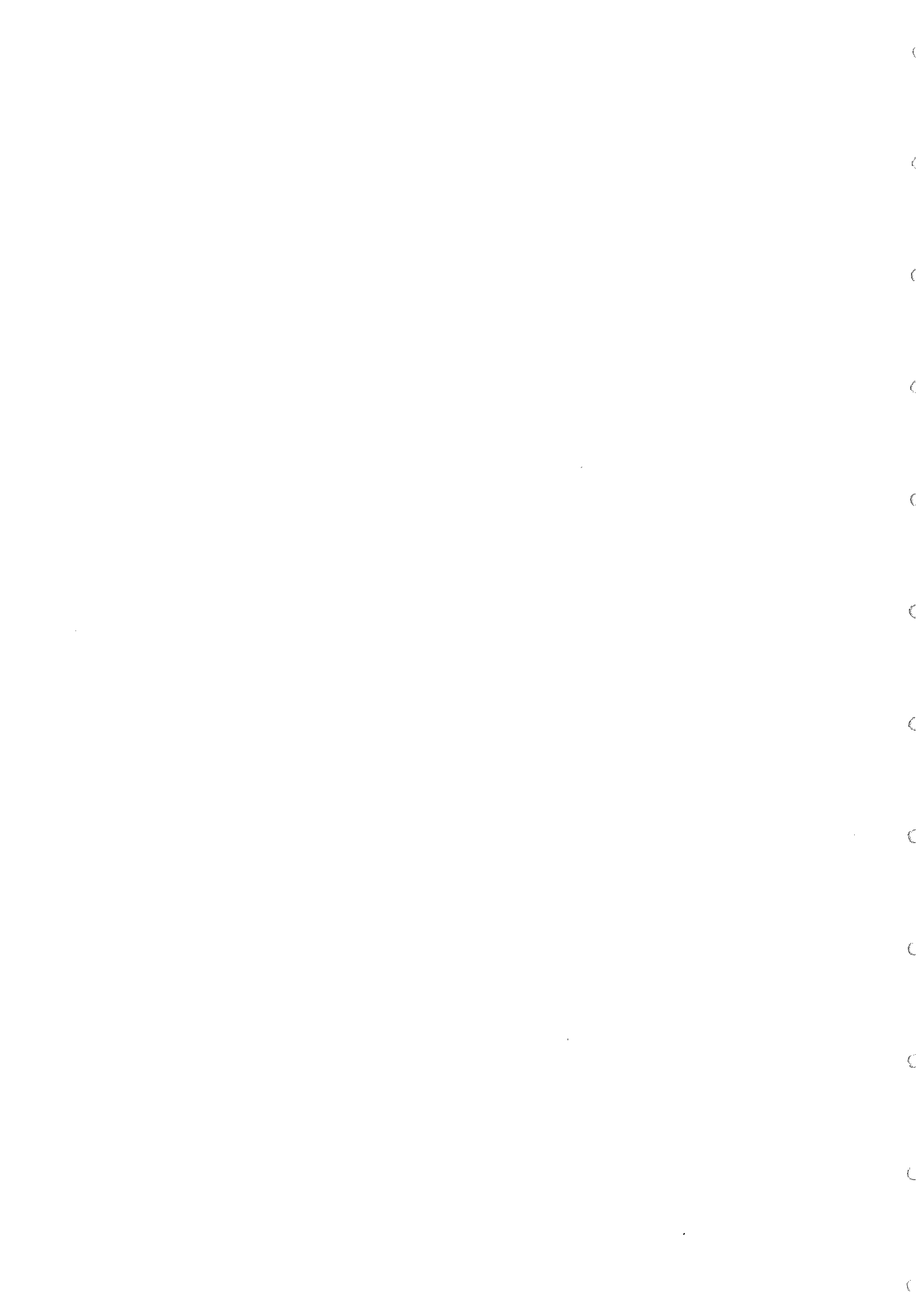
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09051 Stratford High Street
Block F

Level	AFFORDABLE RENT									INTERMEDIATE						Total Units	
	1B 2P	AREA sqm	1B 3P	AREA sqm	2B 4P	AREA sqm	3B 4P	AREA sqm	3B 5P	AREA sqm	1 Bed 2P	AREA sqm	2 Bed 2P	AREA sqm	2 Bed 4P		AREA sqm
G00	0		0		0		1	58	7	755	0						8
G01	1	47	1	59	0		2	163	0	3	324						7
G02	1	46	1	65	0		3	260	4	365							9
G03	2	95	4	270	1	71	3	236	2	179							12
G04	3	147	4	281	1	71	2	153	1	82							13
G05	2	97	3	208	1	71	2	153	1	82	1	45	1	68			13
G06	2	100	3	194	1	71	2	153	1	82	2	95	2	141			11
G07	1	49	3	206	1	71	2	153	1	82				2	149		8
G08	4	208	1	61	2	139	0		0								7
G09	4	208	1	61	2	139	0		0								7
Total Units	20		21		9		17		17		3		3		3		95
Mix (%)	21.05%		22.11%		9.47%		17.89%		17.89%		3.16%		3.16%		3.16%		100.00%

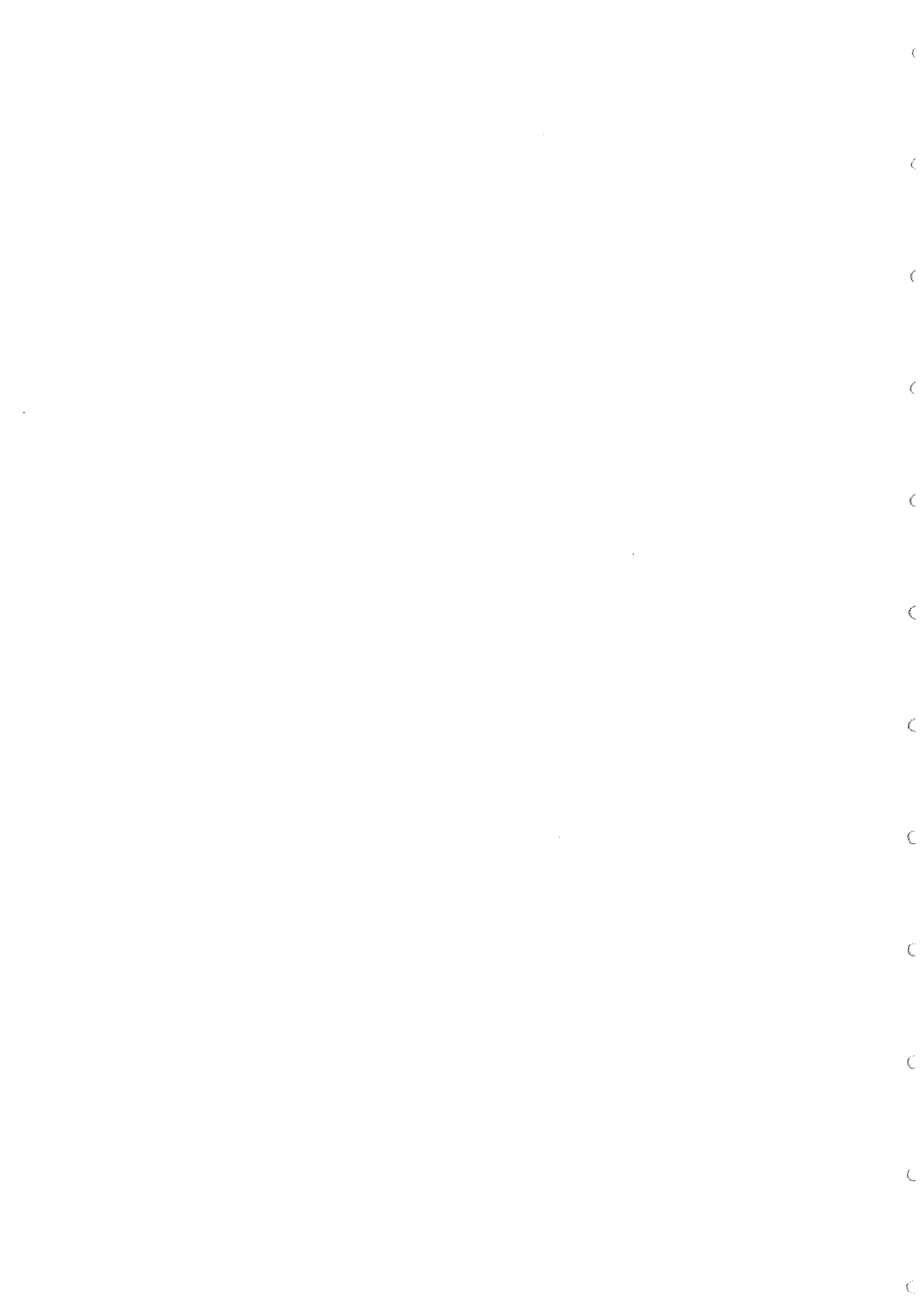
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 These areas are approximate. They relate to the likely areas of the building at the current state of design and using the stated option (e.g. Net Internal Area (NIA) from the current version of the RICS "Code of Measuring Practice")
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 *Note the actual building may present anomalies in relation to survey/drawn plans of the existing building.

