



Creating sustainable communities

Delivering the Thames Gateway



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Thames Gateway – our commitment

Introduction by the Prime Minister
and Deputy Prime Minister

When we flew over the Thames Gateway eighteen months ago, we saw Europe's largest regeneration opportunity, a huge area of brownfield land on the doorstep of London. From the City of London to Southend and Sheppey, the Gateway encompasses areas of affluence as well as pockets of disadvantage.

For decades, successive Governments have looked to the East of London and pondered how to make the most of the opportunity to regenerate land and renew existing communities. It's only now, with the Government's Sustainable Communities Plan, that we are really getting to grips with the tremendous potential of the Gateway to deliver sustainable growth.

The Thames Gateway is a project of such scale and complexity that it can only be delivered with the full commitment of the Government as a whole. That's why we are already spending £6 billion across Government to create high quality sustainable communities in the Gateway. And our spending is unlocking billions of pounds of investment by the private sector and our partners in local authorities.

Together, we are providing the transport infrastructure, schools and hospitals, so that we create communities rather than soulless housing estates and avoid repeating the mistakes of the past. We are investing to improve existing towns and cities and create better quality new development and open space.



We are greening the Gateway so that we actually enhance the environmental amenity of the area with new parks, nature reserves and sporting facilities. We are minimising flood risk by putting in place a strong planning framework. And we are raising the skills and aspirations of local people to provide them with greater opportunity.

For decades, Governments have failed to provide enough homes in London and the South East. The Barker Report on Housing Supply underlined the consequences of failing to meet housing need. If we are to meet this housing need responsibly and sustainably, and provide for continued prosperity, we must seize the opportunity offered by this huge area of brownfield land and bring it back into productive use.

The Gateway will provide a choice of homes. These need to be well-designed and affordable for families and people on moderate incomes. In the Gateway, we expect 80% of new homes will be built on derelict, brownfield land and a new Code for Sustainable Buildings will be in use to deliver better environmental performance and lower running costs.

Our proposals for regeneration and responsible growth in the Thames Gateway were launched in July 2003. Since then, a lot has been done and there's real momentum. This document provides an update of what we have achieved so far and describes our priorities for the future. It demonstrates the long term, cross-Government approach we are taking and the levels of financial commitment the Government has made.

In July 2003, we said that improvements in strategic transport were critical to facilitate growth. We are delivering:

- **A further £400 million for transport projects, in addition to the £600 million previously allocated. We've made progress with all**

the transport schemes we identified then, including high speed Javelin trains between Kent and London, and added a range of projects paid for by our new £200 million Community Infrastructure Fund;

- **A ground breaking financial settlement for the Mayor of London which has enabled him to commit in his Five Year Business Plan to transport schemes such as the Thames Gateway transits and extensions to the Docklands Light Railway.**

We said that we would improve schools, colleges and healthcare. We are delivering:

- **£60 million investment in Primary Care Trusts across the four Growth Areas to help them plan for growth in health provision;**
- **£40 million investment in three new universities and colleges in Southend, Medway and Royal Docks. Together with our support for the Learning and Skills Councils, this will equip people with the right skills to take up new jobs in the Gateway. Over the long term, we expect up to 180 000 jobs to be created.**

We said we would enable the development of 120 000 homes. We are delivering:

- **An increase in new homes being built in local authorities in the Gateway, from 7769 in 2002/03 to 9368 in 2003/04;**
- **Agreement between the three regional planning bodies, in the Inter-Regional Planning Statement, that the Gateway has the potential for 128 500 homes, spread across London, North Kent and South Essex;**
- **New home ownership initiatives to help people on moderate incomes – such as key workers, first time buyers and tenants of social housing – own their own homes, providing housing choice across the Gateway.**

We said that a high quality environment and access to green space were essential to make the Gateway an attractive place to live. We are delivering:

- **A strategic vision for green spaces, set out in our publication, *Greening the Gateway*, and a follow-up Implementation Plan, which explains how the vision will be translated into reality;**
- **80% of new development on brownfield land, protecting valuable greenfield space;**
- **A strengthened planning framework which will ensure local authorities take account of flood risk in their development frameworks and in planning decisions.**

We said that we would establish a new delivery structure for the Gateway. We have established:

- **A new ODPM Thames Gateway Delivery Unit, on site in the Gateway, to drive forward action;**
- **Two Urban Development Corporations in East London and Thurrock;**
- **A network of seven regeneration partnerships to coordinate activity at the local level and involve local communities in the regeneration of their areas.**

We said that we would invest Government funding in the Gateway to facilitate growth and regeneration. We are delivering:

- **£475 million from the Thames Gateway Programme Fund for projects that will support growth and regeneration, improving the quality of life for existing and new residents. Our budget over the five years to 2008 is £850 million;**
- **£6 billion across Government as a whole to ensure the delivery of sustainable communities.**

In July 2003, we also identified five strategic development locations where major change would occur. Since then, we have made real progress:

- **In Stratford and the Lower Lea, the Stratford City development of 7000 new homes and 750 000 square metres of commercial development, two schools and a health centre has received outline planning permission. Work is expected to start on site by 2006.**
- **In Greenwich Peninsula, a whole new community is being created around a new school and health centre and accessible open space. The Dome will provide a major sports and entertainment venue. The award-winning Greenwich Millennium Village is already in place and planning permission has been granted for 10 000 new homes.**

- In London Riverside, we have entered into a public-private joint venture to develop the site of an old power station and waste tip at Barking Reach, London's largest brownfield site. A masterplanned development is planned of up to 10 800 homes, a school and community facilities which would allow local people access to the riverfront for the first time in decades.
- In Thurrock, the new Thurrock Thames Gateway Development Corporation will shortly embark on a package of land acquisition to facilitate housing and job growth.
- In North Kent Thameside, major challenges remain in relation to the capacity of the trunk road network to cope with growth. We are resolving these. Our commitment to new high speed services linking Ebbsfleet and Stratford to central London in 2009 and the construction of Phase One of Fastrack, a new segregated bus system linking up developments across the area, will support the development of major sites such as Ebbsfleet which already have approval for 700 000 square metres of development, including offices and homes.

And there is an additional focus on Medway. In Rochester Riverside, we are creating a new community on the site of a gas works. The river has high biological diversity and we are being careful to preserve that. In Chatham, we have funded the adaptation of historic buildings for use as a new university's campus.

But this is just the beginning. The Government is putting in place the infrastructure and investment in people which will deliver sustainable communities in the Thames Gateway in the longer term.

By 2010:

- At least 60 000 new homes will be built across the Gateway, helping to make home ownership more affordable for local residents and key workers;

- New high speed trains will reduce journey times between central London and Stratford to seven minutes; to Ebbsfleet to 17 minutes; and connect to Medway and, of course, to Europe;
 - East London will have a new network of public transport including the Docklands Light Railway extension to Woolwich, and the Thames Gateway transit. The Mayor of London is considering the feasibility of a Docklands Light Railway extension to Dagenham Dock and how that sits alongside other priorities;
 - The Learning and Skills Council will have a funded action plan in place to enable residents to improve their skills;
 - The Code for Sustainable Buildings will be in use by developers, raising the environmental standards of housing;
 - There will be a well-used green network which links up communities through high quality green space.
- By 2016:**
- At least 120 000 homes will be built across the Gateway, of which at least 35% will be affordable for rent or for purchase by first time buyers including key workers;
 - 180 000 new jobs will provide local residents more choice as to where they live and work;
 - A much higher proportion of residents will have achieved NVQ Level 3 skills standards, helping them obtain jobs with better prospects. We will have raised the aspirations of those living and working in the Gateway;
 - All residents will have access to high quality healthcare, reducing health inequalities across the area;
 - We will have protected, enhanced and added to the 53 000 hectares of greenspace in the Gateway – equivalent to the size of the Greater Manchester urban area – and increased accessibility for local residents;
 - All the major strategic locations in the Gateway (which include large areas of derelict and contaminated brownfield land) will have been substantially developed, providing a mix of homes, jobs and amenities in new sustainable communities.

Our strategic vision

Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Our aim is to use growth to regenerate and develop the Thames Gateway in a sustainable way. We want to create an attractive environment where people will choose to live, work and spend their leisure time.



Our key principles are to:

- Support good quality, sustainable development that integrates successfully with existing communities;
- Return derelict and contaminated brownfield land to productive use;
- Preserve and enhance the Gateway's rich environmental and cultural heritage;
- Promote the prosperity and vitality of town centres and local businesses;
- Ensure that infrastructure and local services are in place when the community needs them;
- See that investment and change respond closely to the needs of all residents and promotes social inclusion;
- Respect and develop the diversity of Gateway communities.



The Gateway will provide sustainable communities which are:

- **Active, inclusive and safe** – fair, tolerant and cohesive with a strong local culture and other shared community activities;
- **Well run** – with effective and inclusive participation, representation and leadership;
- **Environmentally sensitive** – providing places for people to live that are considerate of the environment;
- **Well designed and built** – featuring a quality built and natural environment;
- **Well connected** – with good transport services and communications linking people to jobs, schools, health and other services;
- **Thriving** – with a flourishing and diverse local economy;
- **Well served** – with public, private, community and voluntary services that are appropriate to people's needs and accessible to all; and
- **Fair for everyone** – including those in other communities, now and in the future.

Development and renewal

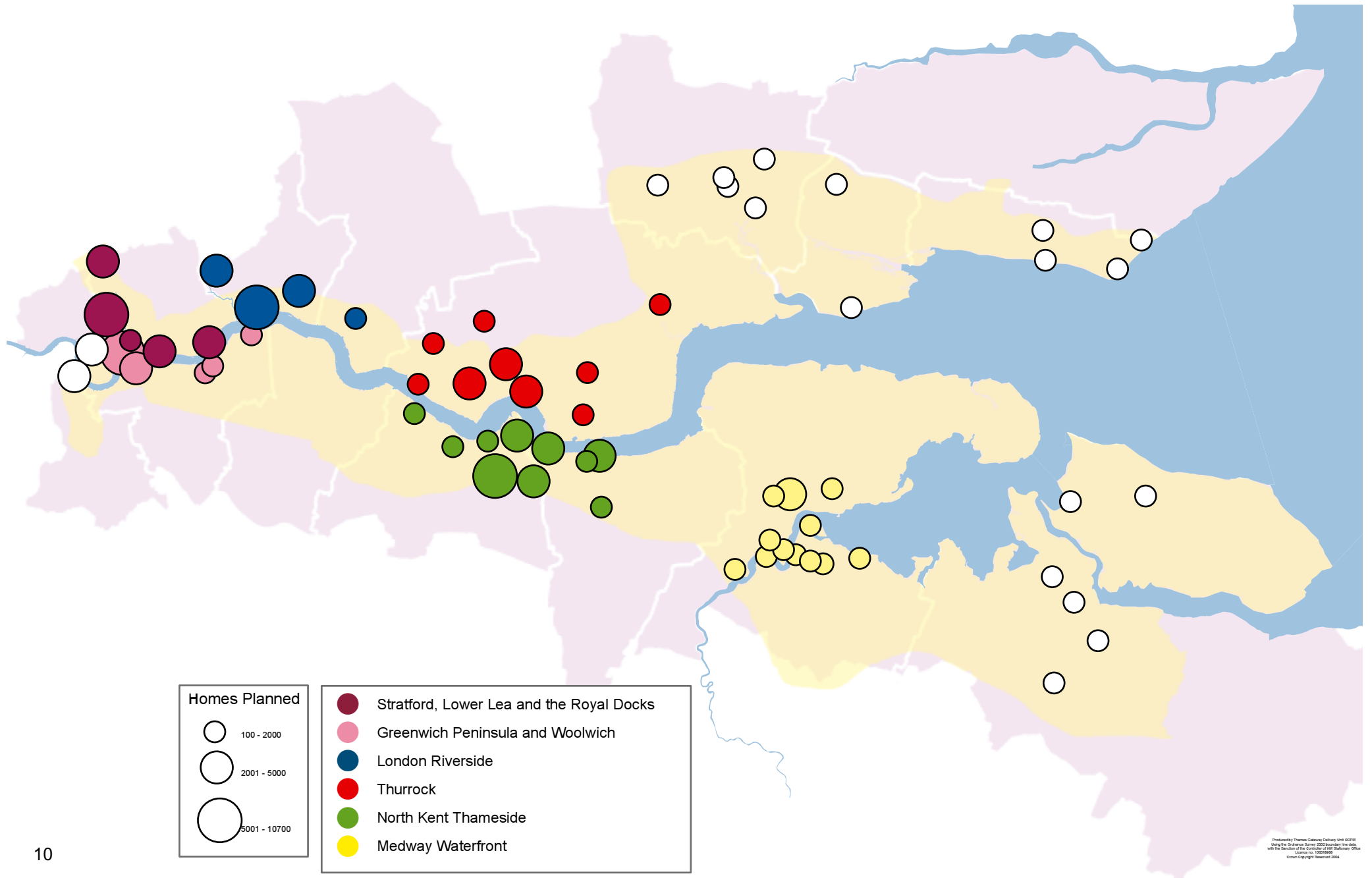
The Thames Gateway is a very diverse area, from heavily populated East London to the towns and seaside resorts of South Essex and North Kent.

In July 2003, the Government identified five **strategic development locations** which contain a high proportion of the Gateway's supply of brownfield land, but also offer good access to employment, supported by Government's investment in transport and other infrastructure. Since then, we have identified an additional strategic location, Medway, which has the capacity for significant housing and employment growth and will also benefit from improved transport links with London from 2009.

