



Feature: Asian capital to add fuels on east London's regeneration

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LONDON, July 31 (Xinhua) -- East London's development need Asian money, in order to maximize the Capital's geological advantage on bridging the two hemispheres, and lure more companies and talents from Asia. It sounds like a fair deal and simple equation, and actually, it has also been happening over the past years.

During the media visit in the Royal Docks this week, Xinhua could easily feel Asia's strong presence on the dock lands, and the wider area -- east London.

MAJOR PROJECTS

The Royal Docks, glorious marine commercial hub in Victoria's era, are engaging in regeneration since the beginning of the 21st century. And the blueprint is matching the strategic outlook of London's eastern expansion.

London's Royal Docks were built in the mid 19th century, one of the symbolized Victorian engineering. 13m deep and 4km long, they cover an area the size of central London, and are recognized as the largest enclosed dock land in the world.

Hit by the economic transformation, they were closed to commercial vessels in 1981. However, since the beginning of the 21st century, the Royal Docks and the east London have been on the trajectory of renovation, and was largely propelled by the 2012 London Olympic Games.

Mike Luddy, managing director of the Royal Docks Management Authority, told Xinhua that the Royal Docks "absolutely come to life since the Olympic Games," and are still leading the way of "Londonpush-in."

Now connected by light railway DLR and Thames river cableway Emirates Air Line, and highlighted by new landmarks around, including the O2 Arena, Siemens Chrystal and the ExCel London exhibition center, the Royal Docks have the assets to incubate a new economic engine to the Capital.

Illustrating with designing plots, Luddy said that couples of "master projects" are being constructed or in the process of planning application. They are: the Floating Village at the Royal Victoria Dock, the Asian Business Port at the Royal Albert Dock, the expansion of London City Airport, mixed use development projects like Silvertown, etc.

Besides, when the 118km railway line Crossrail begin its full operation in 2018, the commuting time between the east and west London will be largely shortened. And this will be significantly beneficial to the balance growth of London.

ASIAN PRESENCE

It is hard to imagine that without the huge amount of investment injected by Asian capital, the fate of the Royal Docks revival could still grip its solid ground.

The Asian Business Port, a real estate project developed by Chinese property company Advanced Business Park (ABP), has been one of the most highlighted and triumphed commercial developments program for the Council of the London Borough of Newham and the Greater London Authority.

With 4.7 million square feet of floor space, ABP aims to build a new business district, by attracting Asian companies to open European offices in east London, as well as European companies to do Asian businesses here.

The company claims that it hopes the project will become London's third financial hub after the City of London and Canary Wharf. They say the program will create 20,000 jobs.

Neil Robinson, Director of Marketing and Communications of ABP, told Xinhua that the Asian Business Port is the "next and most exciting project of the Royal Albert Dock."

The scheme was granted the planning approval by the Newham Council on 23 July. The first phase of the project is expected to be completed by late 2017 or early 2018, then the whole project will be completed by 2025.

Diagonally opposite to the ABP's site, the Royal Wharf, a new town project with nearly 3400 riverside homes, is developed by Singapore's Oxley and Britain's Ballymore. It is one the biggest residential developments in London. Works have already begun on site with Royal Wharf's first residents moving in during 2016 and the whole project expected to be completed by 2020.

Meanwhile, Xinhua was told that one of the largest residential developments in Britain will be announced in September. With 10,000 new homes in plan, the project, which is funded by Hong Kong-based Knight Dragon, aims to redevelop the Greenwich peninsula in southeast London.

Knight Dragon is owned by New World Development, which is reigned by Hong Kong's billionaire Henry Cheng Kar-Shun.

http://news.xinhuanet.com/english/business/2014-07/31/c_133523193.htm

新聞分析：亞洲資本驅動英國“皇家碼頭”重生活力

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新華網倫敦7月30日電（記者張濱陽 吳心韜）在亞洲資本驅動下，位于倫敦東部泰晤士河岸的“皇家碼頭”正重獲新生，且有望崛起為倫敦第三個金融中心。

來自中國總部基地、新加坡豪利控股等房地產開發商正計劃今後數年投入數十億英鎊資金，建設商業和住宅項目，力圖打造倫敦第三個金融中心。對此，倫敦市長鮑裏斯·約翰遜表示：“這標志著這一偉大地區的重生，不僅將帶來巨大的投資機會，還讓東方和西方在這裏交融。”

中國總部基地的項目位于皇家阿爾伯特碼頭，計劃今後10年投資10億英鎊（約合17億美元），建設44萬平方米的辦公商務中心及附屬休閒設施。

總部基地全球市場和溝通經理尼爾·魯濱遜告訴新華社記者，這個項目將吸引亞洲和中國的新興企業進入倫敦，進而輻射整個歐洲，將成為中國和其他亞洲國家的企業投資海外門戶，加強英國與亞洲之間的經濟往來。

他介紹說，該項目的計劃書已獲得地方政府批准，預計一期工程將在2018年完工，全部項目將在2025年建成。

新加坡豪利控股則在皇家碼頭開發一處以住宅為主的房地產項目。該公司銷售經理馬修·庫克告訴記者，這個項目建築面積36萬平方米，建成後將能容納1萬人在此居住。據介紹，今年3月項目一期開盤，數百套房子在3周內全部賣光，其中40%的買家來自亞洲。

除商務和住宅項目，皇家碼頭還將打造一係列零售、餐飲和休閒項目。一個名為“銀城”的項目，以規劃開發“旗艦店”地產為賣點，希望吸引世界知名品牌來此開設概念店。而另一個名為“漂浮村莊”的項目，計劃在碼頭水面上建設水上餐廳、酒吧和商店，為人們提供新鮮的休閒和購物體驗。

皇家碼頭由三座碼頭組成，包括皇家阿爾伯特碼頭、皇家維多利亞碼頭和喬治五世國王碼頭。建成于1855年至1921年之間的三座碼頭水域面積達1平方公里，相當于從海德公園到倫敦塔橋市中心的面積。

曾盛極一時的“皇家碼頭”是世界上最大的封閉式碼頭，代表了十九世紀維多利亞時代英國的工業成就。20世紀上半葉，皇家碼頭取得巨大商業成功，但在二戰中遭轟炸損毀，盡管戰後曾短暫復興，卻最終於1981年關閉全部商業航運，從上世紀八十年代後期開始走上艱難的轉型重生之路。

上世紀八十年代末，倫敦城市機場建成，飛機跑道就建在中央碼頭之上，這座機場構建起通往歐洲各地及美國的天空通道。2000年，倫敦展覽中心在皇家維多利亞碼頭上建成，成為歐洲最大的會展中心。2012年，英國政府將皇家碼頭劃為特別企業區，相關企業在這裏將獲得諸多優惠和便利。

皇家碼頭管理有限公司總經理麥克·魯迪說：“皇家碼頭歷史悠久，獨一無二。這裏匯集機場、大學、會議中心和城市觀光纜車，交通四通八達。未來這裏將展現像紐約曼哈頓一樣的城市天際線。”

http://big5.xinhuanet.com/gate/big5/news.xinhuanet.com/fortune/2014-07/31/c_1111881660.htm