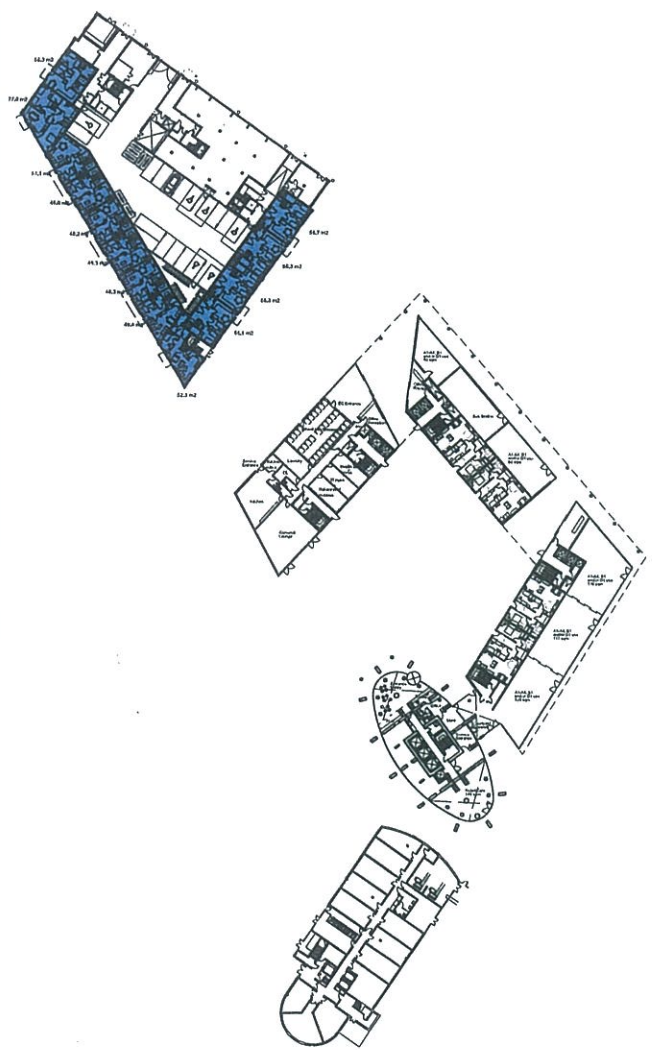


05051 Stratford High Street
Block G

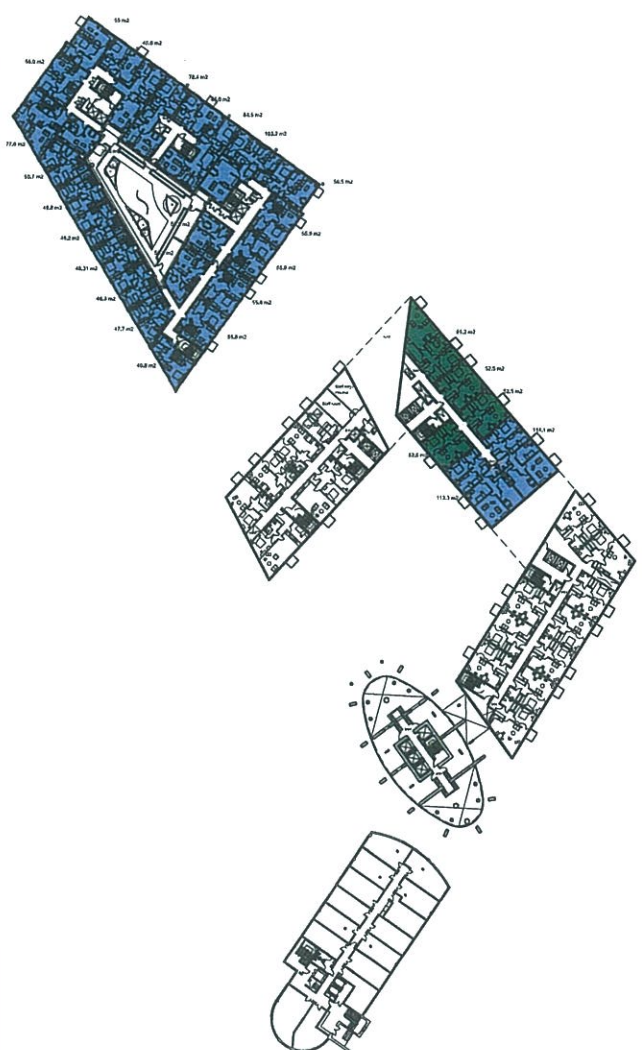
Level	AFFORDABLE RENT																Total Units
	1B 2P	AREA sqm	2B 3P	AREA sqm	2B 4P	AREA sqm	3B 4P	AREA sqm	3B 5P	AREA sqm	1B 3P	AREA sqm	1B 4P	AREA sqm	1B 5P	AREA sqm	
G00	0		0		0		0		4	408	0		0		1	154	5
G01	2	101	1	68	1	86	0		0		0		0		0		4
G02	4	214	1	75	0		1	75	0		0		0		0		6
G03	3	163	1	75	0		1	79	0		0		1	100	0		6
G04	3	163	1	75	0		1	79	0		0		1	100	0		6
G05	3	163	1	75	0		1	79	0		0		1	100	0		6
G06	3	165	1	67	0		1	79	0		0		1	100	0		6
G07	2	114	1	78	0		1	80	0		0		1	100	0		5
Total Units	20	1081	7	513	1	86	6	469	4	408	0	0	5	498	1	154	44
Mix (%)	45.45%		15.91%		2.27%		13.64%		9.09%		0.00%		11.36%		2.27%		100.00%

Note:
These areas are approximate. They relate to the likely areas of the building at the current state of design and using the stated option (e.g. Nett Internal Area (NIA) from the current version of the RICS "Code of Measuring Practice")
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*Note the actual building may present anomalies in relation to survey/drawn plans of the existing building.