In these areas, the focus for public sector investment will be land assembly, remediation and redevelopment – primarily in partnership with the private sector – to provide the infrastructure, amenities and environment necessary to create sustainable communities for existing and new residents. Development will be based around anchor points – places such as schools and other community facilities – which provide a focus to the community and make the area an attractive place to be.

In addition, we are investing in five **urban renewal areas**. Interventions in these areas will take advantage of the opportunities presented for growth to regenerate existing urban areas. Here, the investment agenda is to consolidate these centres, improve the local environment and public services for existing residents, and promote opportunities for sustainable housing and employment growth.

Strategic locations and key housing sites in the Thames Gateway



Stratford, Lower Lea and the Royal Docks

This area has potential for about 20 000 new homes and 15 000 new jobs by the end of 2016, building on its good transport links and proximity to Canary Wharf. Several major projects are already well advanced, and a number of other significant developments are proposed for adjoining areas including Canning Town and the riverside.



Stratford City, the proposed new regional centre, now has planning consent. The focus of the scheme, the Channel Tunnel Rail Link station, opens in 2007. Permission has been granted for about 7000 homes to be built from 2008, along with a primary and secondary school, health centre, and over 750 000 square metres of business, retail and hotel uses, with capacity to provide 34 000 jobs.

Adjoining Stratford, outline planning consent has also been granted for the development of the proposed Olympic park. Should London's bid for the 2012 Olympic and Paralympic Games be successful, the development of the Olympic park will provide local communities with a



legacy of first class sporting, transport and community facilities and will accelerate the delivery of new homes and jobs already planned for the Lower Lea Valley. The new facilities will include an aquatic centre and velopark, which will go ahead regardless of the outcome of the bid.

In March 2005, London Borough of Newham granted planning permission, subject to legal agreements, for a new district centre at Silvertown Quays. As well as nearly 5000 new homes, a school, health centre and library, the planning application includes a world class aquarium which would be a major tourist attraction by 2008.



Close by, over 400 new homes have been developed at Gallions Point, and Minoco Wharf will be released from safeguarded wharf status which will unlock future development. These and other major developments in the Royal Docks will benefit from Docklands Light Railway extensions to City Airport in 2005 and Woolwich in 2009.

London Thames Gateway Development Corporation

Chaired by Lorraine Baldry, the new Urban Development Corporation will take forward regeneration and growth in two strategic development locations – Lower Lea and London Riverside, incorporating Barking town centre. It will build on the success of Canary Wharf and the excitement of the Olympics' bid, working closely with partners across the private, public and voluntary sectors.

With powers on planning and land assembly, the Development Corporation will focus on the challenging cross-borough brownfield development opportunities where an exceptional level of strategic intervention is required to facilitate development.

The Development Corporation will take planning powers for large planning applications by the summer of 2005, and by the turn of the year aims to have achieved consensus on, and adopted an overarching strategy for, its area and regeneration frameworks for the Lower Lea and London Riverside. It will have specific milestones, targets and outcomes to achieve in its Business and Corporate Plans. These will relate to its roles of setting the strategic framework within which regeneration in its area takes place and co-ordinating and monitoring implementation of strategic developments and projects across the area.

Canning Town

Canning Town in Newham is one of the most deprived areas in the country. It is one of three areas in England where the Government is testing out more intensive approaches to achieving neighbourhoods with a more sustainable mix of tenures and incomes and addressing the problems of worklessness, low skills, crime, poor environment and poor health.

London Borough of Newham has listened to the priorities of local people and has produced a masterplan for the area – the Canning Town and Custom House Regeneration Project. This envisages a revitalised town centre combining retail, commercial, leisure space, new community facilities and housing, and an improved road infrastructure. The plan calls for an innovative and high quality approach to urban design and landscaping, capitalising on the area's riverside location. In all, the plan identifies potential for 7000 mixed tenure homes over the long term.

Drawing on best practice, the aim is to ensure that housing improvements are matched by enhanced opportunities for residents. This work will be led by local stakeholders, with close support from Government.

London Riverside

800 hectares of land along the riverfront in Barking and Dagenham and Havering has the potential to provide 20 000 new homes and 25 000 jobs, bringing back into use land that has lain vacant for up to 20 years.



Barking Riverside Ltd, a joint venture company formed by English Partnerships and Bellway Homes, applied for planning permission in December 2004 to redevelop 179 hectares of land for 10 800 mixed tenure homes. A significant proportion would be for social rent and key workers.

The masterplan includes a primary school and over 70 hectares of open space for the community, with two kilometres of riverfront and a network of cycle links, footpaths, parks and sports areas. After extensive consultation, many of the suggestions made by local residents have been incorporated in the plan.



Other major schemes are proposed to provide about 10 000 new homes at South Dagenham and Rainham, while 900 new homes have already been built by Bellway at Barking Reach.

Employment growth is also being promoted through the business park at Beam Reach, the Centre for Engineering and Manufacturing Excellence at Barking Reach, and at Dagenham Dock and other locations.

Public transport is being improved through over £25 million public investment in better local road systems, the Ferry Lane link road bridge, interchange stations at Dagenham Dock and Rainham. In addition the East London Transit will be extended by 2007 (first phase), and an extension of the Docklands Light Railway to Dagenham Dock is also being considered.

Improvement works to Barking town centre will complement this growth.



Greenwich Peninsula and Woolwich

After many years of disuse, a number of major sites along the riverfront between Deptford Creek and Thamesmead are now actively being developed or are in advanced stages of planning to provide about 25 000 new homes – not including the redevelopment of parts of Thamesmead to benefit existing residents. The developments will include new or improved public walkways along the river and key elements of the infrastructure needed to support sustainable new communities.



The historic Royal Arsenal 30 hectare site lay unused from 1967. Ownership passed to the London Development Agency, which has invested over £1 million to help plan sustainable redevelopment. Work on 1200 homes started in 2001 and is due for completion in 2010. A masterplan for an adjacent mixed use scheme including 3000 new homes, with 35% affordable, and about 1000 jobs in commercial, health and community uses is currently being considered. The new Waterfront Transit system and Docklands Light Railway extension will serve the site from 2008 and 2009, supporting the existing mainline train station only 300 metres from the site.

The Arsenal site adjoins Woolwich town centre, which is proposed to benefit directly from investment as part of the masterplan as well as Government's Single Regeneration Budget programme and will encourage retail investment.

Comprehensive improvements to bus and rail links are proposed to support the new Docklands Light Railway station. In the meantime, work is being completed to convert redundant offices in the town centre into over 300 homes, and another 300 homes are on site at Mastpond Wharf, next to Woolwich Ferry.

Greenwich Millennium Village has planning approval for 1377 homes, and 670 are already occupied, along with a school, health centre and ecology park. Planning permission has now been sought for a further 1579 homes.

In 2004 planning approval was granted for the Dome to be converted into a major entertainment venue, and for 10 000 homes to be developed on adjacent land. Work is due to start on site by early 2006. 24 000 jobs are expected by about 2020.

Thurrock

Situated at the heart of the Thames Gateway, Thurrock covers an area of 165 square kilometres with over 28 kilometres of riverside. Strategically positioned on several key transport corridors, Thurrock's local economy is founded on international trade, through its ports and the shipping industry, together with logistics and retailing. South of the A13 are a number of large and important industrial sites, with more scattered rural communities in the north of the borough.



Extensive brownfield sites dominate Thurrock's riverfront and provide some of the greatest residential, commercial and industrial development opportunities in the country. Reflecting this, the Government has designated Thurrock as a growth area with capacity for 18 500 new homes and some 20 000 new jobs by 2021. Alongside this huge potential, the area contains pockets of some of the most deprived communities in the country.



To ensure these opportunities are seized and the area's deprivation addressed, Thurrock Thames Gateway Development Corporation, chaired by Will McKee, is developing a wide reaching strategy for the comprehensive regeneration of the area. Over the last 12 months the Development Corporation has completed a baseline study of the borough and is about to complete its Regeneration Framework. The Framework, together with a borough-wide Spatial Plan which has been recently commissioned, will constitute the Development Corporation's main policy framework which will be fully in place later in 2005.

To provide a more detailed policy context for the regeneration of specific areas and sites, masterplans are being produced for Purfleet, West Thurrock and Grays town centre. In addition, the Development Corporation is currently negotiating for the acquisition of a package of strategically important sites within the borough to deliver housing and community facilities.

The Development Corporation's early priorities include engaging with Thurrock's diverse communities to improve and develop existing town and neighbourhood centres, opening up the waterfront and improving social infrastructure as well as road and rail transport links.



North Kent Thameside

Kent Thameside has the potential to regenerate 56 square kilometres of north Kent – focusing on the redevelopment and improvement of previously developed land that has fallen into disuse. The area could support 20 000 homes and 50 000 jobs, building on the success of Bluewater shopping centre and Crossways business park. Major challenges remain with the need to resolve the impact of development on the road network, but the advent of new high speed trains and the roll out of Fastrack, the quality bus service currently under construction, demonstrates the Government's level of commitment to this area.



Outline planning permission has been granted, subject to completion of legal agreements, to transform 53 hectares at Ebbsfleet into a major new commercial centre with 20 000 jobs. and 700 000 square metres of development. Proposals include offices, other business space and at least 3000 homes. By 2009, access to central London will be available by train in less than 20 minutes.

Work is expected to start around the end of 2005 once long term planning strategies have been agreed.



Public funding is supporting private investment in mixed use developments in Gravesend, Northfleet and Dartford, building on their heritage and culture. Better use of the riverfront will be a major feature. The 1834 Grade II* Listed pier at Gravesend has been restored and the Listed old Town Hall will be renovated for community use. Work started in 2004 on a mini marina, riverside leisure and retail facilities and about 1000 new homes (25% affordable), in easy reach of the new Ebbsfleet station.

The construction of 152 new houses and flats as part of an approved mixed use development at Lord Street in the town centre is expected to start in late 2005 and a further 500 homes are expected to be completed in the centre of Dartford from 2006.



In the longer term over 300 hectares at Eastern Quarry next to Bluewater have the potential for development as a parkland setting for about 7250 homes and over 250 000 square metres of commercial floorspace, once planning and major transport issues have been resolved.

In the meantime over 500 homes have been built at Ingress Park on the riverside and at Waterstone Park around Stone Castle, with a further 1100 homes due to be completed by 2007.

Medway Waterfront

The waterfront of the river Medway is the focus for the regeneration of over 900 hectares of brownfield land, with proposals for 11 sites stretched along 11 kilometres of striking and historic riverside, with the centre of Chatham at its heart.



Chatham Maritime has already been substantially developed as an award-winning joint venture between South East of England Development Agency and Countryside Properties. Work has started on site to develop 2000 homes, with a park, river walkway, offices, school, GP surgery and a 450 berth boat marina. Energy efficiency measures include solar panels, rainwater harvesting and high standards of thermal insulation.

Nearly 1000 homes had been built by the end of 2004, and Government funding is helping to speed up further development.



Unused industrial land at Rochester Riverside is proposed for redevelopment as one of six new urban quarters on the riverside, with easy access to Rochester station. Promoted by Medway Council and South East of England Development Agency, £28 million of Thames Gateway Programme funding is helping to secure land acquisition, decontamination and flood defences. Plans for the development include over 1600 homes (at least 25% affordable), retail and business units, a hotel/conference centre, town centre supermarket, school and leisure and community facilities.

Proposals for the regeneration of Chatham Centre and Waterfront include a leisure, commercial and cultural centre, with improvements to historic buildings, the station and other public transport.

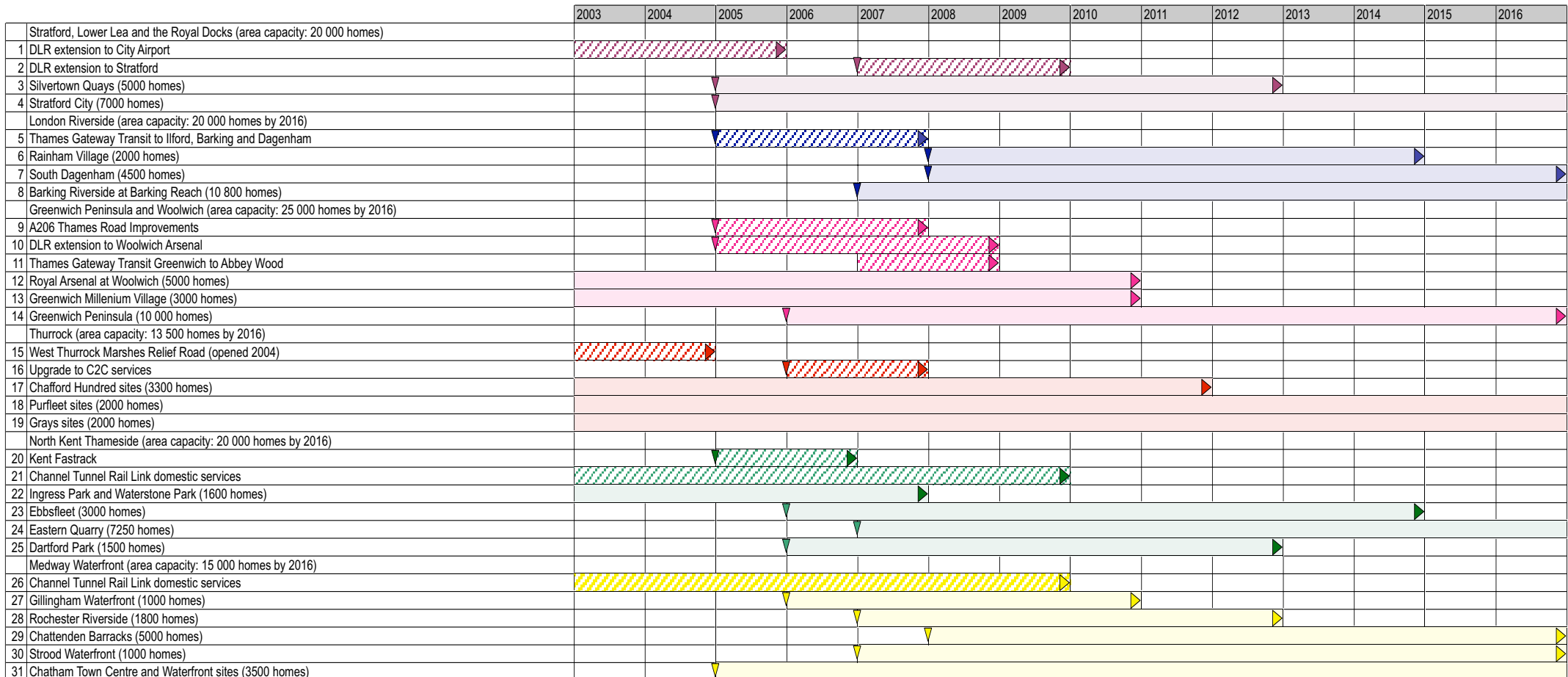
£47 million from Government is behind the development of a 'multi-university' in the town that will double local student numbers to 6000 by 2010. It is expected to create 600 jobs, bring £10 million a year to the local economy and help residents develop the skills needed for the opportunities created by the growth of the Gateway and its proximity to Europe.



