

LONDON DOCKLANDS DEVELOPMENT

INNER CITY REDEVELOPMENT

AIMS OF THE LDDC

- *regeneration
- *new commerce
- *new industry
- *attractive environment
- *housing and social facilities

LDDC

INNER CITY REDEVELOPMENT

BROWNFIELD SITE

INNER CITY REGENERATION



PHYSICAL

- *600 hectares of derelict land reclaimed
- *90 km of new roads
- *London city airport
- *docklands light railway
- *new gas, water, sewerage infrastructure

ECONOMIC

- *41,000 more jobs
- *2.5 million sq.m. of commercial/industrial space
- *stock exchange, newspapers, TV studios

FAILURE ? SUCCESS ?

- *locals left the area
- *expensive new homes
- *close-knit new communities lost
- *only high skilled jobs
- *lack of services for the elderly

SOCIAL

- *15,000 new homes
- *population doubled to 60,000
- *new shopping areas

ENVIRONMENT

- *100,000 new trees
- *17 new conservation areas

THAMES GATEWAY A 21ST CENTURY SOLUTION TO THE PROBLEMS OF LONDON?

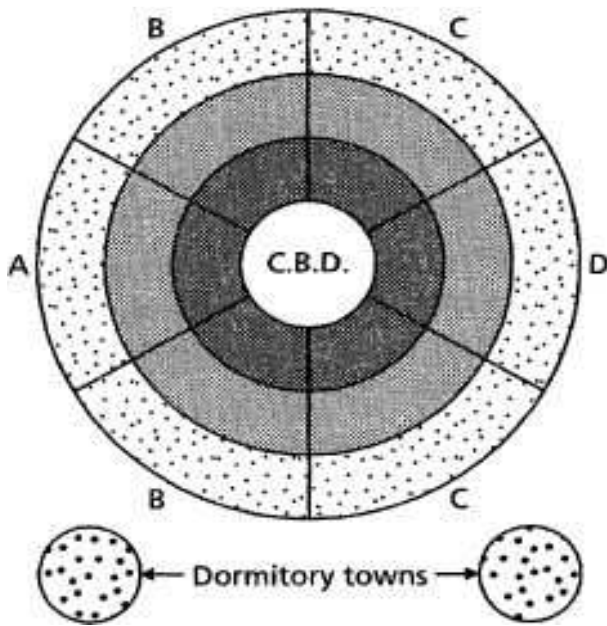


LONDON THAMES GATEWAY
Regeneration for East London

- The Thames gateway plan acknowledges that London must continue to grow, but directs the new growth in a sector to the east along the banks of the river Thames in north Kent and south Essex
- It has been estimated that 400,000 new homes will be needed by 2016 and the majority of these are planned for this area
- It also helps to solve the deprivation problems of east London, where social, health and education characteristics are poor, and links with the 2012 Olympic site
- It is proposed that the development will include new ports, industrial estates, business parks and transport improvements
- The scheme include both brownfield sites in London which need regeneration but also covers sensitive greenfield areas along the Thames
- Parts of the development cover fragile habitats such as the Sheerness salt marsh area and environmental groups are campaigning against it because of the possible damage to flora and fauna
- It is part of the Sustainable Communities Plan, but its sustainability is questioned by some!

Problems in Inner City Areas

1. Industrial Decline
2. High unemployment
3. Abandoned Warehouses – vandalism
4. High Crime Rates
5. Poor Quality Housing
6. Overcrowding
7. Lack of Open Space
8. Lack of Parking Spaces
9. Atmospheric Pollution (factories / traffic)
10. Lots of heavy traffic (for industry)



Age of building

- Transition zone
- Pre 1918
- Post 1918

Housing

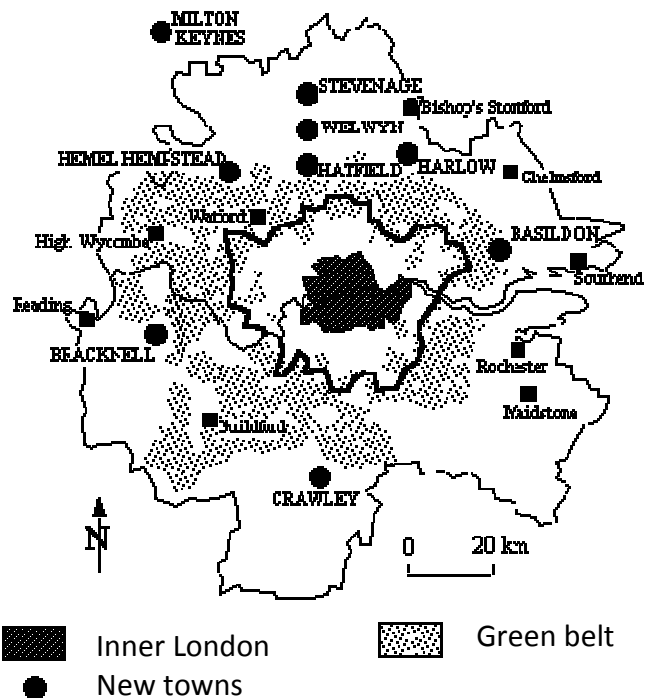
- A Upper } middle class
- B Lower } middle class
- C Working class
- D Poorest houses plus industry

SPIRAL OF DECLINE IN THE INNER CITY

- Industry leaves
- Outmigration of population
- Services decline
- Further migration
- Lack of investment
- Increased poverty
- Poorer education
- Further decentralisation / loss of secondary industry
- Derelict land, area becomes even less attractive

GREEN BELTS AND NEW TOWNS

- The Town and Country Planning act of 1947 set up the idea of Green Belts and New Towns
- The aims of Green Belts were to:-
 1. control urban growth and sprawl
 2. physically limit the size of London
 3. prevent towns and cities from merging
 4. preserve attractive landscape
 5. promote outdoor recreation
- London continued to grow, however, and slum clearance in the Inner City led to overspill. Instead of building new overspill estates on the now strictly controlled green belt land New Towns were designated beyond the limits of the new green belts
- The New Towns tried to follow the 'garden city' ideals, giving the residents well built housing with good facilities and an attractive environment
- The new town Development Corporations tried to attract new industries /businesses



geographyjohn

GEOGRAPHY

CASE STUDY REVISION BOOKLET

LONDON

INNER CITY DECAY/DEPRIVATION

REDEVELOPMENT/PLANNING



- London grew rapidly in the 19th and early 20th centuries as the benefits of **agglomeration** and industrial growth caused inward migration
- **Suburbanisation** occurred in the 20th century as the transport system, particularly the rail and underground system grew
- These suburbs were low rise low density housing and contributed to **urban sprawl** as the size of the city increased and it engulfed surrounding towns and villages to become a true **conurbation** and **metropolis**
- The physical size was limited by the introduction of a **green belt** surrounding the city where new building was prevented by strict regulations
- **Decentralisation** and **counter-urbanisation** continued however as offices, retail and industry moved out of the inner city
- **New towns** were designated and built outside the green belt such as Stevenage and Crawley to absorb any new population and industrial growth
- The outward movement was further stimulated by **slum clearance** and **redevelopment** of the old inner city

FACTFILE :-

- London is one of the world's megacities with a population of 8 million in the city itself and over 12 million in the greater metropolitan area
- London is a Primate city, disproportionately larger than the second UK city of Birmingham.
- It is the Capital city of the UK, the seat of Government and a major industrial and financial centre, contributing 30% of the UK's GDP
- A global city, it has the world's busiest airport and has large ethnic minorities