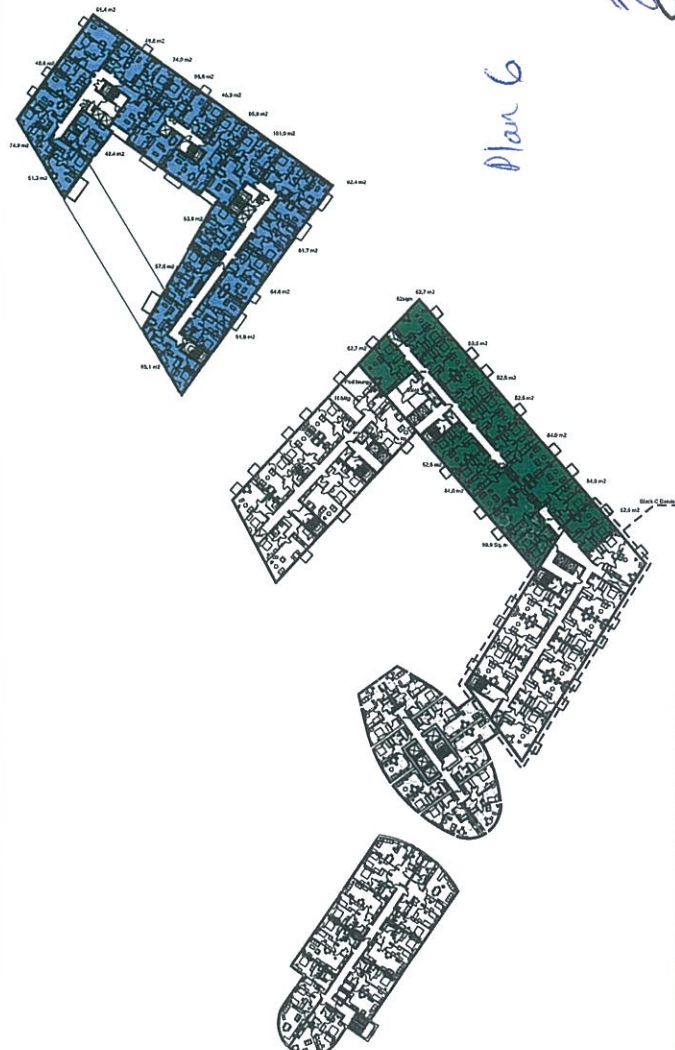




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02 SECOND FLOOR

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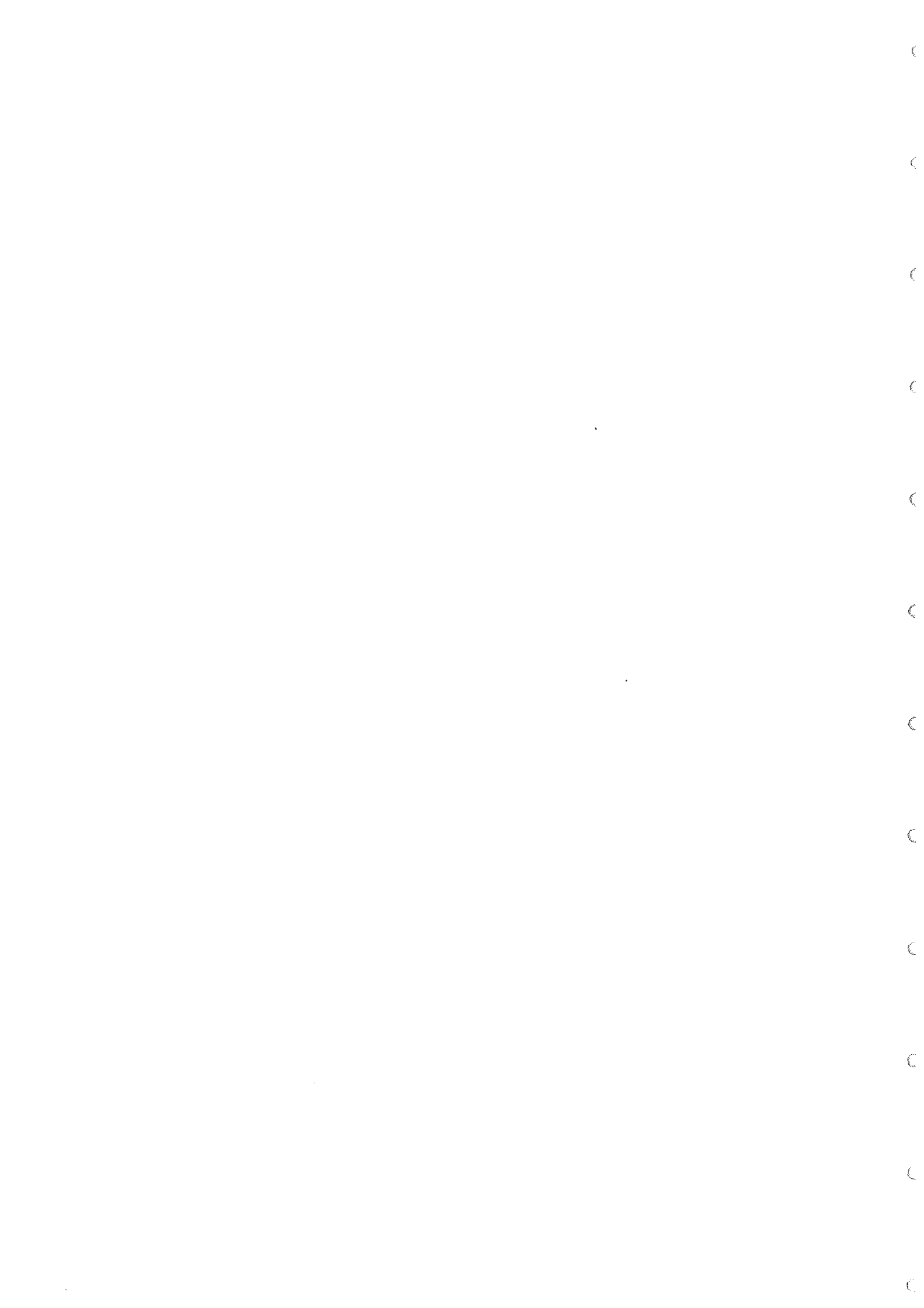
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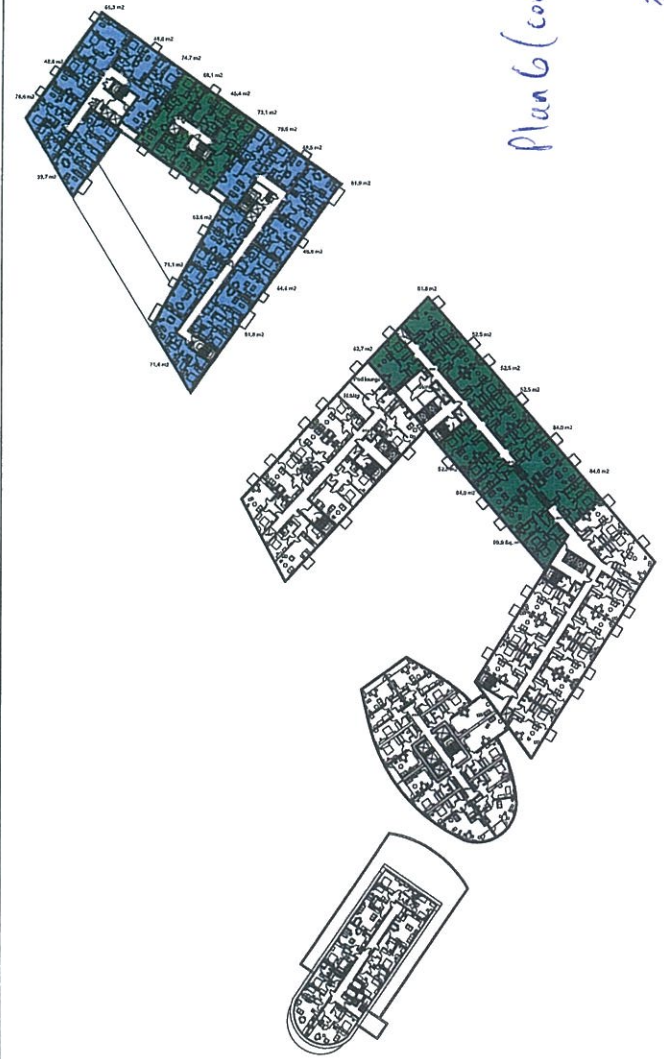
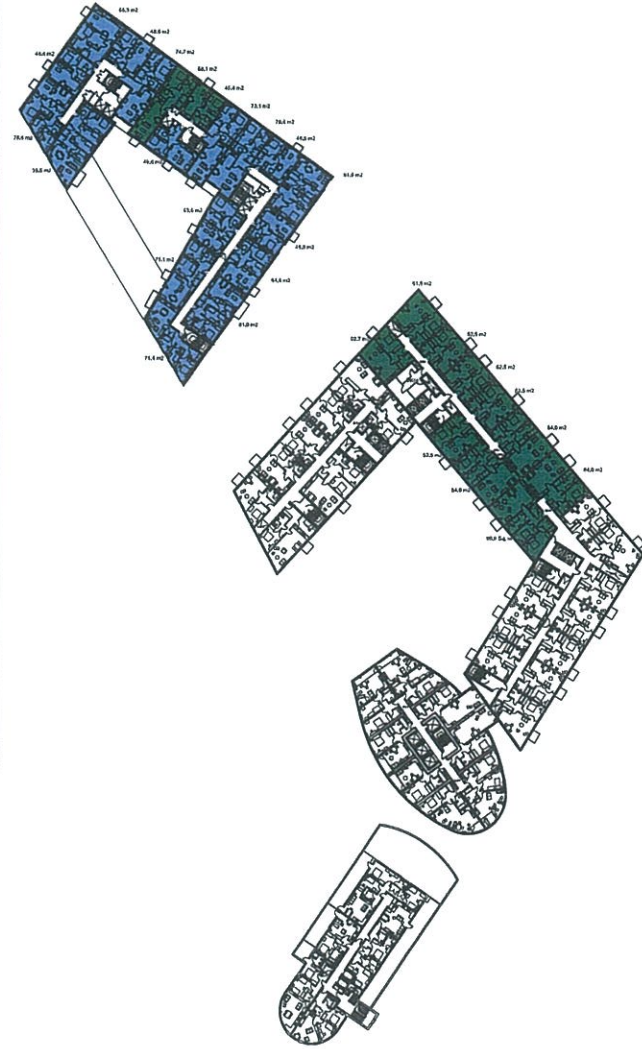
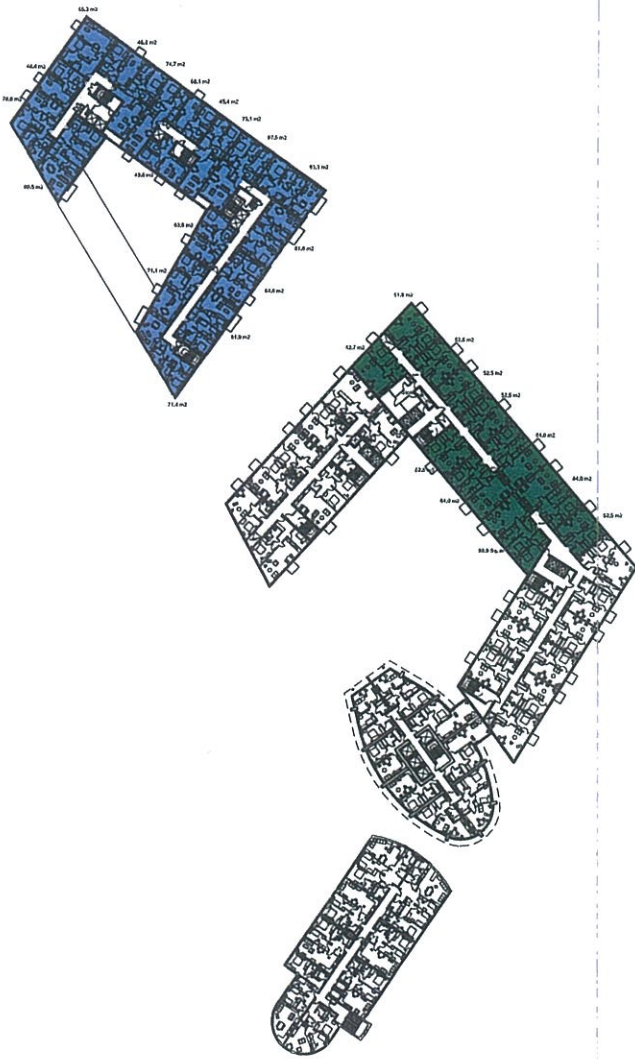
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CLIENT:	-
CONTRACTOR:	-
STRUCTURAL ENGINEER:	-
MECHANICAL ENGINEER:	-
COST CONSULTANT:	-
PROJECT MANAGER:	-
ACQUISITION CONSULTANT:	-
CLADDING CONSULTANT:	-
SPECIFICATIONS CONSULTANT:	-

NOTE
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 3. Report all drawing errors, omissions and discrepancies to the architect.
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LOCATION	

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 Part of the Greater Housing Group
 150 STRATFORD HIGH STREET
 drawing title / location
PLAN 4 - AFFORDABLE STACKGRAM 00-02
 drawing no / revision
 drawn by / checked / scale / status
 - / - / 1:500 @ A1 / PLANNING
 project / zone / type / classification / drawing no / revision
 09051 / - / - / [00] / 603 / -