Strategic development locations: Transport infrastructure and housing growth

This Gantt chart demonstrates the rate at which housing development at strategic development locations is expected to come forward and the inter-connection with upgrades in transport infrastructure in each area.

Key:	
	Major housing schemes
	Key transport schemes
	Indicative start dates
	Indicative completion / opening dates
Notes:	
Figures listed are indicative of overall capacity, not individual planning approvals, and are, therefore, subject to regional and local planning decisions.	





Barking

The town centre is being revitalised with important new facilities based around a new town square close to excellent public transport links. Over £20 million in public funding has been allocated for site purchases and development.

- After extensive renovation works, the Broadway Theatre re-opened in December 2004 as a focal point for entertainment and community activities.
- Work has started on site for a lifelong learning centre and library to promote new skills particularly in education, health and social care. This is part of a major £60 million town centre development including about 400 new homes, completing in 2007.
- A masterplan to regenerate Barking Park will underpin a Heritage Lottery Fund bid in 2005.

About 1450 other new homes, about 40% affordable, are planned in private developments near the town centre.



Basildon

Extensive public consultation was carried out in January 2005 on proposals and options for radical improvements to Basildon town centre. The Development Framework proposes:

- improving pedestrian access and reducing traffic dominance;
- creating a landscaped environment with links to green areas; and
- bringing more life to the centre with community and leisure facilities.

This will help to attract new retail, commercial and high quality housing developments to the town centre. Government has helped fund initial works on improvements to St Martins Square and a skate park in mid 2005.

Close to the town centre, English Partnerships and the Housing Corporation are supporting the development of the Gardiner's Lane site which has the capacity for over 400 mixed tenure homes, a business hub with over 7000 jobs, public open space and local road improvements. In addition, the regeneration of the Craylands estate will provide around 1300 new or modernised homes and new community facilities.





Bexley

Erith town centre is being regenerated as a riverside village, building on the investment stimulated by the Morrison superstore developed in 2001. The original shipping wharf has been restored as a public facility, fronting a riverside walkway and 96 new homes. The old cinema is currently being converted to 23 more homes.

A new shopping centre opens in Spring 2005 and includes 44 new homes. A primary healthcare centre and other community facilities are being built, and the theatre has had a facelift. Other proposed new facilities will include a hotel, a new swimming pool and a foyer to offer supported accommodation and training for young people at risk.

The existing dual carriageway is being extended to link Woolwich with the Dartford river crossing. Nearby in Thamesmead, the Tavy Bridge estate is being improved and redeveloped for over 900 mixed tenure homes plus better shops and community facilities.

Business start up and job growth is being supported through the Innovation Centre at East Thamesmead and development of new small business units, along with transport improvements.



Sittingbourne and Swale

Proposals for town centre improvements in Sittingbourne build on the Vision developed in 2003 after extensive research and consultation, and aim to enhance the town's historic character, while attracting new investment.

Environmental improvements include more green space and better pedestrian access to a refurbished station. Options for improved retail services and town centre housing are also being considered. The Thames Gateway Programme Fund is supporting a feasibility study for expanded further and higher education facilities. The new relief road will support development and ease existing traffic congestion.

The new road extension and bridge to the Isle of Sheppey is under construction and due to open early in 2006. Improved access will support proposals for high quality mixed development at Queenborough and Rushenden, including over 700 new homes to be integrated into the existing community. Extensive local consultation has been carried out and a draft development framework was approved by South East of England Development Agency and the local authority in December 2004.



Southend

Southend's town centre strategy aims to integrate social, educational and environmental needs with local economic priorities.

Funded by £5.8 million from Government and the EU, Pier Hill has been developed as a high quality public space with a scenic lift, water feature and panoramic viewing platform overlooking the Thames Estuary and the town's pier with its award-winning new entrance.

Town centre security has been improved by a network of 241 CCTV cameras and a Control Centre linked to local shops and businesses. Major improvements to public transport include a state of the art central Travel Centre now on site and completing in March 2006.

The Palace hotel will shortly be refurbished for leisure, conference, education and hotel facilities, with planning permission agreed in December 2004. The £50 million South East Essex College opened in September 2004 and conversion of the old Odeon cinema is well underway for the University of Essex.

In October 2004, Southend-on-Sea Borough Council approved a landmark mixed use development including 446 new homes, 240 of them low cost home ownership for key workers funded with £6 million from Government.

Environment

The Thames Gateway contains an incredibly rich environment in both urban and rural areas. It includes almost 40 Sites of Special Scientific Interest and many areas with a distinguished historic heritage.

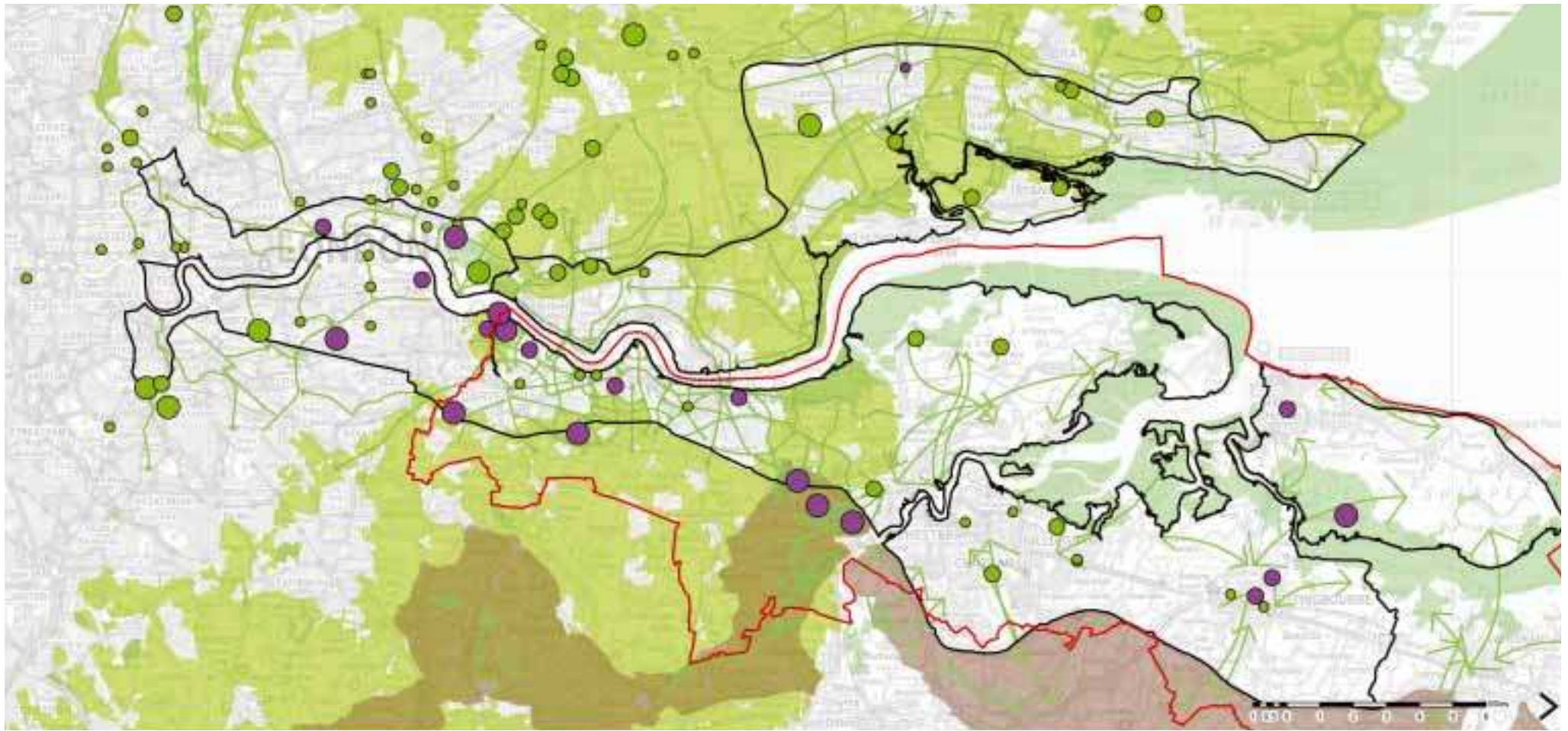
The Government believes that communities are more successful and enjoy a better and healthier quality of life if they have easy access to an attractive, well designed and managed green environment which is rich in biodiversity. We will ensure that development in the Gateway is set within a network of green spaces, so that everyone has access to local parks and green areas. These will include formal gardens and parks, large woodlands, the open countryside, wetlands and the riverside.

In addition, we will support the use of green spaces in achieving wider community benefits including employment, skills training, community development, leisure opportunities, and more sustainable forms of transport, such as walking and cycling.

The River Thames, along with its four main tributaries, is clearly a huge asset for the Gateway. In parts of the region, there is little or no public access to the river. We aim to ensure that access to the rivers is extended so that many more people have the opportunity to use the river for leisure and transport.

The Gateway contains areas that are at risk from flooding. Much of London is situated within the floodplain, but it also benefits from very high levels of protection from major tidal flooding (protection to a 1:1000 year level or the possibility of 0.1% of flooding in any one year). There is already some £80 billion of commercial property located within these protected areas. The Government has already put in place planning policies to minimise flood risk within the Gateway and elsewhere. We will ensure that these policies are implemented by local authorities to ensure that all new development is sited appropriately. Good levels of protection will be maintained across the Gateway.

Green space in the Thames Gateway



Thames Gateway
 Areas of Outstanding Natural Beauty
 Environmental Designations (including Sites of Special Scientific Interest, National Nature Reserves, Forest Sites, Special Protection Areas, Special Areas of Conservation)
 Green Belt
 Study area for North Kent regional park
 Potential green grid / infrastructure networks (based on draft plans and feasibility studies)

Selected Green Space Projects

 Local / Neighbourhood Green Space	 Medium Green Space	 COPM-funded green space projects
*Funded by the Local and Police COPM and the Children's Society 1-100, 100-1000 sqm, 1000-10000 sqm, 10000+ sqm (New Location: 100000+ sqm)		

Progress to date

- We demonstrated the Government's commitment to high quality green space across the Gateway in *Creating Sustainable Communities: Greening the Gateway*, the framework document published in January 2004 and a follow-up Implementation Plan in February 2005. These two documents provide a strategic context for the many existing regional and local environmental initiatives and set out how these will be delivered in practice.
- We have funded CABI Space to assist local authorities to develop green space strategies. They have launched five projects within the Gateway in the first year.
- We have provided £3.6 million to develop over 300 hectares of community green space in Thames Chase Community Forest.
- We have supported the development of 'Green Grids' in Kent Thameside, east London and South Essex as important examples of best practice in providing an accessible interlinking chain of local green space that also encourages travel without cars.
- The Environment Agency has established a dedicated Gateway team, and has produced guidance on development and flood risk in the Growth Areas. It is undertaking a six year study, *Thames Estuary 2100*, to develop a strategy for flood risk management in the Estuary for the next 100 years.
- We have put in place a strong national planning framework (Planning Policy Guidance 25) which ensures that flood risk is considered by local authorities at all stages of the planning and development process.
- We have taken a comprehensive approach to the production of a strategic flood risk assessment for the 11 London Thames Gateway boroughs, coordinated by the Thames Gateway London Partnership, with the assistance of the Environment Agency and the London Development Agency. We have provided funding to support work on strategic flood risk assessments for Kent Thameside, South Essex and Medway and Swale, as well as river wall construction and land raising at Rochester Riverside.

- We have set in place a statutory framework to ensure that adequate water supplies will be available in all areas, including those experiencing growth and worked with water companies to ensure that they can plan ahead for forecast growth. All water companies covering the Gateway have costed plans in place to ensure that they are able to meet demand, including reducing leakage and new provision, such as a proposed desalination plant in Barking.
- Gateway local authorities have recycling targets in place to ensure they increase municipal waste recycling rates from an average of 17% to an average of 22.5% in 2005/06.



