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Planning

## **Limmo Opportunity**

Places for London Limited (previously TTL Properties Limited)

F01: Prior information notice

Prior information only

Notice identifier: 2023/S 000-021696

Procurement identifier (OCID): ocds-h6vhtk-03ea97

Published 26 July 2023, 3:57pm

## **Section I: Contracting authority**

### **I.1) Name and addresses**

Places for London Limited (previously TTL Properties Limited)

5 ENDEAVOUR SQUARE

LONDON

E201JN

### **Contact**

Alina Ladha

### **Email**

[LimmoOpportunity@tfl.gov.uk](mailto:LimmoOpportunity@tfl.gov.uk)

### **Country**

United Kingdom

**Region code**

UKI - London

**Companies House**

08961151

**Internet address(es)**

Main address

<https://tfl.gov.uk>

Buyer's address

<https://tfl.gov.uk>

**I.3) Communication**

Additional information can be obtained from the above-mentioned address

**I.4) Type of the contracting authority**

Body governed by public law

**I.5) Main activity**

Other activity

Other letting and operating of own or leased real estate

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**Section II: Object****II.1) Scope of the procurement****II.1.1) Title**

Limmo Opportunity

**II.1.2) Main CPV code**

- 70110000 - Development services of real estate

### **II.1.3) Type of contract**

Services

### **II.1.4) Short description**

TTL Properties Limited (TTLP) intends to launch a procurement process to appoint a property development partner to deliver a residentially led redevelopment of a c. 5Ha brownfield site in Canning Town, East London. The site will be offered to the market on a long leasehold basis.

This is a unique opportunity to partner with TTLP in developing one of East London's largest remaining brownfield sites with over 600m of river frontage. With direct links to the Jubilee and DLR lines, it is less than 20 minutes from Central London.

The site could accommodate up to 1,500 homes and ancillary commercial uses, publicly accessible green space, improvements to the connectivity and permeability of the site, and north to south access along a river walkway. A masterplan has been produced by Feilden Clegg Bradley architects.

We would like to gauge interest via an Expression of Interest (EOI) and seek the views of the market via a Market Sounding Questionnaire (MSQ) on a number of aspects of the development in advance of a formal launch to the market.

Further information about the Limmo opportunity and access to the MSQ can be sought by indicating your interest via this PIN and sending an email to [LimmoOpportunity@tfl.gov.uk](mailto:LimmoOpportunity@tfl.gov.uk). Please register your interest and submit your organisations MSQ response by 5:00pm, 16 August 2023.

The MSQ will seek views on a number of aspects including capacity, capability, risks and opportunities as well as gauging the general level of interest in this opportunity. TfL reserves the right to use the information garnered from the EOI/MSQ responses to inform the procurement process and may share any feedback (without attribution to the respondent).

If you have any questions regarding this PIN please contact us at [LimmoOpportunity@tfl.gov.uk](mailto:LimmoOpportunity@tfl.gov.uk).

### **II.1.6) Information about lots**

This contract is divided into lots: No

## **II.2) Description**

### **II.2.2) Additional CPV code(s)**

- 70111000 - Development of residential real estate
- 70112000 - Development of non-residential real estate
- 70120000 - Buying and selling of real estate
- 71540000 - Construction management services

### **II.2.3) Place of performance**

NUTS codes

- UKI - London

### **II.2.4) Description of the procurement**

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The site could accommodate up to 1,500 homes and ancillary commercial uses, publicly accessible green space, improvements to the connectivity and permeability of the site, and north to south access along a river walkway. A masterplan has been produced by Feilden Clegg Bradley architects.

Following engagement with the market, we anticipate the launch of a procurement process in Q3 2023, with the intention of having selected a partner by Q3 2024.

The site:

The Limmo site is a triangular brownfield site comprising c. 5Ha of predominantly hardstanding. It is bounded on the east by the DLR and Jubilee lines and on the west and south by the River Lea. The Lower Lea Crossing bisects the site towards the south and Canning Town station is approximately 100 metres from the northern tip of the site with pedestrian access rights.

The site was acquired from London Borough of Newham (LBN) and British Railway Board in 2010 for the construction of Crossrail. Most recently we have explored delivery options with Connected Living London (CLL), our Build to Rent Joint Venture with Grainger PLC, however we do not consider the site suitable for 100% Build to Rent. Prior to this, TfL launched a procurement to seek a residential developer in 2018, however it was withdrawn pending further due diligence, regularisation of a number of title matters, and the acquisition of land to the north providing access to Canning Town station. These matters have now been resolved.

The site is currently vacant and we are exploring opportunities for both a short-term commercial use across the majority of the site, and a community-facing meanwhile use on the top portion in order to activate the site in the run-up to development.

#### Planning:

The site has an allocation within the Newham Local Plan for housing, open space and improved connectivity. We have engaged extensively with LBN and the Greater London Authority (GLA) since February 2019 regarding our proposals for the site and have developed an indicative masterplan of which LBN are broadly supportive. It delivers the following:

- 1500 homes across six 28 storey towers, and three pavilion-style buildings.
- 2Ha of publicly accessible open space throughout the site.
- A new cycle and pedestrian bridge connection to Canning Town.
- A new cycle and pedestrian ramp from the south of the site to the Lower Lea Crossing.
- A permeable river walkway to Thameside West from Canning Town Station.

We envisage that the scheme will deliver policy compliant levels of Affordable Housing, subject to viability and access to grants.

#### Constraints:

The site has a number of constraints which has guided the approach to development, the most important of which are noted below:

- The Elizabeth Line tunnels run east to west on the southern part of the site hatched black on the plan below with two shafts (one filled in), a substation, and a headhouse. Whilst this portion of the site can accommodate some limited development, proposals must be mindful of loading restrictions on this area. Full details on any technical interface will be provided.
- There are also various gas and water easements running along the south of the site.

- Electricity pylons run north to south along the eastern boundary of the site, with appropriate exclusion zones.
- There are currently sub-surface high voltage power lines running north to south along the eastern boundary of the site.
- The river wall structure and underground drainage pipes run along the western boundary of the site, and the river wall will need to be rebuilt in places.
- Delivery of the masterplan will involve a number of Infrastructure Protection interfaces with TfL for which approvals will be required. We have established a streamlined process for this which will be outlined in the tender documentation.

#### Connectivity:

Improving connectivity across the site is a key planning and strategic priority and the development will need to address this in order to gain planning consent.

Parts of Canning Town are dominated by road and rail infrastructure, and this development provides the opportunity to improve the permeability of the wider area. The site is bounded on the west and south by the River Lea and by the Jubilee and DLR lines to the east.

Pedestrian access to the north of the site is through Canning Town station only during its opening hours. Whilst there is an additional pedestrian bridge at the north linking the site to City Island, the scheme will require additional connectivity. The existing masterplan assumes a connection over the DLR and Jubilee Lines to Silvertown Way.

To the south of the site vehicular and pedestrian access is from the Lower Lea Crossing. Works to improve this are currently being designed to coincide with the opening of the Silvertown Tunnel, including the downgrading of the road to 30mph and the widening of the pavement which will improve the pedestrian experience. The existing masterplan proposes the delivery of a pedestrian ramp from the south of the site to the Lower Lea Crossing to improve connectivity to the south.

### **II.3) Estimated date of publication of contract notice**

10 November 2023

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## **Section IV. Procedure**

### **IV.1) Description**

#### **IV.1.8) Information about the Government Procurement Agreement (GPA)**

The procurement is covered by the Government Procurement Agreement: No