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04 FORTH FLOOR

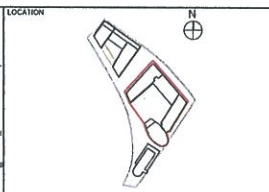
05 FIFTH FLOOR

■ AFFORDABLE RENT ■ INTERMEDIATE

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CONTRACTOR:	-
STRUCTURAL ENGINEER:	-
MECHANICAL ENGINEER:	-
COST CONSULTANT:	-
PROJECT MANAGER:	-
ACOUSTIC CONSULTANT:	-
CLADDING CONSULTANT:	-
SPECIFICATIONS CONSULTANT:	-

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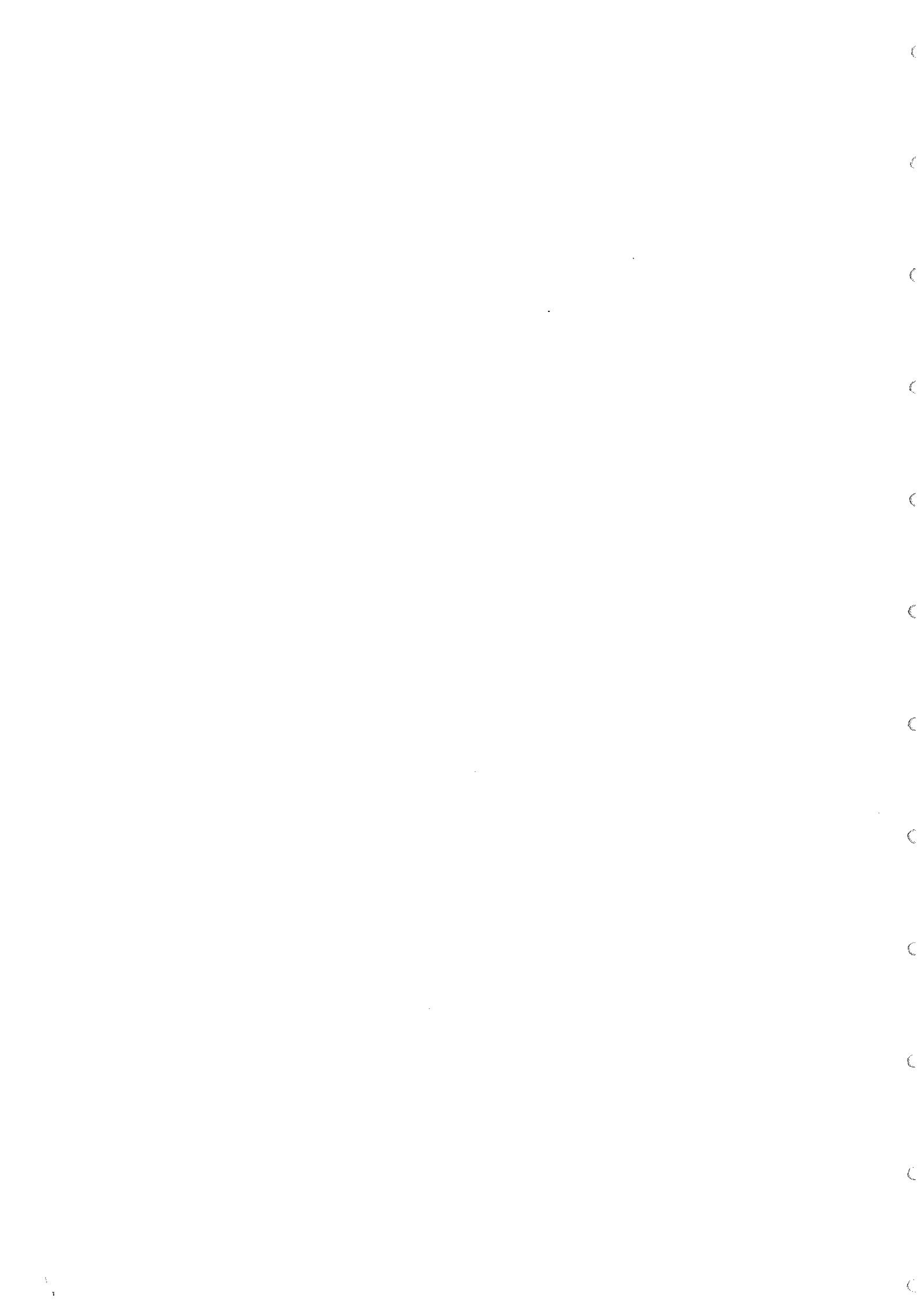


PCHA
Part of the Cerealis Group Co. Ltd.

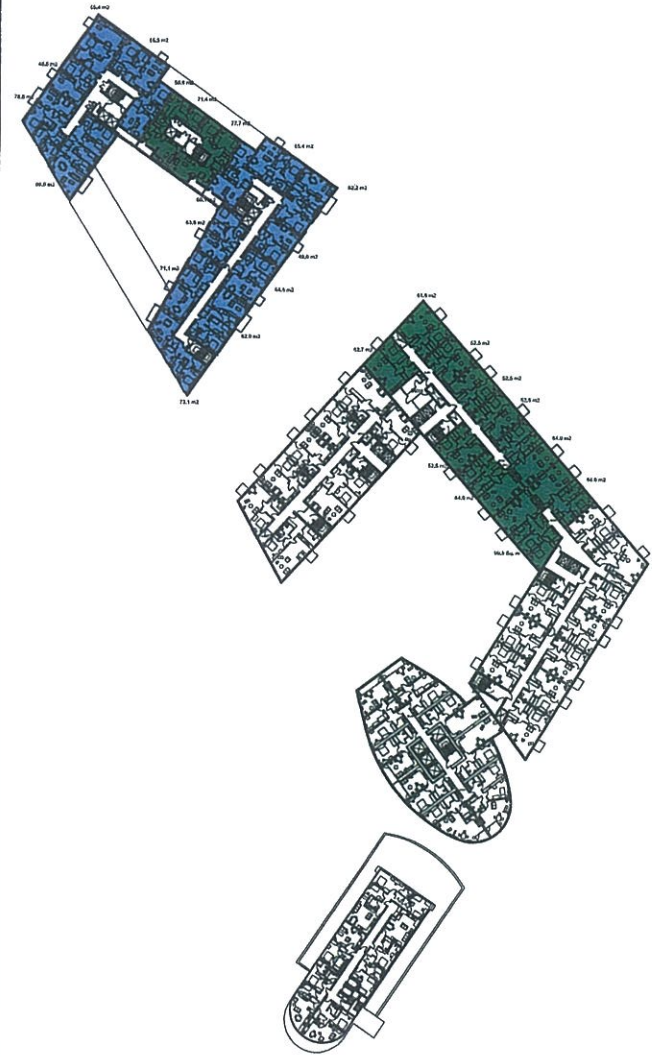
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drawing title / location
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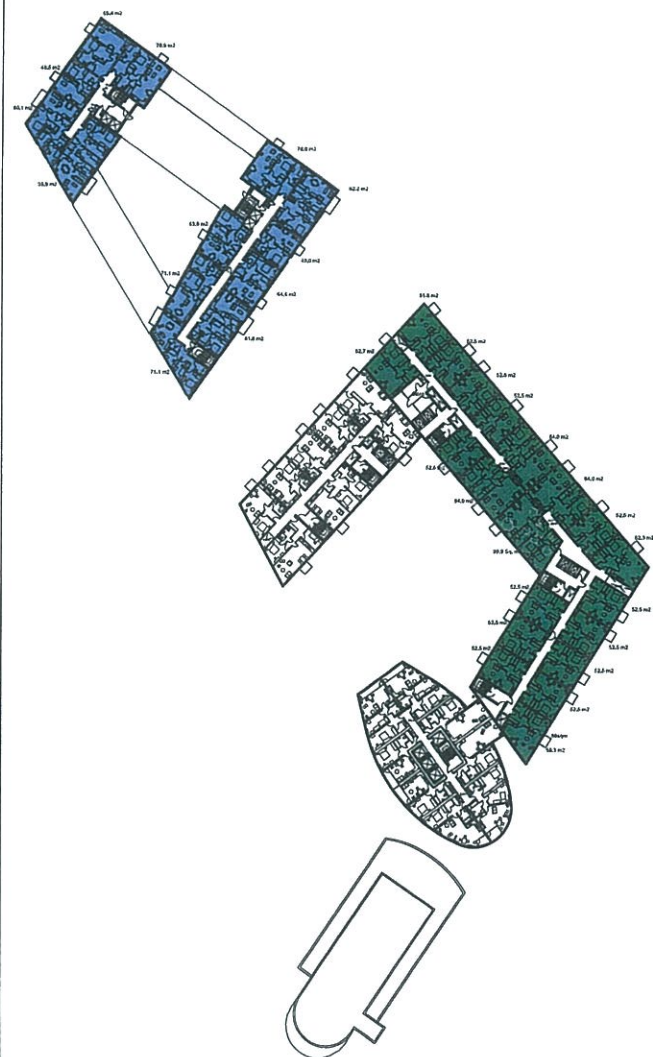
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project	zone	type	classification
09051	-	-	[00]
drawing no	revision		
604			