By 2010, we will:

- Invest at least £20 million from the Thames Gateway Programme Fund in green space projects. This includes £2 million to help develop an internationally significant 640 hectare conservation park for rare wildlife and migratory birds at London Riverside, and £4.5 million towards 18 projects in North Kent to restore 1,257 hectares of public open space.

- Fund the development of a country park in Ranscombe, and a new community woodland for Gravesend.
- Support the vital environmental work of non-statutory agencies such as Groundwork, the RSPB, Green Space and a wide range of community based organisations to involve local people in the creation and management of local green and public space. Groundwork will produce their first Thames Gateway strategy in 2005, which will integrate all Groundwork Thames Gateway activities, including its full range of green space initiatives.

- Revise Planning Policy Guidance 25 on flooding to publish a revised PPS25 early in 2006, which will strengthen the requirement for local authorities to take account of flood risk in development plans and planning decisions.
- As part of the PPS25 review, consult on introducing a Flooding Direction in cases where local authorities are minded to grant permission to major developments, despite Environment Agency objections.

- Minimise flood risk by ensuring that strategic flood risk assessments are carried out in London, South Essex and Kent Thameside by the end of September 2006 and in Medway by February 2007, helping local authorities to carry out their responsibility to prevent inappropriate development in floodplains.
- Identify whether further action on waste is necessary as a result of growth in the Gateway by December 2005.
- Protect water resources and reduce waste production by promoting the Code for Sustainable Buildings across the Gateway and by demonstrating the benefits of the Code in Government funded developments. Dwellings built to Code standards will be significantly



more efficient in terms of energy and water, will have adequate recycling facilities and be easier to maintain and adapt. Where dwellings are being built by Government and its Agencies, or where we are engaged in public private partnerships, we will ensure that these higher standards are applied to all new homes.

Transport

Transport, both private and public, is a key component of economic regeneration of the Gateway and of the delivery of sustainable communities. The transport network in the Gateway is already under strain with heavily used road and rail commuter routes and local networks that are already at capacity.

The Government recognises that the transport network must be improved to cope with the additional demands new communities would place upon it. Across the Gateway, growth and new development will be focused initially on areas with good existing or planned transport links. This will ensure that new communities do not impose unacceptable demands upon the existing transport network until further improvements have been made.

We have already begun to tackle this. By 2009, a large number of transport improvements will be open across the Gateway, including domestic services on the high speed Channel Tunnel Rail Link and an improved public transport network in East London. The framework for an effective strategic network with high quality local services is now in place, making travel easier for existing residents and enabling further new housing and economic development to take place.

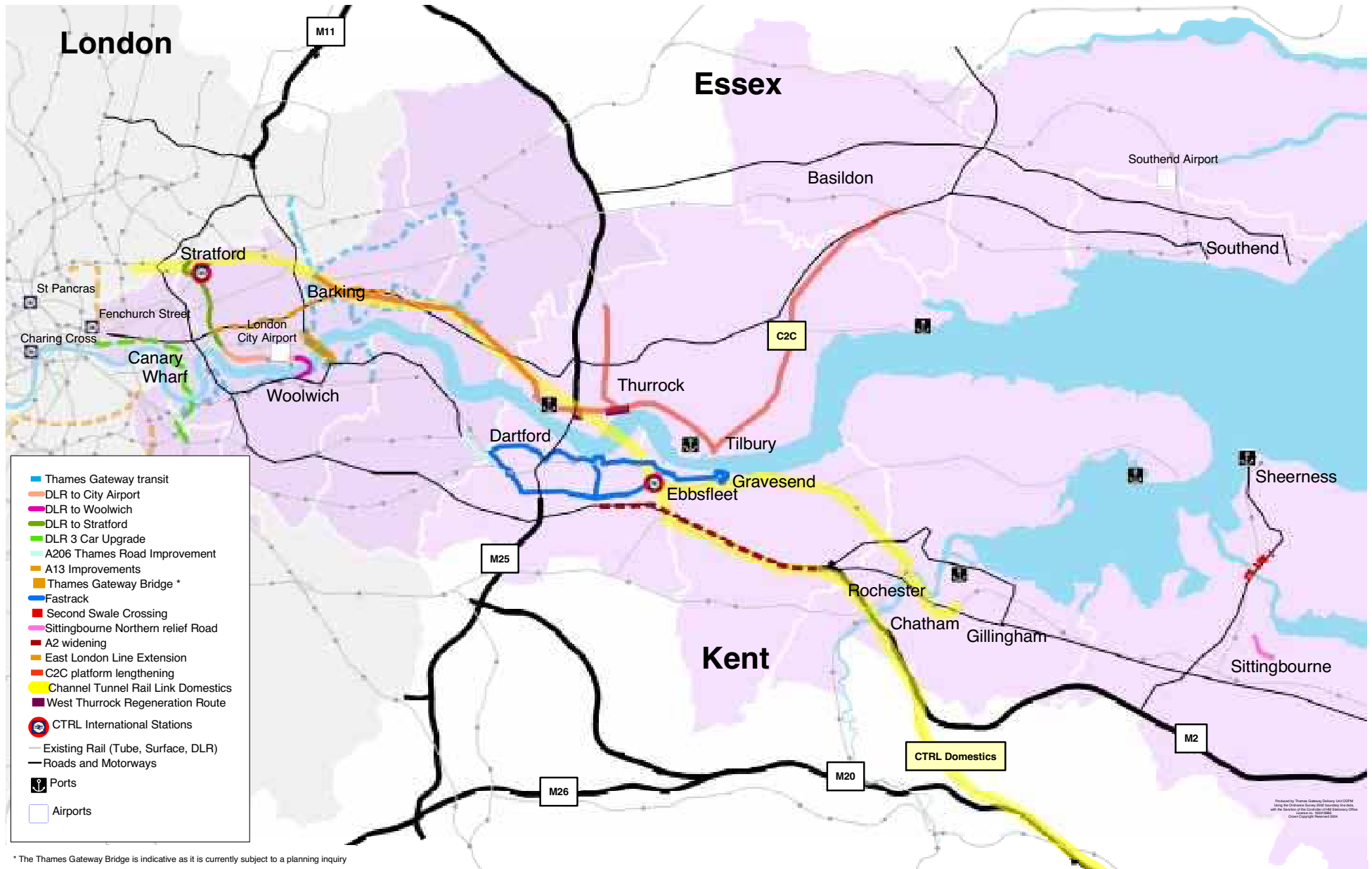
Some areas remain where transport constraints limit the capacity for growth, including a number of major developments in Kent Thameside. In these areas, we are committed to working with local partners to determine the phasing of development, identify what needs to be achieved and agree how to do it.

The Community Infrastructure Fund will help to tackle these constraints, providing funding for transport schemes that unlock housing growth across all four Growth Areas.

Progress to date

- The Government has committed massive new investment in the strategic and local infrastructure with the Government and Mayoral allocation of around £1 billion to transport schemes across the Thames Gateway.

New transport infrastructure in the Thames Gateway



- New high speed trains were ordered in Spring 2005 which will allow domestic services on the Channel Tunnel Rail Link to open in 2009, reducing journey times from central London to Ebbsfleet and the Medway towns.
- A new Community Infrastructure Fund of £200 million will provide funding for transport schemes which can unlock housing development across the four Growth Areas. Provisional approval was announced in Spring 2005 for a range of projects including Fastrack in Kent, platform lengthening between Barking and Pitsea in Essex, and a new Docklands Light Railway station, Langdon Park, in London.



- A ground breaking, long term funding package for Transport for London is supporting new development in the London Thames Gateway, including the following planned improvements:
 - The Thames Gateway transit, linking Ilford, Barking & Dagenham in 2007 and Greenwich to Abbey Wood in 2008;
 - Extension of the Docklands Light Railway to City Airport in 2005 and on to Woolwich Arsenal and to Stratford, to be completed in 2009;
 - Upgrading of the Docklands Light Railway service from Bank to Lewisham from two cars to three in 2009;
 - A206 Thames Road improvements in Bexley opening in 2009/10; and

- A major new Thames Gateway bridge across the river between Beckton and Thamesmead, including separate cycle and footpaths, which is currently the subject of a planning inquiry.
- A number of other major schemes have been completed or are on track for delivery in the next five years:
 - The West Thurrock Marshes Relief Road opened in May 2004;
 - Four key junction improvements along the A13, together with the reconstruction of the bridge carrying the A13 over the River Roding that opens up access to London Riverside, were completed in 2004;
 - The first services on the Kent Fastrack bus system will start in 2006. In the longer term, it will link the Kent Thameside developments over a 35 kilometre route, joining up with the Channel Tunnel domestic services and North Kent Railways;
 - The second River Swale Crossing, due to open in 2006, will improve accessibility and support regeneration on the Isle of Sheppey;
 - The Sittingbourne Northern Relief Road, which has been given provisional Local Transport Plan funding of £29 million, will provide improved links to residential and commercial development areas north of Sittingbourne; and
 - An £120 million scheme to widen the A2 to four lanes between Bean interchange and Cobham will increase the capacity of the strategic network in North Kent. Phase one will open in Spring 2005 and work will be completed in 2008.

By 2010, we will:

- Work with stakeholders to ensure that planned transport improvements are delivered on time, including high speed trains to Stratford, Ebbsfleet and Medway, the Thames Gateway transit and Docklands Light Railway extensions to Woolwich and Stratford.
- Attach high priority to tackling outstanding transport constraints on development at key Gateway locations, including London Riverside and North Kent Thameside.
- Ensure that the Community Infrastructure Fund is allocated effectively to transport projects that best support housing delivery and make final funding decisions by December 2005. In 2006 we will review the Fund's effectiveness.



- Ensure that the next Local Transport Plan settlement in 2006 will support the Growth Areas' ability to deliver sustainable growth, to provide opportunities for vulnerable and excluded groups to travel easily to concentrations of work, and to encourage walking, cycling, car sharing and greater use of public transport. Subject to satisfactory completion of technical development work, we will consult local authorities on the use of a formula representing transport pressures as a basis for funding future allocations.
- Promote innovative transport solutions including road pricing, better bus services and journeys that use different types of transport more effectively, supported by the new Transport Innovation Fund due to be introduced in 2008.

Sustainable homes

By 2016, at least 120 000 new homes will have been built in the Gateway. The Government recognises that, to ensure that development is sustainable in the long term, new housing must be of high design quality, achieve good environmental standards, fit well with local surroundings and meet the needs of local communities.

The Gateway provides a great opportunity to protect greenfield land by focusing new housing development on previously developed land or brownfield sites. Our policy is to enable development on brownfield sites in areas where existing transport and public services are good or will be improved within the next five years.

This approach will help to support development at higher densities in appropriate locations, making the best use of brownfield land and underpinning investment in new public transport and local services.

We aim to ensure that new housing will meet the needs of existing local residents, many of whom live in unsatisfactory accommodation. New developments will include a range of affordable housing for rent or purchase, giving more people more housing choice. This will include social housing for those in long term need and greater opportunities for purchase by first time buyers including key workers and other local people. The overall growth in the Thames Gateway and in London

as a whole will offer a major contribution towards tackling homelessness and reducing pressure on existing affordable housing.

High environmental and quality standards are important to ensure that new homes are attractive to buyers and sustainable in the long term. The Government is committed to driving up standards, working with local authorities through the development control and Building Regulations systems, by developing the Code for Sustainable Buildings and by setting an example through the developments we fund directly.

The Code for Sustainable Buildings

The Code for Sustainable Buildings is an evolving voluntary scheme being developed by Government and Industry to achieve greater promotion of more sustainable building practices.

The Code will apply to all new building developments, but with the initial focus on new build housing. It will cover both construction and requirements for building performance.

It will consist of a series of performance levels, with minimum performance requirements for energy, water, waste and materials efficiency. All requirements will be performance based and not prescriptive. This will allow designers, developers, builders and consumers flexibility and choice about design and construction, encouraging innovation and choice.

The Code will result in significant savings in energy, water and waste in new build housing. Buildings built according to the Code should be of high quality with lower running costs.

Progress to date

- We have protected valuable greenfield land by ensuring that 78% of approved new development in the period 2001 to 2003 has been on brownfield sites in the Thames Gateway. This proportion has been steadily increasing year on year: 74% in 2001, 76% in 2002, and 85% in 2003.
- We are reforming the planning system and the culture of planning to promote a faster, more flexible approach whilst maintaining high standards through development control decisions. Planning Policy Statement 1, *Delivering Sustainable Development*, issued in February 2005, puts good design and sustainability at the heart of new planning guidance.

- We have introduced the Planning Delivery Grant to increase the resources available to local authorities for the assessment and processing of planning applications. Local authorities in the Gateway received a total of £3 million in 2003/04, and £8.7 million in 2004/05.
- We have given English Partnerships a greater role in ensuring that surplus public sector land can be redeveloped for high quality homes, particularly for key workers and others in housing need, through investment and strategic partnerships with private developers.



- We have funded the Commission for Architecture in the Built Environment to provide detailed design reviews on significant development proposals, including the masterplans for Stratford City, Greenwich Peninsula, Silvertown Quays and other forthcoming major schemes in the Gateway.
- We have revised Building Regulations to improve the standard and energy efficiency rating of new homes. New homes approved from 2005 onwards must be at least 25% more efficient in their use of energy.

By 2010, we will:

- Commit unprecedented levels of Government investment to social rented and key worker homes. London, South East and Eastern regions are receiving a total of £3.16 billion for 2004/05 and 2005/06 through the regional housing pot allocations. Nationally, we will deliver 75 000 social rented homes and 40 000 homes for key workers and low cost home ownership over the three years to 2007/08, helping to reduce the number of homeless households living in temporary accommodation.
- Continue to invest in the delivery of homes that people can afford in the Gateway. Since 2003/04 the Housing Corporation has invested £46 million and by April 2006, it will have invested a further £200 million, helping to provide 4000 affordable homes.
- Ensure that at least 80% of new homes in the Gateway are built on previously developed land.
- Seek to ensure that at least 35% of new homes are affordable for rent or purchase, whilst supporting individual regional targets for affordable housing within London, Kent and Essex and recognising the diversity of local targets. We will continue to support key workers on low and moderate incomes through the Key Worker Living scheme and the new First Time Buyers initiative.
- Continue to offer Planning Delivery Grant for authorities on the basis of their performance across a range of planning functions and the scale of the growth in their area. This will help Gateway local authorities to respond to the higher numbers of planning applications being submitted.
- Offer direct support to local authorities to deliver large scale housing development and regeneration projects in the South East, through the new Advisory Team for Large Applications, hosted by English Partnerships. It will offer a broad range of specialist support, as well as independent advice on planning proposals aiming specifically to unblock issues that are delaying or preventing development.

- Use the new Code for Sustainable Buildings to give purchasers information on the running costs and sustainability of their new home. This will be piloted in the Gateway by both the private and public sectors, before being rolled out nationwide. From April 2006, all new homes receiving Government funding will meet the Code for Sustainable Buildings.
- Encourage local authorities to promote the Code and apply similar standards consistently to privately developed new homes as part of their Local Development Frameworks.



- Require all existing social housing to be improved to at least the Decent Homes Standard by 2010. We will closely monitor progress towards meeting this important standard, which will bring significant benefits for existing residents.

Tackling disadvantage

The Gateway suffers from relatively high levels of social deprivation, particularly considering its position in the South East. The Government's aim is to use growth and investment in the Gateway to support the work already ongoing to improve our most deprived communities and, in particular, to ensure that new developments are well integrated with existing communities and offer opportunities for increased social inclusion for all residents of the Gateway.

The Gateway programme will improve local surroundings and services for all its residents. It will provide opportunities to tackle social exclusion through increased access to affordable housing,

training and employment, and improved public services such as education and health, which focus on the needs of the most disadvantaged residents.

Creating successful communities goes well beyond building houses and providing infrastructure. It is about ensuring that all members of the community, including the most disadvantaged, get the services they need. We will work with local authorities and regeneration partnerships to help them mainstream social inclusion into their work.

It is also about creating a sense of place where people are proud of their neighbourhood and feel part of their local community. As set out in *Sustainable Communities: People, Places, Prosperity*,

published in January 2005, the Government is committed to giving people more power and a greater say in the way that their communities are run, with greater influence over decisions about where money should be spent and what the priorities are for their own community.

Cultural, sporting and leisure facilities also help bring people together socially, so that they form a mixed and integrated community. Consultation on *Culture at the Heart of Regeneration* has shown that culture can be a key driver in sustainable regeneration of communities. Culture can be a force that cements a community together; and the provision of cultural and sporting facilities an integral part of creating

prosperous communities in which people want to live and businesses want to invest. Communities with culture at their core are often more vibrant and ultimately more attractive places to live.

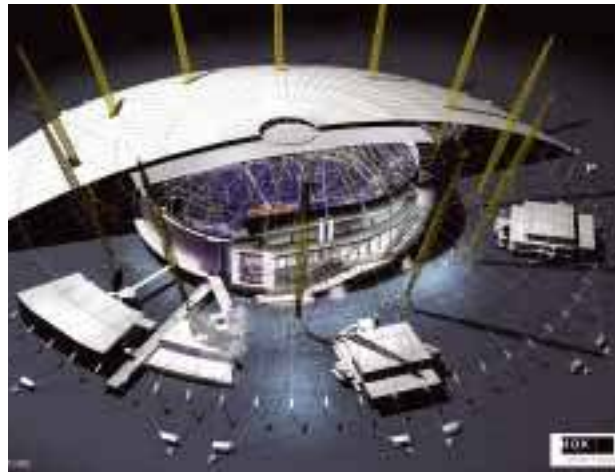
Progress to date

- Over the last two years, we have invested £71.8 million in the East London part of the Gateway from the Neighbourhood Renewal Fund (NRF). These resources enable local strategic partnerships covering the most deprived areas of the Gateway to kickstart the improvement of mainstream public services, and to narrow the gap between deprived areas and the rest of the country.

- Government funded Community Empowerment Networks in each of the NRF funded areas in East London enable community and voluntary sector groups and local residents to take part in strategic decisions about designing and delivering renewal activities in their areas, and also help service providers such as local authorities, the police and Primary Care Trusts make better connections with marginalised groups.
- We have supported the most deprived communities in Tower Hamlets, Lewisham and Newham with £157 million for the three New Deal for Communities partnerships, providing these neighbourhoods with the resources they need to tackle their problems in an intensive and coordinated way.



- The Living Spaces scheme provides funding, advice and practical support to community groups to take action to improve a variety of local spaces. These can include play areas, community gardens, local parks, nature areas and courts and squares. The Thames Gateway has benefited from over £650 000 worth of programmes, including a youth and community centre in Tower Hamlets, a community garden in Sittingbourne, and a community sports facility in Thurrock.
- Greenwich and Medway are amongst 27 areas in the country which are piloting the Liveability Fund, receiving £3.6 million and £3.7 million respectively. This programme encourages a more sustainable approach to improving public spaces by increasing



community involvement in public space management issues, and encouraging the use of more sustainable materials for physical improvements.

- The Gateway already includes a number of projects which will include provision for cultural and community infrastructure:
 - The Dome in Greenwich will be transformed into a major entertainments venue, boasting a world class 26 000 capacity entertainment and sports arena, opening in 2007;



- The regeneration of Chatham provides a vision for a world class cultural waterfront including a performing arts centre and the redevelopment of Chatham Historic Docks;
- As part of a suite of measures to improve Rayleigh town centre, its Grade II* Listed windmill will be opened as a cultural and educational resource.

- The Gateway is setting an example of how culture can be integrated with regeneration. In Thurrock, the use of culture has been prioritised in regeneration plans, giving people a sense of shared community. And in North Kent, a Cultural Coordinator has been appointed to work with partners to ensure a strategic approach to the development of cultural provision.

By 2010, we will:

- Provide £51.7 million from the Neighbourhood Renewal Fund for Gateway local authorities in 2005/06. Allocations of the NRF for 2006/07 and 2007/08 will be announced in Spring 2005.
- Engage with the voluntary and community sectors on the Thames Gateway programme, recognising

the value of their contribution to the achievement of sustainable communities and ensuring the benefits the sectors can offer are well integrated into our delivery structures.

- Give people more of a say in the way their communities are run:
 - Neighbourhood Charters will permit devolved budgets and include the ability for communities to own assets, such as green spaces and playgrounds;
 - Local councillors will act as leaders and advocates for local communities; and
 - Local people will have the ability to require action where they are dissatisfied with the level of performance of a particular local service.



- Support cultural and community projects through the Thames Gateway Programme Fund:
 - The development of the award winning Laban Centre in Deptford, which already provides a home for dance, educational and creative industries;
 - The modernisation of the library and theatre centre in Grays;

- The creation of integrated Community Enterprise Hubs to combat social isolation in Kent Thameside, Medway and Swale, through the provision of facilities and support for social enterprises;
 - The All Saints Neighbourhood Renewal initiative in Chatham will provide community learning activities, neighbourhood clean ups, Sure Start and youth facilities;
 - Funding for a disability centre and library refurbishment in Gillingham.
- Publish a delivery plan, following the publication of *Culture at the Heart of Regeneration* last year. This will highlight how to identify areas for partnership in cultural provision, support cultural delivery and develop an evidence base to show the impact culture has on regeneration.
 - Host English Heritage workshops across the Thames Gateway in April 2005 to promote the historic environment and introduce local stakeholders and delivery agencies to those bodies which can provide advice on heritage and the historic environment.

Health

The Gateway presents two challenges for health. First, parts of the Gateway, in particular East London, already suffer from above average levels of poor health, exacerbated by income levels that are generally low. Secondly, a significant growth in population in many parts of the Gateway will create additional demands on healthcare provision, requiring major investment in new facilities and also an increased healthcare workforce. The Government is addressing both of these challenges in partnership with regional and local service providers.

Building new communities provides an opportunity to help new residents to adopt healthier lifestyles. We will ensure that new developments are well designed to encourage residents to lead healthier, better quality lives and to obtain the benefits of a safer, cleaner and greener local environment.

We will continue to focus substantial capital resources through the Private Finance Initiative and Local Improvement Finance Trusts to provide new and upgraded primary and acute care facilities across the Gateway. Provision for healthcare facilities is being planned into new developments at the earliest stages.

We will also provide additional revenue funding to ensure the healthcare needs of all residents are met.

The Gateway has traditionally been an area which has struggled to attract skilled healthcare workers. The Government's investment in high quality affordable housing – much of it geared specifically to the needs of key workers – will help to resolve this issue and will be an essential part of the development of sustainable communities.

Progress to date

- We have given an additional £60 million in funding to Primary Care Trusts across the four Growth Areas that are already experiencing growth. This equates to £20 million of revenue funding for 2004/05 and 2005/06, and £20 million of capital funding for 2005/06.
- We have funded new and upgraded primary care centres across the Gateway through Local Improvement Finance Trusts (LIFT), a Private Finance Initiative supported by the Department of Health. These include:



- The Centre, Manor Park in Newham, which is the first NHS one-stop-shop surgery to be delivered via LIFT. It will provide a range of primary care services including a cardiology clinic, X-ray services, a dentist, pharmacy and optometry service;

- Between 2005 and 2007, LIFT will deliver two more one stop primary care centres in East London, at Vicarage Lane and Barking Road, as well as the £14.6 million East Ham Memorial Hospital – Frail Elders Centre, which will provide day care, resources and rehabilitation for the elderly;

- The Thames View Primary Care Centre in Barking, to be followed later this year in Barking and Havering by the Harold Hill Centre and Morland Road Health Centre. A further five health centres are due to open in the locality next year;
- Bromley, Bexley and Greenwich recently established their LIFT Company, with other LIFT schemes in South East London and Medway expected to do the same in the next few months. The establishment of these LIFT companies allows them to start delivering new health facilities in their areas with their first buildings expected to open in 2006.



- As more of the Primary Care Trusts in LIFT establish their LIFT Companies, more health and social care premises infrastructure will be provided to support the delivery of sustainable communities.
- In November 2004, the Government made a further commitment to a '4th Wave' of LIFT programmes. These will enable additional primary care facilities to be built in the Kent and Essex

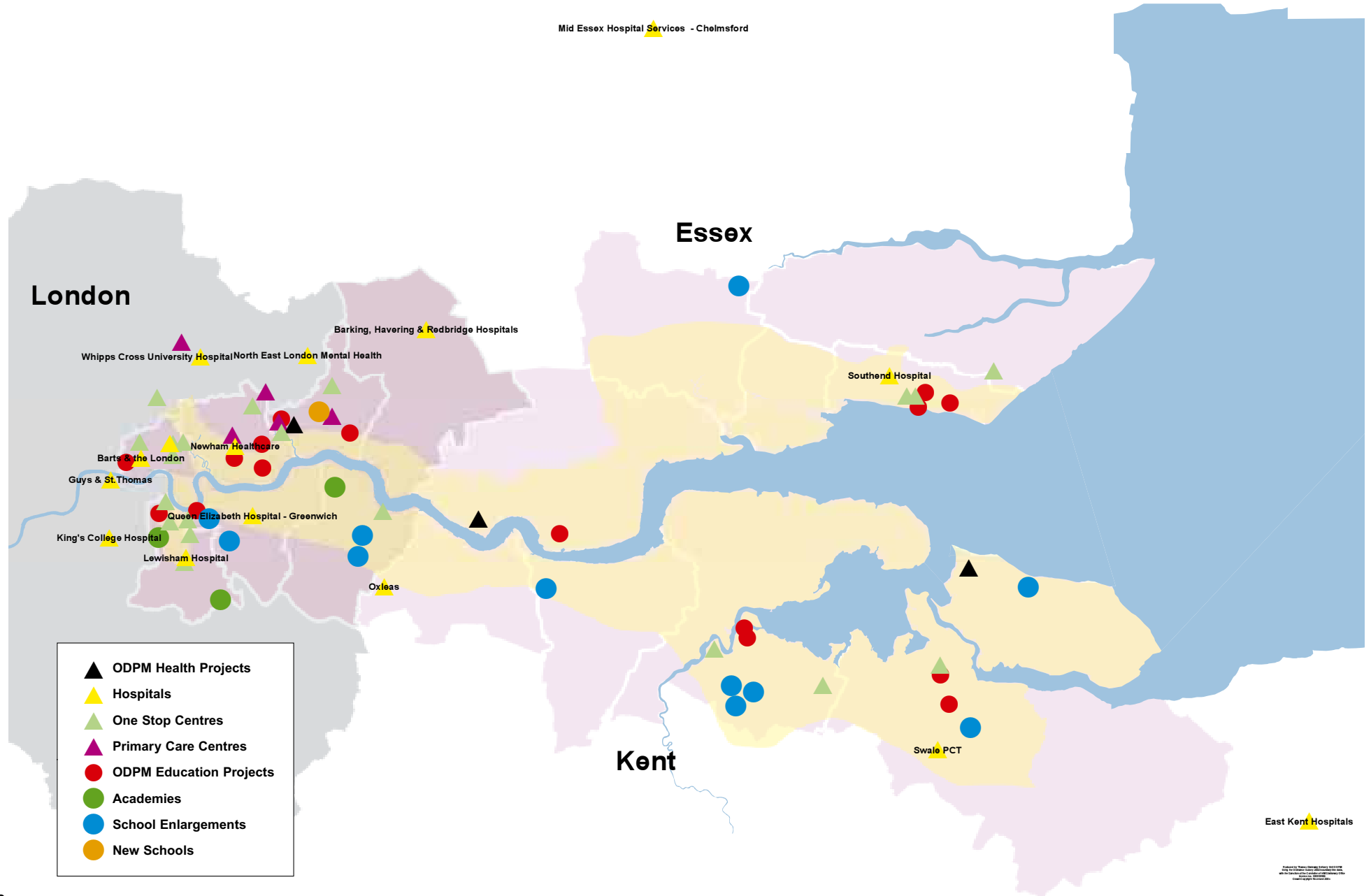
Gateway, with capital investment to be directed at Dartford, Southend and Canvey Island to provide new primary care facilities in future years.