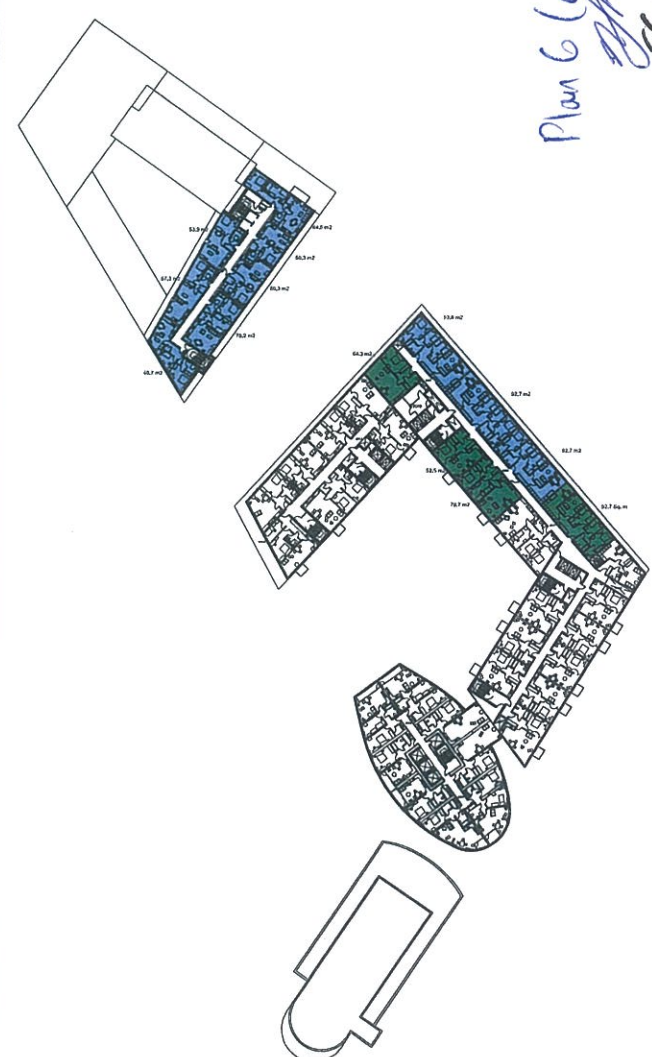
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06 SIXTH FLOOR



07 SEVENTH

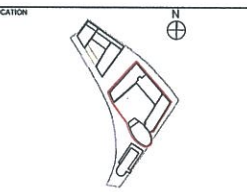


08 EIGHTH FLOOR

■ AFFORDABLE RENT
 ■ INTERMEDIATE

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MECHANICAL ENGINEER:	-
COST CONSULTANT:	-
PROJECT MANAGER:	-
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PCHA
 The Art of the Good Living Group
 150 STRATFORD HIGH STREET
 Drawing title / location
PLAN 4 - AFFORDABLE STACKGRAM 06-08
 drawn by checked scale sheet
 - - 1:500 @ A1 PLANNING
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 09051 - - [00] 605

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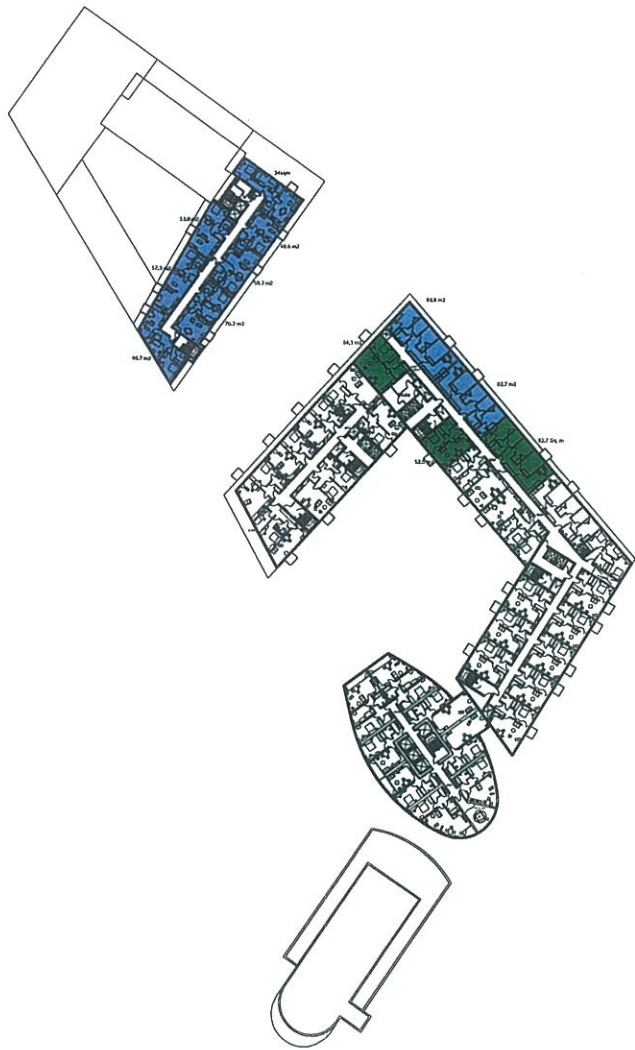
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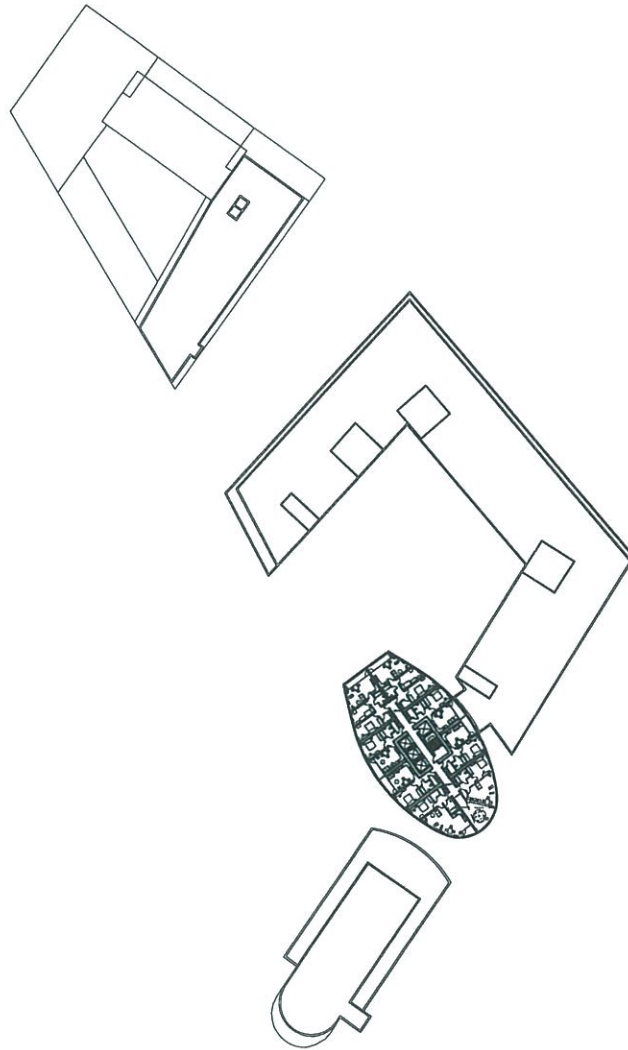
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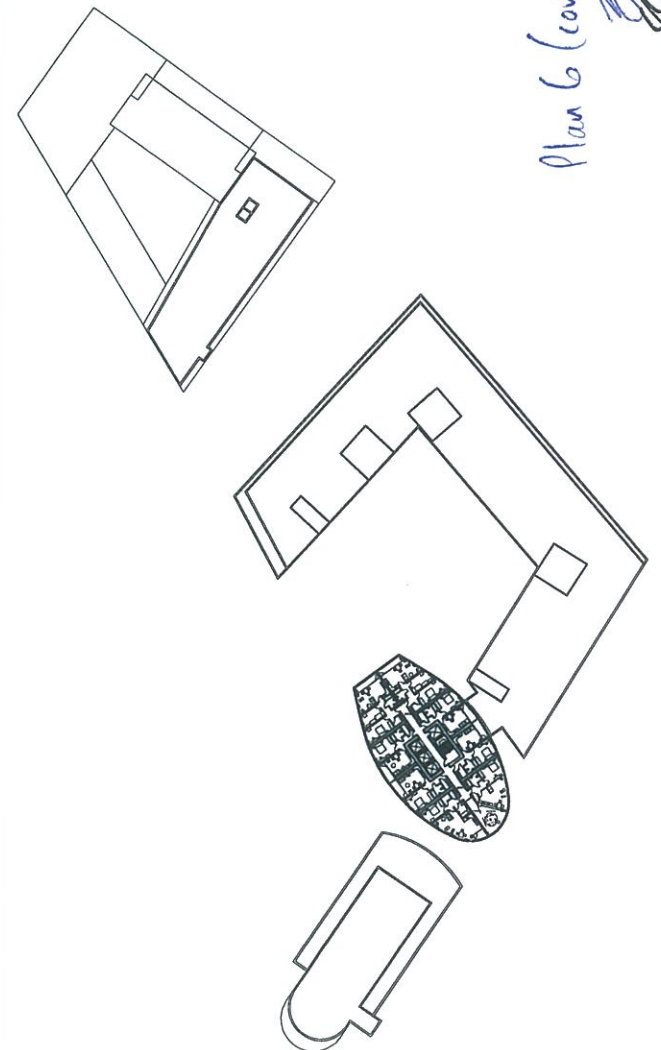
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09 NINTH FLOOR



10 TENTH FLOOR



11 ELEVENTH FLOOR

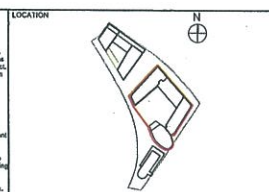
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■ AFFORDABLE RENT ■ INTERMEDIATE

REV	DATE	DESCRIPTION

CONSULTANTS	
CLIENT:	-
CONTRACTOR:	-
STRUCTURAL ENGINEER:	-
MECHANICAL ENGINEER:	-
COST CONSULTANT:	-
PROJECT MANAGER:	-
ACOUSTIC CONSULTANT:	-
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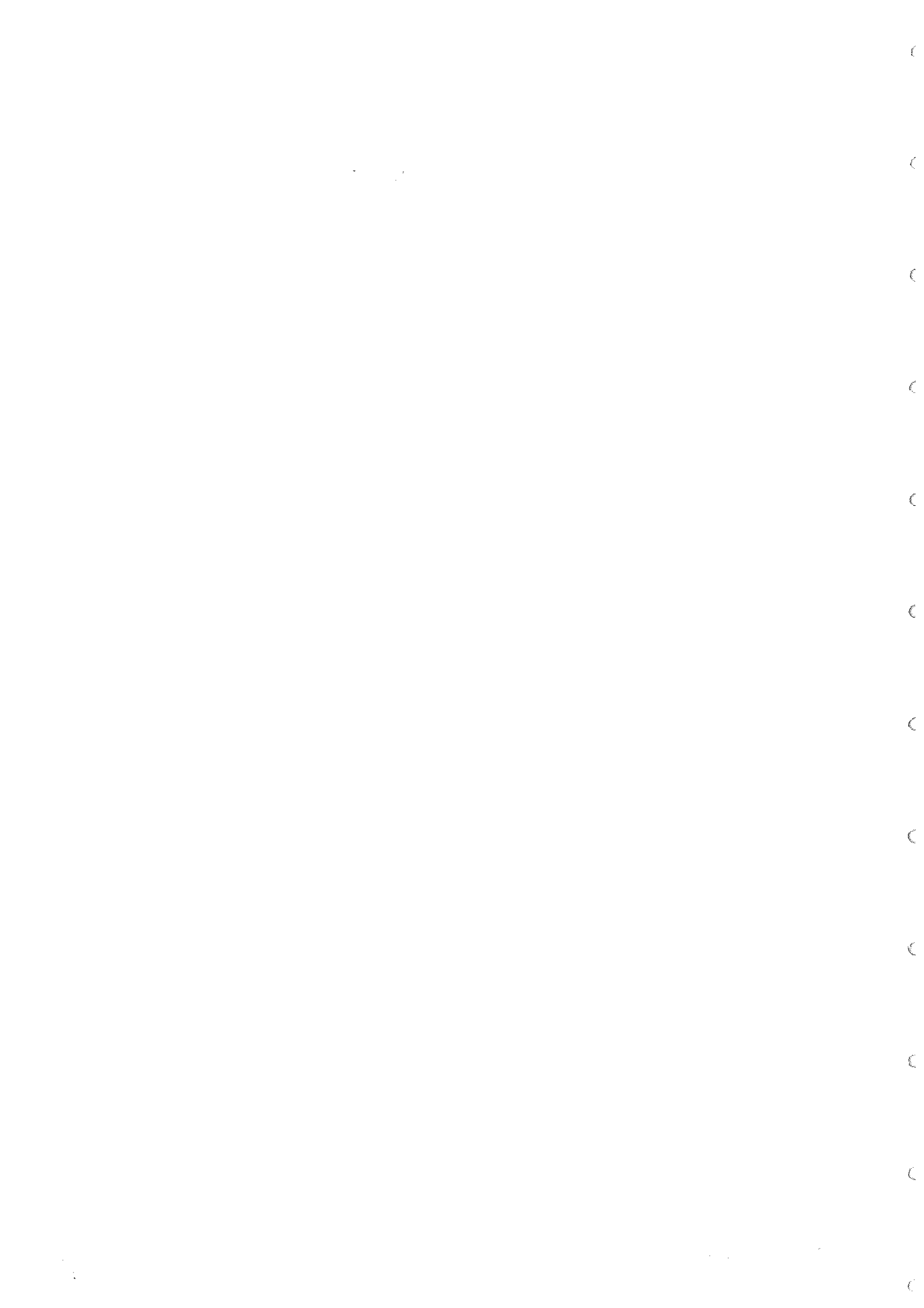
NOTE
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PCHA
 Part of the Gerald Horng Group