The benefit of a LIFT Company is that, once established, it ensures a continued working relationship between the Primary Care Trust and its private sector partner, which enables the ongoing roll out of funding and new infrastructure.

By 2010, we will:

- Allocate additional funds to Primary Care Trusts in Growth Areas from 2006/07. A new 'Growth Area Adjustment' will apply for funding allocations for 2006/07 and 2007/08, reflecting population forecasts in the Thames Gateway and other growth areas. This will help Primary Care Trusts to provide additional services in areas experiencing growth.
- Tackle the current inequalities in health across the Gateway, by ensuring that the objectives and actions outlined in the public health White Paper, *Choosing Health: Making Healthy Choices Easier*, inform and are embedded in development plans.
- Work with local planning authorities to ensure that health and social care facilities are fully considered in the early stages of planning new development and promote the co-location of health facilities with other community services, making it easier for residents to access healthcare.
- Address the causes of healthcare sector recruitment and retention problems in parts of the Gateway, including running joint recruitment campaigns between areas and providing loans for key workers to help them access the housing market.
- Ensure that skills training matches the employment opportunities for local residents that expanded healthcare provision will create, through close cooperation between the NHS, Learning and Skills Councils and Regional Development Agencies.
- Support the development of a Social and Health Care Plan which will identify where new investment needs to be made in health and social care services across the London part of the Gateway in the coming period. This recognises the particular challenges faced in this area. Following completion of this work, we will consider its extension to the rest of the Gateway.

New health and education infrastructure since 2001



Education, skills and employment

The development of the Thames Gateway will bring with it a wealth of opportunities for growth and diversification in employment and business activity. About 180 000 new jobs are projected by 2016.

Much of the Thames Gateway is a relatively disadvantaged part of the South East, which is reflected in comparatively poor educational opportunity and achievement.

About a quarter of the population have basic skills needs and one third have not reached NVQ Level 2. Take up of further and higher education is very low and many people are employed in jobs with a low skills base. In contrast, the majority of new jobs projected in the Gateway will require NVQ Level 3 or above and one third will be degree level.

The Thames Gateway programme is designed to turn this around. We will support employment growth that will provide the right balance and quality of jobs and will foster the coherence and sustainability of local communities. The work available needs to include full and part time opportunities, and be suitable for a wide range of skill levels. Equally, existing and new residents will need to have the skills to support the different types of local employment that will be attracted by the location and character of Gateway areas.

We will raise the standards of learning, work related skills, employability and further educational achievement across the Gateway. We will provide new opportunities for adults to increase their skills and access employment. And we will ensure that a wide range of educational facilities – nurseries, schools, colleges, universities and lifelong learning institutions – are available for existing and new residents.

Progress to date

- 32 Sure Start programmes and four Early Excellence Centres in the Gateway have given parents and children in deprived areas access to improved childcare, training and healthcare opportunities.
- As part of the *London Challenge Strategy*, we have begun to raise education standards across the capital, including in London Thames Gateway. GCSE results for the three lowest performing authorities in the Gateway in 2003 (Greenwich, Lewisham and Tower Hamlets) rose by an average of 5.5% last year.

- The *Chartered London Teacher* is attracting the best teachers and leaders into London schools by rewarding the skills and experience needed to work in a multicultural urban environment. The *Key Worker Living* scheme has enabled teachers in high cost areas in the South East to apply for interest free equity loans towards buying a home.
- We have put additional funding from the Thames Gateway Programme Fund into post-16 education and training projects including:
 - £14 million for a new Joint Further and Higher Education campus and business innovation centre in Southend town centre;





- £15 million for a new Multiversity campus at Medway; and
- £6.5 million for the extension of University of East London Royal Docks campus allowing for an additional 3500 students and business incubation and start-up space.

- We have begun to tackle the skills deficit in the Gateway: the Learning and Skills Council invests £525 million a year in skills training in the Gateway and has established a Thames Gateway Directorate. The Learning and Skills Council's *Gateway Skills Audit*, published last October, analysed how many new jobs are likely to be created in the area and the skills they will require.
 - The *Profit from Learning* pilot programme with employers has already benefited 20 000 employees in the Gateway, supported by £25 million from the Learning and Skills Council.
 - We have agreed funding of £4 million to expand the Prospects Construction Skills Centre in Southend. More than twenty local colleges and training providers have been awarded Centre of Vocational Excellence status. This will provide a local trained workforce to meet the demand created by the many large construction projects planned in the area.
- By 2010, we will:**
- Provide 90 children's centres across the Gateway, bringing together a wide range of support services for children and their families, including:
 - good quality early education combined with full day care provision;

- child and family health services, including ante-natal services;
 - a base for a child minder network;
 - support for children and parents with special needs; and
 - effective links with Jobcentre Plus, local training providers and further and higher education institutions.
- Ensure that new schools and nurseries are planned into new developments from the very start.
 - Continue to allocate significant capital investment to reflect shifts in pupil populations, and work with Gateway authorities to improve their planning information. This will be achieved by

encouraging greater collaboration between London Authorities on planning new places and on establishing a common methodology for projecting pupil numbers.

- Allocate £1.35 billion Government capital for Gateway local authorities to invest in school premises and equipment over the period 2005-08. This includes funding for the first wave of *Building Schools for the Future* in the London Boroughs of Greenwich, Lewisham and Newham to renew secondary schools' estates. Tower Hamlets and Kent are scheduled to benefit in waves two and three, and further Gateway authorities will benefit as the programme is rolled out.



- Establish new academies in Tower Hamlets, Stratford, Medway and Bexley. Through increased investment and stronger leadership, these will challenge the culture of educational under-achievement and deliver real improvements in standards. Further academies are also being considered in Southend, Havering, Barking and Dagenham.

- Publish and implement the Thames Gateway *Skills for Communities Plan* in 2005. This will build on the Learning and Skills Council Skills Audit, by setting out how we propose to improve local residents' skills and qualifications to match those required by new jobs, including addressing the needs of the lowest skilled who are furthest from the job market.
- Work with the Regional Development Agencies to implement their ten year development strategies and the *Framework for Regional Employment and Skills Action*.
- Publish a Thames Gateway economic statement which brings together the work of the three Regional Development Agencies, Learning and Skills Councils and local authorities and identifies areas for further action by December 2005.
- Increase the volume and quality of work based learning initiatives, like apprenticeships and the *Foundation for Learning and Progression* established at Bluewater.
- Establish a Lifelong Learning Network for the Creative and Cultural industries, funding for which is under negotiation with the Learning and Skills Council and the Higher Education Funding Council for England. This will strengthen progression from Further Education to Higher Education and the provision of high level skills in these industry sectors in the Gateway.

Delivering the Gateway

The Thames Gateway programme covers a huge area, spanning three regions, and 18 local authorities. The demographics of the local population vary considerably, as does the existing supply of housing, transport links and public facilities. Each area has its own unique identity, strengths and problems.

To make a success of the Gateway, we need to take a tailored and flexible approach, working on a local basis to agree local priorities and meet local needs.

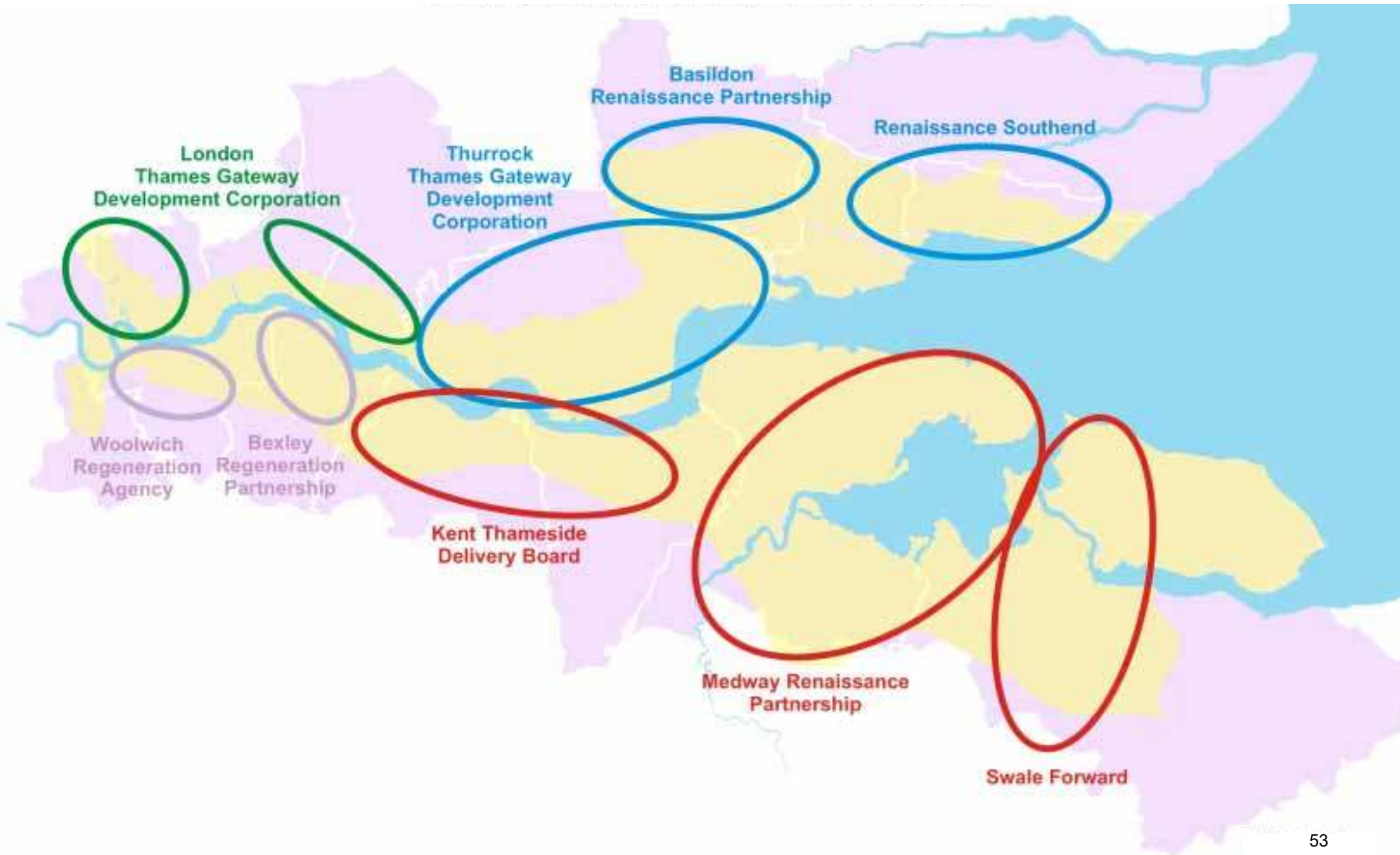
Delivery of the Thames Gateway programme takes place at three levels:

Strategic coordination for the Thames Gateway programme is carried out by **MISC22**, a Cabinet Committee for delivering housing growth in the South East, chaired by the Prime Minister, and by the **Thames Gateway Strategic Partnership**. Here, high level plans are set, objectives and targets are aligned, strategic investment priorities are identified and negotiated, and significant barriers are addressed.

Regional planning and coordination is undertaken by the three Thames Gateway Sub-Regional Partnerships, Regional Planning Bodies and Government Offices for the Regions. This is where national and Thames Gateway wide policies and initiatives are translated to the regional context. These organisations provide the interface between Government and local partners, coordinating action on common issues and providing regional input to the planning process.