150 STRATFORD HIGH STREET
PLAN 4 - AFFORDABLE STACKGRAM 09-11

drawn by	checked	scale	sheet
-	-	1:500 @ A1	PLANNING
project	zone	classification	drawing no
09051	-	[00]	606



Appendix 8
Plan 7 (Car Parking Spaces)

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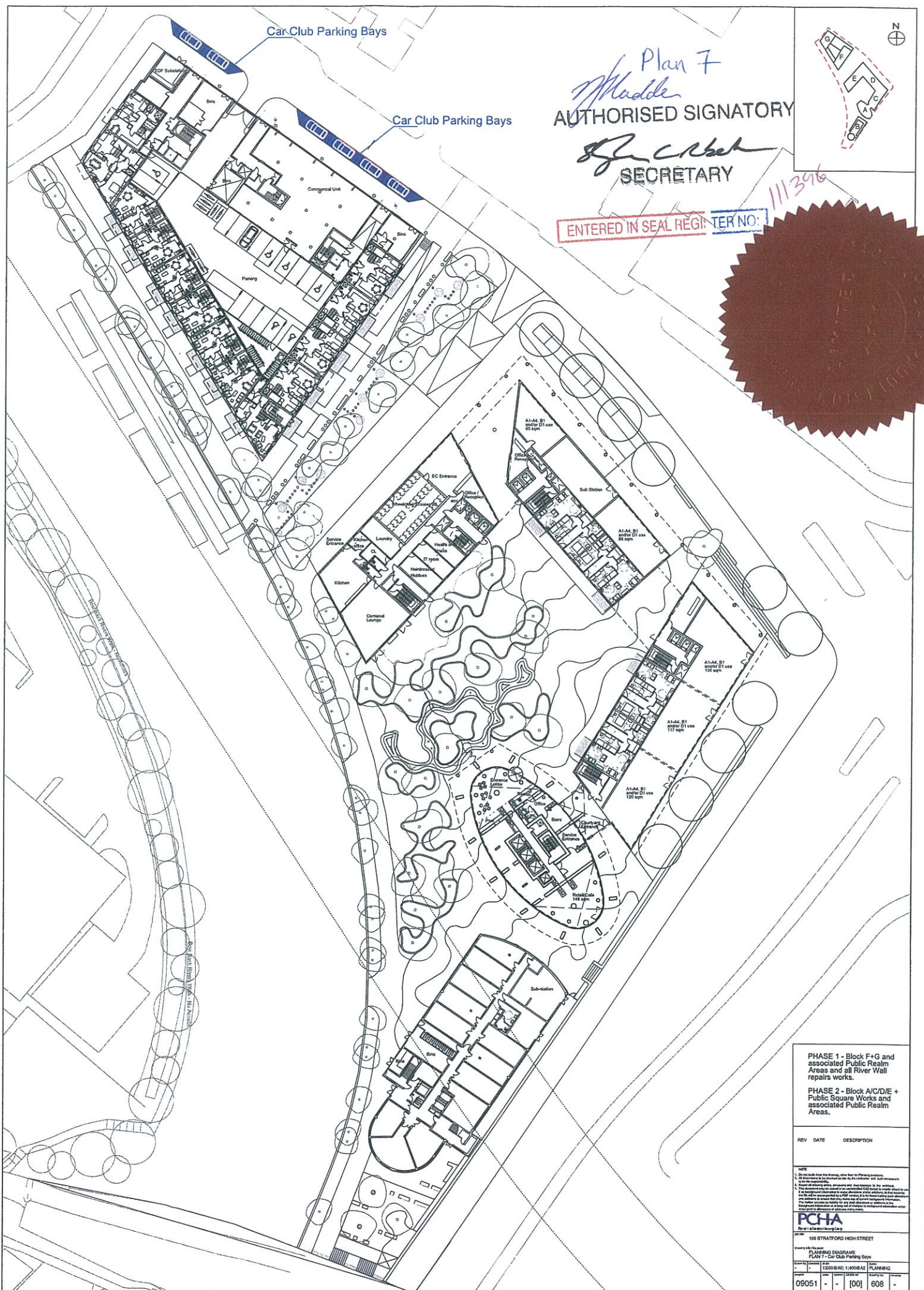
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Plan 7
Madden
 AUTHORISED SIGNATORY
J. C. Mack
 SECRETARY

ENTERED IN SEAL REGISTER NO. 111396

PHASE 1 - Block F+G and associated Public Realm Areas and all River Wall repairs works.
 PHASE 2 - Block A/C/D/E + Public Square Works and associated Public Realm Areas.

REV	DATE	DESCRIPTION

- NOTES
- Do not build from the boundary, refer here to Planning conditions.
 - All dimensions to be checked on site by the contractor and suitably recorded.
 - Remove all existing plants, structures and obstructions to the works.
 - The boundaries shown are based on a preliminary site survey and should not be used for legal purposes. The contractor is to verify the boundaries on site and if necessary, to the boundary and adjacent to the works area. It is the contractor's responsibility to ensure that the works are carried out within the boundaries shown.
 - The contractor is to be responsible for any and all damage or disturbance to the surrounding area or to any adjacent structures or services.

PCHA
 Planning Consultants
 110 STRATFORD HIGH STREET
 STRATFORD, BIRMINGHAM B15 2TG
 Tel: 0121 717 1000
 Fax: 0121 717 1001
 Email: info@pcha.co.uk
 Website: www.pcha.co.uk

PLANNING DIAGRAM
 PLAN 7 - Car Club Parking Bays

Scale: 1:500 (A1) 1:1000 (A2) 1:2000 (A3)

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Appendix 9
Plan 8 (Commercial Units)

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