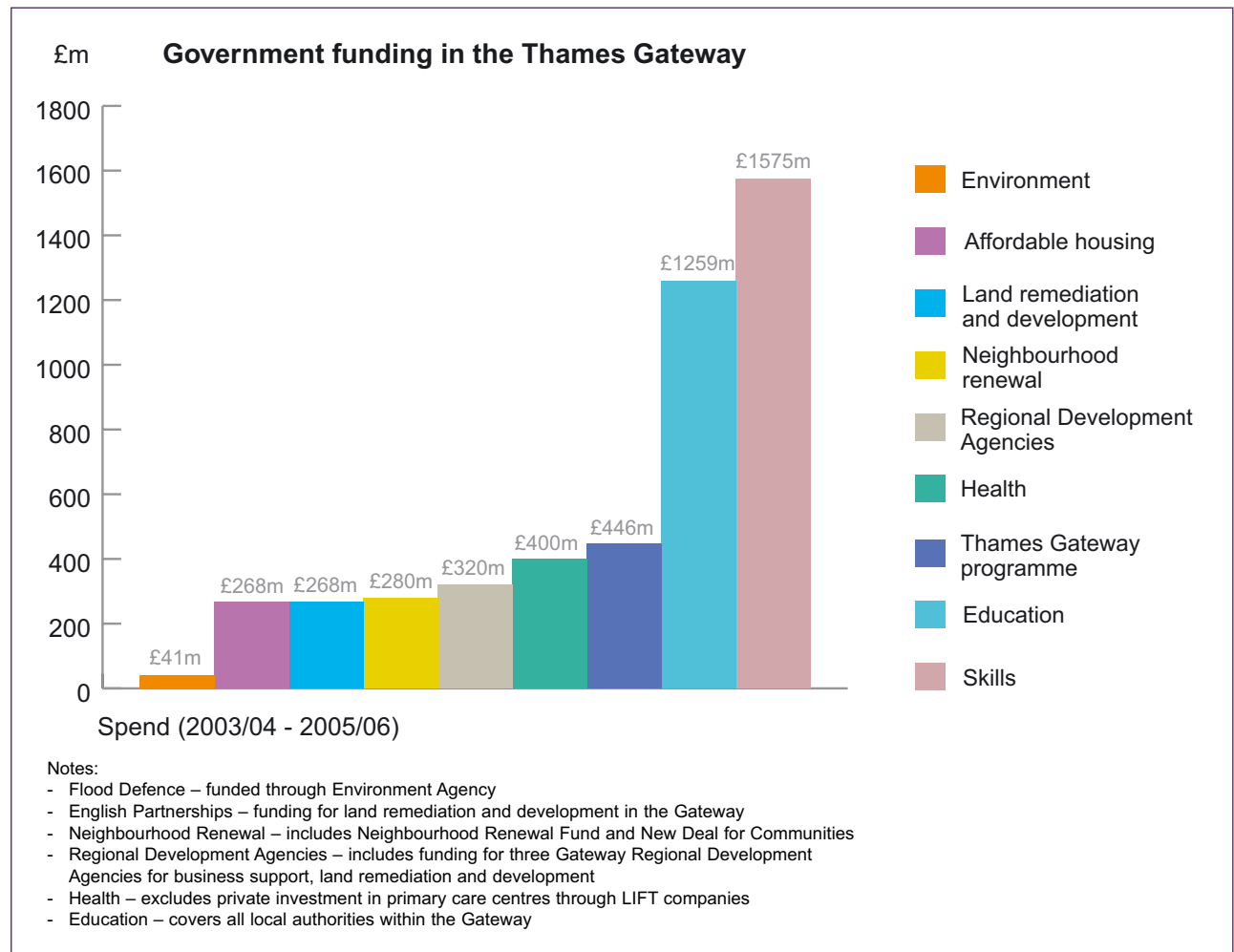
Local development and delivery is undertaken by the 18 Gateway local authorities, two new Urban Development Corporations – **London Thames Gateway Development Corporation** and **Thurrock Thames Gateway Development Corporation**, and seven Local Regeneration Partnerships – **Basildon Renaissance Partnership, Bexley Regeneration Partnership, Kent Thameside Delivery Board, Woolwich Regeneration Agency, Medway Renaissance Partnership, Swale Forward, and Renaissance Southend**. These bodies are responsible for driving forward the regeneration of their local areas and for coordinating growth and regeneration activities at the local level.

Local delivery structure in the Gateway



Government funding for the Gateway programme is made up of two main elements.

Mainstream Government programmes will deliver the key infrastructure required to build sustainable communities – education and skills, healthcare, improvements to the road network and to public transport, the environment and a range of other necessary infrastructure. Between 2003/04 and 2005/06, mainstream Government programmes spent a total of £4.86 billion in the Gateway. This was in addition to the £1.3 billion which has been committed for transport improvements since 2003.



In addition, the Government has established a dedicated Thames Gateway Programme Fund to complement mainstream programmes and overcome barriers to development. This fund is managed by the Office of the Deputy Prime Minister. By March 2008 (the end of the current Government spending period), ODPM will support projects worth £850 million in the Gateway.

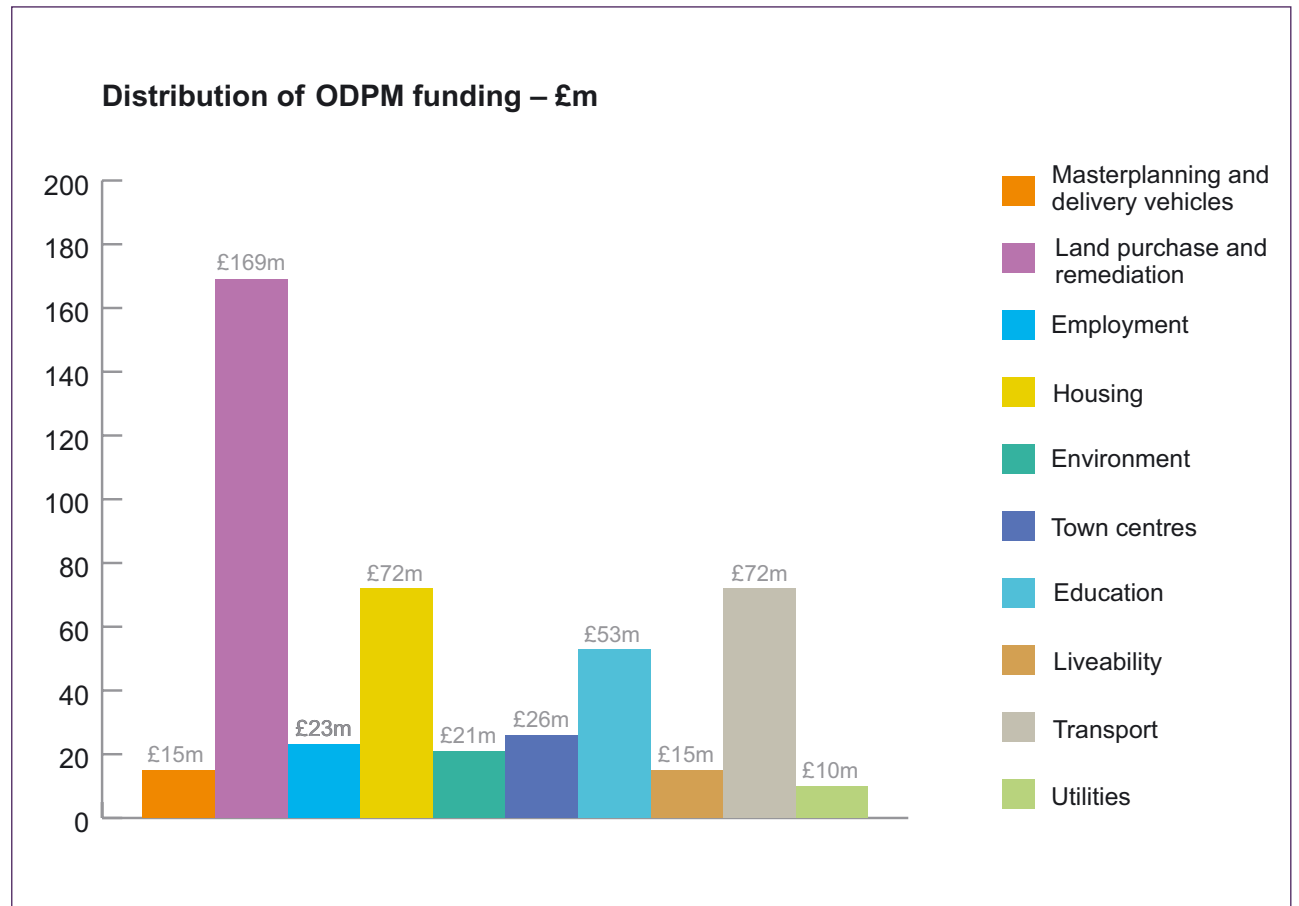
This budget will not substitute for, or duplicate, existing Government funding streams but will support projects that unlock additional regeneration or growth potential, relating to a wide range of themes:

- the environment – parks and green spaces, sustainable building, design quality and flood risk management;
- town centres – revitalising the centres of existing communities;
- bringing back brownfield land into productive use;
- creating new or expanded sustainable communities;

- supporting transport improvements in a way that complements mainstream Government funding and unlocks development potential;
- employment and employment related projects that maximise the opportunities for innovation, new economic activity and attract investment; and
- facilities that benefit local communities and which support regeneration and growth.

So far, we have approved £475 million of projects in principle.

ODPM funding is channelled through Government sponsored bodies, such as English Partnerships, Regional Development Agencies and the Housing Corporation, and through local authorities. From 2005, we will award funding based on projects put forward as part of a consistent local area programme prepared by the two Urban Development Corporations and seven local regeneration partnerships for their local area. These Local Regeneration Frameworks will identify the strategic priorities for investment and projects that will strengthen the social and economic fabric of their areas.



A measure of our success in regenerating the Thames Gateway will be the extent to which it attracts private investment. For the most part, the improvements in the Thames Gateway will be delivered by the private sector without any public sector financial support. Government's role will be to continue to create confidence in the Gateway by appropriate infrastructure investment and by helping to remove obstacles to development. Where the scale of the regeneration required is beyond the private sector's ability to deliver on its own, we will work on public-private partnerships to develop major projects, such as Barking Riverside.

There are a number of key delivery partners operating within the Gateway who play a major role in the delivery of growth and sustainable communities. These include:

Office of the Deputy Prime Minister

ODPM coordinates activities across Government and manages the Thames Gateway Programme Fund to deliver sustainable communities in the area. Its main roles are to:

- Establish an agreed framework for delivery of growth and regeneration in the Thames Gateway;
- Coordinate the programme across departments, agencies and utility companies to ensure that new developments are supported by the right network of infrastructure and services;
- Focus mainly on identified priority areas for regeneration and growth;
- Establish, fund and sponsor new delivery bodies for each of the major development areas to plan and manage the growth programme, effectively and sensitively, at the local level;
- Make capital interventions to unlock barriers and promote local delivery of growth and regeneration; and
- Raise the quality of design, density and sustainability of development in the Gateway.

Thames Gateway local authorities

Local authorities have a key role in developing sustainable communities in the Thames Gateway:

- Setting out in Community Strategies the vision for the sustainable development of their areas;
- Setting out in local development frameworks a spatial vision for their area and how this can be implemented;
- Promoting community development and involvement in decision making;
- Identifying local housing needs and ensuring new development meets those needs in a sustainable way;
- Encouraging and enabling investment from the private sector;
- Improving the quality of life through improved transport initiatives and better green spaces; and
- Providing key services which support local needs, including education, housing support and social services.

English Partnerships

English Partnerships' (EP) role is to support and enable new development that meets Government priorities by:

- Acquiring and assembling land for development;
- Bringing unused public sector sites into use with a best value approach;
- Carrying out decontamination and infrastructure work to make redevelopment more viable;
- Promoting sustainable, innovative mixed tenure developments with a significant proportion of affordable housing; and
- Achieving this by working in partnership with private developers, housing associations and other bodies.

Operating on a national scale, many of EP's initiatives are directly supporting regeneration in the Thames Gateway:

- EP and Bellway Homes have formed a joint venture company to develop over 10 000 homes at London Riverside.
- EP has recently agreed the purchase of 100 former NHS sites, four of which are in the Gateway, and will be promoting the development of these with the private sector.
- Five sites of EP's London Wide Initiative are in the Thames Gateway, with the capacity to deliver 4000 homes by 2010. Half are for low cost purchase by key workers, alongside homes for market sale and social rent.

In February 2005, the Government launched a competition with developers to build 1000 high quality new affordable homes at a construction cost in the region of £60 000, using land provided by English Partnerships.

Housing Corporation

The Housing Corporation's role is to:

- Fund new affordable homes and provide homes for people on modest incomes, including key workers; and
- Regulate the work of housing associations to ensure that residents have access to decent quality services that they can afford.

By April 2006, the Corporation will invest £200 million in the Gateway to fund more than 4000 affordable homes. Many of these will be for key workers. Others will provide new modern homes for people currently living in unsatisfactory conditions.

- In the first phase of the Royal Arsenal development in Woolwich, the Corporation has provided £25 million to help deliver 328 new affordable homes. The homes will provide a range of tenures, including private rental, shared ownership and key worker homes. 15% of the new homes will be for wheelchair users.
- At Greenwich Millennium Village, Corporation funding for over 200 homes has been agreed.
- In Dartford town centre, the Corporation is funding 60 homes – a mixture of rent and sale – on the Tesco site, which will also include new retail units, a medical centre and hypermarket.
- Corporation funding will contribute to over 450 units on Rochester Riverside.

Regional Development Agencies

Regional Development Agencies are strategic drivers of regional economic development in their region.

They aim to coordinate regional economic development and regeneration, enable the regions to improve their relative competitiveness and reduce the imbalance that exists within and between regions.

In the Gateway, the three Regional Development Agencies – London Development Agency, South East of England Development Agency and East of England Development Agency – are responsible for:

- A significant programme of land assembly and remediation, bringing forward to the market brownfield land unattractive to the private sector, through a series of large mixed use development projects, including Chatham Maritime, Northfleet Embankment, Albert Basin in Royal Docks and St Andrews Hospital in Newham;
- Business development through the promotion of knowledge transfer, innovation and entrepreneurship networks especially in sectors identified as critical to the East London, North Kent and South Essex economies;
- Business support, advice and grants through the Business Link network; and
- Managed workspace, innovation and incubator units creating flexible and low costs premises for start-up and move-on space required by existing businesses and new firms setting up and locating across the Gateway.

The planning framework

Regional Spatial Strategies

Regional Spatial Strategies (RSS) are prepared by the Regional Assembly, and will replace Regional Planning Guidance.

Incorporating a Regional Transport Strategy, the RSS provides a statutory spatial framework to inform the preparation of Local Development Documents, Local Transport Plans and regional and sub-regional strategies and programmes that have a bearing on land use activities.

The RSS provides a broad development strategy for the region for a 15 to 20 year period. It covers identification of the scale and distribution of provision for new housing, priorities for the environment, such as countryside and biodiversity protection, and transport infrastructure, economic development, agriculture, minerals extraction and waste treatment and disposal.

Local Development Frameworks

Local Development Framework is the non-statutory term for the portfolio of local development documents which will comprise the spatial planning strategy for a local planning authority's area. These documents, introduced as a result of the Planning and Compulsory Purchase Act 2004 and accompanying Regulations, will replace the existing system of local, structure and unitary development plans.

Local development frameworks will be spatial rather than purely land-use plans. They will provide a clear spatial vision for an area, together with a realistic implementation strategy.

Local Planning Authorities are required to replace adopted structure and local plans and unitary development plans with a Local Development Framework by May 2007 (three years from the date of the Planning and Compulsory Purchase Act 2004).

Timetable for production of Regional Spatial Strategies in the Thames Gateway

South East England

- Regional Planning Guidance 9 was published 2001.
- The South East England Regional Assembly is currently preparing a new Regional Spatial Strategy for South East England, *The South East Plan*:

Public consultation	Submission to Government	Approval and publication
Early 2006	Summer 2006	2007

East of England

- Regional Planning Guidance 6 (published 2000) and Regional Planning Guidance 9 (published 2001) together form the initial Regional Spatial Strategy for the East of England.
- A revised Regional Spatial Strategy for the East of England, called *The East of England Plan*, was prepared by the East of England Regional Assembly and issued for consultation by the Secretary of State in December 2004.

Public consultation	Examination in public	Approval and publication
Early 2005	September 2005	Late 2006

London

- *The London Plan* was published in February 2004, replacing previous planning guidance for London (RPG3).
- The Greater London Authority and the London Boroughs are currently undertaking a London Housing Capacity Study, which will inform the first review of the London Plan in 2006.

Contacts and glossary

For further information about the Thames Gateway, go to www.odpm.gov.uk/thamesgateway.

Alternatively:

- For information about the overarching policy and strategy, contact ODPM's Thames Gateway Strategy Division on 020 7944 4566.
- For information about funding allocations, the delivery of specific projects, or investment opportunities, contact ODPM's Thames Gateway Delivery Unit on 020 7944 8892.

Or email thames.gateway@odpm.gsi.gov.uk.

Academy: All abilities schools established by sponsors from business, faith or voluntary groups working in innovative partnerships with central Government and local partners. The Academies' programme aims to challenge the culture of educational underachievement and to deliver real improvements in standards.

All Academies are located in areas of disadvantage and either replace existing schools facing challenging circumstances or are established where there is a need for additional school places.

Affordable housing: This breaks down into two subcategories: social housing, where rent levels are set in line with the Government's rent influencing regime, and intermediate housing which includes a mix of low cost home ownership products, and reduced cost rental products, primarily in the form of key worker housing.

Brownfield land: Formally "previously developed land that is unused or may be available for development". It includes both vacant and derelict land and land currently in use with known potential for redevelopment. It excludes land that was previously developed where the remains have blended into the landscape over time.

CABE Space: A part of the Commission for Architecture and the Built Environment which champions excellence in the planning, management and maintenance of public space and in particular parks and greenspaces.

Centre for Vocational Excellence: Specialist areas of vocational provisions characterised by close links between colleges, other providers, business partners, other employment interests and communities. They aim to produce appropriately qualified and skilled workers with excellent employment and career prospects which meet the needs of the economy.

Commission for Architecture and the Built Environment: An Executive Non-Departmental Public Body, funded by Government to act as a design champion for the built environment.

Community Empowerment Networks: New mechanism introduced to ensure that all local partners are closely engaged in neighbourhood renewal.

Community Infrastructure Fund: A £200 million fund to deliver transport infrastructure in the Thames Gateway and the other Growth Areas.

Culture at the Heart of Regeneration:

A DCMS publication highlighting the importance of culture in regeneration efforts across the country.

Decent home: A home that is warm, weatherproof and has reasonably modern facilities.

Development Corporation:

See Urban Development Corporation.

Early Excellence Centre: Centres that offer high quality practice in one-stop-shop integrated education and day care for young children, and services and opportunities for parents, carers, families and the wider community both directly and in cooperation with other providers.

English Heritage: A Government agency with responsibility for all aspects of protecting and promoting the historic environment.

English Partnerships: The national regeneration agency, helping the Government to support high quality sustainable growth in England.

Fastrack: An innovative bus-based rapid transit system for Kent Thameside. Operating high frequency services often running on segregated road lanes and having priority over general traffic.

First Time Buyers Initiative: Announced in the Five Year Plan, the First Time Buyers Initiative addresses housing affordability issues and offers a stepping stone to home ownership via shared equity. English Partnerships will lead on the delivery of 15 000 homes, half of which will be geared at key workers and half at those who could not own a home without extra help.

Government Office for the Regions: Representatives of central Government in the regions, bringing together the work of ten government departments.

Green belt: A designation for land around certain cities and large built-up areas which aims to keep this land permanently open or largely undeveloped. Most new building development is not permitted in the green belt, in order to restrict the spread of built-up areas into the surrounding countryside.

Greenfield land: Land which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.

Green grid: An approach to enhancing and creating greenspace which emphasises the importance of physically linking together parcels of greenspace. 'Green grids' pay particular attention to the practical environmental, economic and social benefits of functional green infrastructure.

Greening the Gateway: An ODPM/Defra document launched in January 2004, setting out the Government's vision for greenspace and sustainable development in the Thames Gateway.

Green Space: A not-for-profit organisation set up to help those committed to the planning, design, management and use of public parks and open spaces. Formerly the Urban Parks Forum.

Groundwork: A federation of local Trusts that share a charitable purpose to build sustainable communities through community participation in environmental action.

Growth Areas: Four areas in the South East where additional growth is being managed in a sustainable way. They are: Thames Gateway; Milton Keynes-South Midlands; London-Stansed-Cambridge-Peterborough; and Ashford.

Higher Education Funding Council for England: Responsible for promoting and funding high quality education teaching and research.

Homelessness: Statutory homeless households are households that local authorities must, by law, ensure have somewhere suitable to live.

Homes for All: Launched on 24 January, the first of the ODPM's Five Year Plans sets out the action being taken over the next five years to offer everyone the opportunity of a decent home at a price they can afford – tackling shortages of affordable homes in some communities, and poor or abandoned homes in others.

Housing Associations: Common term for the 2000 or so independent, not-for-profit organisations registered with, and regulated by, the Housing Corporation. Housing Associations are able to bid for funding from the Housing Corporation.

Housing Corporation: The Housing Corporation's role is to fund and regulate housing associations in England.

Interregional Planning Statement: A non-statutory planning framework agreed by the three Regional Planning Bodies responsible for the Thames Gateway sub-region. Published in August 2004, it is an agreed statement to inform the planning process underpinning the development of the Thames Gateway.

Key Worker Living programme: A scheme helping key workers in London, the South East and East of England to buy a home, upgrade to family home or rent a home at an affordable price.

Learning and Skills Council: Responsible for planning and funding all vocational education and training for young people and adults.

Lifelong Learning Network: A HEFCE/LSC initiative that funds collaborative agreements between Higher Education and Further Education partners. These involve transparent and simple progression routes and credit transfer from one qualification to another across institutions.

Liveability: Liveability is concerned with improving local quality of life by improving and sustaining the quality of public spaces and local environments. This includes creating well planned, designed and managed parks and open spaces, and improving social use of public space by tackling crime, fear of crime and anti-social behaviour. It is being addressed across Government through the Cleaner, Safer, Greener Communities programme.

Liveability Fund: The Liveability Fund provides revenue grants to local authorities in 27 pilot areas across England to help them reform their public space maintenance services before providing capital reward grants to help deliver physical improvement projects.

Living Spaces Scheme: Living Spaces provides support in the form of funding, advice and practical support to community groups throughout England to support a variety of open spaces.

Local Development Frameworks: The local development documents, set out in the form of a portfolio, which collectively deliver the spatial planning strategy for the local planning authority's area.

Local Improvement Finance Trusts (LIFT): LIFT is a PFI initiative endorsed by the Department of Health which enables Primary Care Trusts, or more often clusters of Primary Care Trusts, to jointly form a LIFT Company with a private sector developer. The purpose of LIFT is to create long-term public/private partnerships dedicated to investment and delivery in primary care infrastructure over a sustained period.

Local Strategic Partnership: A body bringing together local authorities, other public services, private, voluntary and community sector organisations to work with residents to improve local areas and services.

Mixed use development: A well integrated mix of land uses (retail, employment, leisure and other service uses) with decent homes of different types and tenures to support a range of household sizes, ages and incomes.

Multiversity: These are campuses shared by more than one institution. They combine Further and Higher Education, and have strong links with employers and the workplace. Some will offer only vocational courses, others a mix. They offer a wide range of courses, vocational to academic, sub-degree level to PhD.

Neighbourhood Renewal Fund: The fund is providing £1.9 billion in extra resources for the most deprived communities over five years.

New Deal for Communities: A key programme in the Government's strategy to tackle multiple deprivation in the most deprived neighbourhoods in the country, giving some of our poorest communities the resources to tackle their problems in an intensive and coordinated way.

NVQ Level 3: Work-related, competence based qualifications. They are based on national occupational standards. They describe what component people in a given occupation can be expected to perform. It is roughly equivalent to an A or AS Level.

People, Places, Prosperity: Is the Five Year Plan for people, places and prosperity which shows how, working across Whitehall, Government will promote prosperity for all and help local people create communities of which they will feel proud.

Planning Delivery Grant: A performance reward initiative designed to incentivise planning performance, paid annually to local planning authorities as a reward for good performance in the previous year.

Planning Policy Statements: Statements issued by Government setting out national planning policy and the main land uses. They are supported by a range of good practice and other documents providing guidance and advice on the application of policy.

Primary care facilities: Services that form primary care medical services, such as GPs, district nurses and dentists. Primary care facilities do not include more specialist or acute care such as hospitals or specialist health units.

Primary Care Trust (PCT): Local body responsible for the employment of primary care health professionals and the delivery of primary care health facilities on the ground. PCTs also commission secondary and specialist care.

Private Finance Initiative (PFI): In a PFI transaction, a private sector service provider is given responsibility for designing, building financing and operating assets, from which a public service is delivered.

Profit From Learning: The scheme being run in the Thames Gateway as one of the LSC led 'Employer Training Pilot' programmes. The £40 million pilot project to encourage a wide range of employers to give low skilled workers paid time off work to take free education and training courses.

Regeneration Frameworks: Set out a clear vision for an area (normally the area covered by the local regeneration partnership or Urban Development Corporation as a whole) including the strategic goals, and a baseline assessment of the area, and describe how the vision will be achieved.

Local Regeneration Partnerships: Independent bodies, including the two Urban Development Corporations and the Urban Renaissance Company at Southend, that both produce and own the regeneration framework for their area, and support the local delivery partners in their work. This includes monitoring the overall progress towards achieving the vision for the area.

Regional Assembly: Regional Assemblies for each region are made up of representatives of the local authorities and of business and voluntary bodies. They have a coordinating, strategic role and work with the Regional Development Agency, the Government Office, local authorities and other representatives in the region. Since 2003, Regional Assemblies have been the Regional Planning Body for their region, with responsibility for producing the regional spatial strategy, which includes the transport strategy for the region. The merger of Regional Housing and Planning bodies will mean that Regional Assemblies bring together regional responsibility for housing and planning.

Regional Development Agency: Set up by Government to promote sustainable economic development in England. Their main tasks are to help the English regions improve their relative economic performance and reduce social and economic disparities within and between regions.

Regional Housing Board: The Sustainable Communities Plan introduced new regional arrangements to help deliver sustainable communities, including the creation of Regional Housing Board in each of the nine English regions. The Board is responsible for drawing up the Regional Housing Strategy and making recommendations to Minister about the Regional Housing Pot.

Regional Planning Guidance:
See Regional Spatial Strategy.

Regional Spatial Strategy: A strategy, formerly known as Regional Planning Guidance, for how a region should look in 15-20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Shared ownership: A means of helping people into home ownership. The buyer purchases a share of their home, with the remaining share being held by another party, for example a housing association. When the homeowner comes to sell the home, the other party would be entitled to some of the proceeds of the sale.

Site of Special Scientific Interest: An SSSI is an area that has been notified as being of special interest under the Wildlife and Countryside Act 1981. They include good examples of our natural heritage of wildlife habitats, geological features and landforms.

Social exclusion: Social exclusion happens when people or places suffer from a series of problems such as unemployment, poor skills, low incomes, poor housing, high crime, poor health and family breakdown.

Sure Start: The Government's programme to deliver the best start in life for every child by bringing together early education, childcare, health and family support.

Sustainable Communities: Building for the Future: A long term programme of action, published in February 2003, to tackle the shortage of housing in London and the South East and low demand and abandonment in the North and Midlands and to create sustainable communities.

Urban Development Corporation: Non-departmental public body created to help deliver urban renewal.

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Published by the Office of the Deputy Prime Minister

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